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FORTITUDINE

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

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Double Issue

Readers will notice this issue of *Fortitudine* is thicker than its usual 24 pages. This is a double issue that combines Numbers 2 and 3 of Volume XI.

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THE COVER

This cartoon by Ralph Lee, appearing after the fall of Wake Island, expresses the country's defiant mood as it began the long road that led to victory in World War II.

Fortitudine is produced in the Publications Production Section of the History and Museums Division. The text for *Fortitudine* is set in 10 point and 8 point Garamond typeface. Headlines are in 18 point or 24 point Garamond. The newsletter is printed on 120-pound, lithocoated paper. Printing, by offset lithography, is by the Defense Printing Service.

Director's Page

Dr. DeWeldon's Iwo Jima Statues

I flew down to Harlingen, Texas, on 12 November with Felix De Weldon, the sculptor. He was going to the Marine Military Academy to take the first steps toward assembling a full-size replica of the Marine Corps War Memorial at Arlington (more familiarly, the "Iwo Jima Monument"). I was tagging along as the Commandant's representative and member of the Texas Iwo Jima Memorial Committee. Even with a stop in Dallas to change planes the time passed quickly. The elegant and European-mannered Dr. De Weldon is a good traveling companion.

We were met at the Harlingen airport by the superintendent of the Academy, MajGen Ralph H. Spanjer, USMC (Ret); a TV crew; and a clutch of other persons. Harlingen is in the lower Rio Grande Valley, about as far south as you can get in Texas and still be in the United States. As we drove from the terminal to the Academy I was struck by how green and tropical this part of Texas is—lots of palm trees and lush vegetation.

I was told that Harlingen didn't turn green until sometime after the turn of the century when a Dutchman came over and taught the ranchers how to dig canals. In gratitude the ranchers named the town for the Dutchman's birthplace in the Netherlands. Before it was incorporated in 1910 Harlingen was called Six-Shooter Junction. It is now a booming Sun Belt city but a good deal of the frontier is still left in it.

The greenness, the lushness, and the humidity had come, I think, as something of a surprise to Dr. De Weldon. Some months ago, when discussing with me the move of the statue from his studio in Newport, Rhode Island, to Harlingen, he had compared the Rio Grande Valley with the Valley of the Nile. At that point he was counting on the supposed dryness of the valley to help in the statue's preservation.

He has reason to know the Valley of the Nile, having studied the antiquities of Egypt in his student days and having had an exhibit of his own work at



BGen Simmons

Cairo as early as 1932. He tends to be a little vague about his age, but *Who's Who* puts him down as being born in Vienna in 1907. He could easily pass for 55. He is short, trim, and well-muscled through the shoulders and arms. Life as a sculptor approximates that of an athlete in training. His hair is gone on the top but the sides are thick and dark and worn brushed straight back European-style. He has bright blue eyes and he looks at you in a disconcertingly direct way. He lives well. He and his wife, Margot, have a handsome home in the embassy section of northwest Washington and a showplace of a summer home, "Beacon Rock," on the fabled oceanfront of Newport.

De Weldon took his bachelor's degree at Marchetti College in Vienna in 1925, his master's degree in both art and science at the University of Vienna in 1927, and his Ph.D in 1929. During these student years there was travel and study in art and architecture in Madrid, Paris, Rome, and Florence. Later there was postgraduate work in archeology at Oxford. He is fluent in French, German, Spanish, and



Dr. Felix De Weldon stands in his Newport studio beside some of the shoes from the Iwo Jima statue he donated to the Marine Military Academy.



The 10-truck convoy, organized by Texas Motor Transportation Association, paraded on arrival at Harlingen at a Confederate Air Force air show.

Italian. His English is faintly touched with all of these. He also has a working knowledge of the Scandinavian languages, Portuguese, Greek, Arabic, and Mandarin.

The Iwo Jima statue at the Marine Military Academy promises to be a line-for-line duplicate of the giant statue at Arlington, as well it might be because it started life as the full-scale plaster model from which the Arlington statue was cast.

There are 100 tons of bronze—90 tons of copper and 10 tons of tin—in the Arlington statue, making it the largest cast bronze statue in the world. The Harlingen statue will weigh about 135 tons when completed. Dr. De Weldon is as much an engineer and architect as he is a sculptor and artist. The Texas Iwo Jima Memorial Committee had scarcely convened the afternoon of our arrival, before he made clear his unhappiness with the compromises made by a local engineer with the plans he had sent down for the statue's base. If executed the way the plans had been re-drawn, said De Weldon, the base would have only a third of the weight-bearing capability required. He put matters right, quietly, firmly, and emphatically.

The plaster model had languished for years at the De Weldon studio in Newport. (There is also a De Weldon studio in Washington, D.C.) Loathe to smash it up or see it disintegrate with time, De Weldon offered it as a gift to the Marine Military Academy. That was when he was thinking of the dry Valley of the Nile and sandstone statues that had lasted five thousand years.

Something as big as the Iwo Jima statue had instant appeal in Texas. From Governor William Clements on down there was immediate interest.

There were three problems: how to get it to Texas, how to re-assemble it, and how, considering the humidity of the lower Rio Grande Valley, to make it last. Money solves most problems and there is a lot of that in Texas. The kick-off for the fund-raising drive

was held at Austin on 15 September. The Arlington statue cost \$850,000 in pre-inflation dollars. The Harlingen statue is budgeted at \$435,000.

At the Austin meeting the Texas Motor Transportation Association volunteered to move the statue from Newport to Harlingen. Cut into 108 pieces and packed into 78 king-size crates, the statue's parts were loaded onto 10 flatbed trailers. Along with a traveling crane and a number of command vehicles, the red-white-and-blue, star-spangled convoy started on its way to Texas, 2,100 miles away, on 5 October. With ceremonial stops along the way it arrived at the Academy five days later and unloaded its crates at the chosen location.

When we visited the site on 12 November, I could think only of a great pile of dinosaur bones, which is a fairly accurate comparison in size, shape, and chemical composition. Dr. De Weldon was undismayed by the somewhat moldering appearance of the parts. He said they would fit together perfectly. The pieces are hollow, or nearly so, built up of plaster on an armature of wood, bits of metal, wire netting, and burlap. A new, more permanent armature is needed. The conventional way to erect a statue is to do the armature first and then hang or assemble the castings. In this case, Dr. De Weldon has to weld his armature of structural steel a piece at a time, threading the parts (which have been sprayed with shellac) onto the skeleton as he goes along. Then all these pieces have to come together into a sound engineering form, rather like a bridge truss.

