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FORTITUDINE

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

Volume X

Fall 1980

No. 2

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THE COVER

This drawing, by George Woodbridge, is one of a series he recently donated to the Center. It represents the Marines who, under the command of Robert E. Lee, ended John Brown's attempted insurrection at Harper's Ferry, Virginia, in 1859.

On 1 October 1980, the History and Museums Division relinquished control of the Marine Corps Still Photo Depository and the Marine Corps Motion Media Depository. These two activities, as well as all other Defense Department audio-visual production, distribution, and depository systems have been consolidated into the new Defense Audio-Visual Agency (DAVA). For the present, the two former Marine Corps depositories will remain in their current locations. They will continue to support the Marine Corps and the public in the same manner as in the past. Their new addresses are:

DAVA Still Photo Depository
Marine Corps Historical Center
Bldg. 58, Washington Navy Yard
Washington, D.C. 20374

DAVA Motion Media Depository
Marine Corps Development and Education Command
Quantico, VA 22134

Director's Page



BGen Simmons

Inchon Remembered

The 15th of September was the 30th anniversary of the landing at Inchon, an anniversary not much marked nor remembered by the media or American public, but not apt to be forgotten by the participants. In Korea they have longer memories and there was a suitable ceremony at Inchon which a good number of Americans attended as guests of the Republic of Korea.

Earlier, on 4 September, Mr. Chi Kap-Chong, chairman of the UN Korean War Allies Association, visited Headquarters, U.S. Marine Corps, and presented to the Assistant Commandant, Gen Kenneth McLennan, a remembrance of the landing. The memento was a 70-pound piece of cut rock from the famed Inchon sea wall the Marines had scaled 30 years earlier.

It was unfortunate that the Commandant was not in town to receive the remembrance Mr. Chi had brought so carefully from Korea. Gen Barrow has good reason to remember 15 September 1950. As company commander of Company A, 1st Battalion, 1st Marines, he landed across Blue Beach.

Gen Douglas MacArthur says in his *Reminiscences*:

The target date, because of the great tides at Inchon, had to be the middle of September. This meant that the staging for the landing at Inchon would have to be accomplished more rapidly than that of any other large am-

phibious operation in modern warfare. . . . My plan was opposed by powerful military influences in Washington. The essence of the operation depended upon a great amphibious movement, but the chairman of the Joint Chiefs of Staff, General Omar Bradley, was of the considered opinion that such amphibious operations were obsolete — that there would

For the 30th anniversary of Inchon, Mr. Chi Kap-Chong presented a stone from the city's seawall to the Marine Corps. Gen McLennan accepted the gift.

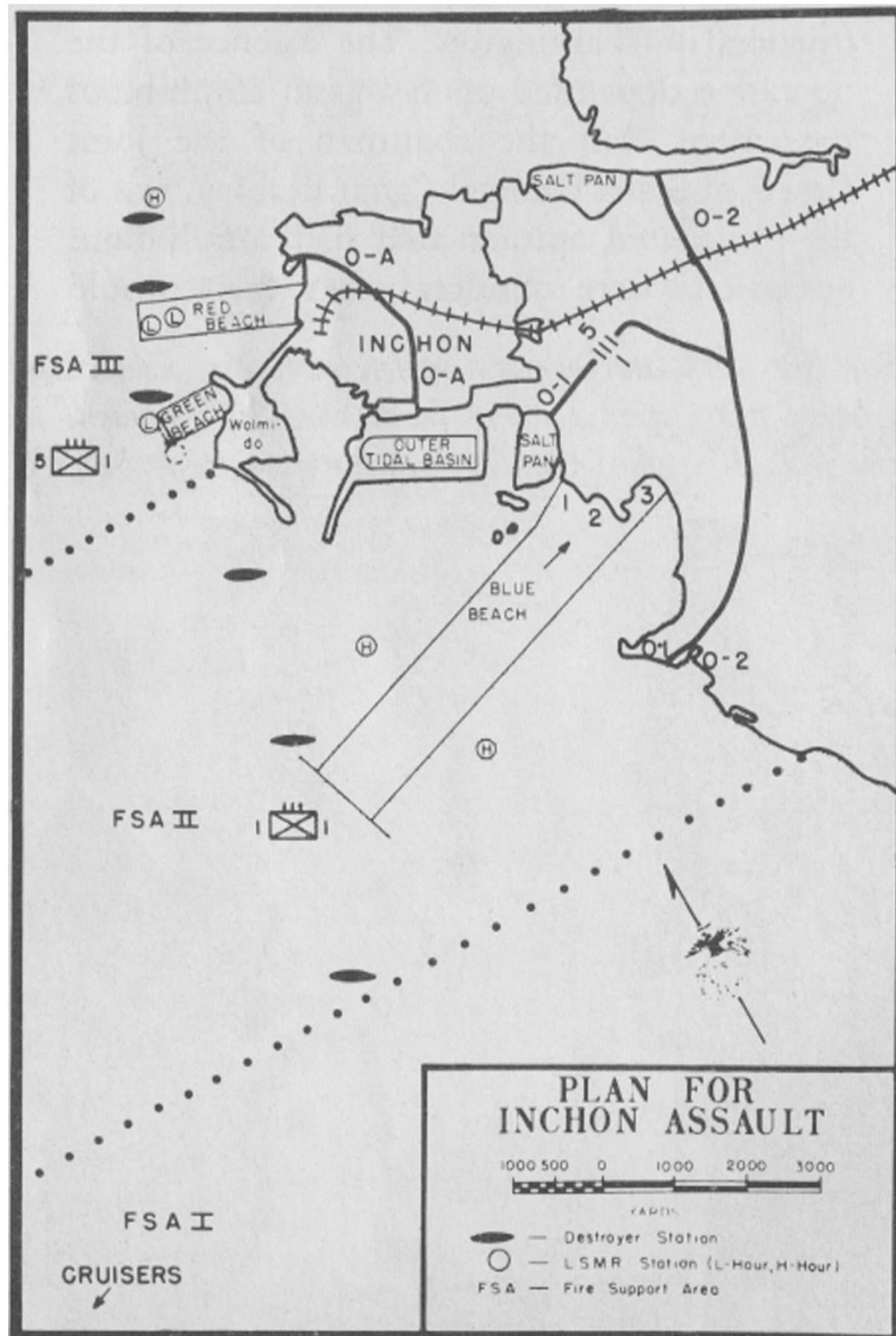


never be another successful movement of this sort.

Then-LtGen Lemuel C. Shepherd, Jr., was Commanding General, Fleet Marine Force, Pacific. On 15 July, when the war was only 15 days old, he had met with MacArthur in Tokyo. The Commander-in-Chief, Far East, had gone to his wall map of Korea and stabbed at the port of Inchon with the stem of his corncob pipe and said, "If I only had the 1st Marine Division under my command again, I would land them here. . . ."

Most of the combat elements of the 1st Marine Division, skeletonized by the economies of President Truman and Secretary of Defense Louis Johnson, were already on their way to Korea as the 1st Provisional Marine Brigade, to be flung into the Pusan Perimeter to fill a fine brigade role.

Shepherd told MacArthur the rest of the 1st Marine Division could be ready by the first of September. It was a bold promise because after the Brigade sailed from San Diego on 12 July, not much more than a corporal's guard was left at Camp Pendleton.



Those who currently debate the respective merits of a three- or four-rifle-company infantry battalion should be reminded that in the shrunken force structure of 1950 there were only *two*. Two rifle platoons made up a company. Two rifle companies and an emaciated weapons company made up a battalion. The wry tactical formula of the day, as practiced by the 5th Marines in the Pusan Perimeter, was "two up and none back."

The two-ness of things did not extend to the number of infantry regiments. The peacetime 1st Marine Division had only *one*, the 5th Marines, and it was argued whether the 1st Marine Division should go to war with two infantry regiments or three. As it turned out, they went to war with two and with a third regiment joining on the battlefield.

On 4 August the 1st Marines, which had gone out of the force in 1949, was reactivated by the redesignation of the 2d Marines, 2d Marine Division. The quondam 2d Marines was sent rattling across the United States, along with most of the 6th Marines and a good bit of the remainder of the 2d Marine Division, from Camp Lejeune to Camp Pendleton. Arriving they found that their regimental commander would be Col Lewis B. "Chesty" Puller, who had last commanded the 1st Marines at bloody Peleliu. Puller had been commanding the Marine Barracks at Pearl Harbor. On learning that the 1st Marines was being reactivated he had pummeled Washington with requests for its command and MajGen Oliver P. Smith, CG of the 1st Marine Division, had assented.

The 7th Marines, which also had been deactivated in 1949, was called back into being at Camp Pendleton on 17 August with command given to Col Homer L. "Litz the Blitz" Litzenberg.

The new regiments and their corresponding slices of combat support and combat service support units were plumped up to wartime strength with Marines from posts and stations and the mobilized Marine Corps Reserve. The 1st Marines sailed from San Diego on 17 August and was followed by the 7th Marines on 1 September; that is, two-thirds of the 7th Marines. The regiment's intended 3d Battalion was in the Mediterranean as the 3d Battalion, 6th Marines. It was given orders to proceed to the Far East by way of the Suez Canal.

