

# FORTITUDINE

BULLETIN OF THE MARINE CORPS HISTORICAL PROGRAM

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HISTORICAL BULLETIN VOLUME XXIII

SPRING 1994

NUMBER 4



U.S. COMMANDERS MADE TOUGH DECISIONS ON THE EVE OF THE WORLD WAR I ARMISTICE . . . SECOND MARINE CORPS AVIATOR'S PERSONAL PHOTO ALBUM REDISCOVERED AS HISTORICAL TREASURE . . . WORLD WAR II LIFE IN THE CENTRAL PACIFIC FROM A MARINE'S SKETCHBOOK . . . FLIGHT LINES: STEARMAN N2S-3

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*Senior Editor/Editor, Fortitudine*

# FORTITUDINE

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

Historical Bulletin Volume XXIII

Spring 1994

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This quarterly bulletin of the Marine Corps historical program is published for Marines, at the rate of one copy for every nine on active duty, to provide education and training in the uses of military and Marine Corps history. Other interested readers may purchase single copies or four-issue subscriptions from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

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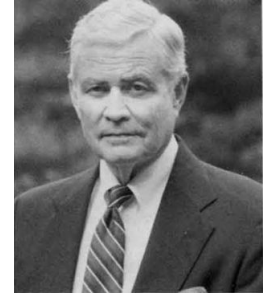
## THE COVER

With the characteristic helmet and leg wrappings of the World War I era, a Marine rifleman is "With the Second Division" in this oil painting by Leroy C. Baldrige, himself a private first class in the Army at the time the work was completed. The painting was given to the Historical Center in 1976 by Mrs. James G. Harbord, in memory of her husband, the U.S. Army general who was a commander of the 4th Marine Brigade of the 2d Division, AEF, in France in 1918. BGen Simmons revisits the Marine Brigade and the 2d Division in the second part of his recollection of the Meuse-Argonne campaign, beginning on page 3. The war is drawing to a close, but the Marines have "one more river to cross." Elsewhere in the issue readers will find the tale of a World War II Marine who made improvised sketchbooks his constant companions, with the result a highly personalized record of his service on the West Coast and in the Central Pacific. Art Curator John T. Dyer, Jr., tells the story of Marine, American diplomat, and museum curator Ralph W. Richardson, beginning on page 12.

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

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## Marines in the Meuse-Argonne Part II: Crossing the Meuse



BGen Simmons

**M**AJGEN CHARLES P. SUMMERALL'S orders from First Army were to press northward. Probably to his chagrin, the III Corps already had a foothold on the east bank while his own V Corps was still on the west bank. Moreover, Summerall was ordered to assist the I Corps, which was to cross at Mouzon, with his 1st and 42d Divisions which he had been holding in reserve.

In the early morning hours of 6 November, the 1st Division passed through the laggard 80th Division and took position on the 2d Division's left. This created a new corps boundary between the I and V Corps. Summerall ordered the 89th Division to take over the defense of the river line. The 89th was to extend to the left as far as Pouilly.

*In "Part I: Reaching the Meuse," the writer took the reader with the 4th Brigade of Marines from the rest camp after Blanc Mont to the west bank of the Meuse on 6 November 1918. The war was nearing its end but there remained one more river to cross.*

That afternoon Summerall visited Maj-Gen John A. Lejeune at the 2d Division's post of command and gave him verbal orders to prepare to march on Sedan. This implied movement through I Corps. Confirmation in writing came a few hours later. Lejeune directed Neville to prepare his 4th Brigade of Marines for the march while the 3d Brigade of Infantry, still in position along the Meuse, took over the portion of the line vacated by the 4th. The 4th Brigade, on pulling back from the river, marched behind the 3d Brigade to an assembly area at La Forge Farm. No sooner had the relief been made than the orders to march on Sedan were canceled.

**N**EXT DAY, 7 November, Summerall issued orders directing the 2d and 89th Divisions to be prepared to cross the Meuse river on a D-day and H-hour to be specified. The 4th Brigade edged forward from La Forge Farm to go into bivouac along the Beaumont-Sommauthe Road. A rumor rippled through the ranks that the Germans had sent a delegation through the lines seeking an armistice. On the 8th orders came to the 2d Division to cross the river at Mouzon and Letanne. Reconnaissance

showed that the Germans had removed or destroyed all the bridges crossing the river and were keeping the abutments illuminated and under artillery fire to prevent their repair. The 9th Infantry, 3d Brigade, managed to get a patrol across which encountered no Germans but was told by the French still living in the area that they were all around.

D-day was first fixed at 9 November. Lejeune learned that all the pontoon bridges had been allocated to the 89th Division. Lejeune's own 2d Engineers would have to fabricate four floating footbridges.

Lejeune planned for two simultaneous crossings. The 4th Brigade would cross with the 3d Brigade in support. On the night of the 9th, Col Logan Feland's 5th Marines moved up near Letanne and Col Harry Lee's 6th Marines to near Le Faubourg. The 2d Engineer Regiment, which had been fabricating the floating footbridges at Beaumont and Yoncq, was to bring them down to the river in sections, to be installed after dark. It turned out that the bridges could not be ready in time so Lejeune asked for a delay until the night of 10/11 November, risking the wrath of an already impatient Summerall.

*The site of the Meuse River crossing by 5th Marines battalions in the autumn of 1918 was photographed in the years immediately following the war, providing a record of the landscape close to its appearance to those who fought on the eve of the armistice.*





*Snapshot from a scrapbook of the war years shows one of the picturesque towns along the Meuse River, its buildings, timber footbridge, and possible railway bridge apparently undamaged by fighting. Stone embankment appears older than bridges.*

That evening, 9 November, Summerall called together the commanding generals and chiefs of staff of the 2d and 89th Divisions and held forth on the subject of river crossings. Lejeune offered an alternate plan, stating that it was obvious that the east bank of the Meuse was strongly defended and recommending that the 90th Division, which was already across the river to the south, drive north to clear the front of the 89th Division, which could then cross against no opposition. The 89th Division would repeat the maneuver, clearing the east bank where it faced the 2d Division. The 2d Division, in turn, would then drive north and clear the crossing site for the 77th Division. Summerall told Lejeune would take the plan under advisement, but when Lejeune returned to his headquarters, he learned that it had not been approved and that the simultaneous crossing of the 2d and 89th Division would proceed on the night of 10/11 November.

**B**RIGADE HEADQUARTERS was at Beaumont. The 5th Marines was in the woods two miles west of Beaumont. The 5th Marines now moved up to join the 6th which was in the Bois du Fond du Limon between Yoncq and Villemonty.

The main crossing, to be made by the 6th Marines, reinforced with the 5th Marines' 3d Battalion, was to be at Mouzon. The crossing at Letanne, to be made by the 5th Marines, reinforced with a battalion from the 89th, was considered secondary, to be made mainly as a link with the 89th Division which would be crossing at Inor. The 2d Field Artillery Brigade would bombard the opposite bank and the

machine gun companies would cover the crossing with overhead fire.

Two footbridges were to go across north of Mouzon and two near La Sartelle Farm north of Letanne. The two companies of engineers who were to put across the bridges were to be assisted by two rifle companies from the 9th Infantry. All battalions had the usual attachments of machine guns. The assault battalions were to cross rapidly and seize the heights above the river bank. The artillery would fire a curtain of shells that would move gradually point to point from the river.

**T**HE GERMAN SIDE of the river was not fortified. Mouzon was the boundary point between the Third Army of the Crown Prince's Army Group and Von der Marwitz's Fifth Army. The 31st Division, its strength a meager 850 men and 25

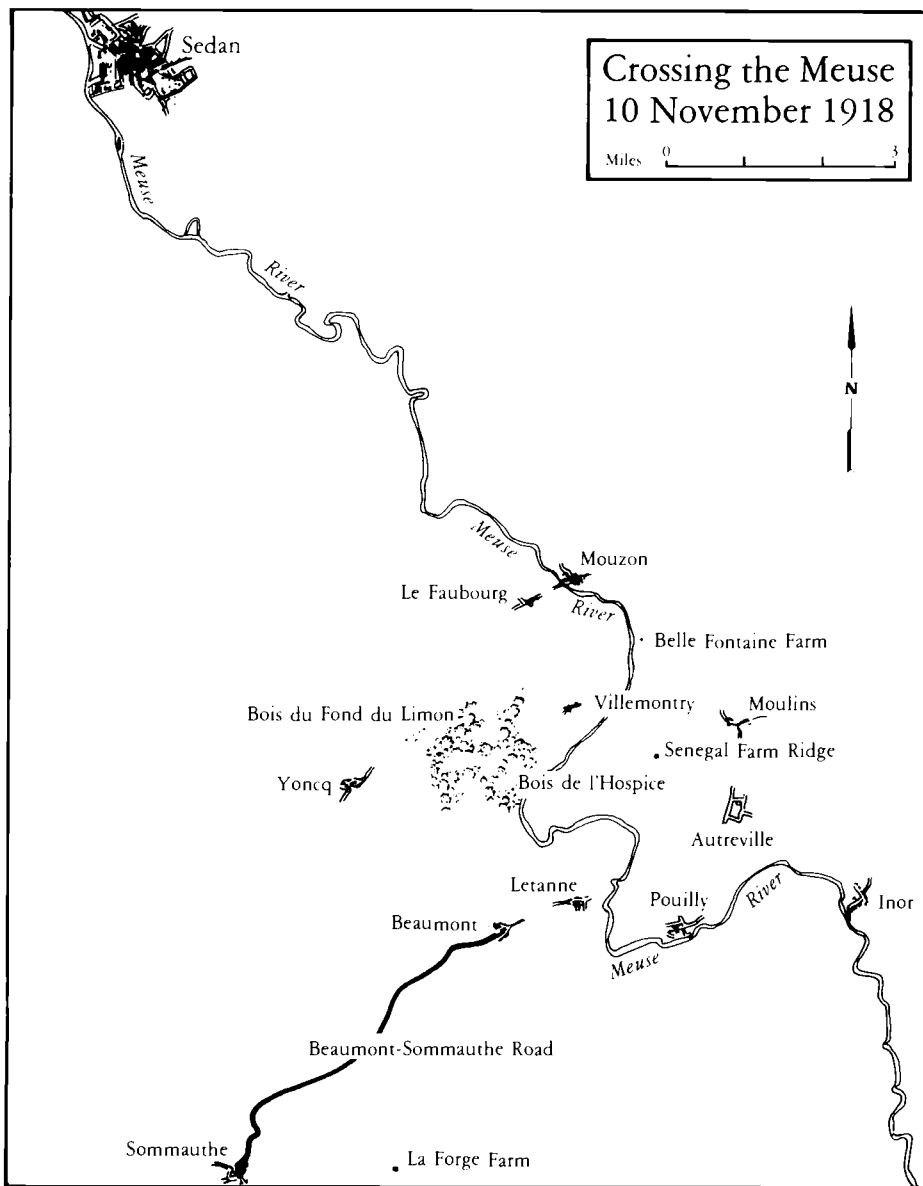
*A shell crater makes a "dug-out" emplacement for two 2d Division troops and their heavy-duty machine gun, all concealed by some of the sparse remaining vegetation in wartorn northeastern France where the Meuse-Argonne battles were fought.*



machine guns, extended from Mouzon east to Alma Farm. From Alma Farm to Letanne was held by the 352d Regiment, 88th Division—380 men and 11 machine guns. To the rear in reserve were two provisional regiments. One, with all the infantry that could be found from the 52d Division, was at Vignerons Farm. The other, the remnant of the 236th Division, was between Autreville and Moulins. Together the two regiments probably did not total more than a thousand men. The 29th Machine Gun Battalion had one company on the river bank and one in reserve. German artillery, however, was still strong and there were still German aircraft in the sky.

The battalion commanders of the 6th Marines received their orders for the attack at Yoncq at about 5 p.m. on 10 November. After crossing, the 6th Marines was to take the ridge north of Mouzon. German artillery was interdicting the roads but fortunately all four Marine battalions were using the railroad as their approach march route. There was some confusion as to the time of the attack. The artillery, which was to fire an hour-long preparation, began its fires before the battalions had left the wood. Most of the preparatory fire had been delivered before the regiment reached the river.

It was an inky dark night accentuated by a heavy fog. The 2d Engineers formed a chain of men to act as guides from the Bois du Fond du Limon to the crossing site. The engineers had carried the sections of the bridges, essentially rafts, down to



operating north of Belle Font Farm.

One platoon will remain at bridge as bridge guard.

Two (2) platoons will be at the disposal of Battalion Commander.