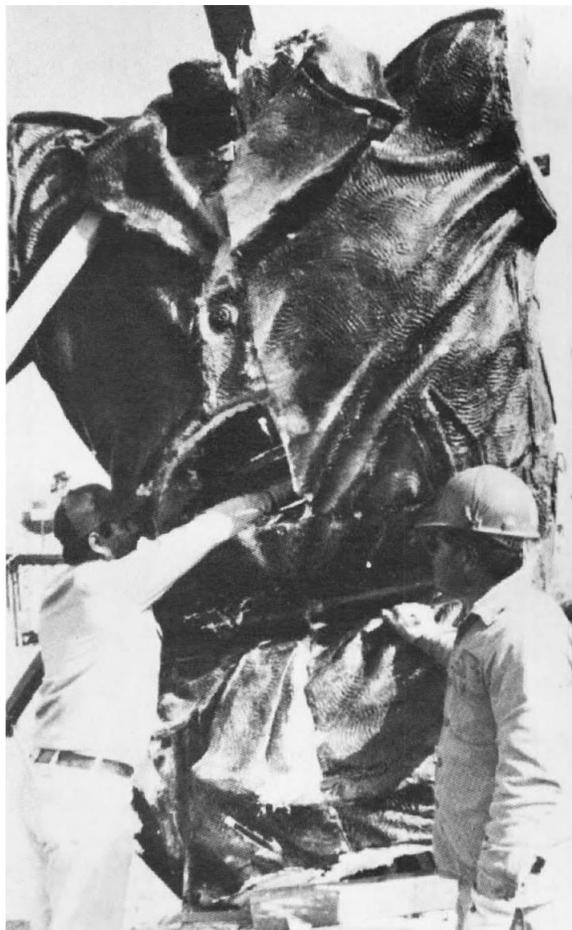
Dr. De Weldon is hard at this reconstruction now, helped by his long-time assistant, William Petsco, and a small number of local welders, riggers, laborers, and cadet volunteers. After the six figures have been reassembled there will be a considerable amount of crack-filling and resculpturing to do using molding plaster. When this has been done the statue will be coated with an approximation of a cold bronze casting.

An ardent sailor, De Weldon is intrigued by the bronze epoxy coating now being used on racing yacht hulls. He plans to use the same—a suspension of bronze powder in an epoxy vehicle—to give the statue a coating from one-eighth to three-sixteenths of an inch thick. With a proper patina added, the finished Texas Iwo Jima Monument should be virtually indistinguishable from its Arlington twin. Even the bases will be nearly identical. The base at Arlington is faced with black Swedish marble. That at Harlingen will be faced with black Brazilian marble now being cut and polished in Monterrey, Mexico.

De Weldon, who was an enlisted Seabee in World War II, worked up his first small-scale clay model of the Iwo flag-raising immediately after seeing the famous Rosenthal photograph in February 1945. (He is quick to point out that his sculpture is not a literal copy of the photograph.) Larger-scale versions followed in rapid succession. A one-and-one-half-life-size statue done in cast stone was used in the Victory Bond Drive late in 1945, then stood on Constitution Avenue across from the old Main Navy Building until it was moved to Quantico. The Quantico statue was later replaced by a more permanent monument cast in Indiana limestone. This is the statue that stands at the Fuller Road entrance to the post. A second casting went on national tour and then came to rest at the parade ground at Parris Island.

Another statue, in the same scale, was rededicated on 31 May 1981 at Cape Coral, Florida. The statue had been in the Rose Garden outside Cape Coral since the middle 1960s. The garden had closed and the statue was vandalized. Restoration and movement to its new site was undertaken as a civic gesture by the Cape Coral North First Bank. The restored statue now stands on Del Prado Boulevard outside the bank. We provided a small Iwo exhibit for the lobby.

The men in these one-and-a-half-times-life-size statues are nine feet tall. This is only one-quarter of the height of the 36-foot men in the Arlington statue. The total height of the Arlington statue to the flag tip is 78 feet. The flag that flies at Arlington, incidentally, is a standard post flag, 10 feet and 19 feet. The flag flies over the monument 24 hours a day and is changed each week. The removed flag is inspected. If sound, it flies again. It is cleaned if needed, but if worn or damaged is not repaired but destroyed in accordance with established custom. About 12 flags are stolen each year.



A torso takes shape at the Marine Military Academy as workmen add interior steel bracing to one of Dr. De Weldon's Iwo Jima flag raisers.

The statue, in whatever size, is covered by a copyright held by Dr. De Weldon just as the Rosenthal photograph is still copyrighted by the Associated Press. That hasn't kept the statue from being replicated or approximated in all sorts of unauthorized versions just as the photograph has been used for everything from postage stamps to souvenir plates.

One version that was authorized was that recently offered by the Marine Corps Scholarship Fund. A good number of *Fortitudine* readers probably got mailings on this. Subscribers could obtain for \$160 a recasting of one of Dr. De Weldon's early small-scale (12 inches high) Iwo statuettes on a marble base. Each statuette was serialized and came with a certificate of authenticity signed by Dr. De Weldon. The offer closed on 10 November and by that time 1,528 statuettes had been sold, raising over \$100,000 for the Scholarship Fund.

De Weldon also has been extremely generous to the Marine Corps Historical Program. Through the years he has given us numbers of his works, including bronze or plaster busts of five prominent Marine Corps World War II generals (Van degrift, Erskine, Clement, Hart, and Denig), and astronaut Col John H. Glenn, Jr. All are on exhibit in the Center's library. His most recent gifts are a plaster copy of the bas-relief of Gen Lemuel C. Shepherd, Jr., presented last year to the Virginia Military Institute, and a plaster bust of Gen George Washington (timely as we enter the 250th anniversary year of Washington's birth, even though Gen Washington in November 1775 shucked off the Continental Congress's directive that he raise two battalions of Marines for an amphibious operation against Nova Scotia).

On the Museum floor of the Center are several other pieces of De Weldon's work. A finely detailed version of the Iwo Jima statue forms part of the focal exhibit on the flag-raising. Also part of this exhibit are busts of the three flag-raisers who survived the battle, Hayes, Gagnon, and Bradley. Another piece is one of the 22-inch-high Leftwich leadership trophies. Twenty-five of these bronze statuettes were executed by Dr. De Weldon and a larger-than-lifesize statue, which will be placed in front of



Dr. De Weldon demonstrates the scale of the hand of Ira Hayes during reassembly of his Iwo Jima statue at the Marine Military Academy.

O'Bannon Hall at the Basic School, Quantico, is nearing completion. The statuettes and statue honor the memory of LtCol William G. Leftwich, who was killed in Vietnam on 18 November 1970 while in command of the 1st Reconnaissance Battalion, 1st Marine Division.

Each year a Leftwich Trophy goes to an outstanding Marine captain serving with the ground forces of the Fleet Marine Force at the time. The first award, made in 1979, was to Capt Clyde S. Brinkley, Jr. for service in the 2d Marines, 2d Marine Division. In 1980 the award went to Capt Charles R. Sherrill for service with the 2d Tank Battalion, 2d Marine Division, and in 1981 to Capt John Caldwell for service with the 32d Marine Amphibious Unit, FMFLant. The trophies and statue were made possible by a donor who was a friend and admirer of Bill Leftwich. Selection of the outstanding captain is done by a Headquarters, U.S. Marine Corps committee.

Dr. De Weldon has statues and monuments on every continent, not excluding Antarctica, where he has a bust of RAdm Richard E. Byrd at McMurdo Sound. He was already a sculptor of international reputation, with exhibits at the Paris Salon and London's Royal Academy, when he came to this country in 1937. Just this fall, on 19 October, his high-relief of Washington, Rochambeau, and Lafayette, still in plaster and not yet cast, was unveiled at Surrender Field, Yorktown, as part of the Bicentennial observance.

One of the works of which he is most proud is the 4th Marine Brigade Monument at Belleau Wood. Many others, perhaps the majority, are of martial subjects such as the National Monument for Malaysia in Kuala Lumpur (bombed by Communist terrorists and restored) and the equestrian statue of Simon Bolivar in Washington. He is also proud of the Harry Truman Monument in Athens, Greece (twice bombed by Communists) and of such diverse commissions as the coronation bust of George VI of England and the monument to Ty Cobb, the "Georgia Peach," in Atlanta. But he is proudest of all, as even a few minutes conversation makes clear, of the Iwo Jima statue.