The 1st Marine Division (minus the 5th Marines reinforced, busily engaged in the Pusan pocket, and the 7th Marines, reinforced, on the high seas) arrived in increments at Kobe, Japan from 29 August to 3

September. A U.S. Army band was on the dock to greet the transports with brassy renditions of "St. Louis Blues" and "The Marines' Hymn." Typhoon Jane stirred up things with winds that gusted up to 75 knots. Shifting from administrative loading to combat loading was a soggy business. There were also five hundred 17-year-olds to strip out of the landing force by order of the Secretary of the Navy.

It was not at all certain that the 5th Marines could be freed from the fighting at Pusan in time for the landing. The regiment made a last successful attack on 5 September, then broke off contact, and was trucked back to the port of Pusan on 7 September. In less than a week they had to re-fit, pick up replacements (including the much-needed third rifle companies), help train the new 1st Korean Marine Regiment (which was to land in Division reserve), and load out for Inchon.

Here's how I told the story of the landing in my short history *The United States Marines, 1775-1975* (Viking Press, 1976):

The Attack Force would have to come up to Inchon from the Yellow Sea through narrow and tortuous Flying Fish Channel. When the tides went out they rippled through the channel at seven or eight knots, leaving vast mud flats across which even amtracks could not expect to crawl. The hydrographers said the best date would be 15 September. Morning tide (an incredible 31.2 feet) would be at 0659, evening high tide at 1919. The landing would have to accommodate to these times.

Much of the Navy's Amphibious Force was a rusty travesty of the great World War II amphibious armadas. Many of the LSTs to be used in the landing had to be reclaimed from Japanese charters. Some came complete with a Japanese crew. Other crews had to be made up from Navy Reserves flown to Japan. . . .

Lifting the Landing Force would be Amphibious Group 1, under Rear Admiral James H. Doyle. Superimposed on top of the Landing Force was X Corps, under Major General Edward M. Almond, USA, MacArthur's former chief of staff. The 7th U.S. Infantry Division would be in reserve. Pyramided over X Corps was Joint Task Force 7.

There were estimated to be about 2200 second-rate North Korean troops in Inchon. Inland, in the vicinity of Seoul, there were thought to be about 21,500 enemy of better



At Inchon, Marines used juryrigged ladders to scale the seawall from their landing craft at Red Beach.

quality. A battalion of the 5th Marines would land at daybreak on Green Beach on Wolmido, an island separated from Inchon itself by a six-hundred yard causeway. Then there would be a long wait of twelve hours until evening tide was in and the main landings could be made. The rest of the 5th Marines would then land across Red Beach to the north and the 1st Marines across Blue Beach to the south—although calling them "beaches" was a misnomer; the harbor was edged with sea walls which would have to be scaled with ladders.

There was five days of air and naval gunfire preparation of the objective area. L-Hour for Wolmido was 0630. BLT 3/5, commanded by LtCol Robert D. Taplett, missed the touch-down time by three minutes. MacArthur, Shepherd (present as an advisor), Almond, Doyle, and Smith were watching from the bridge of the command ship *Mount McKinley*. Just before seven o'clock they saw an American flag go up over 351-foot Radio Hill. "That's it," said MacArthur. "Let's get a cup of coffee."

It was George Company, led by 1stLt Robert D. Bohn (now MajGen [Ret]), that put the flag on top of Radio Hill. The flag rests now in the Korean War case of the Marine Corps Museum and behind it is O. P. Smith's operations map showing the landing force beaches and objectives.

H-Hour for the main landings was 1730. During the day the target area became increasingly obscured with smoke from the burning city mixed in with rain and fog. The 5th Marines, commanded by LtCol Raymond L. Murray (now MajGen [Ret]), landed across Red Beach to the north of Wolmido, BLT 1/5

on the left, BLT 2/5 on the right. They were joined by Taplett's battalion coming across the causeway to the mainland. By midnight, the 5th Marines had seized Cemetery and Observatory hills.

Puller's 1st Marines landed to the south, BLT 2/1 was to land on Blue Beach One and BLT 3/1 on Blue Beach Two. In the smoke and confusion, the assault waves criss-crossed during the run-in to the sea wall and all the sorting out wasn't complete before it was dark. Two of the Corps' present lieutenant generals, John M. Miller and Richard E. Catey, landed as second lieutenant platoon leaders across Blue Beach Two. There was less use of the scaling ladders than anticipated because many of the amtracs found breaks in the sea wall and were able to waddle ashore.

The 1st Battalion, 1st Marines, of which Barrow's Company A was a part, was in regimental reserve. They had gone over the side of their transport and were waiting in landing craft (LCVPs) when shortly after H-Hour they received word from Puller to land over Blue Beach Two. In the gloom Companies A and B were misdirected by a searchlight beam from the control ship and landed at the outer tidal basin, some two miles to the northwest of their intended beach. When it became obvious that they were at the wrong place they re-embarked in their LCVPs and chugged southwest to Blue Beach Two, landing in pitch darkness. By midnight the assault elements of the 1st Marines were safely ensconced on the series of hills that marked their O-1 line.

In all, it had been a good day's work. Resistance had varied from negligible to moderate. The costs, as such things go, had not been high: 20 killed, 1 died of wounds, 1 missing, and 174 wounded. There was no clear count of enemy casualties but the defenders had ceased to exist as a viable fighting force.

The piece of rock delivered to Gen McLennan by Mr. Chi came, he said, from the last bit of sea wall remaining at what had been Blue Beach. All the rest of that shoreline, vividly etched in the memories of

For a definitive account of Inchon there is no substitute for Col Robert D. Heinl's superb *Victory at High Tide: The Inchon-Seoul Campaign*. Originally published by J. B. Lippincott in 1968, the book has recently been reprinted by the Nautical and Aviation Publishing Company of America in Annapolis, Maryland.

those who landed there, had long since been overlaid by 30 years of building and modernization of the port of Inchon.

Col Bob Taplett, retired from the Marines since 1960, went back for the 30th anniversary observance and found that he was looking for places that were no longer there, an eerie feeling. Taplett was one of some 256 veterans of the 1st Marine Division, wives, and others who had made the journey back to Inchon at the invitation of the Korean Veterans Association. "Korea Remembers" read their baggage tags and the Korean government outdid itself in its hospitality. Four Korean F-86 Sabre jets of Korean War vintage flew in tight formation over the harbor and dropped green, red, and blue smoke to mark the beaches (which is better than they were marked in 1950). A landing craft took a party out into the stream with a memorial wreath of dahlias and chrysanthemums. Another wreath was laid at the foot of the statue of Gen MacArthur in Freedom Park. In the afternoon there was the dedication of a monument and two-story memorial hall on Subong Hill. The monument includes the sculptured figure of a Marine rifleman flanked by a Korean Marine and a Korean soldier.

To tell briefly what happened after the landing I will again resort to the way I told it in my previously mentioned book:

The X Corps' plan was to move inland following the landing, capture Kimpo airfield, cross the Han, recapture Seoul, and then act as the anvil against which the NKPA would be crushed by an Eighth Army drive up from the south. The axis for the twenty-mile advance to Seoul was the intertwined road and railroad. In the morning the Division moved out, 1st Regiment astride and right of the road, 5th Regiment on the left. On the morning of 17 September, MacArthur and other notables came ashore to visit the front. On the highway they saw the still-smoking hulks of a column of T-34s which had tried a counterattack at dawn. MacArthur gave Craig, Murray, and Puller Silver Stars, and Smith was told that the 7th Infantry Division would land next day and move in on the right of the 1st Marines.

That same day, 17 September, Murray's 5th Marines took Kimpo airfield. Swimmers were put across the Han and Lieutenant Colonel Robert D. Taplett's 3d Battalion went over in amtracs at dawn on the twentieth, followed a

few hours later by the 2d Battalion. This put the 5th Marines in position on the high ground north of Seoul.

The 1st Marines, coming up along the Inchon-Seoul Road had found it tougher going, there had been a hard fight at Sosa, and it was the nineteenth before they reached the hills overlooking Yongdong-po. This finished the enemy west of the Han.

On the twenty-fourth, Puller's 1st Marines crossed the river. The next day the 1st and 5th Marines went into Seoul itself, the 1st Marines attacking up Ma Po Boulevard toward Ducksoo Palace, the traditional seat of government. Supporting arms had to be used sparingly because of the civilian populace and the fighting was largely grenade and rifle, barricade-to-barricade, and house-to-house. That night the NKPA tried a final tank-infantry counterattack with everything they had left in the city. It failed, and by the

twenty-seventh Seoul was secure. Two days later Syngman Rhee, escorted by MacArthur, made a triumphal re-entry into the capital. On 30 September Litzenberg's 7th Marines, who had joined the 1st Division in Seoul, moved out along the Seoul-Pyongyang highway, reaching Uijongbu, ten miles to the north, under the approving eye of visiting General Cates. The 1st Cavalry Division, new armor gleaming, now passed through the 1st Marine Division, which then made a motor march back to Inchon to re-embark.