The order, of course, was in error in its presumption that the 6th Marines was across the river; the troops in the vicinity of Belle Font Farm were not friendly. The engineers got the footbridges across. The Germans immediately located them and brought machine-gun and artillery fire to bear, knocking out one of the bridges. The battalion from the 89th had not yet arrived. Hamilton decided to cross on the one bridge with the 1st Battalion followed by the 2d Battalion. German artillery hit his Marines as they approached the bridge, causing many casualties. The bridge was nothing more than planks supported by box-like floats or rafts. "Like a railway track turned upside down," is the way one Marine described it. It was swept by machine-gun fire. The 1st Battalion worked its way across between the hours of 9:30 and 10:30 p.m. Those who got across were further struck as they went up the bank by the fires from a strong machine-gun nest. Fewer than one hundred Marines from the 1st Battalion could be assembled before daylight. Maj Hamilton reported by message at 6:50 a.m. that he had organized them into a single company.

**D**UNBECK'S 2D BATTALION followed behind the 1st Battalion. Dunbeck led off with his headquarters, part of the 55th Company, and a section of machine guns. One of Dunbeck's officers fell off the bridge and yelled, "Save me, Captain. I can't swim." Dunbeck pulled the floundering officer to his feet and told him to wade, the water was only waist-deep. All of Dunbeck's battalion was across by 11:30 p.m. Dunbeck was soaked to the skin and it would be hours before he could get a fire going to dry out.

Dunbeck was followed across the river by Capt Samuel C. Cumming with the 51st Company (or Company G). German shells cut the bridge. As Capt Cumming remembered:

It was 11 o'clock at night and raining and sleeting. Those of us in the rear were able to get back to the west bank of the river and waited for engineers to come and repair the bridge, so we could cross. On arriv-

the river. They were to be lashed end-to-end, and floated across.

**T**HE GERMANS SPOTTED the bridging effort and brought down heavy artillery and machine-gun fire. Dawn came. The bridges for the 6th Marines crossing were still not in position. The Mouzon crossing had failed. The battalion commanders agreed to pull back from their exposed positions. The battalions countermarched back into the Bois du Fond du Limon and Bois de l'Hospice. Here they learned that the armistice had been signed, to be effective at 11 a.m.

Things had gone differently for the 5th Marines at Letanne. Maj George Hamilton, of the 1st Battalion, 5th Regiment, was in charge of the crossing force. His plan was for an hour's artillery preparation and then for Capt Charley Dunbeck's 2d

Battalion and the battalion from the 89th Division to cross simultaneously, each using one bridge. The 1st Battalion, under temporary command of Capt LeRoy Hunt, would follow in support.

Dunbeck wrote out his orders to his company commanders at 5:30 p.m. on sheets torn out of a German officer's field notebook. He held out the 55th Company (also known as Company H in the Army's nomenclature) as his battalion reserve. His orders to 1stLt Sydney Thayer, then in momentary command of the company, read in part as follows:

Your mission is to screen the bridge while other units pass over.

After all units have passed over, you will send one (1) platoon to Belle Font Farm, seize the place and connect with 6th Marines, who are

ing on the east bank I found Capt Dunbeck had turned up river where there was heavy fighting, instead of down the river where we were ordered to form a bridgehead for the 6th Regiment crossing. I knew he had, in the confusion, taken the wrong turn. I therefore turned down the river to where he was supposed to form a head. I had with me three and one-half companies of infantry and one machine gun platoon.

Heavy shelling by the Germans continued. Cumming placed Capt Hardin Massie at the head of the column with the remnants of 55th Company and the machine guns, and followed with the 51st Company. Cumming, with two Marines, personally took out a German machine gun, shooting the gunner through the head while his two Marines bayoneted the other two members of the crew. He reached the point on the river where the 6th Marines were supposed to cross and

set up a defensive position along the tow path with about 200 Marines. Capt Massie was his only surviving officer.

**D**UNBECK HAD MOVED his bob-tailed battalion, something less than a company, up on Hamilton's left, and had pushed patrols out toward Bellefontaine Farm.

The battalion from the 89th Division crossed some time after midnight and by daybreak had come up on Hamilton's right with some 300 effectives. The 89th Division itself had crossed near Pouilly and was working northward.

Three machine gun companies—the 8th, 23d, and 81st—were to have accompanied the infantry battalions. The 81st did not make it across, its bridge was shot away. The 23d Company, with just five guns left, covered the engineers as they put one of the bridges in place, but only managed to get one gun across. The 8th Company (which could claim to be the

most veteran of machine-gun companies having come across with the 5th Marines) did get across and managed a final gun duel with the Maxims at 100 yards range.

At brigade headquarters, by sometime after midnight, Neville knew only that the Mouzon crossing had failed and that he had two weakened battalions, with a third following, across the Meuse. He asked Lejeune for another battalion. Lejeune sent him the 1st Battalion, 9th Marines, to be held in support.

**W**HEN DAYLIGHT CAME, Capt Cumming could see no sign of the 6th Marines which he was expecting to cross the river. He asked for a volunteer to swim the river. The swimmer started at about 7:30 a.m. and was two-thirds of the way across when German fire killed him. Cumming waited until 10 a.m. and then called for another volunteer. He picked one who said that he could swim the distance under water. The Germans apparently did not see him until he reached the opposite bank. He dodged into some bushes with bullets whacking after him, but Cumming was certain he would get through.

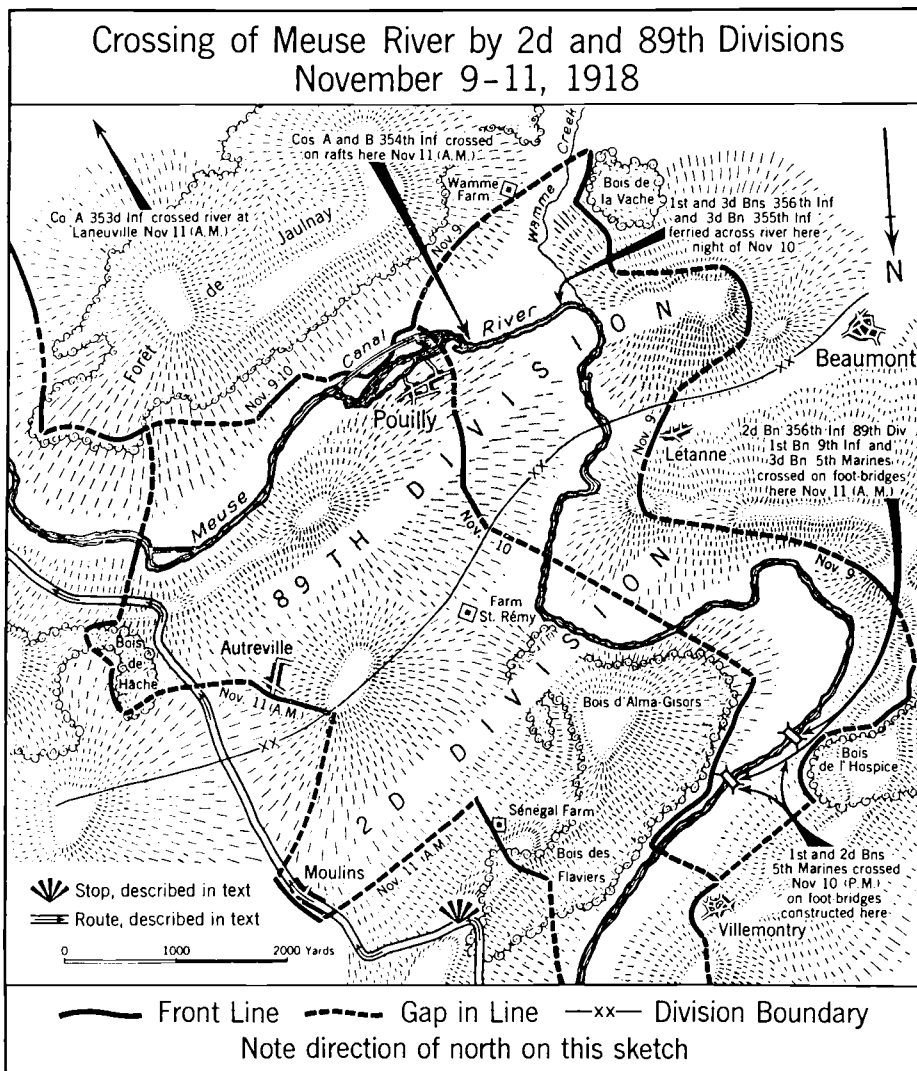
Lejeune afterward said that the night of this last battle of the war was the most trying night he had ever experienced. It weighed heavily on him that in all probability the armistice was about to be signed. At 6:05 a.m. his radio operators intercepted a message:

Marshall Foch to the Commanders-in-Chief:

1. Hostilities will be stopped on the entire front beginning at 11 o'clock, November 11 (French hour).
2. The Allied troops will not go beyond the line reached at that hour on that date until further orders.

(Signed) Marshal Foch  
5:45 a.m.

Was it a hoax? Lejeune called the chief of staff of V Corps to verify the message. The chief of staff stiffly told him to ignore the any word of an armistice unless it came to him officially from V Corps. Not until 8:45 a.m. did V Corps confirm the message. Lejeune repeated the order to his brigade commanders and then personally directed Col Feland to expedite getting the message across the Meuse to Maj Hamilton and Capt Dunbeck.





*The Meuse-Argonne battles devastated much of the countryside in northeastern France. Here MajGen Lejeune's 2d Division Marines carefully pick their way through a cratered and splintered wood that earlier may have provided cover to enemy troops.*

ALMOST SIMULTANEOUSLY, Neville learned that the armistice had been signed and that hostilities would cease at 11:00 a.m. He sent the news forward to his regiments hoping that they in turn would get the word through to the engaged battalions. Neville was only too aware that an armistice was not peace. It was obvious to him that the best possible defensive line had to be occupied. He or perhaps Feland determined that this should be Senegal Farm Ridge as occupied by the 1st Battalion, 5th Marines, with the 2d Battalion extending the line along the highway to Bellefontaine Farm. Patrols which had pushed forward as far as Moulins were to be recalled.

During the last two hours before the armistice, the Germans intensified their artillery fire. A few minutes before 11:00 a.m. there were tremendous bursts of fire from both sides—and then silence.

On the ragged forward edge of the 5th

Marines' front line the situation was far from clear. In the morning the 1st Battalion moved out in support of the battalion from the 89th which was paralleling the 2d Battalion in its advance. Capt Hunt, leading the remnant of his 18th Company, was about a mile from the river and approaching Moulins when word of the armistice reached him at about 11:45 a.m.

The last German order on this front was issued at 10:50 a.m. when the 174th Infantry was directed by its brigade commander to send its reserve battalion up to the 166th Infantry on the left to block the American advance. The order was not carried out.

A German battalion commander facing the 2d Division reported: "At 11:15 hostilities cease. Not a shot is fired. Among our men quiet, depressed mood, and quiet joy, while among the enemy there is loud manifestation of joy over the armistice."

*In another snapshot, a group of German prisoners of war is marched along a dirt path back from the front lines; some walk with canes. A U.S. Army Signal Corps unit, left, treks in the other direction, toward the front, unreeling a spool of communications wire.*



CUMMING AND HIS MARINES on the east bank at Mouzon were still isolated. As Cumming, who would retire as a major general, later remembered:

Whenever we saw any Germans we fired on them and this continued until about 2:15 in the afternoon of November 11th.

I noticed the Germans were not returning our fire and suddenly all along the main highway fronting us, there appeared above the embankment German rifles with flags and white handkerchiefs waving. I ordered my men not to fire and we waited to see what they were going to do.

Suddenly two Germans appeared and started walking toward our lines. When they got half-way I saw one of them undo his pistol belt and throw it to one side. I, therefore, called for a volunteer who could speak German to accompany me, and approached the German who was a captain. Speaking in German, he said he knew he had us surrounded and that we had no communication with the main body of our forces so he was informing us that an armistice had been signed that morning between the German high command and the Allied command. All firing should have stopped at 11 a.m. I had continued to fire on his troops causing some casualties. He requested that I take his word about the armistice and cease firing on his troops. I informed him that I had heard of a possibility of an armistice

and, on returning to my lines, would inform my men that it was an accomplished fact and we would observe the armistice. I picked up my pistol, which I had thrown to one side, he picked up his, and we both returned to our lines.

A few minutes later Germans came swarming over the embankment waving bottles of brandy. Drinks were quickly traded for American cigarettes. ". . . one would thought they were long-lost brothers," remembered Cumming. A half-hour later a Marine runner brought him official word of the armistice.