He has his winter's work cut out for himself. The Texas Iwo Jima Memorial is to be ready for dedication in late April or early May. The Leftwich statue, after some delays, is scheduled for unveiling during the course of the second annual MajGen John H. Russell Leadership Conference at Quantico, 4-7 May 1982.

Readers Always Write

Enthusiasm Drew Thomason Gift

The enclosed copy print is of my prized original watercolor sketch of a "Johnny Reb" by Col John W. Thomason, Jr. You may find some use for it in *Fortitudine*.

In the summer of 1938 I attended the Western Platoon Leaders Class at San Diego. The second year class were under the guidance and instruction of 2d Bn, 6th Mar, commanded by LtCol John W. Thomason, Jr., USMC.

Of course the colonel was by then a noted writer and artist and I was one of his many readers and admirers having similar interests. In fact his stories about Marines had attracted many pre-war PLCs to the Corps.

The colonel was very much the kindly gentleman in his treatment of the "college boys" in the PLC under his command. One day I dared to march into his office and make my interest and admiration of his stories and drawings known to him. He promptly took this little sketch off his office wall and gave it to me with the inscription to "PFC Donovan." I have cherished it ever since.

Furthermore, he invited me to his home on the following Sunday to see some of his drawings. The Thomasons lived in one of those charming old Spanish-style places on Point Loma above the Marine Corps Base and I was pleased to meet the lovely Mrs. Thomason and young son, John, III., home from St. Alban's in Washington, D.C.

We all went up to La Jolla and the Beach and Tennis Club where I was their guest for lunch and swimming. Never was a PFC more pleased and charmed than by this nice family.

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



Col James A. Donovan, USMC (Ret), then a member of the Platoon Leaders Class, received this sketch from Col John W. Thomason, Jr., in 1938.

Khe Sanh Quote

The spring 1979 issue of *Fortitudine* had a short article on the "Pentagon's Khe Sanh Display," in which a C-ration box is pictured with the quote, "Life has a special flavor to those who fight for it that the protected never know." The article requested aid in determining the source of the quote.

While home on leave, enroute to the 1st Marine Division, I started reading *The Life of Andrew Jackson* by Marquis James (Bobbs-Merrill, 1938). On page 93 I came upon the following sentence, "To those who fight for it daily, life has a flavor the protected never know." I suggest that this may be the origin of the Khe Sanh quotation.

Paul J. Leon
Capt, USMC
Alexandria, Virginia

Zeroing in on Aces

I just received the new *Fortitudine* (appropriately, on Pearl Harbor day) and am fascinated with the extent of Marine Corps ace research accomplished by my some-time pen-pal, Frank Olynyk. His mention of Marion Carl's credited victories prompts me to pass on what information I have, which is obtained from Marion's logbook. Naturally, I don't know how all this ties in with other documentation, but each entry for a confirmed victory is initialed by Maj John L. Smith, the CO of VMF-223 on Guadalcanal.

A bit of explanation for the listings: Marion only distinguished between bombers and fighters. Therefore, his logbook contains no specific identification of Japanese aircraft types. But he is emphatic that he never engaged (and maybe never saw) an enemy single-engine bomber. This is the crux of the confusing matter of his claims of 24 August 1942. It was only lately clarified when I consulted *Aircraft Carriers* by Norman Polmar—the definitive work on the subject (Doubleday, 1969). On page 249, Mr. Polmar notes of the *Ryujo* strike:

The Japanese carrier planes—joined over Guadalcanal by 20 Rabaul-based Betty bombers—were hit by Marine fighters near their target. About 16 of the carrier planes and 5 Bettys were shot down.

With this in mind, perhaps the old riddle of Marion's 24 August claims can be laid to rest. At any rate, here are his logbook notations from the total 32 missions and 10 combats he experienced at Guadalcanal:

24 August	2VB and 1VF, plus 1VB later confirmed
26 August	2VF
29 August	1VB with Lt McLennan
30 August	3 VF
9 September	2 VB. Shot down and bailed out
27 September	1 ½ VB
28 September	1 VB
3 October	1 VF

This totals 7 fighters and 7 bombers, plus half-shares in two more bombers. A total of 15 at Guadalcanal, computed fractionally. Adding his first victory, from Midway, this would presumably

account for the figure of 16 upon completion of the Guadalcanal tour, but obviously it does not jibe with the 16½ planes attributed upon return to the Solomons in late 1943

But all credit to Frank Olynyk for his exceptional energy and ambition in compiling and computerizing the Marine Corps fighter ace victory credits.

Barrett Tillman
Athena, Oregon

Mr. Tillman has written several books on naval aviation, including Corsair: The F4U in World War II and Hellcat: The F6F in World War II, published by the Naval Institute Press.

More on Carl

I think I can clear up one of the mysteries in the "Aces" article in the Summer 1981 *Fortitudine*.

I interviewed Maj Charles M. (Mel) Freeman . . . on 18 October 1980. Freeman served at Efate with Joe Bauer's VMF-212, but was sent forward by APD (destroyer-transport) and landed with three other VMF-212 pilots by rubber boat at Kukum the night of 21 August 1942. First combat came on 24 August 1942 against a flight of Japanese bombers I had assumed to be carrier-based Zero-escorted Kate torpedo-bombers. This was a sidelight to the so-called Eastern Solomons Naval Battle. Freeman, flying John Lucien Smith's F4F, was tail-end-Charlie in a flight led by Marion Carl.

Freeman, who succumbed to a stroke in June 1981, said of Carl's opening attack: ". . . When he [Carl] went off . . . peeled off, it was a free-for-all And he peeled off and made the most damned *beautiful* overhead passes I've ever seen. This was a formation of . . . I think they were Bettys. The twin-engined bomber that looked very much like our Martin bomber. It had one big tail"

On the other hand, Freeman acknowledges tangling with a Kate, then a Zero.

I thought Freeman was mistaken about the Betty until I read the "Aces" article today. He could have been right; there was no way to mistake a twin-engined Betty for a single-engined Kate. It is possible, though stretching it a mite, to allow that a Betty

or Bettys escorted the carrier based Kates and Zeros on their very first flight over the Guadalcanal area.

Eric M. Hammel
Pacifica, California

Mr. Hammel is the author of, Chosin: Heroic Ordeal of the Korean War (Vanguard: 1981). He is now working on a book about Guadalcanal.

The Mysterious Roger Conant

Just finished reading the Summer 1981 issue . . . and request that you pass along to Dr. Olynyk a correction to his otherwise-excellent update on the WWII Marine Corps "Aces List."

He has discovered an error concerning the proper credit being given to Arthur Roger Conant, vice Roger W. Conant. This is probably true; however, he goes on to say that (the correct) Conant ". . . served in VMF 214, A. R. Conant during the period when Gregory Boyington was in command"

This is not correct. I am a member of the original Black Sheep (VMF 214) formed in the New Hebrides in the Summer of 1943 and carrying out two separate tours of combat duty in the Northern Solomons. At no time during this period (from the squadron's formation until Greg Boyington's being shot down and the squadron number sent back to the United States) was Conant a member of our squadron, VMF 214. It is possible that he was a member of VMF 214 sometime prior to the Boyington period; my copy of Sherrod notes a (prior) 214 tour from 10 March 1943 to 17 May 1943.

Bruce J. Matheson
Col, USMC (Ret)
Kailua, Hawaii

Also

Boyington's Black Sheep squadron served just two combat tours: the first from 12 September to 25 October 1943; the second from 27 November 1943 to 8 January 1944.