In the years to come, Gen MacArthur would always regard Inchon as his strategic masterpiece, a classic turning action that changed the direction of the war. The nearly victorious North Korean Army was forced to relinquish its stranglehold on the Pusan Perimeter and to fall backward in ever increasing disarray to its homeland. Seldom is a battle so decisive. Inchon deserves to be remembered.

Certificates of Appreciation

During recent months, numbers of Certificates of Appreciation, issued on behalf of the Commandant of the Marine Corps, have been awarded to persons who have made significant contributions to the Marine Corps Historical Program.

For participation in the oral history program:

LtGen Frederick E. Leek
LtGen John N. McLaughlin
LtGen Herman Nickerson, Jr.
MajGen John R. Blandford

MajGen Lowell E. English
MajGen Jonas M. Platt
MajGen Bennett Puryear, Jr.
MajGen Wilbur F. Simlik

BGen Victor F. Bleasdale
BGen Robert C. Kilmartin, Jr.
BGen Robert H. Williams
Col Ralph M. Wismer

For donations of historical materials:

Board of Directors, 8th Defense
Battalion Reunion Association
Maj Eugene Gleason
CWO Floyd O. Schilling

MGySgt John S. Burroughs
Dr. Thomas C. Nixon
Mr. Milton C. Boesel
Mr. Solomon Bogard

Mr. Wayne Johnson
Mr. Preston Sewell
Mr. Joseph P. Sheridan
Mr. George Woodbridge

For service as museum docents:

Mrs. Margaret Greenwood
Mrs. Mary Helen Nihart
Mrs. Shortie Simmons
Mrs. Martha Snowden

Mrs. Donna Anthony
Mrs. Maureen Cole
Mrs. Mary Davidson

Mrs. Liz Duffield
Mrs. Marylou Frank
Mrs. Carol Irons

The Readers Always Write

Thank you for sending me a copy of *Marine Corps Aviation: The Early Years, 1912-1940*. I have read this volume with great interest as I have seen Marine Aviation grow up from a few dedicated aviators to a vital arm of the ground forces of our Corps during the years I was on active duty.

I had my first flight in 1921 with Sandy Sanderson and have since flown many hundreds of miles with Marine aviators. Many of the old aviators were personal friends of mine. Among them were Tex Rodgers, Hayne Boyden, Frank Schilt, Oscar Brice, Nuts Moore, Greatsinger Farrell and many others whose names escape me at the moment.

Please extend my congratulations to Lieutenant Colonel Edward Johnson for his exhaustive research and first draft of the history and to Dr. Graham H. Cosmas for editing the original manuscript. The excellent collections of photographs of Marine Corps aircraft brought back memories of the early years of Marine Corps aviation and the courageous pilots who flew them.

Lemuel C. Shepherd, Jr.
Gen, USMC (Ret)
La Jolla, California

Aviation Article Corrected

I was most pleased to see the write-up on the Marine Corps Aviation Museum in *Fortitudine* (Summer 1980). However, I would like to clarify the use of Thomas-Morse aircraft in early Marine aviation. Specifically, the museum at Quantico has on display a 1917 vintage Thomas-Morse S4-C, not an MB-3 [as identified in *Fortitudine*].

The first Marine aviators at Miami in early 1918 had 3 of the S4-Cs on hand. [This was the prototype] that had failed to become one of America's first mass-produced pursuit/fighter designs. This little bird was "hot" and tricky to fly, and *only* the most experienced pilots were allowed to do so. 2d Lt [John H.] "Poco" Weaver landed one in the Miami canal. A second was wrecked in a fast, hard landing. The third was then deadlined by then Maj [Alfred A.] Cunningham lest someone be killed by the ungainly little biplane!

The USMC *did* obtain the Thomas-Morse MB-3 as its very first fighter aircraft. This was done through a deal between then Col Roy S. Geiger, USMC and the late BGen Bill Mitchell, USA. The MB-3 was quite different from the S4-C "Speed Scout," being a 1920s vintage in-line-engined fighter/interceptor and an Army hand-me-down.

The Marines' third and final [experience with] a Thomas Morse aircraft was the flying, testing, and racing of an experimental high-wing monoplane, the MB-7, for the Navy by the late LtGen Francis P. "Pat" Mulcahy. Pat was on loan to BuAir at this time and did very well racing the MB-7. However, the design was not a success . . . and it was not accepted.

. . . I got (all of this) first hand from those gallant old Marines who were there . . .

Walter E. Gemeinhardt
MSgt, USMC (Ret)
Central Point, Oregon

MSgt "Fritz" Gemeinhardt, an authority on Marine aircraft, is the master craftsman who created the dioramas in the Marine Corps Aviation Museum. In his honor, the Aviation Museum now awards the Gemeinhardt Trophy to the builder of the best scale model of a Marine aircraft entered in the annual Marine Corps Scale Rally at Quantico.

The airplane in question at the Aviation Museum is indeed a Thomas-Morse S4-C "Speed Scout," not a Thomas-Morse MB-3.

Boxer Rebellion

In Danny Crawford's article on United States Marines' defense of the embassies over the years (*Fortitudine*, Winter 1979-80), he identifies the Boxer siege of the Peking legation as possibly the most famous. It is also traditionally regarded as the first occasion on which both our Corps fought side by side; an achievement which is commemorated in one of the tableaux on the Royal Marine memorial near Admiralty Arch in London. The officer leading a joint assault party can be clearly recognized as an

American Marine who is, in fact, the Captain "Handsome Jack" Myers referred to in the article.

Actually he was never in charge of the gallant, combined force of international defenders who repulsed thousands of fanatical attackers for over two months. Sir Claude MacDonald, the British Ambassador, commanded the contingent of 500 or so Marines and seamen, which included Russians, French, Germans, Austrians and Japanese; the largest unit being supplied by the Royal Marines. Reputedly another significant link is that Captain Halliday, RM, the senior surviving Royal Marines officer, earned a Victoria Cross during the siege, while Captain Myers gained the equivalent Medal of Honour?

LtCol N.F. Vaux, RM
Royal Marine Representative
MCDEC, Quantico, Virginia

Capt John T. Myers did not receive the Medal of Honor for his service in Peking. Instead, he was brevetted a major and advanced four numbers on the seniority list for heroism. His heroic conduct was specifically mentioned in President McKinley's message to Congress in February 1901. After the Marine Corps Brevet Medal was authorized in 1921, Myers was one of 23 Marines who received it retroactively. He retired a major general in 1935 and was advanced to lieutenant general on the retired list in 1942. LtGen Myers died in 1952.

The Town of Marines

Enclosed is a book (*Marine, Illinois: An Historical Review* by Earl E. Shepard, D.D.S., 1975) that I wish to add to the museum's library.

I don't know how many towns in the U.S.A. are named "Matine," but, I was driving to Scott AFB on Route No. 55. I noticed a sign with the name on it, plus an arrow pointing east. Having time on my hands, I became curious as to why "Marine" was so-called, so I detoured to the town of 900. Sad to say, it had little to do with the Marine Corps, but it was still fun and interesting to visit the town.

John F. Sullivan
Superintendent
Friendship Facilities Center for the Handicapped
Ottawa, Illinois

Mr. Sullivan is an old friend of the Historical Center and a former Marine who served with the 2d Amphibian Tractor Battalion. The town of Marine, Illinois gained its name because of the sentiments of several former sea captains who settled there in 1819.

Another community by the same name was recently brought to our attention by Maj John B. Gilmer, USMCR (Ret), an attorney in Louisa, Virginia. This was Marines, North Carolina, which was located in that area of Camp Lejeune now known as Courthouse Bay. The federal government first established a post office at a place called Marines on 31 August 1885; however, it was discontinued in 1886. Mr. Wiley Marine (no pun intended!) was the only postmaster. The name Marines was resurrected in 1890. In that year, the post office at Pollard, originally established in 1885, was changed to the name of Marines. This is the "Marines" that appears on old maps of Camp Lejeune. Of the several postmasters recorded, Mr. Lewis Marine served from 1897 to 1914. The government closed the post office at Marines on 30 September 1941 because of the establishment of the base then called New River, now Camp Lejeune. This information came from Commonwealth of Onslow: A History, by Joseph Parsons Brown and published in New Bern, North Carolina in 1960.

Mrs. George Barnett

The article on Mrs. George Barnett, "Mother of Marines," in the Winter 1979-80 issue of *Fortitudine* was most interesting to me as her reputation was still legendary years later during the time I served at 8th and 1 in the 1950s.

That Mrs. Barnett was a "doyenne of society" was indeed true, and as history shows, she did use the Commandant's home to serve as "a meeting place for friends and relatives of Marine Officers" – and on occasion to introduce her own relatives, one whom was to become famous, or infamous, depending on which side of the Atlantic one happened to be!

It was at the Marine Barracks that Mrs. Barnett's cousin, Wallis Warfield of Baltimore, was introduced to Washington society at a tea dance in the Band Hall. This young lady was later to become the Duchess of Windsor.

The Duchess' connection with the Corps was not restricted to Mrs. Barnett: Brigadier General Robert L. Montague, and Francis Montague Dyer, wife of

Brigadier General E. Colston Dyer, were also related to her.