As Lejeune wrote later in an order published to the 2d Division:

On the night of November 10th, heroic deeds were done by heroic men. In the face of a heavy artillery and withering machine gun fire, the Second Engineers threw two foot-bridges across the Meuse and the First and Second Battalions of the Fifth Marines crossed resolutely and

unflinchingly to the east bank and carried out their mission.

The front-line Marines were wet and exhausted. Only gradually did it sink in that the war was over. They gathered in small groups. Bonfires were built. They began to talk and sing songs. That night there was a display of pyrotechnics as weapons were fired into the air all along the line. Under the elation, though, there was an edge of bitterness. If it was known that the war was to end, muttered the Marines, why had they been ordered to attack across the Meuse? Casualties in the brigade had been a seemingly unnecessary 31 killed and 148 wounded. Total brigade losses since 1 November were 323 killed, 1,109 wounded.

SOME WERE QUICK to lay the blame at Gen Summerall's feet, but, as Lejeune makes clear in his *Reminiscences*, the orders had come down from the top. Foch on 9 November had sent a telegram to the commanders of each of the Allied armies:

The enemy, disorganized by our

repeated attacks, retreats along the entire front.

It is important to coordinate and expedite our movements.

I appeal to the energy and the initiative of the Commanders-in-Chief and of their Armies to make decisive the results obtained.

Pershing ordered his First and Second Armies to press forward. The First Army, in turn, ordered the V Corps to press forward and so it was that Pershing was able to report:

The Fifth Corps in the First Army forced a crossing of the Meuse east of Beaumont, and gained the commanding heights within the reentrant of the river, thus completing our control of the Meuse River line.

And what were Lejeune's private thoughts? On the night of 11 November he wrote to his wife, "Last night we fought our last battle. . . . To me it was pitiful for men to go to their death on the evening of peace. □1775□

*"The Last Night of the War," a painting by Frederick C. Yohn, focuses on the 5th Marines' struggle through artillery and rifle*

*of the Meuse. Yohn was a painter and illustrator (1875-1933) who was famous for his battle scenes and whose illustrations appeared frequently in Harper's, Scribner's, and Collier's magazines.*





## World War II Pamphlets Bring Bouquets and Brickbats

### MANY TITLES PLANNED

Thank you for the three copies of *Across the Reef: The Marine Assault of Tarawa*, by Col Joseph H. Alexander, USMC (Ret). It is a genuine pleasure to add all three to the Nimitz Library's collections.

In fact, all the publications in the *Marines in World War II Commemorative Series* seem to prove very useful to midshipmen in their research. They are good, solid introductions to Marine Corps history and also can be consulted to verify or find specific information.

I have checked our holdings and *Across the Reef* is the sixth title we have received in the *Marines in World War II Commemorative Series*. We certainly hope that many more titles in this series are planned.

Barbara Parker  
Assistant Librarian, Nimitz Library  
U.S. Naval Academy

### THE BRAVE OF TARAWA

I write to commend you on the "Tarawa" monograph. It is competently done, a thoroughly professional work which exhibits with stark clarity how courage and resolution can make up for weaknesses in planning coordination.

There has always been a kindred spirit in my heart for the brave men who conquered Tarawa. My part in their heroic effort consisted of testing a loaded LVT (1) through heavy surf breaking over a coral reef. Congratulations to Col Alexander.

LtGen Victor H. Krulak, USMC (Ret)  
San Diego, California

### SOME MINOR ERRORS

Just a corrective note or two re the World War II commemorative monograph, *Up the Slot: Marines in the Central Solomons*:

On page 31, the statement that planning for the Yamamoto mission "fell to Lieutenant Colonel L. S. Moore . . ." is in error. Adm Mitscher assigned that responsibility to Col Edward L. Pugh, Fighter Commander, Aircraft Solomons. I accompanied Col Pugh, as his operations officer, to the initial conference on the mission called by Adm Mitscher on 16 April 1943 at Headquarters ComAirSols, Guadalcanal. The mission was planned on

16 and 17 April 1943 and was launched early on the morning of 18 April. Col Moore was the executive officer of MAG-12 at Guadalcanal and administered that command for Col Pugh while he was assigned as Fighter Commander, ComAirSols.

On page 31, there is a paragraph about a very successful intercept of an enemy air raid on 16 June " . . . before they reached their target, the New Georgia invasion fleet." Since the New Georgia operations did not begin until 30 June, the target indicated is in error and is confusing. 16 June was indeed a very big day for the fighter command, but not in defending the "New Georgia invasion fleet."

On page 33 there is a statement attributed to Gen Mulcahy when he was ComAirNewGeorgia to the effect that the use of aircraft close to the frontlines "proved to be impractical with accuracy." The statement as written is very misleading. As I remember Gen Mulcahy's statement, it was to the effect that the jungle canopy so restricted visibility from both the air and on the ground, that neither the ground units nor the aircraft knew precisely where they were in terms of rendering close air support. Thus, close air support of ground units in the jungle was not practical. Today we have position indicators accurate almost to the inch, but unfortunately they were not available in central New Georgia.

These are really minor errors in an otherwise commendable monograph, but to avoid confusing posterity on events of so long ago, I felt that since I had some firsthand knowledge of the subjects covered, corrective statements were in order.

MajGen John P. Condon, USMC (Ret)  
Alexandria, Virginia

### A MISPLACED ATTRIBUTION

29 March 1994

I have received and read *all* of *Breaching the Marianas: The Battle for Saipan* [Capt John C. Chapin, USMCR (Ret), in *Marines in World War II Commemorative Series*. Washington, D.C.: History and Museums Division, Headquarters, U.S. Marine Corps, 1994], and want to thank

you for sending it to me. It is a good book, readable and well designed.

I am interested to note that I am quoted twice in the book and I am mystified by the quote on pages 4 and 5. I don't recall ever seeing, writing, or having the experience described. On D-Day I was at the CP of 1/6 about 150 yards inland from Red 2 Beach which in turn was almost two miles north of Charan-Kanoa. We couldn't even see the smokestack in question. I was never in Charan-Kanoa during the entire battle. Our C Company was on our right flank, the 8th Marines were between us and Charan-Kanoa. I was in a hole that night but it was dug as a shelter for the farmer's family who had fled. The heavy fire we received came from our left flank guarded by 2/6 who stopped a Jap counterattack mounted from Garapan along the coastal road. It was stopped by Companies F and I, NGF, and B Company tanks.

I would be most interested to learn where Capt Chapin got this story. It must have been someone else and my name was erroneously added in editing.

Col James A. Donovan, USMC (Ret)  
Atlanta, Georgia

EDITOR'S NOTE: Col Donovan wrote again on 14 April:

The enclosed note from Carl Hoffman [MajGen Carl W. Hoffman, USMC (Ret)] may help clear up the mystery of Chapin's misquote of me in the *Saipan* monograph:

The words were lifted from my oral history on pages 39 and 40. Such careless documentation does little credit to an author with honors in history from Yale.

### ATTENTION SMITHSONIAN!

You have every right to be proud of the *outstanding* publications you've been putting out on World War II.

Capt Chapin's "Saipan" monograph is superb—should be must reading for the . . . historians at the Smithsonian . . . !

Richard Hallion  
Historian of the Air Force  
Washington, D.C.

# Newsmen Were Closest Marines to Normandy Landings

by Herbert C. Merillat

**T**HE ROLE OF U.S. Marines on D-Day in Normandy was pretty much limited to service on battleships and cruisers that were bombarding the beaches. A crack Marine battalion that had been sent to Londonderry early in the war to help defend Northern Ireland never got into action in Europe; it was eventually dispersed among units in the Pacific. Thus it happened that the U.S. Marines who got the closest to the Normandy beaches on that fateful June morning were a team of three combat correspondents attached to the London headquarters of the U.S. Naval Forces in Europe. These were myself (then a captain), TSgt Richard T. Wright, and combat photographer SSgt James R. "Scotty" Kilpatrick.

I arranged with the Royal Marines and Royal Navy for the three of us to take part in D-Day proceedings on LCGs—Landing Craft, Guns. These were British tank-landing craft converted to serve as floating artillery. A twin-gun turret of 4.7-inch guns was mounted on each LCG. With their shallow drafts the LCGs could get close to the shoreline, just outside the belt of underwater obstacles, and deliver direct fire against German pillboxes and other targets on the beaches—part of Hitler's Atlantic Wall—just before assault troops landed. Then they could take on targets farther inland.

The skipper of LCG-1007, in which I embarked, was Lt Hugh G. Ashworth,

*Herbert C. Merillat, observer with Royal Marines on D-Day, went on to become a noted military historian, author of Guadalcanal Remembered (1982), and a distinguished historian of the early church.*

*Capt Herbert C. Merillat, center, observed the 6 June D-Day landing of Canadian forces over Juno Beach with Royal Navy Lt Hugh Ashworth, left, and Royal Marine Lt George Hardwick, from the deck of a British landing craft, LCG-1007.*



RNVR, and the commander of the Royal Marines contingent was Lt George Hardwick, RM. The ship's company consisted of 16 seamen and 46 Royal Marines who manned the guns. We were assigned to Juno Beach in the British sector, where a Canadian division would land.

**O**UR LCGS WERE part of a vast armada assembling at Portsmouth, one of the many British ports from which the cross-Channel drive was to be mounted. We joined the ships on May 28, speculating that we would shove off for Normandy about the 4th or 5th of June. Electrical engineer teams attached mysterious wires and boxes to ships' masts; we later learned they were devices to foil enemy radar. But balmy summer weather turned wet and windy. On the 4th everyone felt let down when word came that D-Day had been postponed. It was, however, rescheduled for 6 June; as we now know, it was one of Gen Eisenhower's most difficult and momentous decisions. Our flotilla set out from Portsmouth on the morning of the 5th. Shortly after noon we entered the English Channel from the Solent, the first group after the minesweepers.

That night the Channel was alive with ships—fast ones, slow ones, fighting ships of all sizes, transports, landing craft, tiny rocket boats—overtaking or falling behind according to an intricate and inflexible pattern that would get each to its proper position off the Normandy coast at dawn. As one who had taken part in the first U.S. amphibious attack in the war, against the Japanese at Guadalcanal in August 1942, I was much impressed by the variety of

new ships and boats that had been developed for such operations.

One of our main engines broke down after midnight. There were anxious minutes while it was repaired and we tried to recover our position in the formation, with the skipper peering through the gloom at numbers on buoys and other vessels. All night long the sky over the French coastline ahead was alive with German ack-ack, sweeping the skies like hoses of fire as Allied bombers roared in, wave after wave. As we later learned, some of the Allied planes carried parachutists in the early morning hours.

**B**Y 0530 IT WAS growing light. Already the big naval guns were bombarding the shoreline of the American beaches west of us. At our beach the heavy naval guns opened fire behind us at 0600 and heavy bombers began coming over to blast the landing beaches. The shore was barely visible through smoke and dust. We closed in with the first assault wave of Canadian troops and began firing on our first designated target—a German pillbox mounting three-inch guns.

Just before the assault waves reached the beach sheets of flame rose from rocket craft astern of us. Clusters of rockets zoomed over our heads and crashed on the beach. As the Canadians went ashore, our guns were silent. Later we fired at houses in the village of Courseulles, at a strong-point between two villages, and into the woods beyond.

In the first exchanges of fire some nearby vessels had been holed. Among them was our flotilla leader; one seaman was killed. TSgt Wright, on that LCG, joined in firing twin Oerlikon guns at beach targets. By 0930 the last German gun shell- ing Allied vessels from Juno beach had been silenced. Our own targets were now inland, ahead of the Canadian advance. Our ships' main work done, we watched in the afternoon as the Canadians moved slowly beyond the dunes.

**T**HE VISUALLY MOST SPECTACULAR events began at dusk. For hours the sky was full of Allied planes, as in the night before. First the bombers came,

group after group. For half an hour the air was full of their thunder. Then the big, black transports and gliders filed over. [Later the troops landed in our sector were identified as the 6 Air Landing Brigade.] Coming low from the north amid heavy antiaircraft fire, the planes crossed the beach, wheeled, dropped their loads, and headed back. Within our field of vision one craft fell in flames in the sea, another crashed trying to land in a field, while a third, smoke trailing from an engine, swooped low, then began rising steadily and, as we all cheered, started back toward England.