Just 51 men were a part of the squadron during one or both of those tours: 49 pilots; the Flight Surgeon, Dr. James M. Reames; and myself [as the squadron intelligence officer].

I can assure you that [Arthur Roger] Conant was not one of them.

We had no ground echelon in the combat area; we relied on the Navy for ground support.

Frank E. Walton
Col, USMCR (Ret)
Honolulu, Hawaii

Both correspondents are right. The pilot in question, who called himself A. Roger Conant, served in VMF-215 at the time Gregory Boyington commanded VMF-214. Another man with a similar name, Roger W. Conant, served as a ground officer in VMF-214 much later in the war.

Chronology Error Noted

In your September 1981 issue of Fortitudine on page 17, you had a chronology of World War II, December 1941. On your 11 December date you mentioned that Marine Fighter Squadron 211 strafed and bombed the retiring force. Then you went on to 15 December, "RAdm Frank J. Fletcher's Task Force 14, carrying a Marine expeditionary force which included elements of the 4th Defense Battalion and Marine Fighter Squadron 211, left Pearl Harbor on the USS *Saratoga*, *Astoria*, and *Tangier* for the relief of forces on Wake Atoll."

I believe you meant to say that VMF 221 was on the *Saratoga*, while VMF 211 was on Wake.

I was a member of VT-3 aboard the *Saratoga*. We had VMF-221 aboard with 18 F2A Buffalo fighter planes. We had brought them from San Diego. Maj Putnam and his 11 pilots of VMF 211 were on Wake with F4F-3 Wildcats. When we turned back we headed for Midway, and on Christmas Day VMF-221 flew off the *Saratoga* with her 18 F2A Buffalo fighters

You mentioned *Saratoga*, *Astoria*, and *Tangier* in the task force. Actually, *Minneapolis*, *San Francisco*, nine destroyers, and fleet oiler *Neches* were there too.

Bernard W. Peterson
Cave Creek, Arizona

Mr. Peterson is correct. VMF-221 was the squadron with RAdm Fletcher's task force.

Mr. Peterson caught a typographical error that also appeared in our pamphlet, A Chronology of the United States Marine Corps, 1935-1946.

Bradley's Medal Not for Flag

After reading one of the earlier (1960s) printings of the Historical Division's *Marines on Iwo*, I wrote a short letter to the Commandant of the Marine Corps stating that an omission had occurred. I recently came into possession of a 1970 reprinting copy and find the correction was not made.

Pharmacist's Mate Second Class John Bradley was recommended for the Navy Cross subsequent to the Iwo battle. His acts of heroism were not related to his participation in the raising of the flag.

Several years after the campaign, during a Congressional inquiry, I was advised that Bradley had *not* been awarded the Navy Cross. From copies of information in my files, I resubmitted the recommendation. Bradley has informed me that he did receive his Navy Cross, and believes the date was early in the 1950s.

David E. Severance
Col, USMC (Ret)
La Jolla, California

Col Severance is correct. According to a copy of PhM2 John H. Bradley's Navy Cross citation provided by the Awards and Special Projects Branch, Office of the Chief of Naval Operations, Bradley earned the medal on 21 February 1945 as a hospital corpsman with the 2d Battalion, 28th Marines, 5th Marine Division on Iwo Jima. The citation reads in part:

While his company was attacking . . . at the base of Mount Suribachi, Petty Officer Bradley observed a Marine fall wounded under an intense barrage of enemy mortars and a heavy crossfire from machine guns. Rushing to the wounded man's side . . . Petty Officer Bradley shielded the man as much as possible with his own body and, tying a plasma unit on a rifle planted upright in the sand, proceeded to administer the plasma. After bandaging the Marine's wounds, he pulled the man thirty yards to a position of safety.

The Historical Center encourages readers to send us corrections and additions to our publications. We publish pertinent new material in Fortitudine to get it into print quickly. Such changes or corrections will be reflected in subsequent editions of the affected publications.

'Touche' for Yet Older Lieutenant



76-year-old 1stLt Antoine Joseph Corbesier

[The Spring 1981 issue of *Fortitudine* carried] an article about the lieutenants who . . . were nearing sixty when their wartime commissions were granted. I can go that one better. My grandfather was taught fencing by an old Belgian immigrant during the 1890s at the Naval Academy. [While] still at the USNA, the Marine Corps commissioned him a first lieutenant in 1913, age 76 years.

James T. Bannon
St. Louis, Missouri

Mr. Bannon is referring to Antoine Joseph Corbesier, the highly respected swordmaster at the Naval Academy for 49 years. He received a direct commission by a special act of Congress in 1913 which excluded him from the regular line of promotion. Lt Corbesier died in 1915. At the time of his death, every graduate of the Naval Academy then on active duty, except for the Admiral of the Navy, had received instruction from Professor Corbesier. The Navy has named two destroyer escorts in his honor.

Acquisitions

If there is one salient feature of the Marine Corps Museum's collections, it is the fact that they are not static. Aside from their extensive and continual historical exploitation through exhibits and research, they are all constantly growing. Since the last issue of *Fortitudine*, many varied and interesting items have made their way into our holdings.

We were indeed fortunate to receive several donations to our personal papers collections which dealt with the Marines' experience in China during the "Golden Age" of the 1920s and 1930s. This past summer and early autumn saw no less than five collections given to us from this period. Mrs. Josephine Bailey of Santa Ana, California, sent us a collection of papers which her late husband, CWO-4 Howard A. Bailey, USMC (Ret), accumulated during his tour in Shanghai with the 4th Marines. A "shipmate" of CWO-4 Bailey's, Mr. J. F. Field, of San Fernando, California, sent in several copies of *Walla-Walla* and the *Peking Legation Guard News*. From Mr. Archie B. Reed of Chicago, we received some papers and photographs from his service in Shanghai. One of the finest collections we have ever received from this period was given by a former Navy Corpsman, Mr. William T. Bingham of Philadelphia, Pennsylvania. Mr. Bingham thoughtfully captioned all the photographs before he mailed them to us and laced his letters to us with many fascinating anecdotes about his service in Peking and Tientsin. A former staff member, SgtMaj Jim Hopewell, USMCR, of Alexandria, Virginia, gave us two scrapbooks of "China Marines", one bearing a fine example of Oriental needlework on the cover.

From an earlier era of Marine Corps history, we were given a fascinating collection of Spanish-American War photographs by LtCol Thomas A. Gray, USMC (Ret), of Rochester, New Hampshire. This was followed up by Mr. Peter G. Tilbury's donation of a c.1903 photograph of two Marines in Portsmouth, England. Mr. Tilbury, a former Royal Marine, has made several donations to us in the past. We received personal papers and photographs from both Mr. Jack Pelpoe of Arlington, Virginia, and Mr. Frederic Fober of Chicago, which were originally owned by Marines in WWI.

Our WWII personal papers collections were augmented by Col George R. Fletcher, USMCR (Ret), of McLean Virginia, Mrs. Clifford Lashua of Woodruff, Wisconsin, and MajGen George E. Tomlinson, USMC (Ret), also of McLean. It is interesting that both Col Fletcher's and Mrs. Lashua's gifts included captured Japanese swords. Col Randlett T. Lawrence, USMC (Ret), donated a large collection of post-WWII maps and personal papers to which he has added more over the succeeding months. Col Lawrence's specialty was in the area of special operations and reconnaissance. Another personal papers collection dealing with special operations was given to us by Maj Michael O. Fallon, USMC. The special operation in this case was recent rescue of Cuban refugees at sea. LtGen William K. Jones, USMC (Ret), of Alexandria, Virginia, and Mrs. Melvin A. Ritter gave us an extensive papers collection spanning the years from WWII through Vietnam. The collection donated by Mrs. Ritter was sent to us through the kind offices of the Non-Commissioned Officer's Museum in Fort Bliss, Texas. In addition to personal papers, this collection contained a wealth of insignia and uniforms.