Warren P. Baker
Col, USMC (Ret)
Fairfax, VA

Mottoes of the Corps

Permit me to enter the "Semper Fidelis Sweepstakes" with the information that I learned to my delight and pleasure many years ago that the McCahill family had the same motto as the Marine Corps.

. . . my younger brother, Capt Robert McCahill, USMC, was killed in action on Iwo where he was a company exec. In one of his last letters home he wrote that if he drew an unlucky number on the upcoming invasion (he had been in the 3d Parachute Battalion in combat before joining the 5th Marine Division), "I'll stand a good chance of joining those many Marines guarding Heaven's scenes." Semper Fidelis!

Bill McCahill
Col, USMCR (Ret)
Arlington, Virginia

. . . another coincidence: the current motto of the Clan MacRae is *Fortitudine*. I [also] have an old clan crest, dated circa 1873, which clearly shows that the MacRae motto used to be *Semper Fidelis*. This crest predates the Marine Corps' adoption of *Semper Fidelis* by more than five years. It may be worthwhile to search the [Marine] archives for a [Marine of that era named] MacRae who may have advocated *Semper Fidelis* as the Corps' motto.

Of further note, the MacRae tartan's colors are scarlet, gold, blue, and forest green...how appropriate!

Keith S. Rasmussen
Walnut Creek, California

As is the case with most Latin phrases which express an exalted idea in a pithy manner, Semper Fidelis has a long and honorable history among mottoes. For instance, at least three of the ancient Irish families employ it as their motto: the Molyneux, the O'Madigans, and one of the junior branches of the

House of O'Connor. Semper Fidelis is used by the Devonshire Regiment and by several families in England and Scotland.

The Marine Corps adopted Semper Fidelis in 1883 as a successor to the various other tentative mottoes, including Fortitudine, used in the early 1800s. In the late 1870s, Per Mare, Per Terram, sometimes used in its English form, "By Sea and by Land," had been blatantly borrowed from the Royal Marines. The Corps' new motto, Semper Fidelis appears to have been selected as expressing what Marines considered their cardinal virtue.

Canadian Invitation

On behalf of the branch I am extending an invitation to any serving or retired U. S. Marine if they happen to be in the City of Vancouver.

Per Mare Per Terram

Frank Helden
Royal Marine Assoc.
Western Canada Branch
3622 Haida Dr.
Vancouver, BC, Canada
V5M 3Z4

7-Inch Guns

Thank you for including me on the mailing list for *Fortitudine*. I am intrigued by the title. I am curious about its derivation and significance. As a matter of fact, I am not sure of its pronunciation.

I read with interest Maj Buckner's article about the 7-inch gun (*Fortitudine*, Spring 1980). I would suggest to him that he have a suitable brass plaque made for it and inscribed with the following words:

*This gun kept us out of World War I.
The 10th Marines.*

My recollection about this gun is entirely dependent upon a fading memory of over 60 years. My principal criticism of it is that it had an extremely limited arc of horizontal traverse (train). Switching to another target meant picking up a ponderous trail piece, which must have weighed at least 5 tons, and moving it left or right. And since the trail was an integral part of the whole mount, including the gun

barrel itself, shifting to another target was no little problem. A better design would have been a split trail of two parts which would open up like a pair of scissors. But people like Baldwin, whose locomotives don't require steering, would never think of that.

What ammunition the Navy proposed to furnish this gun, I don't know. At that time, the Navy had 3 types of projectiles: armor-piercing which had great penetration but a relatively low bursting charge, a high capacity projectile with a thin shell and a relatively high bursting charge, and a "common shell" which was sand-loaded and used only for target practice. What targets did they have in mind?

Navy officers always were a bit over-enthusiastic about what could be accomplished by large-caliber guns against shore or land-based targets even up to and including World War II.

I suggest that the 7-inch gun should be designated as a "track mounted" gun rather than "tractor mounted." The latter might imply that the gun was mounted on a self-propelled (or tractor) mount.

I am not at all surprised that this gun was dropped from consideration as suitable for Marine Corps use. As a member of the Marine Corps Equipment Board in the 1930s, I am mindful of the frequent admonition we received from the Navy Board to limit our requirement to a "5-ton lift" aboard ship. As a result, we wasted considerable time and money on a Marmon-Harrington 5-ton "tank" (God save the mark!). And I remember in particular the verbal dressing down that I received from BGen Holland M. Smith for recommending the procurement for trial of a 15-ton US Army tank. This was in 1938 and

Mascots of the 1930 Guam boxing team were sons of then-Capt Merwin H. Silverthorn, now a retired

BGen Smith, at Headquarters, Marine Corps, was then a member of the Navy General Board. Note: During WW II the Navy was lifting 35-ton tanks.

John Kaluf
Col, USMC (Ret)
Libertyville, Ill.

Col Kaluf was one of many readers who had trouble with the pronunciation of Fortitudine. The correct pronunciation of the Latin motto is: For-tih-too-dih-nay. It means "with fortitude" or, in modern slang, "guts." Sadly, we have learned that Col Kaluf, a long-time friend of the Historical Program, died on 22 October and was buried in Arlington National Cemetery. A full obituary will appear in the Winter issue.

Regarding the article on World War I Tractor Guns, the 41st Company on Guam at that time (1929-31) had 7-inch guns that were moved by Holt Tractors. There were also 7-inch guns at Otrote Point and Mt. Tenjo.

[In addition], while preparing to move to new quarters I found the enclosed photo . . . LtGen Silverthorn was a captain stationed in Sumay at the time this photo was made.

Joseph E. "Caribou" Johnson
1st Lt, USMC (Ret)
Chelsea, Massachusetts

Lieutenant general, Merwin, Jr. and Russell retired as a colonel and a lieutenant colonel, respectively.



Acquisitions

During the summer, the Museums Branch received a Sperry-Univac BC/7.611 computer for automating our museum records. Initial experience has confirmed our curators' belief that computerization of records is a very useful and practical step, especially when the inventory of historical materials grows as large as ours. A forthcoming article in Fortitudine will detail the computer's capabilities and our progress in switching from a manual records system.

The Center's new computer demonstrated its value in the preparation of this article. Formerly, to discuss recent acquisitions required considerable effort. One had to pull each separate accession folder and sort through the various records on each donation. This time-consuming process has now been replaced by a single command to the computer, cutting the total work involved by half. In a few minutes, the computer provides a print out containing only the applicable elements of the full accession record. These elements are the description of the item, the donor's name, and the item's historical provenance. With this information, writing an acquisitions article is relatively simple.

The majority of the items donated during the summer of 1980 were uniform articles and insignia. Dr. Mary A. Gardner, Col, USMCR (Ret.) donated several boxes of uniforms dating from late WW II through the mid-1950s to help "round out" our collection of women Marines' uniforms. Mrs. Robert D. Heintz, Jr., again gave us some more of her late husband's uniforms, among them the ubiquitous Army-style woolen "jeep cap" of WW II vintage. From Mr. Milton C. Boesel of Toledo, Ohio, we received a pair of late WW II electrically-heated flying trousers. Perhaps our most noteworthy gift of uniforms during the summer came from Mr. Wayne Johnson of Moline, Illinois. Mr. Johnson's late father was a member of the 13th Marines during WW I and kept his uniforms in excellent condition after his service in France. Included in this donation was his complete winter field service green uniform with the rare 5th Marine Brigade insignia, his summer service

uniform and all of his medals, in addition to a fine collection of personal papers and photographs.

Rivalling the numbers of uniform parts accessioned were the large number of personal papers collections received. Mr. Donald G. Forbes sent in material pertaining to Quantico during and just after WW I. Col John B. Sims, USMC (Ret) of McLean, Virginia, gave us papers and photographs that belonged to his father, BGen Amor L. Sims, relating to the 7th Marines at New Britain and Guadalcanal. LtGen Edward A. Craig, USMC (Ret), donated a selection of poems by Mrs. Jean De Martanza, the "Marine's Mother." Other papers collections were received from Col William P. McCahill, USMCR (Ret), (a long time supporter of the historical program), Col George B. Kantner, USMC (Ret), Miss Anna Kronenbitter of Williamsburg, Virginia, and Col Harry S. Connor, USMCR. During their Basic School class's 40th anniversary reunion, held at the Center, Col Kenneth C. Houston, USMC (Ret), delivered to Col Nihart a booklet describing Winston Churchill's review of the forces in Iceland. Mrs. John Zaremba sent in a collection of personal papers dating from her service in the Women's Reserve during WW II.

Upon his recent retirement, Col Thomas M. D'Andrea, Jr. donated all of his personal papers to the Museum as well as a collection of squadron insignia. Another insignia collection was received from a long-time friend of the Museum, Maj Eugene W. Gleason, USMC (Ret). Mr. Arthur H. Bechtold of Indiana gave us his WW II winter service uniform which bore the insignia of the 4th Marine Division.

Photographs literally poured into the collection during the summer. Among those donating photographs were Col Henry Aplington II, USMC (Ret), Col Bernard T. Kelly, USMC (Ret), LtCol Thomas W.P. Murphy, USMC (Ret), and the 8th Defense Battalion Reunion Association. In addition, we received several photographs of the Marine Band performing in Washington just prior to WW I from Mr. George J. Kaiser of Manassas, Virginia. Mr. Kaiser's donation also included some rare early medals awarded to Principal Musician Hans Wunderlich of the Marine Band.