The nighttime mission of our LCG was to help guard that vast assemblage of ships

against possible attacks by German motor torpedo boats from bases nearby in the mouth of the Seine. It was not an E-boat but a Junkers 88 that almost got us. The German bomber dove low over the defense line shortly before midnight. It was shot down by a flak ship in our flotilla but crashed into the sea dead ahead of LCG-1007. It was too late to reverse engines, and as we crouched on the bridge to take the shock of a possible explosion the skipper shouted down the voice pipe, "Full ahead together." Our LCG crunched into the plane, cutting it in two, and passed over the wreckage as German aviation gas drenched the gun crew in our bow.

ALL NIGHT THE SKY and the land behind the beaches were aflame with flares, bombs, artillery fire, burning buildings and planes, and great whips of German antiaircraft fire that lashed across the sky, interlacing, criss-crossing. We stayed on station for three days and nights and then returned to England. The three U.S. Marines who had been closest to the action left their friends of the Royal Marines and Royal Navy with admiration and respect and some vivid memories. We could not claim to have contributed much if anything to the victory, but we were pleased that we had been able to witness at close quarters one of the greatest battles in history. □1775□

## Touring European Top Marines Visit Historical Center

by Col William J. Davis, USMC

Deputy Director, Marine Corps History and Museums

ON THE 19TH OF MAY, Marine Corps commandants from four European countries visited the Marine Corps Historical Center and the Marine Corps Museum at the Washington Navy Yard. Visiting the museum were LtGen Robin J. Ross, Commandant General, Royal Marines; LtGen Arturo Paz Pasamar, Commandant General, Spanish Marine Corps; MajGen Roy Spiekerman van Weezenburg, Commanding General, Royal Netherlands Marine Corps; and Capt Jose Luis Pereira De Almeida Viegas, Commandant, Portuguese Marine Corps.

The visiting commandants and their accompanying delegations were nearing the end of their official tour of the United States. While in this country the European officers were escorted by the U.S. Marine Commandant, Gen Carl E. Mundy, Jr.

WHILE TOURING the Historical Center, the visitors discussed a historical event concerning an ancestor of LtGen Ross, the British Commandant General. Gen Ross' ancestor was MajGen Robert Ross, commander of land forces during the British invasion of the United States in 1814. Described by historians "as a very gallant and experienced officer," Robert Ross commanded the seasoned Peninsula campaign veterans of the Napoleonic Wars, who defeated an Ameri-

can force of soldiers, seamen, militia, and 103 Marines under the command of Capt Samuel Miller from the Marine Barracks, Washington, D.C., at the Battle of Bladensburg, Maryland.

The subsequent burning of the public buildings of Washington, except for the Commandant's House, gave rise to the legend that the house was spared by Ross out of respect for the valor displayed by the Marines at Bladensburg. After his departure from Washington, Ross was killed on 12 September 1814, at the Battle of North Point by American militia skirmishers, as his forces advanced on Baltimore.

*LtGen Ross, the Royal Marines Commandant General, presents a memento of the visit to Director of Marine Corps History and Museums BGen Edwin H. Simmons, watched by, from the left, LtGen Pasamar, an aide, Capt Viegas, and MajGen Spiekerman.*



# Young Marine Artist Recorded His World War II World

by John T. Dyer, Jr.  
Curator of Art

THE FIFTIETH ANNIVERSARY of the United States' entry into World War II reminded many veterans to open sea-bags and locker boxes stored in attics and cellars for nearly half a century and renew their acquaintance with their warriors' legacies of uniforms and other souvenirs. If the contents of the bags and boxes hadn't long ago been commandeered by relatives to suit periodic military-influenced fashion, donated to charity drives, sold at yard sales, thrown out by accident or design, lost in a move, or contributed to a museum, a nostalgic few minutes might be spent with memories not so distant and a veteran's personal treasure. Former Marine searchlight operator and section leader in two Marine defense battalions, Ralph W. Richardson may have been among these veterans.

Does the moth-balled, thick, green-grey kersey, or the pocketless dress blue uniform blouse comfortably fit what once was boot-camp hardened muscle?

Is the USMC-stamped Kabar fighting knife, designed for killing, sharp enough to open a waxed K-ration box? And how did that stuff really taste?

Old letters, old dreams, old three-cent stamps, and "FREE" in envelope corners, tissue-paper-thin "V-Mail," and a miniature, photo-reduced newspaper on an eight-by-ten sheet.

SKETCHBOOKS! Small watercolors were made when the equipment was available and time allowed; otherwise, pencil and fountain-pen notes on any piece of paper at hand. The 18-year-old Marine who liked to draw remembered his subjects: Naval Air Station, Johnston Island; Sand Island; Majuro; Tinian and Saipan; and Okinawa. When Ralph Richardson viewed his graphic art record, as many a World War II veteran does, seeking a safe home for personal treasure, he contacted Marine Corps History and Museums Director, BGen Edwin H. Simmons, and offered his seven watercolors on good sketchbook paper, six pencil drawings, six small pen-and-ink and pencil sketches of various sizes, and seven sketches in an 8"x5" World War II writing tablet, to the Marine Corps Museum. His offer



*It was bring your own washpail to "Unit 9's Shower" under the palms on Majuro. Richardson noted that the searchlight unit's position was "between hardstands of SBD's."*

was accepted and an unexpected bonus came with his well-written captions. Excerpts from them are:

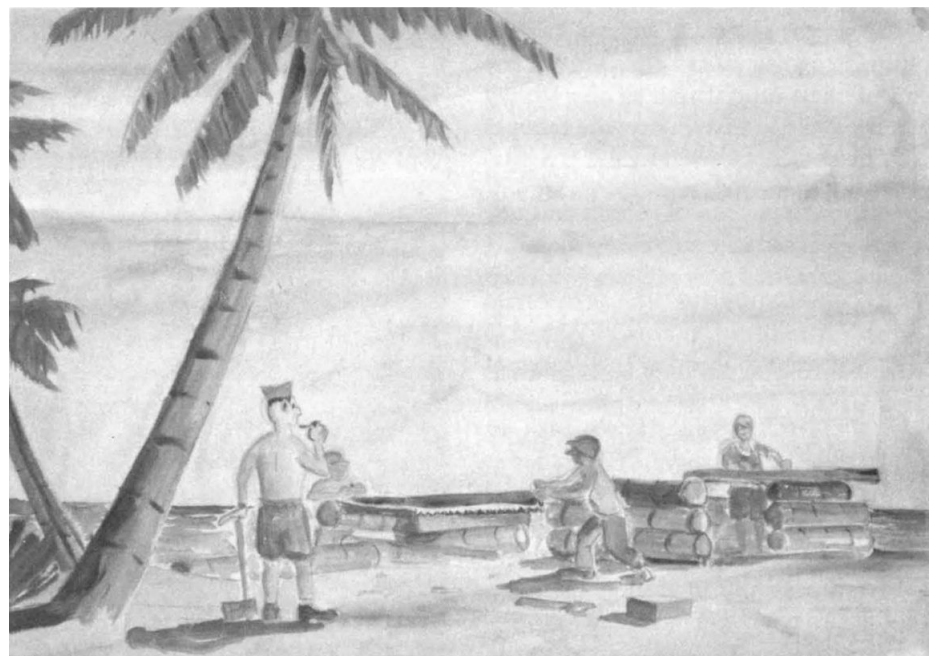
"... arrived at Johnston N.A.S. on 2-9-43, direct from boot camp. We were the first to arrive with the new M-1 (Garand semi-automatic rifle) and new style helmet, and were quite the center of

attention! Sand Island, only 3.5 acres (and some 400 personnel) was about a 15-minute boat ride from Johnston."

"The old Number 9 barracks: whenever the 5" -battery had firing practice, the vibrations shook hundreds of cockroaches out of the nooks and crannies . . . ."

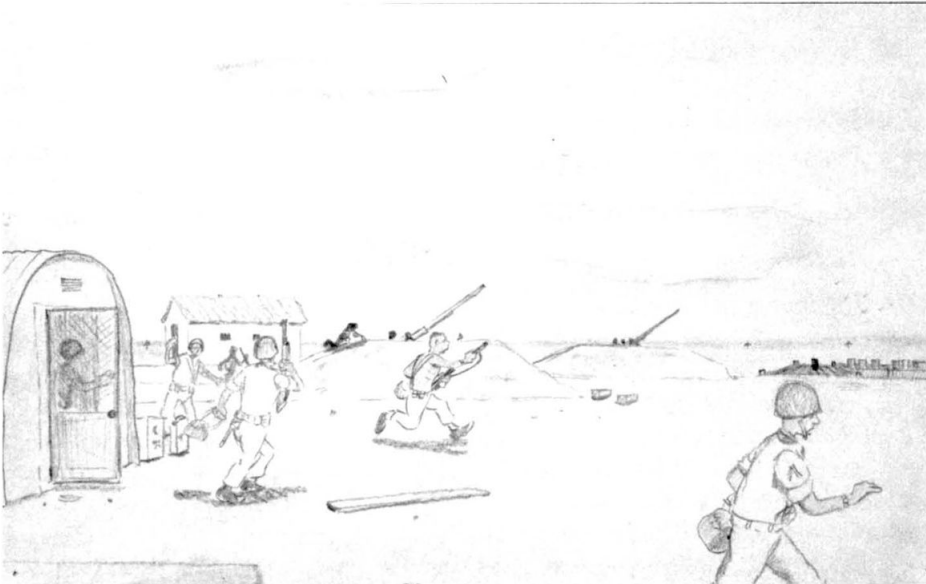
"False-alarm 'alerts' or 'General Quart-

*Sturdy coconut logs are prepared by Marines for the "Fifty Calibre Machine Gun Position Under Construction" on Majuro. Richardson found the island "a tropical paradise."*





*"Bird's Eye View of Sand Island," above, provides the lay-out of Richardson's first duty station, "only 3.5 acres (and some 400 personnel)," about a 15-minute boat ride from Johnston Naval Air Station. He brought along a then-new M1 rifle. On Sand Island, Marines ran for "Daylight General Quarters," below, only to find them "false alarms," probably attributable to "the low positioning of the island's primitive 'bedsprings' radar."*



*Lack of watercolors forced Richardson to improvise with pen and pencil to record experiences on Saipan, Tinian, and Okinawa. He made his newsprint-quality "Service Writing Tablet" a graphic diary with sketches such as "Road to Naha" from Okinawa.*



ers' were frequent, for reasons never spelled out to enlisted personnel. We suspected the major cause was the low positioning of the island's primitive 'bedsprings' radar."

**"T**HANKS TO THE SEABEES, our island had a general sprucing-up in the fall of 1943: the rickety old movie hall was completely refurbished, new heads were built, and several quonset huts were erected."

"Searchlight Unit 9's position was located between hardstands of SBD's; the aircraft flew almost daily 'milk runs,' bombing Japanese units cut off on nearby islands in the Marshalls."

". . . Hartzell contacted my parents in California to tell them I was 'safe' on Johnston Island, a gesture much appreciated by my family".

"Work details . . . unloading ships, cement work, manhandling drums of 'avgas' and bales of sandbags—we joked we were really 'junior Seabees!' "

"After about 14 months of Sand Island's barren shores, Majuro was a tropical paradise. I recall the sheer pleasure of going off into a pine grove, just to sit and drink in the greenery. During our very first days ashore, there were many 'casualties': numerous Kabar knifecuts from trying to open coconuts, and severe 'trots' from too much coconut milk!"

**R**ICHARDSON DESCRIBES his Tinian-Okinawa art: "Sketches after the Marshalls are only pen/ink; I had to store my footlocker at Pearl Harbor when we shipped out to Tinian, and my watercolors and colored pencils went in my locker".

Richardson did not pursue art as a career after the war. When the war ended in Europe, a need for foreign service officers to man reopening embassies was announced to Richardson by a Marine captain on Okinawa. Richardson's love of travel and youthful concept of what a career in foreign service would be like encouraged him to apply to take a test, but he lacked two years of college, a prerequisite. This early disappointment didn't deter a twenty-five-year career with the State Department that sent him to Lisbon, 1952-53; Mozambique, 1954-55; Santiago, Chile, 1956-60; Tufts University Graduate School, 1960-61; the State Department's Chilean Desk in Washington, D.C., 1961-64; Lima, Peru, 1964-68;

the Naval War College, Newport, Rhode Island, 1968-69; Washington, D.C., 1969-72; Ascuncion, Paraguay, 1972-74; and Washington, D.C. again 1974-76.