In the summer of 1981, we received several other noteworthy uniforms. Mrs. Edna Smith of Schoolcraft, Michigan, donated her father-in-law's uniforms to the Museum. These early 20th Century uniforms belonged to Walter F. Smith, Second Leader of the Marine Band, and were given as a result of active solicitation by our acting Military Music Curator, Ms. Carole Nowicke. Thanks to the generosity of Mrs. Geneva Kochel of New Holland, Pennsylvania, we have another Model 1917 forest green uniform in our collection. This one, worn by Mrs. Kochel's late husband, bears the shoulder insignia of Brigade Headquarters, 4th Marine Brigade, 2d Division (Regular), A.E.F., and is on temporary exhibit, along with Col Fletcher's sword, in our "New Accessions" display. Yet another WWI uniform was donated by Mrs. Dorothy Garvick of Hanover, Pennsylvania. In addition to the uniform, Mrs. Garvick gave us her late husband's medals and marksmanship badges. Although the silver expert rifleman and sharpshooter badges are unmarked, the marksman badge is engraved "Earl L. Garvick, 1917."

It is through the generosity and kindness of all these people that the Marine Corps Museum can continue to grow and serve the public. Our deepest thanks go out to all those who have helped us through their selfless donations. KLS-C

World War II Chronology

January-March 1942

2 January Marine Barracks, Marine Corps Depot of Supplies, activated at Barstow, California.

9 January Marines from Batteries A and C, 3d Battalion, 4th Marines, who remained on Bataan under naval control, integrated into a naval battalion organized for ground combat against the Japanese.

15 January BGen Henry L. Larsen, USMC, became first military governor of American Samoa.

20 January Following congressional authorization, Major General Commandant Thomas Holcomb became first lieutenant general in the Marine Corps.

23 January 2d Marine Brigade, composed of the 8th Marines; 1st Battalion, 10th Marines; and the 2d Defense Battalion, arrived in Samoa to reinforce the 7th Defense Battalion. This and subsequent actions were for the protection of the "lifeline" to Australia.

25 January Japanese submarine shelled Sand Island at Midway.

28 January Mortars and machine guns from 4th Marines reinforced the 57th Philippine Scout Regiment in attack on Japanese forces on Longoskawayan Point on Bataan. Organized Japanese resistance in that sector ended.

1 February Air Detachment, Marine Barracks, Parris Island received orders redesignating it as Marine Corps Air Station, Parris Island.

8 February Japanese submarine fired on Midway, causing minor damage to radio towers on Sand Island.

10 February Japanese submarine fired two rounds at American installations on Midway before being driven off by aircraft of Marine Fighter Squadron 221.

18 February 4th Marines on Corregidor received reinforcements in the form of survivors of USS *Canopus*, sailors from Cavite Naval Ammunition Depot, and majority of remaining general duty naval personnel.

19 February 9th Defense Battalion arrived in Guantanamo Bay, Cuba, via USS *Biddle* from Norfolk, Virginia.

1 March Marine Aircraft Group 22 formed on Midway to provide command and control of Marine Scout-Bombing Squadron 231 and Marine Fighting Squadron 221.

8 March 1st Marine Brigade (Provisional), stationed at Reykjavik, Iceland, turned over its responsibilities to U.S. Army units.

10 March The Marine Corps purchased 132,000-acre Santa Margarita Ranch, north of San Diego, for use as training base.

10 March Twelve Marine fighters, commanded by Capt Robert M. Haynes, intercepted a Japanese Kawanishi 97 flying boat in first test of Midway's Marine flyers against enemy aircraft. This sighting gave added weight to Adm Nimitz' estimate that the Japanese planned a new offensive toward Hawaii.

12 March American occupation of certain strategically important South Pacific islands began when a mixed American force entered Noumea, capital of New Caledonia. Construction of a major air base at nearby Tontouta command.

19 March Two days after completion of the airfield at Tutuila in Samoa, the advance echelon of Marine Aircraft Group 13 arrived for duty with the Samoan Area Defense Force.

20 March BGen Henry L. Larsen and a New Zealand representative signed an agreement giving the United States responsibility for defense of all the Samoan islands. Plans called for formation of a new Marine brigade to occupy the western islands in the Samoan group.

21 March The Marine Corps activated the 3d Marine Brigade at New River, North Carolina by drawing upon elements of the 1st Marine Division. The new brigade had the mission of garrisoning Western Samoa.

23 March Secretary of the Navy designated the former Santa Margarita Ranch in California as Camp Joseph H. Pendleton.

25 March 1st Marine Brigade (Provisional) disbanded upon arrival at New York from Iceland.

28 March 7th Defense Battalion moved to Upolu, Western Samoa, as advance force for the new garrison there. A small detachment went to Savaii.

29 March 4th Defense Battalion and Marine Fighting Squadron 212 landed at Port Vila in the New Hebrides after orders diverted the units from their original destination, Tongatabu.

— CJS

Wake Island Marines Look Back 40 Years

by Maj William R. Melton

The 40th anniversary reunion of the defenders of Wake Island provided me the opportunity to interview several participants. The topics covered ranged from the battle, with emphasis on the hoped-for reinforcements and the surrender, to the long-term effect of Wake Island on their lives.

BGen James P. S. Devereux, USMC (Ret), who, as a major, was the senior Marine officer on Wake Island during the battle, remembering his own preparations for war, remains astonished that the Japanese achieved tactical surprise at Pearl Harbor. He recalled: "Prior to the arrival of Commander [Winfield S.] Cunningham [the island commander during the battle] at Wake, I, as the island commander, had received word from the commandant of the district to open fire on any unidentified aircraft or vessel." He believed that if such instructions were being issued to him, then the senior officers at Pearl Harbor should have been doubly alert.

Readiness is a relative term, however, for the Wake Island defenses were not complete when the war began. "We were ill-prepared and were just getting organized on the island," said James S. Browning, a retired professor of mining engineering at the University of Alabama. "The communications were almost nonexistent. We didn't have much [to fight with] in the first place." He believes the garrison did "... a heck of a job with what we had We sank several ships, knocked down 20-30 aircraft, and killed a lot of Japanese. The main thing, I found out later, was that we upset the Japanese time-table for taking the various islands. I understand they were 16 days behind schedule after Wake."

One of the most controversial topics among the Wake Island defenders was the failure of reinforcements to arrive during the battle. Task Force 14, composed of the USS *Saratoga*, *Astoria*, and *Tangier* and carrying elements of both the 14th Defense Battalion and Marine Fighting Squadron 221, left Pearl Harbor on 15 December 1941 to relieve Wake Island. On the day the garrison surrendered, however, the ships received orders to return to base.

"I believe they did the right thing," said Gen Devereux. "You must realize they were the only ships in the Pacific to speak of. They had a more important job—defeat the enemy in another place. Also, the Americans [in the task force] did not know what they were up against. They did not know the relative strength [between themselves and the Japanese] in aircraft and surface vessels. The task force, as you know, was built around a carrier." The United States had only three carriers in the Pacific at the time.