As is always the case, space does not permit the listing of all donors who have kindly helped us through their gifts. Nonetheless, we would again like to extend our most sincere thanks for the generosity shown by all those who have contributed to the Museum's collections.

KLS-C

Museum Gets Woodbridge Uniform Sketches

by Kenneth L. Smith-Christmas

Mr. George Woodbridge, a well-known American artist, has donated to the Historical Center a series of drawings he originally executed for the monumental work, *American Military Equippage, 1851-1872*. The donation was one result of a meeting this summer between BGen Simmons and Mr. Woodbridge at a muster of recreated Revolutionary War units at Valley Forge, Pennsylvania. The artwork arrived at the Center in August.

Mr. Woodbridge's drawings, notable for their ac-

curacy and attention to detail, include both scale renderings of insignia and full-figure uniform studies of Marines of the Civil War era. Among the insignia illustrations are those of the various enlisted and officer ranks, branch of service devices, and cuff and button details. The full-figure drawings concentrate on particular uniforms, but one is a tableau of the Marines who captured the abolitionist John Brown and his followers at Harpers Ferry in October 1859.

As he worked on the series of drawings, the artist



CONFEDERATE MARINES



OFFICERS' DRESS CAP
DEVICE, 1852 - 1859



ENLISTED DRESS CAP
DEVICE, 1852 - 1859



OFFICER AND ENLISTED
UNDRESS CAP DEVICES,
1859 - 1872



DRESS CAP DEVICE
(ALL RANKS)
1859 - 1872

consulted a wide variety of sources, including the Marine Corps Historical Division and its antecedents. Photographs, paintings, personal accounts, official uniform regulations and [manufacturing] specifications, and existing artifacts were important sources. Mr. Woodbridge also consulted individuals knowledgeable in Marine Corps uniforms and accoutrements of the period. Among these was Mr. Ralph Donnelly, formerly senior reference historian for the Historical Branch. Mr. Donnelly's life-long avocation has been the study of the Confederate Matine Corps.

Mr. Woodbridge himself has developed over the years an international reputation as an expert on military uniforms. After being discharged from the U.S. Army in 1952, where he was an illustrator, as well as serving with the Old Guard at Fort Myer, he studied at the School of Visual Arts in New York City. After graduating in 1956, he became a free-lance commercial artist, illustrating a wide variety of books, magazines, and journals. Many younger readers of *Fortitudine* will remember his work in *Mad* magazine, a satiric favorite since the early 1950s. During these years, however, his personal in-

terest was researching and illustrating military uniforms.

As his reputation grew, all the major American military museums, as well as many of the better known foreign military museums, either consulted him or commissioned drawings. As a result, Mr. Woodbridge was a logical choice to do most of the illustrations in the *American Military Equipage* series.

This multi-volume work was started by Col Frederick P. Todd, USAR (Ret) around 1959. Based on Col Todd's "study albums," it was originally intended to be a single volume that described American military uniforms and equipment between 1851 and 1872. Further research indicated that a single volume would not sufficiently cover the subject and the project was expanded to seven volumes. The first volume was published in 1974, with two subsequent ones coming out in 1977 and 1978, all under the aegis of the Company of Military Historians. The final four should be published in the near future. As with all research endeavors, there is more to be learned on the subject, but the coverage of the Civil War-era Marines of both sides is the most complete yet published.



All drawings by George Woodbridge used in this issue are from *American Military Equippage*, Vol. III, copyrighted by the Company of Military Historians, 1978.

Lighter-Than-Air Craft Produced a Buoyant Part of Aviation Story

by Russell J. Parkinson

Many visitors to the recently opened Early Aviation hangar at the Marine Corps Aviation Museum at Quantico seem surprised when the first exhibit they see is a balloon gondola with a fully uniformed and equipped manikin representing an aerial observer. The exhibit is most appropriate, for balloons were invaluable in the early efforts to develop modern artillery fire control and direction techniques. Until lightweight radios could be developed rugged enough to sustain the vibrations and shocks of aircraft use, the balloon, using a telephone line, provided greater reliability for artillery spotting.

The military use of balloons has a history dating back to the French Revolution. During the American Civil War, balloons were used by both the Union and Confederate armies. One Union balloon was flown from a flat barge on the Potomac River, offshore from Quantico. Another flew at Budd's Ferry, Maryland to observe the Confederate artillery positions which were located in the present day town of Quantico and the Marine Corps Development and Education Command main base area.

By the outbreak of World War I, observation balloons were usually sausage-shaped to provide a kite or airfoil effect that reduced twisting of the tether lines. Spherical balloons were relegated to the training of observers and airship pilots. Communication to the ground was established by telephone and telegraph key through copper wires contained in one of the tether ropes.

The static nature of the western front in France made balloons quite useful despite their inherent lack of mobility. For that reason, the Marine Corps organized a small unit of balloon observers at Quantico on 28 June 1918 for service as artillery spotters with its recently formed artillery regiment, the 10th Marines. The detachment, commanded by Capt Arthur H. Page, used *Caquot* (sausage) balloons for observing.

The first phase of the student observers' training involved parachuting. Since the hydrogen-filled balloons were favorite targets of enemy planes firing incendiary bullets, the observer's life depended upon his ability to exit the balloon's gondola with

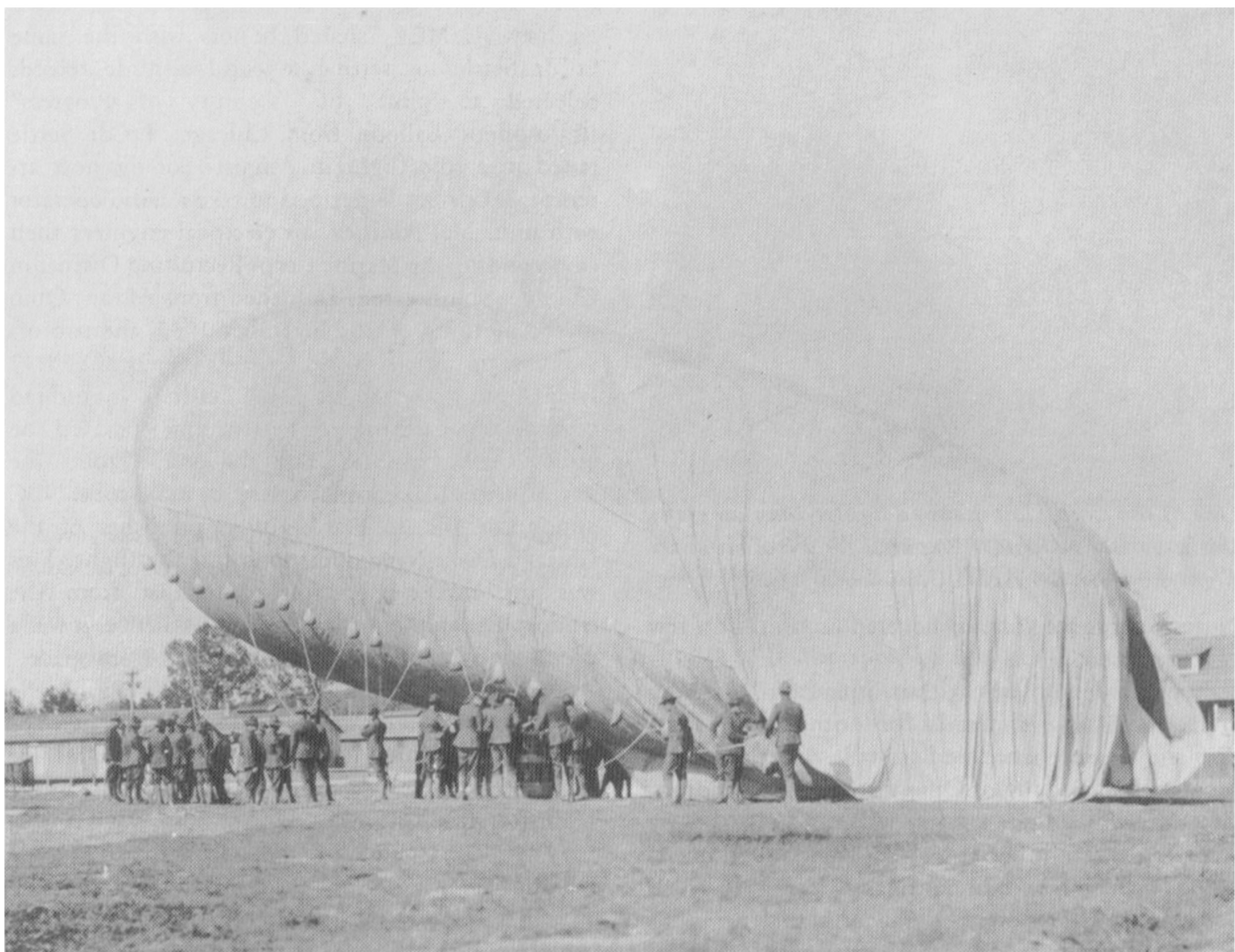


Representing a Marine balloonist of the interwar period, this manikin in a gondola "greets" Early Marine Aviation hangar visitors at Quantico.

great dispatch. Subsequent training included controlling actual artillery firing at Quantico. The guns fired from the north end of the base, now the site of Chamberlain Village enlisted housing. The rounds arched over the hill now landmarked by Liversedge and Harry Lee Halls. Lejeune Hall occupies the former target area.