**A**FTER RETIREMENT from diplomatic service, graduate museum studies at the University of Delaware, and senior staff membership at the Hagley Museum and Library, Wilmington, Delaware, Richardson satisfied his interest in America's architectural heritage and historic preservation by writing five regional guidebooks on the "Historic Districts of America": *The South* (1987), *New England* (1989), *The Mid-Atlantic* (1991), *The West* (1994), and soon to be published, "The Midwest." He lives and works in a 1903 home in Wilmington, North Carolina's historic district. □1775□



*The more Richardson sketched from 1943 on, the more he produced sharp, sure, line drawings. By the time he reached Okinawa, he composed "Pastoral Tranquility with Burning Japanese Plane," a pen-and-ink sketch which eliminates superfluous detail.*

## Center Hosts U.S. Field Historians and Combat Artists

*by Col William J. Davis, USMC  
Deputy Director, Marine Corps History and Museums*

**O**N 26 AND 27 FEBRUARY more than 60 historians and combat artists from all branches of the U.S. armed forces met at the Marine Corps Historical Center to share experiences and find ways to improve historical support of their operating forces. The conference and associated workshops provided an interactive meeting for field historians and combat artists to identify successes and failures during recent contingency operations. Many of the participants served as members of field history teams during recent operations such as those in Saudi Arabia, Iraq, and Somalia. Some participants were also able to share their experiences as field historians and combat artists during longer-term campaigns, such as those in Korea and Vietnam. Additionally, specific problems associated with Marine Corps and Navy Reserve support to their respective historical programs were identified and discussed.

Following the introductory session the participants divided into three working groups for detailed discussion of reserve activation and mobilization, historical collection and writing, and combat art issues. These wide-ranging discussions proved

that while each service has organized its historical teams differently, and approaches documentation and writing from different perspectives, they share common objectives to provide responsive, proficient historical teams. All participants agreed that field historians and combat artists must deploy well forward in the battle area, in order to document specific operations or engagements. This was not a new idea but reinforced an axiom of military history. Gen Sir Ian Hamilton provided an excellent illustration of this point in his book, *A Staff Officer's Scrap-book during the Russo-Japanese War*. "On the actual day of battle, truths may be picked up for the asking; by the following morning they have already begun to get into their uniforms."

The conferees agreed that it is the responsibility of field historians to ensure that future military generations do not learn about past exploits from someone then stationed two continents away from the "sound of the guns." Official histories and combat art should be firsthand accounts. To achieve this, historians and combat artists not only must be trained in their respective academic disciplines,

but also must be prepared for short notice contingency deployments.

**T**RAINING, THEN, is essential for success. Conference participants also agreed that the ideal training program should address the following: professional and general military training; mobilization; historical documentation in the field; and the accession of documents and records upon return to the home station.

The conference was a first step in refining standard operating procedures for field historians and combat artists. The Historical Center's Mobilization Training Unit and those Individual Mobilization Augmentee's assigned to support the historical program are currently working on an improved standard operating procedure.

The conference also strengthened the ties between the services and the Office for Joint History. Participants recognized that strong service historical programs constitute the foundation for capable joint history efforts. This improved interaction among the services was deemed essential for successful historical support during future operations. □1775□

## Aviation History Bonanza in a 14-Year-Old Envelope

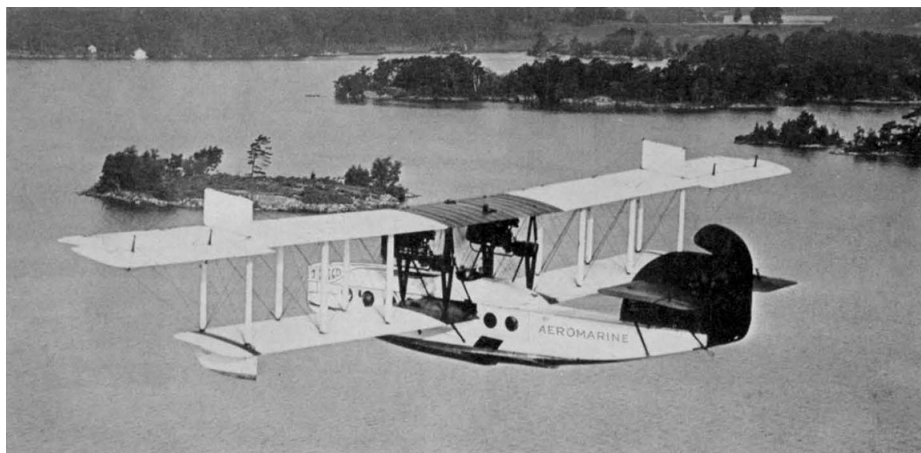
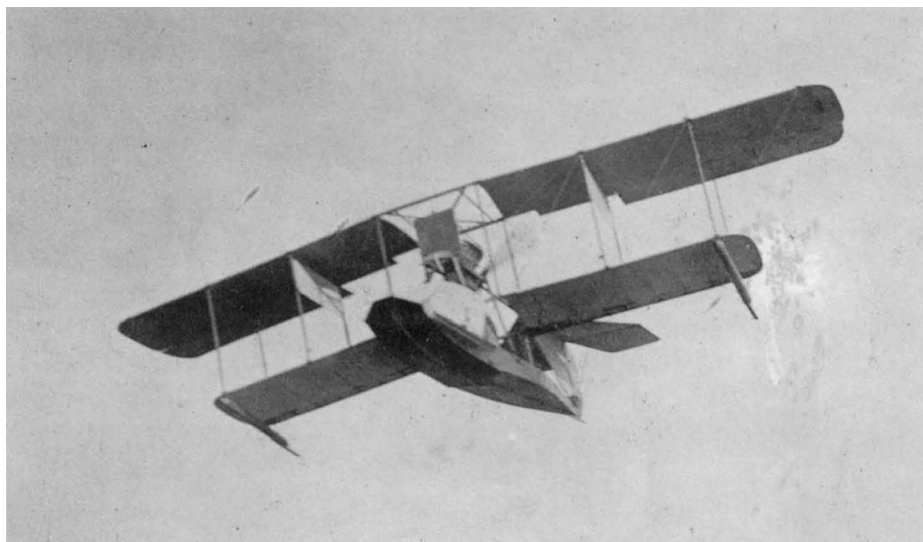
by Frederick J. Graboske  
Head, Archives Section

WHEN MOST PEOPLE THINK of an archive, they think of the final scene in "Raiders of the Lost Ark," in which the crate containing the Ark of the Covenant is being trundled down an aisle in an enormous warehouse filled with similar crates. The implication is that the item will be lost.

Real archives are not *quite* like that. Although they vary in size, they all have shelves containing similarly sized and appearing cardboard boxes filled with papers or photographs. We archivists trustingly believe that every single item in the archive has been well described—or at least listed—on a location register. More often than not this is true, though regrettably, reality can fall a bit short of the ideal. This in turn can lead periodically to some interesting discoveries by the staff.

A few weeks ago we found an unopened package sitting among the boxes of finished, that is, well recorded, collections. It had arrived 14 years ago, according to the postmark, but had been misfiled. So, it was with some interest that we opened it to see what it contained. Inside was a photo album compiled by Bernard L. Smith, an early Marine Corps aviator. He was U.S. Naval Aviator No. 6 and held the Aero Club of America's Expert Aviator

*In this 1913 photograph from the album, Bernard L. Smith is at the controls of W. I. Chambers' "Folly," a flying boat, in its first and only flight. Smith was U.S. Naval Aviator No. 6 and the Marine Corps' second aviator, following Alfred Cunningham.*



*In the early 1920s, Smith worked for Aeromarine West Indies, flying sea planes such as this from Florida to Havana. Not a small plane, it featured passenger seating convertible to beds, galley, washroom, and, in the tail, crew quarters with hammocks.*

Certificate No. 31 (Glenn Curtiss was No. 1).

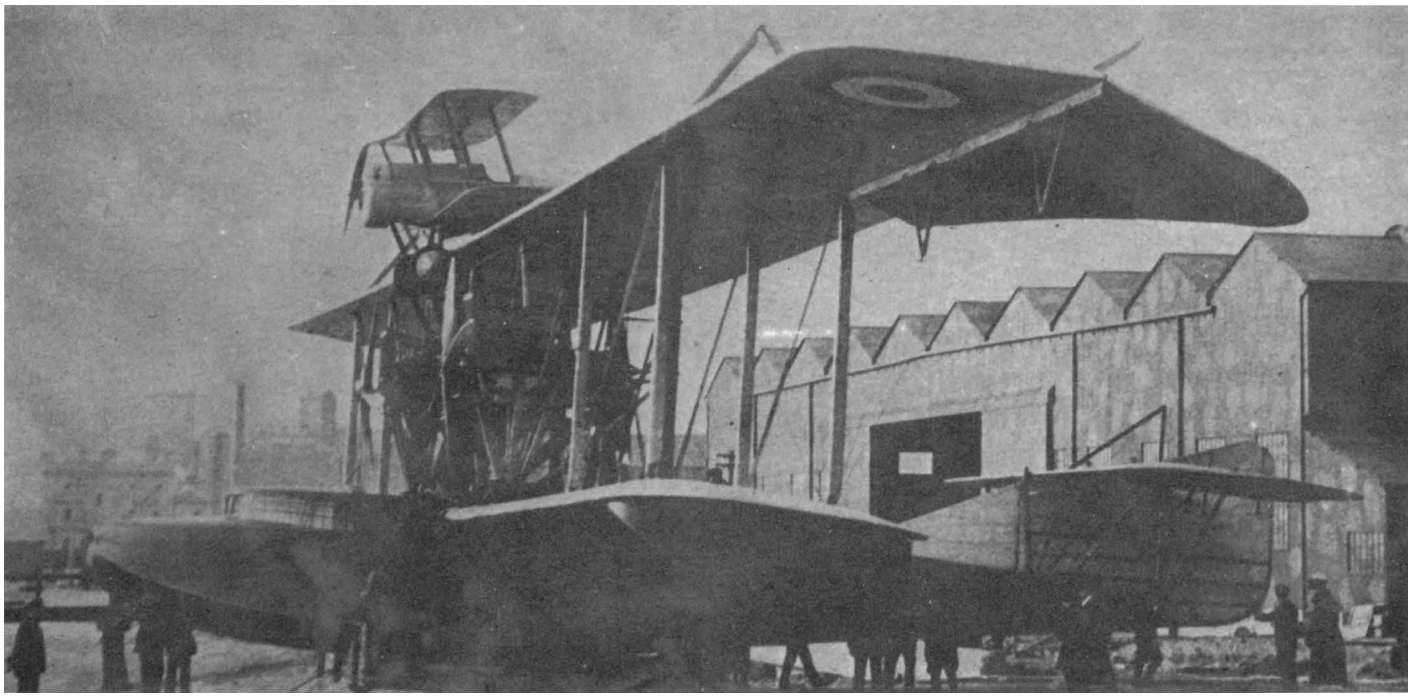
THE BEGINNING OF THE ALBUM contains photos from the early 1920s, when Smith worked for Aeromarine West Indies, flying seaplanes from Key West and other Florida locations to Havana. However, the value of the collection is in its photographs of early aircraft, hardware, and fliers, such as Curtiss and famed naval aviators. Smith himself made major contributions to early naval aviation. There is

a 1913 photo of him piloting the first approved Navy flying boat, which he had designed and built. He spent 14 years in the Marine Corps, primarily as an aviator.

For those interested in hardware, there are photos of a Sperry automatic pilot from 1913 and of a Davis non-recoil gun and mounting. There are photos of an English-designed airplane engine starter. Of particular interest is a photo of a ground flight instruction machine built by H. C. Richardson here at the Washington, D.C. Navy Yard in 1913.

Others might be interested in the photos of the construction and testing of aircraft. One such is the Davis gun bus, a seaplane built at the Naval Aircraft Factory in Philadelphia. Smith designed and built his own aircraft, the Smith Gun Scout, in cooperation with the Curtiss Co. in 1918. The scrapbook contains both a drawing and a photo. There also are photos of the French method of training bomber pilots in 1918 and of the fabrication of 3- and 4-blade propellers in 1913.

THE FIRST TEST FLIGHT of the Curtiss seaplane NC-1 in 1913 is pictured as is the "first and only" flight test of the Chambers "Folly" in 1913. The crashes of the AH-2 and the AB-4 during testing at Newport News are well-documented. There are photos of Smith flight testing the first amphibian in 1913.