Jack R. Skaggs, a private first class on Wake, and now a building contractor in Edmond, Oklahoma, saw the task force's turn-around as predictable. "I think, personally, that we were hopeful that the rumor regarding relief by a task force would materialize into fact. As you know, rumor is a constant companion in the military. But I doubt seriously if many of the men really believed that relief for Wake Island was on the way. I fully appreciate the effort to save Wake Island, but I don't think the task

The senior Marine on Wake Island, BGen James P. S. Devereux, USMC (Ret), right, accompanied by his wife, occupied the place of honor at the luncheon at Fort Sill.



force should have been endangered in the Japanese-infested waters around the island. Frankly, Wake Island had passed the point of no return—we had lost our aircraft. They [the ships] had no choice but to do what they did.”

James Browning, thought the task force should have continued to Wake Island. “I see it as an excellent opportunity missed by the U.S. Navy to inflict great damage on the Japanese navy. When the decision was made to turn the task force around, the Japanese had no air support. I read the complete details in the official history Their aircraft had come in and left. That left them vulnerable. Had that aircraft carrier with the relief force come on in they could have wiped out the Japanese At the time they were thinking otherwise.”

Former PFC Robert B. Murphy, now retired and living in Thermopolis, Wyoming, recalled the shock of learning the task force would not arrive. “We knew a task force was on the way,” he said. “When we got the word it had been turned around, we knew it was all over. We knew we were expendable.”

Retired 1stSgt Franklin D. Gross echoed similar sentiments. “. . . you began living with this anticipation, wanting to believe you would be saved. . . . When we heard it had been turned around, that was a blow. I would not say it was exactly bitterness, but certainly frustration.”

Another who expressed frustration was John C.

Smith, a private first class on Wake and now a salesman with a steel firm. He too looked for the relief force every day because of its potential effect on the battle. As he pointed out, “We didn’t have much on Wake and look at what we accomplished.” In his opinion, the task force might have tipped the balance toward victory.

Jesse Nowlin took a more fatalistic approach. The retired mechanical engineer from Richardson, Texas, recalled, “I did not fool myself about it. I was surprised that a task force had even been sent out. Rumors were rampant on the island: They will be here today—tomorrow—any hour we will be relieved—all that sort of thing I was firmly convinced that had the relief force come in there with ships, they would have been eaten alive by the Japanese. We were told there were numerous Japanese submarines in the area around Wake. Had any relief shipping tried to unload, or come alongside, they would have been in one hell of a mess.”

When the relief force turned away, the garrison on Wake faced a dilemma. Frank Gross expressed it well: “I had been indoctrinated with the idea that Marines don’t surrender. I had come to believe through newspapers and such that from the time the Japanese went into Manchuria they took no Chinese prisoners. Here our two forces had come together and we were coming down to the day of decision: the

MajGen Edward A. Dinges, USA, Fort Sill commanding general, escorted BGen James P. S. Devereux, USMC (Ret), to a parade in honor of the defenders of Wake Island. They return the salute of a ceremonial unit dressed in circa 1865 field artillery uniforms.



Japanese don't take prisoners and we don't surrender." According to Jesse Nowlin, "I don't think any of us expected to get off that island alive." Another Marine, Bob Murphy, remembered, "I felt we were dead one way or another: Why not go ahead and fight."

Cdr Cunningham, the island commander, decided the risk had to be taken. "He made the decision to surrender," said Gen Devereux. "Of course, I fed him information I had about how we were faring A very difficult decision . . . but it was the proper decision. We were simply overwhelmed."

Logic may have been on the side of surrender; nevertheless, it was not an easy thing for Marines to do. Bob Murphy remembered that Marine Gunner John Hamas came out of the command post and said that everyone was to lay down his arms, that this was an order from Maj Devereux. Coming out behind Gunner Hamas and hearing these words, Maj Devereux growled, "Those are not *my* orders!"

John Smith vividly recalls the shock of the surrender order. He was part of a group of Marines that had formed a skirmish line; the idea of surrender had not occurred to them. "A truck drove up with one of our officers on it holding a white flag. We almost fired on it for there were Japanese soldiers on it, too. The officer told us to stop firing, that we had surrendered."

Jack Skaggs felt strange for he remembered that, traditionally, Marines were not supposed to surrender. "Are we the first Marines to do this?" he wondered. In addition, there was the story about the Japanese not taking prisoners. Skaggs knew, however, that a good Marine follows the orders of his superiors. He also took comfort from a belief that his commander must have had some assurance they would be spared, not executed.

The subsequent years as prisoners of war gave the Wake Island survivors time to mull over the battle. "You concoct a lot of things in your mind," said Frank Gross. "If we'd had this, if we had had that, if we would have had all 12 of those airplanes up on the first day. A thousand times I've reconstructed in my mind what might have been"

Jack Skaggs concluded the battle was hopeless and Cdr Cunningham made a wise decision to surrender and avoid the annihilation of his men. In addition, there were civilian workers on Wake that had to be taken into consideration. "We may have fought to the last man had there been no civilians involved," said Skaggs.

The question that could not be answered in the

prisoner of war camps centered on the reaction of the American people to the surrender of Wake Island. They themselves were "not overly proud" as one survivor characterized their perception of the surrender.

Their worries about the American people proved groundless. After repatriation at the end of the war, the survivors received a big welcome as heroes. Their gallant stand against the Japanese in the grim early days of the war had entered American folklore.

Frank Gross reflected, "I guess in a sense we were heroes This was something that made all of us feel good. I think we all accepted this deference at first. For many, it became too much. Ira Hayes [of Iwo Jima flag-raising fame] is a good example of [the disruptive effects of] this hero-worship stuff I think this is part of the reason some of our guys became alcoholics [the] inability of some to deal with a given situation. I think to some degree all of us went through the same thing."

Jim Browning pointed out that their fame was due, in part, to chance. "I know," he said, "that had it happened two years later we would not have received the publicity. But in December 1941, we were the only ones fighting off the Japanese."

The defenders of Wake Island have been holding reunions for a number of years. As is true of most organizations, there is a cadre who always attend and who keep the association going. Having trained together, fought together, and endured the prison camps together, the Wake Island veterans speak of a special comradeship with each other. "It's like getting back to your family," said Bob Murphy. "These guys are my family." As the reunion drew to a close, Jim Browning stated, "I leave here . . . eagerly awaiting the next one."

Veterans of the defense of Wake Island visit Geronimo's grave at Fort Sill, Oklahoma, during their 40th anniversary reunion in June 1981.



Civilian Auxiliary to 4th Marines in China

by Benis M. Frank

While conducting independent research into the history of the American Troop and Company of the Shanghai Volunteer Corps, I found references to the brief existence in 1937 of a 4th Marines Auxiliary Company. Since neither I nor my colleagues in the Marine Corps Historical Center had ever heard of this unit before, I endeavored to seek the origin and history of this unique organization.

In August 1937, as the Sino-Japanese War swirled about the boundaries of the International Settlement in Shanghai, Col Charles F.B. Price's 4th Marines was faced with the problem of not having enough strength to both man its assigned sector along Soochow Creek, in defense of the Settlement, and at the same time carry out its other assignments, such as patrolling and guard duty. Under these circumstances, and fully aware of the situation confronting the inhabitants of the International Settlement, a number of able-bodied young American civilians employed in Shanghai by the National City Bank, the British-American Tobacco Company, and other international corporations with offices in Shanghai, presented themselves to Col Price and volunteered their services, prepared to render any assistance needed of them, "including combat duty, if necessary." Many of these civilians already belonged to the Shanghai Volunteer Corps, the Settlement's volunteer defense force. Given the nature of the social life in Shanghai in the 1930s, many of the Americans already knew and were on good terms with most of the officers of the 4th Marines. They knew, too, that, under the conditions then existing, with all the Marines manning the defenses, the regiment would be unable to contend with such other matters as the populace of the Settlement rioting or panicking, if those events occurred, or just simply patrolling the streets.