The balloon detachment did not get to France during the war and was disbanded on 7 April 1919 as part of the postwar reduction in the Marine Corps. Some aviation mechanics, however, continued to be trained in both lighter-than-air rigging as well as aircraft maintenance. The riggers and handlers at Quantico were part of Squadron A.

In 1920, 12 Marines went to the Great Lakes Naval Training Center to attend courses in aviation mechanics plus balloon rigging. At least three of these Marines subsequently went to Pensacola for balloon flight training. Tragically, their balloon



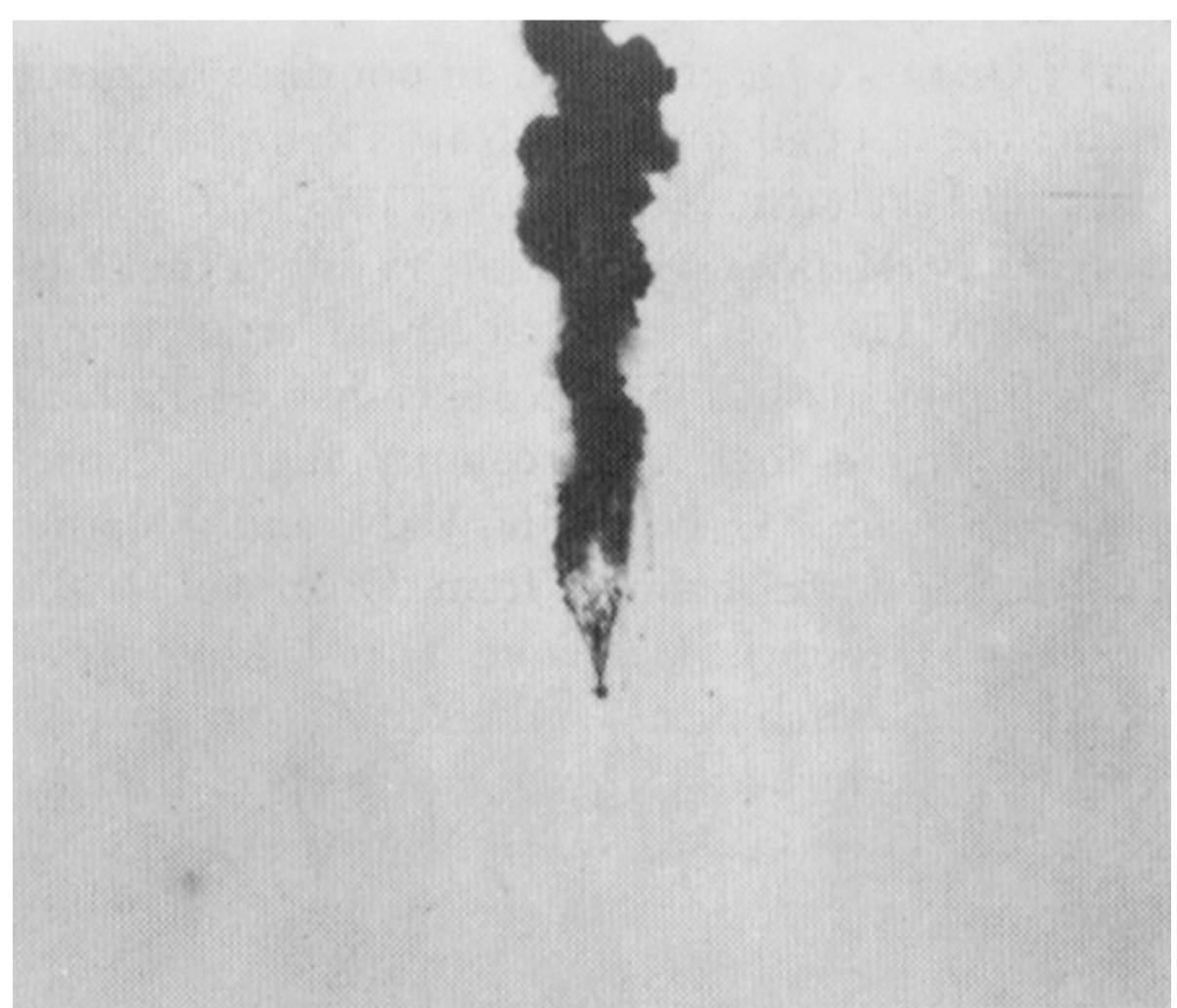
Marines of the 10th Regiment use hydrogen gas to inflate an observation balloon intended for use in

France in 1918; neither the balloon nor the artillery regiment saw combat in World War I.

overshot the coastline during a training flight and drifted out over the Gulf of Mexico. The gondola was recovered several days later but no trace of the three Marines was ever found.

Meanwhile at Quantico, the energetic BGen Smedley Butler staged a series of large field maneuvers during the 1920s on those Civil War battlefields within marching distance of Quantico. Marine aviation played a major role in these maneuvers. The Marines' De Haviland fighter-bombers flew communication flights between Quantico and the maneuver areas plus tactical support and reconnaissance missions.

During these years, the balloon became increasingly obsolete as an artillery observation platform. The advantage quickly shifted to airplanes as advancements in radio technology gave the airplane greater flexibility. Further, balloons were unsuitable for the emerging doctrine of amphibious warfare.



Victim of the airplane's greater versatility, an observation balloon burns and falls during the 1922 Gettysburg maneuvers, shot down by a Marine fighter.



One of the Corps' last manned lighter-than-air craft, this spherical balloon is prepared for a cross-country flight from Brown Field, Quantico in 1928.

Nevertheless, the *Caquot* hovered around for a few more years.

Continual problems within Squadron A arising from conflicting demands for both balloon and airplane maintenance led to the creation of a separate balloon unit at Quantico. A new squadron, ZK-1M, was organized on 8 August 1924 by transferring a number of Marines from Squadron A, along with a few trained riggers from the other squadrons. 1st Lt Lester H. Medaris was the unit's first commander and led it at the Antietam maneuvers that year. The squadron used spherical balloons for training flights until 1929 when ZK-1M was disbanded and the balloons on hand were turned over to the Navy.

The Quantico Marines used an unusual expedient to ship the last balloon to the Navy's lighter-than-air center at Lakehurst, New Jersey. Faced with a tight budget, the Marines were unable to afford the shipment costs. However, the Navy had an arrangement for returning its balloons to Lakehurst via Railway Express after a long cross country flight. Consequently, LtCdr T.G.W. Settle, USN, and a Marine sergeant flew the balloon from Quantico to the vicinity of Frederick, Maryland. They landed in the middle of a church picnic and accepted generous offers of fried chicken and welcome help in packing the balloon into the gondola. Putting the balloon on a farm wagon, they drove it to the nearest railroad station where it was tagged for "return" to Lakehurst. This ended ballooning activities at Quantico.

In 1933, a Marine Corps officer, Maj Chester L.

Fordney, USMCR, shared honors with the same LtCdr Settle for setting a world altitude record. Selected to pilot the "Century of Progress" stratospheric balloon from Chicago, LtCdr Settle failed in a solo flight in August. For his next attempt, LtCdr Settle decided to take a radio operator with him. Maj Fordney, an electrical engineer then commanding the Marine Corps Recruiting District in Chicago, volunteered. Launched from Akron, Ohio in the morning of 20 November 1933, the two officers set an official world altitude record of 61,237 feet. During the flight, Maj Fordney monitored cosmic ray measuring equipment and operated the radio; Settle piloted the balloon. From the stratosphere, Maj Fordney talked by radio to an NBC announcer and to Frank Knox, publisher of the Chicago *Daily News* and sponsor of the flight. This was the first public voice broadcast from the stratosphere to the American radio audience. It was a precursor of the much later broadcasts from space.

The National Broadcasting Company gave the recording to Maj Fordney after the flight. His children, including World War II Woman Marine Mary Diggs, have since donated the recording to the Marine Corps Historical Center.

When World War II began, Britain used barrage balloons against German air attacks. These sausage-shaped balloons, tethered on strong wire-rope cables, reached as high as 10,000 feet into the air. Barrage balloons were visible, morale-building devices, but antiaircraft artillery and fighter aircraft were considerably more effective and flexible. By the end of the battle of Britain in 1941, American observers concluded that barrage balloons were ineffective and inefficient. Momentum for their use, however, continued in the United States.

The Marine Corps had already formed its first barrage balloon squadrons. In 1940, Maj Bernard L. Smith (Naval Aviator No. 6 and the second Marine to become an aviator) had been recalled to active duty to organize six barrage balloon squadrons.

The 1st Barrage Balloon Squadron deployed to Panama in 1941 and later joined the 5th and 6th Squadrons in Noumea, New Caledonia. The 2d Barrage Balloon Squadron went to Samoa and the 3d sailed to Tulagi via Wellington, New Zealand.