*It's the tiny Sopwith "Camel" mounted on its top wing—for defense—that catches the eye in this photograph of the Felixstowe "Fury" flying boat. Smith's album is a virtual catalog of the aircraft, then mainly experimental, of the period. Other pictures are from his stint with the Vera Cruz occupying force in 1914, and of flying out of Guantanamo Bay with Cunningham.*

The scrapbook contains photos of foreign aircraft, such as the French Gallaudet D-2 and the Tellier seaplane. British aircraft are not excluded. There are photos of a de Havilland 9A and a 10, a Vickers FB-12, and a Sopwith "Pup" with skids, experimenting with deck landings on HMS *Furious* in 1918. Other aircraft designed for deck landings also are pictured.

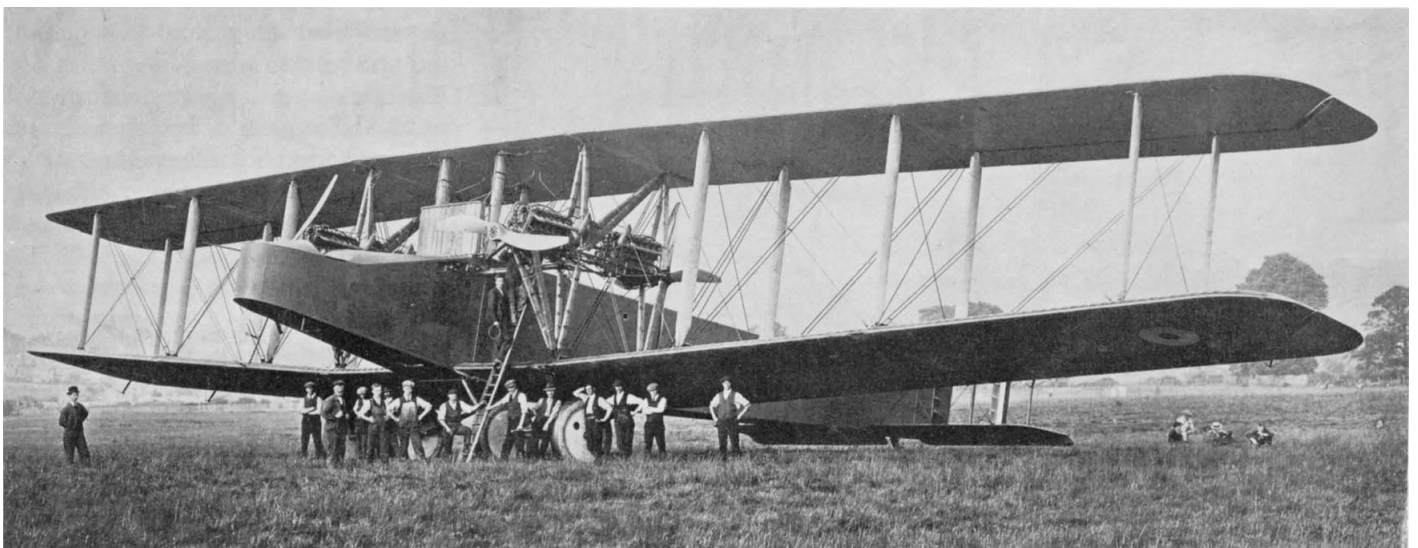
The photos are fascinating to people who have no specific knowledge of early avia-

tion. I was particularly struck by photos of the enormous Handley-Page bomber, which could carry 6,000 pounds of bombs and had a range of 750 miles in 1918. There are photos of an unidentified four-wing seaplane that must have been quite a sight in the air. The Felixstowe "Fury" flying boat with a Sopwith "Camel" mounted on its top wing for defense makes an interesting picture. The 1916 Bleriot with its 4 motors mounted in a square around the fuselage also is quite striking.

SMITH WAS PART OF the occupying forces at Vera Cruz in 1914 and has pictures of the camp. He has photos of training and facilities at Pensacola, of testing at Hammondsport, New York, and of flying out of Guantanamo Bay. The latter series contains one of Smith and Lt Alfred Cunningham, the first two Marine aviators. I could go on and on, naming more people, aircraft, and facilities. The collection should be of more than passing interest to those researching the early days of naval aviation. □1775□

*In 1918, the enormous Handley-Page bomber could carry 6,000 pounds of bombs and had a range of 750 miles. In Smith's album photograph, the scale of the huge British aircraft is appar-*

*ent from the numerous workmen gathered beneath the wings. Another photo shows a British Sopwith "Pup" with skids, experimenting with deck landings on HMS *Furious* as early as 1918.*





# Historical Foundation Study Aid Program Grew in '93

by Charles R. Smith  
Secretary, Marine Corps Historical Foundation

THE MARINE CORPS Historical Foundation's grants and fellowships program reached a new high in 1993 as an unprecedented five fellowships were awarded. The two Master's Thesis Fellowships went to Susan E. Sax of the University of Alberta, Canada, for a study of Marine recruiting posters during the Vietnam Era, and to Mark R. Butler of Texas Tech University for a thesis on Marines in China during the inter-war years.

Because there were three outstanding applicants for the Dissertation Fellowship this past year, all three were judged to be fully deserving of the Foundation's support and were awarded fellowships. The recipients were Keith B. Bickel of Johns Hopkins University's Nitze School of Advanced International Studies for a dissertation on pre-World War II Marine Corps counterinsurgency doctrine; Pedro A. Loureiro of the University of Southern California for a study of intelligence operations in pre-war China; and to Capt James P. Herson, USA, assigned to the History Department at West Point, but presenting his dissertation on British amphibious operations during the siege of

Cadiz, 1808-1812, as a candidate at Florida State University.

A TOTAL OF FOUR Research Grants were awarded during 1993. The first went to assist a former Marine Corps Historical Center staff member, Maj Charles D. Melson, USMC (Ret), in presenting a paper on the Battle of Quang Tri and the deployment of the Vietnamese Marine Division in the spring of 1972, at the Society for Military History symposium in Kingston, Ontario. The second was awarded to retired Marine Col James D. McBrayer for an account of his pre-war service in North China, and his captivity and escape from a Japanese prison camp during World War II. China was Col McBrayer's first duty station after completing Basic School in 1940, and he is now professor emeritus at Georgia State University.

A grant was given to historian LtCol Merrill L. Bartlett, USMC (Ret), for a monograph on the Marine Corps Mess Night.

Finally, a grant was awarded to Professor Yang Biao, who teaches United States

history at the Shanghai Education Institute. He will produce a study of the post-World War II Marine occupation of North China and its influence on the outcome of the Chinese Civil War. This grant is the first given to assist a foreign historian to gain access to the research resources at the Marine Corps Historical Center. His visit to the Center additionally provided an opportunity for staff historians to interact with the young Chinese scholar. □1775□

*Master's thesis fellowship recipient Mark R. Butler conducts research on Marines in pre-war China at the Center's library. Butler was one of two master's degree students awarded such a fellowship this past year.*

(Photo by Pat Morgan)



## Historical Quiz

### The Summer of 1944

by Lena M. Kaljot  
Reference Historian

Answer the following questions or identify the individuals or locations described:

1. What was the code name given to the U.S. operations that led to the capture of the Mariana Islands in 1944.
2. This general officer was commanding general of the Expeditionary Troops Command during the Marine operations in the Marianas.
3. How many Medals of Honor were awarded to Marines for actions on Saipan?
4. D-Day for Saipan was set for this date.
5. How many Marines were awarded the Medal of Honor for

heroism during the capture of Tinian?

6. The assault on Tinian was set for what date?
7. This future Commandant of the Marine Corps commanded the First Provisional Marine Brigade during the liberation of Guam in 1944.
8. How many Marines were awarded the Medal of Honor for their heroism during the liberation of Guam?
9. Landing day for the Guam operation was set for what date?
10. This island, captured from the Japanese during the summer of 1944, was the departure point for the B-29 (the *Enola Gay*) carrying the atomic bomb to be dropped on Hiroshima.

(Answers on page 19)

# Museum Gets Collection Rich in Historical Associations

by Kenneth L. Smith-Christmas  
Curator of Material History

**T**HIS PAST AUTUMN, Richard F. Taubert, a former Marine and World War II veteran, contacted the History and Museums Division and offered to donate two footlockers containing his late father's memorabilia. His father, Albert A. Taubert, had died in 1964 and had served with distinction during World War I in France with the 66th Company, 1st Battalion, 5th Marines. Subsequently, he also was decorated during the Second Caco Revolt in Haiti.

With the assistance of GySgt Thomas Williams of the Marine Corps Reserve Training Center in Madison, Wisconsin, the collection was shipped in January to the Museums Branch at Quantico, where the triage of the collection began.

The most noteworthy aspect of this collection is Capt Albert A. Taubert's association with two key events in Marine Corps history and his award of the Navy Cross for each of them. He received his first Navy Cross (along with the U.S. Army's Distinguished Service Cross) for heroism at the battle of Soissons in July 1918. In that action, he singlehandedly captured a German machine gun and killed its crew. Then-Sgt Taubert earned his second Navy Cross in Haiti, when he and a patrol of Marines under the command of Capt Jesse L. Perkins cornered and killed the bandit chieftain Benoit de Batraverse on 19 May 1920, and in doing so, brought the Second Caco Revolt to an end. Only eight Navy Crosses were given for valor during the Second Haitian campaign.

**I**N ADDITION TO THE NAVY CROSS and the Distinguished Service Cross, Capt Taubert received decorations from the governments of Italy and France: the Italian War Cross and the French Medaille Militaire. His Medaille Militaire was awarded personally by Marshal Foch and his Distinguished Service Cross was pinned on by General Pershing. His medals also include the Marine Corps Expeditionary Medal, the Second Haitian Campaign Medal, the Marine Corps Good Conduct Medal, and the World War I Victory Medal. Rounding out this part of the collection



*The Navy Cross, at left, which then-Sgt Taubert received for heroism in the World War I battle at Soissons was accompanied by an Army Distinguished Service Cross (No. 93). For his service in Haiti, Sgt Taubert received the Marine Corps Expeditionary Medal (No. 7560) and the 2d Haitian Campaign Medal (No. 124), at right.* are his marksmanship badges for both expert pistol and rifle, and a wool fourragere for the French Croix de Guerre.

Among the various items of insignia donated in this collection, one is especially interesting. This is a hand-painted Indian head on a white silk star which is stitched onto a dark-red cloth patch. A red-on-white floral pattern is on the reverse of the red patch, thus supporting the stories that the first insignia worn by the Marines of the 4th Marine Brigade in France were all homemade from whatever materials could be found close at hand. This particular patch was worn by the 1st Battalion, 5th Marines. An embroidered, but unused, standard-issue star-and-Indian-head patch was found in the collection, along with an enlisted man's collar disc and two sets of identification tags. These embroidered insignia reportedly were produced during the occupation of Germany and, when sewn on the variously colored and shaped wool backings, are those most often encountered on the uniforms worn by the Marines who served with the U.S. Army's 2d Division.

**B**OTH THE GREEN KERSEY uniform service coat and the enlisted dress blue coat have gunnery sergeant chevrons and

gold V-shaped overseas chevrons on the left cuff. Accompanying the coats are trousers, leggings, a Montana-peak field hat, and a dress blue frame cap, in addition to a summer service cotton khaki coat. The coat from Capt Taubert's World War II service with the Engineer Training Center at Camp Pendleton has all of his ribbons and insignia, (with a small lot of extra insignia included in the gift).

However, possibly the most significant items in this gift are the M1911 Colt pistol which Capt Taubert used to kill de Batraverse and the bandit leader's own .38 Colt revolver. Both weapons are accompanied by their holsters, and de Batraverse's leather gun belt has a leather patch sewn over the hole left by one of the slugs which killed him. Although the museum's collection contains more than 3,000 small arms, we have very few which can be tied directly to an event in which a Marine earned a personal decoration for valor.

Taubert had left the Marine Corps as a gunnery sergeant in 1921, returned home to the Madison area, and pursued a successful career in the construction business. At the outbreak of World War II, he offered his services to the Marine Corps and was given a commission and brought back on duty. Capt Taubert's service in World War II ended when he was thrown from a truck and seriously injured.

□1775□

*Benoit de Batraverse's .38 Colt revolver and the M1911 Colt pistol used to kill him are displayed for the camera. Note the leather patch sewn over bullet hole on gun belt.*



## Sergeant Major Huff, Was Among First Black Marines

by Benis M. Frank  
Chief Historian

### *SgtMaj Edgar R. Huff*

SgtMaj Edgar R. Huff, USMC (Ret), the first black Marine to be promoted to that rank, died at the age of 74 at Camp Lejeune Naval Hospital on 2 May after suffering a stroke. SgtMaj Huff was one of the first African-Americans to enlist in the Marine Corps when its ranks were opened to blacks in 1942. An impressive figure, he stood well over six feet tall, and he was hardened by his work in steel mills in Alabama before he enlisted.