As reported in the 6 November 1937 issue of *Walla-Walla*, the 4th Marines' monthly magazine:

Major Ralph E. West of the Regimental Staff organized the group as the 'Fourth Marines Auxiliary' and arranged for their equipment and basic instruction under the supervision of Captain George H. Cloud of 'H' Company. The volunteer unit received its training from First Sergeant

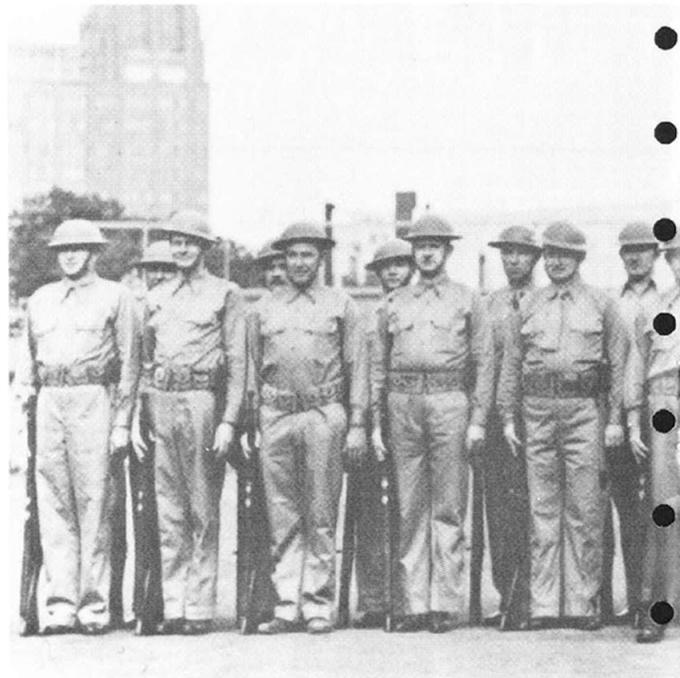
John A. McBee, Sergeant Donald M. Beeson and Sergeant Ralph H. Gilb. Instruction consisted of a modified Marine Corps recruit training with particular attention to a thorough basic knowledge of the use of the bayonet and the rifle, including .22 caliber gallery practice.

In recalling his duty with the auxiliary, retired MajGen Cloud noted that "most of the training of these volunteers was conducted in the evening after their business offices were closed," and that it was never necessary to call upon the unit to assist Marines or the local police in handling the local population, or to assist in any evacuation of American citizens.

Former Auxiliary member Earle R. Cutting remembered that:

... the [Marine] Barracks, and a couple of sergeants put us through the old 'hay-foot, straw-foot' manual of arms, etc. We were issued, temporarily, World War I tin helmets, rifles, and cartridge belts—all of which were turned in after each drill. Our 'training' also included classroom lectures on patrolling, handling mobs, etc. But the crisis eventually passed and our 'skills' were never put to the test. . . .

But while we lasted, our enthusiasm remained high.



Since we did not officially exist, the Marines could not issue us any . . . clothing; to present an appearance of homogeneity, we all went out and bought khaki shirts and trousers, to resemble uniforms, and someone suggested 'U.S. 4th Marines Auxiliaries,' and that's what we called ourselves.

BGen John C. Beaumont arrived in Shanghai in September 1937 with the 6th Marines to form a brigade with the 4th. This relieved the pressure from the 4th Marines and also obviated any further need for the auxiliary unit. "At that time," said Mr. Cutter, "like old soldiers, the 4th Marine Auxiliaries just faded away — but I'm afraid we would have proved to be pretty lousy Marines."

As a postscript to this brief commentary on the 4th Marines Auxiliary, it is interesting to note that in the 14 years it was stationed in Shanghai, from its arrival in 1927 to its departure in November 1941, the 4th Marines was completely involved in the social as well as military affairs of the International Settlement. For obvious reasons of a common heritage and language, the Americans and the British contingents stationed in Shanghai developed very close relationships throughout this period.

As British units were relieved and new ones arrived to take up garrison duties in the International Settlement, new friendships were formed with the 4th Marines. One such relationship was developed with the 1st Battalion, the Seaforth Highlanders

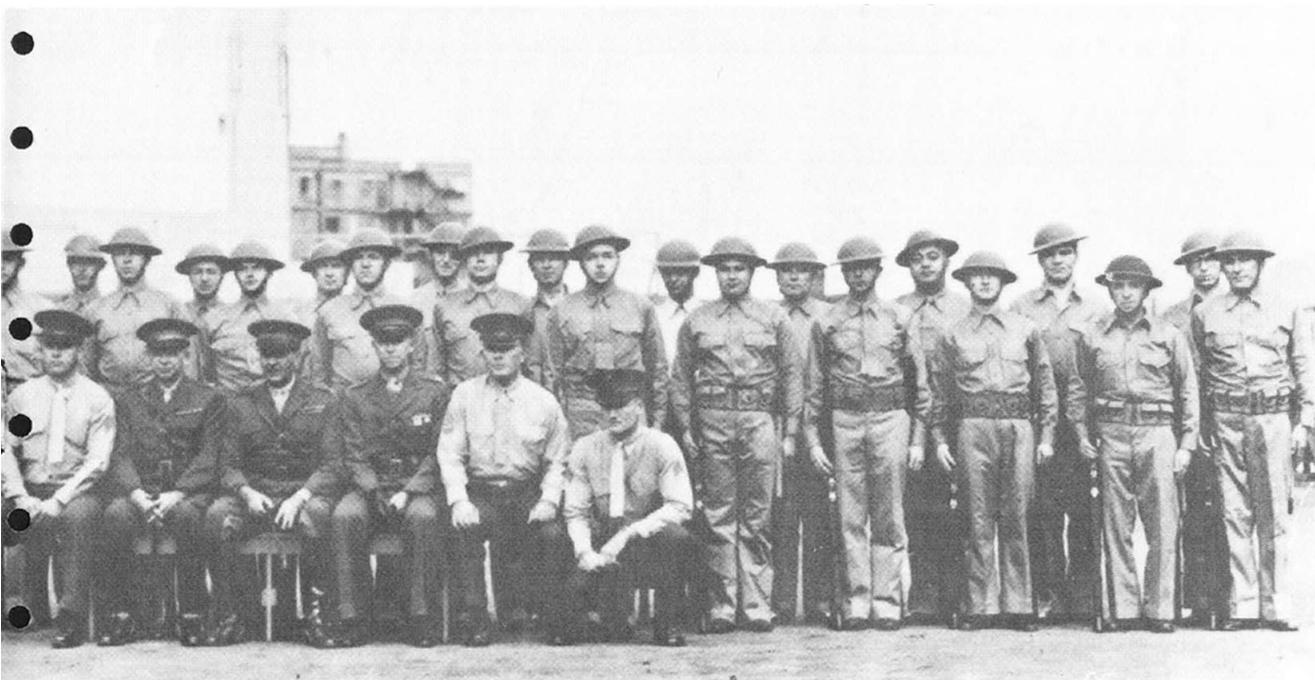
(Duke of Albany's Ross-Shire Buffs). Together with the 2d Battalion, the East Surrey Regiment, the Scots were the last British troops to garrison Shanghai.