By 1943, U. S. combat experience confirmed that antiaircraft guns provided a better defense against air attacks than a few barrage balloons. Additionally, the balloons could serve the enemy as excellent navigational aids when attacking Pacific bases. The



During the island campaigns in the Pacific, barrage balloons such as these over Samoa in 1943 provided

balloon squadrons disbanded and shipped their balloons back to Lakehurst. Their personnel transferred to antiaircraft artillery units and island defense forces. Lighter-than-air activity ended within the Marine Corps.

little protection from enemy air attack and were potential navigation aids for Japanese bombers.

Today, the only Marines flying balloons are those engaged in the sport of hot air ballooning during their off-duty hours. Aerial observers remain; however, their observation platforms are aircraft cockpits rather than balloon gondolas.

Symbolic of the end of the Marines' lighter-than-air era, a barrage balloon rests on the ground in Samoa, 1942.



Latest MOH Recipient

Anthony Casamento

Tours Historical Center

On 11 September 1980, former Marine Anthony Casamento, of West Islip, NY, and his family were escorted by BG Gen Simmons on a tour of the Marine Corps Museum. At the White House the following day, President Carter presented the Medal of Honor to Mr. Casamento for gallantry in action on Guadalcanal during World War II.

Mr. Casamento is the 293d Marine to be awarded the Medal of Honor. He is one of 20 members of the 1st Marine Division to receive the medal for service during World War II.

On 31 October 1942, then 21-year-old Cpl Casamento was a machine gun section leader with Company D, 1st Battalion, 5th Marines. The 5th Marines then held positions along the east bank of the Matanikau River, an area of heavy fighting earlier in the campaign. Believing the Japanese were off balance from recent engagements, the division ordered the 5th Marines to attack across the river on a 1,500-yard frontage and dislodge the enemy from the area. The regiment planned to attack with two battalions abreast and one battalion in reserve. The assault battalions were the 2d, on the left, and the 1st, on the right.

During the night of 31 October-1 November, engineers erected footbridges across the Matanikau. By 0700 the next morning, both assault battalions had crossed the river and began their attack. The 2d Battalion made rapid progress. The 1st Battalion, attacking along the coast, met stiff resistance from Japanese troops dug in along a ravine near the base



His pride of service showing, Mr. Anthony Casamento views the Museum's Iwo Jima flag display.

of Point Cruz. It was during the ensuing fighting that Cpl Casamento earned his Medal of Honor.

According to his citation, Cpl Casamento "... directed his unit to advance along a ridge near the Matanikau River where they engaged the enemy ... all members of his section were either killed or severely wounded and he himself suffered multiple grievous wounds. Nonetheless, Corporal Casamento continued to provide critical supporting fire for the attack and in defense of his position. Following the loss of all effective personnel, he set up, loaded, and manned his unit's machine gun, tenaciously holding the enemy forces at bay. Corporal Casamento single-handedly engaged and destroyed one machine gun emplacement and took under fire another emplacement on his flank. Despite the heat and fetocity of the engagement, he continued to man his weapon and repeatedly repulsed mutiple assaults by the enemy forces."

The Inspector General Reports

As of 15 October, the units achieving an "outstanding" in the IG inspection since the last issue of *Fortitudine* were:

Det 4, Truck Company, 6th Motor Transport Battalion, 4th Force Service Support Group, FMF, USMCR,
New Haven, Connecticut

3d Battalion, 14th Marines, 4th Marine Division, FMF, USMCR, Philadelphia, Pennsylvania
Marine Barracks, Vallejo, California

In Memoriam



LtGen Robert O. Bare, USMC (Ret), died 30 September 1980 after a long illness. He was cremated and his ashes scattered at sea. Gen Bare graduated from the Naval Academy in 1924. As a lieutenant, he became involved with competitive marksmanship. At the outbreak of World War II, he was Assistant G-3, Amphibious Corps, Atlantic. In 1943, he went to London to help plan, and later observed, the Normandy landings. He was on the Expeditionary Troops staff at Peleliu and chief of staff of the 1st Marine Division at Okinawa. During the Korean Conflict, he was Assistant Division Commander, 1st Marine Division. Upon promotion to major general, he commanded the Education Center at Quantico. His last command was the 1st Marine Division. Gen Bare was promoted to lieutenant general upon his retirement in 1957.



BGen Fred D. Beans, USMC (Ret), died 13 September in Annapolis and was buried in the Naval Academy cemetery. Gen Beans enlisted in the Navy in 1924 and later entered the Naval Academy, graduating in 1930. After Basic School, he served in Nicaragua and China. Early in World War II, he served with the 8th Marines. He later commanded the 2d Defense Battalion and the 3d Raider Battalion. When the raider program ended, he became executive officer of the 4th Marines during the Okinawa campaign and commanded the regiment in Japan. Later, he served at Headquarters, Marine Corps in the Plans and Policies Division. Gen Beans was promoted to brigadier general upon retirement in 1948.



MajGen William P. Battell, USMC (Ret), a former Quartermaster General of the Marine Corps, died in Florida on 20 June after a long illness. Gen Battell enlisted in the Marine Corps after briefly attending Iowa State College. He attended radio school at Quantico and served at the Naval Research Laboratory for two years before going to Officers Candidate School in 1950. As a young officer, he became closely associated with communications and supply. At the outbreak of World War II, he was in the Radio Division, Bureau of Ships. He remained there until becoming Signal Supply Officer, Fleet Marine Force, Pacific in 1944. As a brigadier general, he commanded the Marine Corps Supply Center, Albany, Georgia for four years. Gen Battell became Assistant Quartermaster General in 1962 and Quartermaster General the following year. Gen Battell retired in 1965.



BGen Arthur T. Mason, USMC (Ret), died 24 August 1980 at his home in California. His remains were cremated and his ashes will be scattered at sea. Gen Mason was commissioned upon graduation from the University of California in 1923. After Basic School, he served on sea duty and with the 4th Marines in China. In 1938, he went to the Ecole Supérieure de Guerre. He was in France when war erupted and was commended by the U.S. Ambassador for his work in evacuating Americans. Later he was on the staffs of the Commander in Chief, U.S. Fleet and of the commander of the South East Asia Command in India. As a colonel, he commanded the 1st Marines at Okinawa and in North China. His last assignment was as chief of staff and deputy commander of the Department of the Pacific. Gen Mason was promoted to brigadier general upon his retirement in 1954.

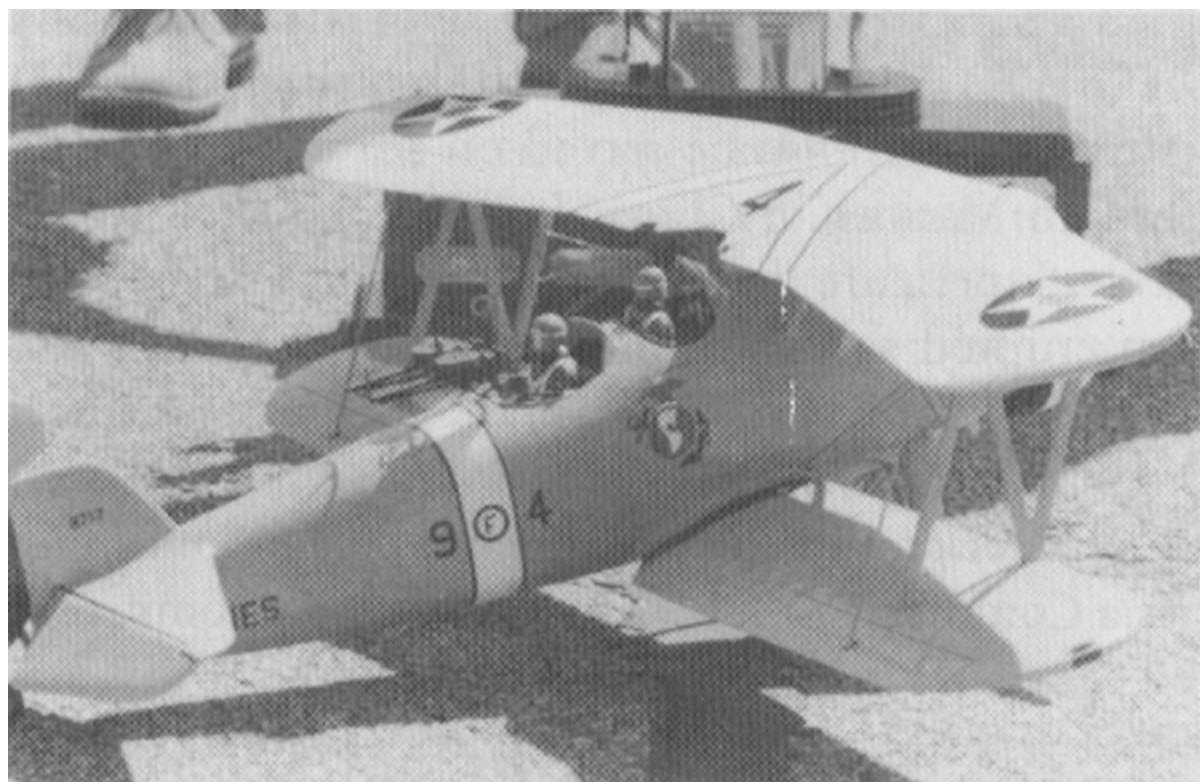
Events at the Center

6TH MARDIV REUNION

Members of the 6th Marine Division Association including the former division commander, Gen Lemuel C. Shepherd, 20th Commandant of the Marine Corps, were guests of the Center on 4 and 5 September. The Association was holding its annual reunion in Washington and shuttled members from the gathering's headquarters to the museum by bus. Gen Shepherd organized and commanded the 6th Marine Division in World War II.