He received his recruit training at Montford Point, and upon graduating from boot camp, was assigned to the 51st Defense Battalion. Following a short tour with the battalion, SgtMaj Huff entered drill instructor's school at Montford Point, was assigned duty as a drill instructor, and by November 1944, he was field sergeant major of all recruit training at Montford Point. Huff was assigned to the 5th Depot Company which left for the Pacific and served as combat service support unit in the Saipan and Okinawa operations. In the Korean War, in 1952, he was a company gunnery sergeant in the 2d Battalion, 1st Marines, with which he saw action in the Punch Bowl area.

In March 1955, Huff was assigned duty as the guard chief of the Marine Barracks, Naval Air Station, Port Lyautey, French Morocco. On 30 December 1955, he was promoted to first sergeant, and to sergeant major the following day. From that day, until he retired in 1972, he served as sergeant major of a number of units both at home and abroad. He was sergeant major of III Marine Amphibious Force from May 1967 to June 1968, and his final assignment was as sergeant major of the 2d Ma-

*SgtMaj Huff in 1968*



rine Aircraft Wing at MCAS Cherry Point.

Full military services were held for the late SgtMaj Huff at Camp Lejeune's main field house on 9 May, with the Commandant of the Marine Corps, Gen Carl E. Mundy, Jr., delivering the eulogy.

### *LtCol Dale L. Harpham*

LtCol Dale L. Harpham, USMC, (Ret), 76, died of cancer at his home in Martinsville, Indiana, on 4 December 1993. He was buried with full military honors in Arlington National Cemetery on 15 June 1994. The former Director of the U.S. Marine Band joined the band in 1935 as trombonist and also played the cello in the band's orchestra. He served as assistant director of the band from 1955 until he was named director in 1972. LtCol Harpham was born in Michigan and raised in Indiana. He began studying the trombone



*Then CWO Harpham in 1956*

when he was in the sixth grade, and after attending a concert of the Marine Band, then on tour in the midwest, he became determined to join the band. LtCol Harpham retired in 1974, and returned to Indiana in 1986, following which he became involved in teaching young musicians and remained active on the board of the American Bandmasters Association.

□1775□

## Center, Foundation to Sponsor Pacific War Meet

by LtCol Thomas A. Richards  
Head, Historical Branch

THE MARINE CORPS Historical Center and the Marine Corps Historical Foundation are serving as co-sponsors of a "War in the Pacific" historical conference this summer. Other sponsors of the conference with the World War II theme are the Navy Historical Center, the Navy Historical Foundation, the American Society of Naval Engineers, the Marine Corps Association, the Naval Order of the United States, and the U.S. Naval Institute.

The conference will run from 10 to 12 August at the Crystal City Hyatt Regency Hotel in Arlington, Virginia.

The list of speakers includes such distinguished historians as BGen Edwin H. Simmons, USMC (Ret); Russell Weigley; Clay Blair; Edward Drea; Ronald Spector; Edward Bearss; and Dean Allard; and WWII veterans such as Adm James L. Holloway III; Eugene B. Fluckey; Capt Edward L. "Ned" Beach; BGen Gordon D. Gale, USMC (Ret); MajGen John P. Condon, and Paul Drury, to name a few. Scholars will travel from as far as Japan and Australia to participate.

Further information regarding the conference may be obtained by telephone to either Benis M. Frank or LtCol Thomas A. Richards at the Marine Corps Historical Center at (202) 433-3837 or 433-3839.

Registration materials may be obtained by calling Ms. Sally Cooke, the ASNE meeting coordinator at (703) 836-6727.

□1775□

### *Answers to the Historical Quiz*

#### The Summer of 1944

(Questions on page 17)

1. Forager.
2. LtGen Holland M. Smith held three commands simultaneously: commander of Expeditionary Troops, Forager; commander of Northern Troops and Landing Force/V Amphibious Corps in the capture of Saipan; and commander of the Marine Administrative Command, Central Pacific, which became Fleet Marine Force, Pacific, on 12 July 1944.
3. (3) PFC Harold C. Agerholm, PFC Harold G. Epperson, and Sgt Grant F. Timmerman.
4. 15 June 1944.
5. (2) PFC Robert L. Wilson and Pvt Joseph W. Osbourn.
6. 24 July 1944 (J-Day).
7. Then-BGen Lemuel C. Shepherd, Jr., received his first Distinguished Service Medal and was promoted to major general for distinguished leadership in the operation.
8. (4) Capt Louis H. Wilson, Jr.; PFC Luther Skaggs, Jr.; PFC Leonard F. Mason; and PFC Frank P. Witek.
9. W-Day, originally 18 June, was set for 21 July.
10. Three days later a second B-29 also left Tinian carrying the bomb to be dropped on Nagasaki.

## Stearman N2S-3

*by Michael E. Starn  
Curator of Aviation*

**T**HE STEARMAN Aircraft Company was formed by Lloyd Stearman in 1926. Stearman designed the NS/N2S which would become one of America's most familiar biplanes. Over 10,000 of these aircraft were manufactured by Stearman before production was halted in 1945.

The Model 70, designed in 1934, met the Army's requirement for a new primary trainer. Shortly thereafter, the Navy placed the first order for the Model 70, Navy designation, NS-1. Powered by the 225-horsepower Wright J-5 engine, the aircraft was made of mixed wood and fabric con-

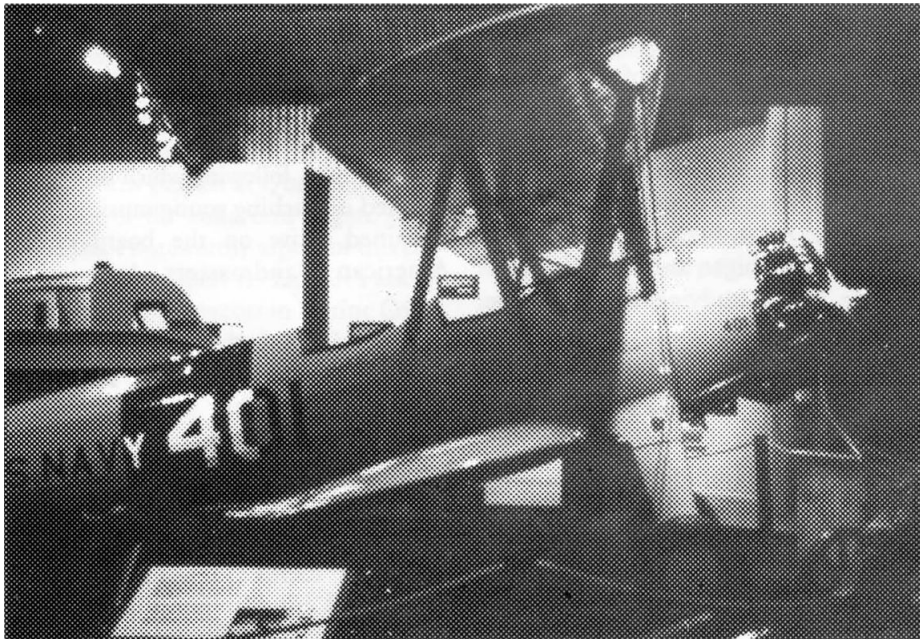
struction and had a welded steel-tube fuselage, fixed main landing gear, and a tail skid. Sixty-one NS-1s were delivered to the Navy between 1935 and 1936.

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

In 1941, Stearman Aircraft Company became re-identified as the Wichita Division of Boeing Airplane Company. Three years later, fully interchangeable parts between the Army and Navy aircraft was achieved with the Model E-75 powered by the Lycoming R-680-17 engine. Known as the N2S-5, the Navy received 1,450 of this last major production variant for U.S. forces. A limited number of these had canopies, cockpit heating, full blind-flying instrumentation, and hood for instrument training purposes.

The Stearman was phased out of military service after World War II and sold to the public for as little as \$700 each. A large number were also sold to foreign nations, such as the Philippines, Cuba, and Canada, for use as trainers.

In late 1985, the United States Marine Corps received an N2S-3, BuNo 07481. This fully restored trainer was flight delivered to the Marine Corps Air-Ground Museum, and is currently on exhibit in the Early Years Hangar. □1775□



*A fully restored N2S-3 trainer, BuNo 07481, was flight delivered to the Marine Corps Air-Ground Museum at Quantico, and is currently on exhibit in the Early Years hangar. Thousands of Marine Corps pilots received their initial instruction in "Stearmans."*

### Technical Data

**Manufacturer:** Stearman Aircraft Company, Division of Boeing, Wichita, Kansas.

**Type:** Primary trainer, land biplane.

**Accommodation:** Instructor and student pilot.

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

**Dimensions:** Length, 25 feet 1/4 inch; Height, 9 feet 2 inches; Span, 32 feet 2 inches.

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

**Performance:** Max speed, 124 mph; Service ceiling, 11,200 feet; Range, 505 miles; Climb, 840 ft/min.

**Armaments:** None.

## January-March 1945

by Robert V. Aquilina  
Assistant Head, Reference Section

**F**ortitudine's World War II chronology continues in January 1945 with the participation of Marine Corps aviation in the recapture of the Philippine Islands. In February, three Marine divisions comprising the Landing Force of V Amphibious Corps undertook the invasion of Iwo Jima in the Volcano-Bonin archipelago. By late March, preliminary operations had already begun in what would be the final Marine Corps campaign of World War II—Okinawa.

### The Philippines

**6-7 Jan**—U.S. Navy and Marine pilots from carriers of the Third Fleet made repeated strikes on Luzon; more than 100 Japanese aircraft were destroyed.

**9 Jan**—The U.S. Sixth Army landed on beaches of the Lingayen Gulf, Luzon.

**10 Jan**—An advance party of Marine aviators from Marine Aircraft Groups 24 and 32 landed on Lingayen Beach.

**11 Jan**—Squadrons from Marine Aircraft Group 14 (Marine Fighting Squadrons 212, 222, and 223) landed at Guiuan, Samar Island, under the operational command of the Fifth Air Force.

**11 Jan**—Marine Aircraft Groups, Dagupan, commanded by Col Clayton C. Jerome, was organized on Luzon.

**11 Jan**—The forward echelon of Marine Aircraft Group 24 arrived in Lingayen Gulf, Luzon.

*Col William A. Willis commanded Marine Aircraft Group 12, first Marine unit to return to the Philippines, on 3 December 1944. MAG-12 supported the 10 March assault on Mindanao.*



**25 Jan**—The first planes, from Marine Scout-Bombing Squadrons 133 and 241, arrived at Mangaldan airstrip, Luzon, to provide close air support for U.S. Army operations on Luzon.

**27 Jan**—Aircraft of Marine Scout-Bombing Squadron 241 flew the first mission by Marine Aircraft Groups, Dagupan, in support of U.S. Army operations in the Philippines.

**27 Jan**—Marine Aircraft Group 32 arrived at Mangaldan where it became part of Marine Aircraft Groups, Dagupan, under the control of the 308th Bombardment Wing, Army Air Forces.

**1 Feb**—The Lingayen Gulf beachhead was secured, and the U.S. Army concentrated its efforts on the capture of Manila.

**1-3 Feb**—The 1st Cavalry Division, USA, at Guimba, Lingayen Gulf, pushed through La Union Province toward Manila, assisted by flyers of Marine Aircraft Groups, Dagupan, who provided air cover, flank protection, and reconnaissance.

**3 Feb**—U.S. Army troops entered Manila.

**16 Feb**—U.S. Army parachute troops assaulted Corregidor.

**19 Feb**—Forty-eight planes from Marine Aircraft Groups, Dagupan, struck derelict ships in Manila Harbor to assist the Army's 37th Division's penetration of the waterfront sector.

**20 Feb**—U.S. Army troops under cover of Marine aircraft were landed on Biri Island to ensure control of the San Bernardino Straits.

**28 Feb**—U.S. Army troops invaded Palawan.

**3 Mar**—Manila fell to the U.S. Sixth Army.

**4 Mar**—Air Warning Squadron 4 arrived at Leyte Gulf from Los Negros in the Admiralty Islands.

**31 Mar**—Marine Aircraft Groups, Dagupan, flew 186 separate missions in northern Luzon in support of guerrilla fighters.

**10 Mar**—Elements of the U.S. Eighth Army, augmented by ground echelons of Marine Aircraft Groups 12 and 32, plus Air Warning Squadron 4, assaulted Mindanao near Zamboanga. Marine Aircraft Group 12, furnished air support for the landing.