QUANTICO RALLY

The Second Annual Marine Corps Scale Rally was held on 23 and 24 August adjacent to the Marine Corps Aviation Museum at Quantico. The Aviation Museum and the Virginia and Woodbridge Radio Control Clubs jointly sponsored the meet. The rally provided "pilots" the opportunity to compete in a fast/slow fly by, precision flying, a "bomb drop,"



Mr. Bud Fletcher, a former Marine sergeant, won the 1980 Gemeinhardt Trophy for this scale model of an F8-C Helldiver.

and acrobatic feats. The highlight of the rally was the awarding of the Gemeinhardt Trophy on the 24th. This trophy is named in honor of retired MSgt "Fritz" Gemeinhardt, the master modeler who created the dioramas in the Aviation Museum. LtCol Brown, OIC of the Aviation Museum, related that the trophy is presented annually to the entrant who, through attention to detail and fidelity to the original, produces a master's model of a Marine Corps aircraft. This year's winner was Mr. Bud Fletcher, of Bronx, NY, a former Marine of the Korean War era. His model was an F8C Helldiver, a plane flown by Marines in the 1930s.

MR. FRANK AT SEMINAR

Mr. Frank was the discussant at the first session of the 1980-81 Military Classics Seminar at the Fort Myer officers club. His topic for the evening was John Prebble's book, *Culloden*. That English victory in 1746 ended "Bonnie Prince Charlie's" pretension to the British throne and destroyed the autonomous political and military power of Scotland's Highland clans. To add an appropriate atmosphere prior to and following the discussion, Mr. Frank's son, Mike, played the bagpipes. Other special guests were a number of kilted "Highland Gentlemen," all friends and fellow clansmen of Mr. Frank. Wearing the Caledonian (old colors) tartan for the occasion, Mr. Frank made his own sentiments genially evident during his presentation. The Military Classics Seminar, an informal organization of persons interested in military history, meets monthly during the fall, winter, and spring.

ARRIVALS AND DEPARTURES

Departing the Center during October was Dr. Russell J. Parkinson, who had been an historian and writer with the Division for more than five years. Dr. Parkinson earned his graduate degrees from Duke University and taught at Point Park College in Pittsburgh, Stephens College, Duke University, and the U.S. Naval Academy prior to joining the staff at the Center. The avid hot-air balloonist left the Division to accept a position as a command historian with Headquarters, U.S. VII Corps at Stuttgart, Germany.

Mt. Richard A. (Buzz) Hillman has joined the division as illustrator in the Publications Production

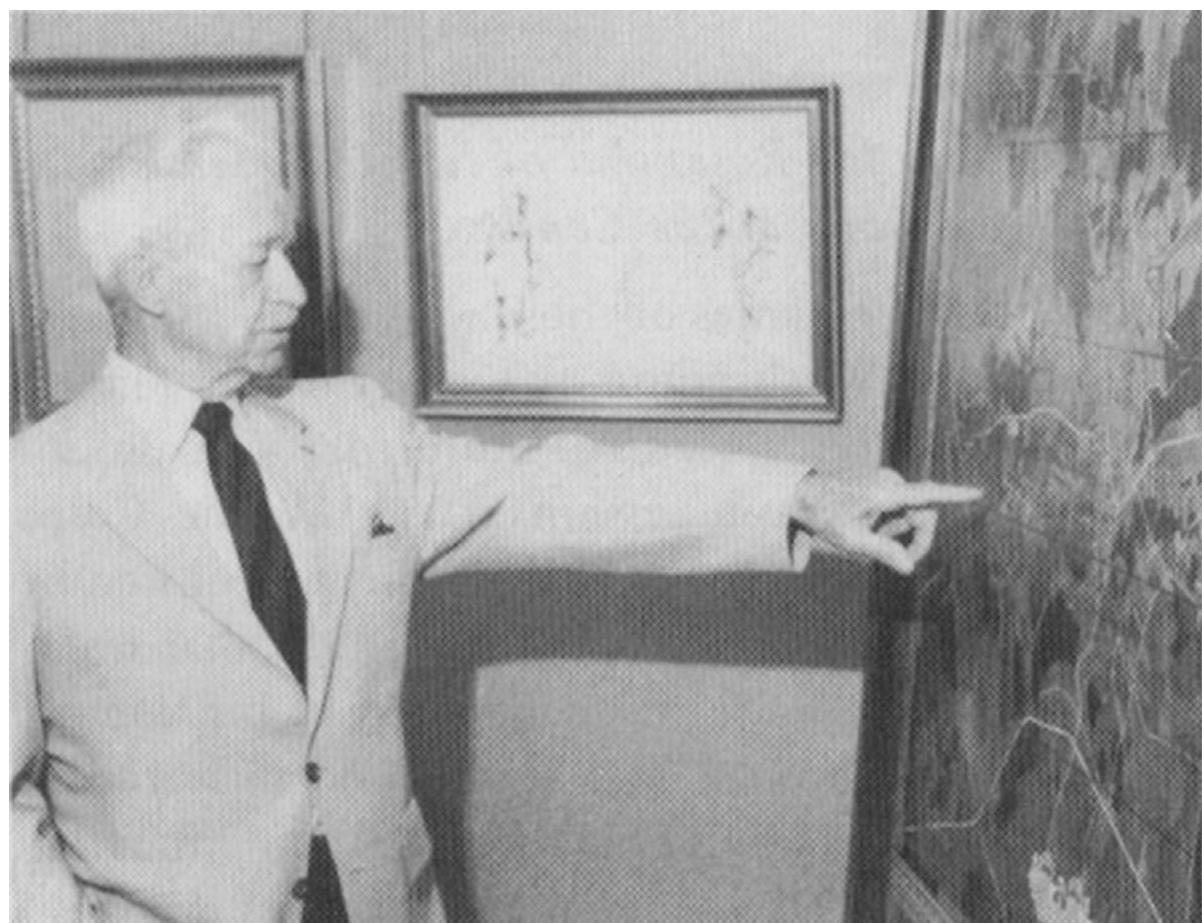
Section. Mr. Hillman is a graduate of Madison College in Harrisonburg, Virginia, and was formerly an illustrator in the Graphics Support Branch, MCDEC, Quantico. He is a captain in the Marine Corps Reserve and a member of the Combat Art program.

MAJ WELLS DECORATED

Maj Edward E. Wells, recently assigned to the Historical Branch, has been awarded the Navy Achievement Medal for his performance as commander of the Marine Detachment on board the USS *Forrestal* (CV59). In addition to his regular duties, Maj Wells was cited for voluntarily becoming qualified as Officer of the Deck Underway for Fleet Operations.

BELLEAU WOOD VET SEES EXHIBIT

Retired LtGen Merwin H. Silverthorn, who took part in the attack on Belleau Wood, paid a special visit to the Center along with his wife on 11 September. They viewed the "Through the Wheat..." exhibit of World War I art then hanging in the Special Exhibits Gallery. Gen Silverthorn, who enlisted in the Marine Corps on 27 April 1917 and took part in the initial assault on Belleau Wood as a sergeant, was slightly wounded in the attack, and was commissioned just three days later on 9 June 1918.



Recalling his commissioning in 1918, LtGen Silverthorn indicates the location on a Belleau Wood map.



LtCol Waterhouse's painting won first prize at an art exhibition at the 7th New York Regiment's Armory.

WATERHOUSE WINS ART PRIZE

A painting he did 20 years ago as a civilian was entered by LtCol Charles Waterhouse in the Centennial Art Exhibition of the 7th New York Regiment Armory 27-28 September. Entries were to show some aspect of 7th Regiment history. Lt Col Waterhouse's painting showed the burning of Barnum's Museum during the 1863 draft riots. The colorful and exciting work shows the flaming building, escaping wild animals, a crazed mob, and 7th Regiment soldiers trying to sort out the mess. LtCol Waterhouse's was judged the best of show, winning the Colonel Abram Duryee Award of \$1,000.

MRS. STROTHER COMMENDED

Mrs. Regina Strother received a Certificate of Commendation for outstanding job performance as a researcher in the Still Photo Depository from March 1979 to March 1980. A cash award accompanied the certificate.

MUSEUM STORE VOLUNTEERS

The Washington Marine Officers' Wives Club reports that its members gave over 3,500 hours of volunteer service to seven organizations during the past year. Almost one-third of this total, 1,015 hours, was given by the 35 wives who work at the Marine Corps Museum store at various tasks from buying and bookkeeping to shopkeeping and fulfilling mail orders. The store provides visitors with books on Corps history and many items bearing the Marine emblem which are not obtainable elsewhere. The store is operated under the auspices of the Marine Corps Historical Foundation and profits go to the foundation to support its activities.