**15-18 Mar**—Marine Fighting Squadrons 115, 211, 218, and 313 from Marine Aircraft Group 12, flew onto Moret Field, Mindanao, from Leyte. They were the first air units to arrive at the new Marine air base.

**18 Mar**—Elements of the 40th Infantry Division, USA, supported by Marine aircraft from Samar, landed on Panay.

**24-26 Mar**—Marine Aircraft Group 32 (Marine Scout-Bombing Squadrons 236, 142, 341, and 243) moved from Luzon to Zamboanga, Mindanao.

**26 Mar**—Elements of Marine Aircraft Group 14 supported the landing of U.S. Army forces on Cebu Island.

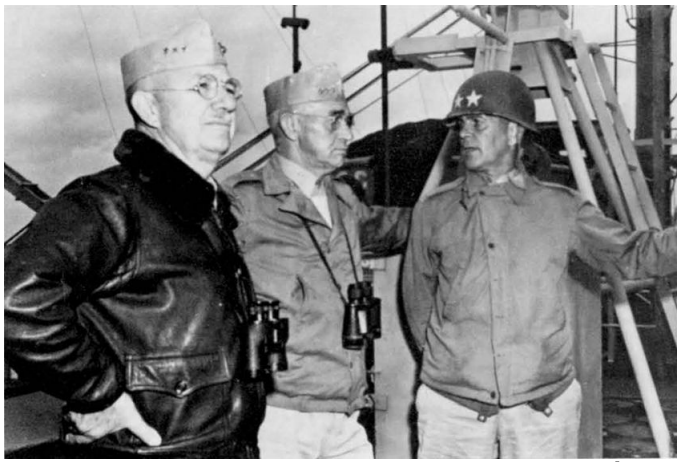
**29 Mar**—The 40th Infantry Division, USA, landed on Negros Island with air cover furnished by Marine Aircraft Group 14.

### Iwo Jima

**5 Jan**—U.S. Navy vessels shelled Iwo Jima.

**24 Jan**—A powerful U.S. naval surface force bombarded Iwo Jima.

**10 Feb-4 Mar**—Task Force 58 from Ulithi—including Marine



*The command team off-shore from Iwo Jima on 21 February, with the attack in its third day, was Marine LtGen Holland M. Smith, VAdm Richmond K. Turner, and RAdm Harry W. Hill.*

Fighting Squadrons 112, 123, 216, 217, 212, and 451 on board larger carriers—attacked Toyko (16, 17, and 25 February), furnished air support for the Iwo Jima landing forces (beginning 19 February), and participated in a series of strikes on Okinawa (1 and 2 March).

**16-18 Feb**—Amphibious Support Force, Task Force 52, conducted preparatory bombardment of Iwo Jima.

**19 Feb**—Preceded by preliminary naval and air bombardment, the 4th and 5th Marine Divisions landed abreast on Green, Red, Yellow, and Blue Beaches along the southeast coast of the island. The 27th and 28th Marines, 5th Marine Division, reached the western beach and isolated Mt. Suribachi. Front lines of the 4th Marine Division extended to the eastern edge of the airfield.

**21 Feb**—The 21st Marines, in V Amphibious Corps reserve, was committed in the 4th Marine Division zone. Japanese kamikazes attacked support ships off the island.

**22 Feb**—Elements of the 28th Marines reached the base of Mt. Suribachi.

**23 Feb**—A detachment from Company E, 2d Battalion, 28th

*Mount Suribachi rises in the background as the 4th and 5th Marine Divisions abreast storm Green, Red, Yellow, and Blue beaches along the southeast coast of Iwo Jima on 19 February.*



Marines, raised the American flag atop Mt. Suribachi. The volcano was encircled when elements of Company E contacted the 1st Battalion, 28th Marines, near the southern tip of the island.

**24 Feb**—Elements of the 3d Marine Division began landing on Beach Black. Charlie-Dog Ridge, a strongly defended area running along the southeastern edge of the east-west runway on Airfield No. 2, was secured by the 2d and 3d Battalions, 24th Marines. The 2d Separate Engineer Battalion rehabilitated a 1,500-foot-long strip on the north-south runway of Airfield No. 1 (24 and 25 February).

**25 Feb**—The 3d Marine Division assumed responsibility for clearing the central portion of the Motoyama Village.

**26 Feb**—Two planes from Marine Observation Squadron 4, the first U.S. aircraft to land on the island, flew in from the U.S. escort carrier *Wake Island*.

**27 Feb**—The 1st Battalion, 9th Marines, in the 3d Marine Division zone, overran Hill Peter and the crest of 199 Oboe to the north of Airfield No. 2; the airfield was captured by the 1st and 2d Battalions, 9th Marines. Marine Observation Squadron 5 began operations from Airfield No. 1.

**28 Feb**—The 3d Battalion, 21st Marines, captured Motoyama Village and the high ground overlooking Airfield No. 3.

**1 Mar**—Sixteen light planes of Marine Observation Squadrons 4 and 5 were based ashore. The Commander, Landing Force Air Support Control Unit (Col Vernon E. Megee), assumed responsibility for support aircraft and became Commander, Air, Iwo Jima.

**2 Mar**—Units of the 5th Marine Division overran Hill 362A, the heavily fortified western anchor of the Japanese main cross-island defenses.

**2 Mar**—In the 4th Marine Division zone, the 2d Battalion, 24th Marines overran Hill 382.

**3 Mar**—The 3d Marine Division cleared Airfield No. 3, Hills 357 and 362B, east of the Motoyama Plateau. No important Japanese resistance remained between the 2d Battalion, 21st Marines, and the eastern coast of the island.

**4 Mar**—The first B-29 landed on the island.

*The assault was preceded by hours of both naval and air bombardment, but the Japanese defense of the island was still strong. By the 22d, the 28th Marines had reached the base of Suribachi.*

**6 Mar**—After intensive artillery and naval gunfire preparation, elements of the 3d, 4th, and 5th Marine Divisions attacked to the northeast and east in an all-out effort to breach the Japanese final defense line.

**6 Mar**—BGen Ernest C. Moore, USA, Commanding General, Fighter Command, landed on Airfield No. 1 with the commander of the 15th Fighter Group and planes of the 47th Fighter and 548th Night Fighter Squadrons, USA.

**7 Mar**—Company K of the 3d Battalion, 9th Marines, seized Hill 362C, a Japanese stronghold located in the northeastern sector of the island.

**7 Mar**—MajGen James E. Chaney, USA, Island Commander, assumed responsibility for base development, air defense, and operation of the airfields. BGen Ernest C. Moore, USA, became Commander, Air, Iwo Jima.

**8 Mar**—Iwo-based planes of the 15th Fighter Group, USA, took over combat air patrol duties and flew close support missions until 14 March; carrier aircraft departed on 10 March.

**8-9 Mar**—The 4th Marine Division repulsed a large-scale Japanese counterattack during which the Japanese sustained heavy losses.

**8-9 Mar**—The forward echelon of Marine Torpedo-Bombing Squadron 242 arrived from Tinian to fly antisubmarine patrols.

**9 Mar**—Patrols of the 3d Marine Division reached the northeast coast.

**10 Mar**—The 3d Marine Division zone of action, up the center of the island, was cleared with the exception of a Japanese pocket in the 9th Marines area, and scattered resistance in the cliffs overlooking the beach. The Amphitheater-Turkey Knob salient in the center of the 4th Marine Division zone was eliminated.

**11 Mar**—The final phase of the campaign opened with the 3d and 4th Marine Divisions driving to the east coast and the 5th Marine Division to the north.

**12 Mar**—The 1st and 3d Battalions, 9th Marines, in the 3d Marine Division zone, attacked west toward “Cushman’s Pocket,” a last strongpoint of enemy resistance on the island.

**14 Mar**—The official flag-raising ceremony, at the V Amphibious Corps headquarters, marked the proclamation of U.S. Navy Military Government in the Volcano Islands. LtGen Holland M. Smith, Commander, Expeditionary Troops, departed for Guam.

**14-16 Mar**—The first phase of operations against “Cushman’s Pocket” opened with an attack by the 1st and 2d Battalions, 9th Marines (Rein).

**16 Mar**—The 1st and 2d Battalions, 21st Marines (Rein), overran “Cushman’s Pocket” and reached the northern coast of the island at Kitano’s Point, thus eliminating all Japanese resistance in the 3d Marine Division zone.

**16 Mar**—Regimental Combat Team 25 cut through to the beach road on the eastern coast of the island and announced the complete destruction of all resistance in the last stronghold of the 4th Marine Division zone.

**16 Mar**—The island was declared secured; the only remaining resistance came from the western half of Kitano Point and the draw to the southwest.

**18-19 Mar**—The 4th Marine Division departed for Maui, Hawaiian Islands. The 3d Marine Division took over patrol and defense responsibilities from the other divisions as they moved out.

**20 Mar**—The 147th Infantry, USA, arrived from New Caledonia to take over the defense of the island and was attached to the 3d Marine Division for operational control.

**25 Mar**—Regimental Combat Team 28 eliminated the last pocket of Japanese resistance, in the western half of Kitano Point.

**26 Mar**—Several Japanese from the north attacked Marine and Army bivouacs near the western beaches, but the force was destroyed by troops of the VII Fighter Command, USA, and the 5th Pioneer Battalion.

**26 Mar**—The capture and occupation phase of the campaign was announced completed and the Commander, Forward Area, Central Pacific, assumed responsibility for the defense and development of the island. MajGen James E. Chaney, USA, took over operational control of all units ashore, and BGen Ernest C. Moore, USA, was designated Air Defense Commander. MajGen Harry Schmidt closed the V Amphibious Corps command post and departed, leaving the 9th Marines to assist in mop-up activities.

**27 Mar**—Units of the 5th Marine Division departed for Hawaii.

### Okinawa

**3-4 Jan**—Aircraft of Marine Fighting Squadrons 124 and 213, operating from the carrier USS *Essex*, struck Formosa and the Ryukyus; this was the first instance of Marine fighter squadrons attacking land installations from a carrier.

**1 Mar**—Planes of Task Force 58 photographed Japanese positions and hit island defenses on Okinawa.

**23-25 Mar**—Task Force 58, including Marine Fighting Squadrons 112, 123, 221, and 451 on board the USS *Bennington* and USS *Bunker Hill*, flew sorties over Okinawa during the last of softening-up operations.

**25-31 Mar**—Task Forces 52 and 54 bombarded Okinawa in preparation for the landing.

**26 Mar**—Troops of the 77th Infantry Division, USA, landed on Kerama Retto, securing Yakabi, Geruma, and Hokaji Shima and establishing firm footholds on Aka and Zamami Shima.

**26-31 Mar**—The 8th Japanese Air Division from Sakishima Gunto executed Kamikaze attacks on Allied ships standing off Kerama Retto.

**26-27 Mar**—The Fleet Marine Force Reconnaissance Battalion (less Company B) landed on the four reef islets of Keise Shima, discovered no enemy, and reembarked.

**26-27 Mar**—A British Carrier Force, Task Force 57, struck the Sakashima Gunto as part of its planned schedule of preliminary operations supporting the Okinawa assault.

**27 Mar**—Elements of the Army’s 77th Division landed on separate beaches of Tokashiki Shima, the last remaining major target in the Kerama Retto island group, and occupied Amuro and Ruba Shima.

**27-28 Mar**—Company A, Fleet Marine Force Reconnaissance Battalion, made a rubber-boat landing on Aware Shima but found no Japanese and reembarked.

**28-29 Mar**—Forces of the 77th Division, mopped-up Japanese resistance on Kerama Retto, securing Aka, Zamami, and Tokashiki Shima.

**29 Mar**—The Fleet Marine Force Reconnaissance Battalion scouted Mae and Kuro Shima, midway between Kerama Retto and Keise Shima. □1775□

OFFICIAL BUSINESS



### *Russian Naval Infantry Officers Visit*

*An old Soviet naval ensign was presented to the Marine Corps Museum in December 1993. Three officers from the Naval Infantry of the Russian Federation—the Russian Marines—visited the Historical Center during an orientation tour of U.S. Marine Corps facilities. This final stop on the tour made by Cols Sheelov and Bakhtin and LtCol Termetski was preceded by visits to Parris Island, Camp Lejeune, and Quantico. From left, Col William J. Davis, Deputy Director, Marine Corps History and Museums, accepts the ensign from Col Sheelov, Deputy Chief of Staff of the Russian Naval Infantry.*