On 21 August 1940, Company D of the Seaforths left Shanghai, and the remainder of the battalion marched through the city and down to the Hongkew docks on Sunday, 25 August. As reported in *Caber Feidh*, the regimental journal of the Seaforth Highlanders:

The Band of the United States Fourth Marines marched at the head of the Battalion and played in turn with the Pipes and Drums, until Garden Bridge was reached, where they turned from the column as the Battalion passed over into the Japanese controlled sector, and we marched over the bridge to the strains of "Will Ye No Come Back Again." So marked the end of a long and happy liaison with the Fourth Marines. The Battalion embarked in *s.s. Hosang* that afternoon and sailed the same evening.

With the departure of the Seaforth Highlanders for Malaya, another phase in the exotic history of the International Settlement ended. Little more than a year later, the 4th Marines was destined to leave Shanghai for the Philippines and World War II. The Seaforths' war had long since begun.

Civilian members of the 4th Marines Auxiliary Company, wearing uniforms purchased with their own money, pose with their Marine instructors in Shanghai in 1937.



FDR and the Marines

by Maj Edward F. Wells

President Franklin Delano Roosevelt, whose centenary is 30 January 1982, was actively involved with the United States Marine Corps throughout his long public life at the national level. As Assistant Secretary of the Navy from 1913 to 1921 and as Commander in Chief from 1933 to 1945, he exercised interested and affectionate stewardship and command over the Corps.

When 31-year-old Franklin Roosevelt was appointed Assistant Secretary of the Navy under Josephus Daniels in 1913, the Marine Corps numbered 9,956 officers and men, mainly in ships' detachments, station guards, and the embryonic Advance Base Force. At his death in 1945, there were 474,680 Marines, including Fleet Marine Forces composed of six divisions and five aircraft wings.

Franklin Roosevelt's role in the history of the Marine Corps is best understood in the larger context of his belief in the importance of sea power. Boyhood summers at Fairhaven, Massachusetts, and Campobello, New Brunswick in Canada, instilled in young Franklin a love of ships and the sea. At Groton School in 1897, he successfully debated for the affirmative on the question, "Resolved, that the United States increase the Navy." That Christmas, and for his sixteenth birthday, he received Alfred Thayer Mahan's *Influence of Sea Power Upon History* and *The Interest of America in Sea Power, Present and Future*. When war with Spain broke out in 1898, Franklin plotted to slip away from school and join the Navy, a scheme foreclosed by quarantine for scarlet fever.

Roosevelt's nautical interests continued through college, law school, and Democratic politics in the state of New York, where he served in the legislature. Roosevelt, having met and impressed Secretary of the Navy Josephus Daniels during the Woodrow Wilson presidential campaign of 1912, took the oath as Assistant Secretary on 17 March 1913. The young and, ultimately, long-serving, Assistant Secretary (seven years and five months)

was congratulated by his cousin, ex-President Theodore Roosevelt, whose activist two years in the same office 15 years earlier had helped propel him toward the presidency. Franklin Roosevelt was the second of five kinsmen to serve as Assistant Secretary, a group which later included Theodore Roosevelt, Jr., Theodore D. Robinson, and Col Henry L. Roosevelt, USMCR, a former regular officer who had served 21 years on active duty.

Franklin Roosevelt, speaking in 1944 recalled, ". . . at that time in the Navy Department the Secretary didn't have charge of the Marines, the Assistant Secretary did . . . I was in complete control of the Marine Corps . . . for eight years." Much of the Assistant Secretary's time was consumed in selling sea power to the American people, as well as in matters of naval construction and industrial relations.

Assistant (and Acting) Secretary Roosevelt was directly involved in the administrative and political mechanics of readying the naval service, including the Marine Corps, for America's participation in World War I. When, in the summer of 1914, the Balkan crisis threatened war in Europe, American interest focused on Mexico and the Caribbean. Marines, prepositioned at Guantanamo Bay, landed in Haiti in July 1915. Roosevelt was intensely interested in the occupation as it expanded to include the whole country. In January 1917, Secretary Daniels sent Roosevelt on a tour of inspection which, in addition to the required protocol visit to Port au Prince, included a mounted trek to the interior to visit Fort Riviere where LtCol Smedley Butler showed him the scene of a battle 14 months previously with Caco insurgents. "I was so much impressed by personal inspection of the scene of the exploit that I awarded the Medal of Honor to the Marine Sergeant [Maj Ross L. Iams, USMC (Ret)] and Butler." This was Butler's second Medal of Honor, making him one of two Marines so decorated for separate acts. A visit to Santo Domingo followed in early February.

In July 1918, the Assistant Secretary embarked on the destroyer, USS *Dyer*, for Europe. He inspected the 4th Marine Brigade in August and ". . . took occasion to give some slight token of appreciation by directing that every man in the brigade be allowed to wear the Marine Corps device on the collar points of his shirt." The Marines in France had replaced their forest green uniforms with Army olive drab ones. The insignia which the Marine paymaster in Paris procured were similar to the Army's collar disks with the "bird and ball" superimposed, unlike today's

freestanding emblems. These devices were a local expedient to distinguish Marines in Army uniform, however, their introduction paved the way for the inclusion of enlisted collar emblems, both gilt and bronze, for dress and service uniforms in *Uniform Regulations* of 1922.

In his official report dated 15 October, Roosevelt wrote of Belleau Wood: "Its complete occupation by the Marines after many days of fighting in the face of great odds and in the roughest country formed not only a brilliant chapter in the history of the Marine Corps but an event of high importance to the whole Western front . . . General Degoutte showed me the original of his Army order changing the name of *Bois de Belleau* to *Bois de la Brigade de Marine*."

After returning to the United States, Roosevelt again embarked for Europe in January 1919 to supervise naval post-Armistice demobilization. He visited BGen Smedley Butler at Camp Pontzenzen, a transit cantonment of 60,000 men near Brest, France, and went on to inspect the 4th Marine Brigade, serving in MajGen Lejeune's 2d Division across the Rhine at Nieuwied, Germany. Later that year, in August, he reviewed the brigade's mustering-out parade in Washington. On this occasion, MajGen Lejeune described Roosevelt as ". . . a great friend of the Marines and a virile, straight-shooting man as well." Roosevelt was literally as well as figuratively a "straight shooter"; as early as 1915 he had fired on the Marine rifle range at Winthrop, Maryland.

From his inauguration in 1933, President Roosevelt fostered and furthered close ties between the presidency and the Marine Corps. His "Good Neighbor Policy," resulting in the withdrawal of Marines from the Caribbean, freed expeditionary manpower for the new (1933) Fleet Marine Force. Other Marines guarded the President's person at the "Little White House" at Warm Springs, Georgia, and later at the "Shangri-La" retreat near Thurmont, Maryland (later renamed Camp David by President Eisenhower and, in 1981, still guarded by Marines).

On 25 June 1941, Roosevelt's Executive Order No. 8802 stated in part, ". . . all departments of the government, including the Armed Forces, shall lead the way in erasing discrimination over color or race." This opened the door for blacks to serve in all branches of the Armed Forces and laid the groundwork for the fully integrated Marine Corps of today.

When Iceland was threatened with German invasion in the spring of 1941, President Roosevelt sent a force of Marines, since Congress had prohibited the overseas deployment of Army draftees.

Through the shock of the events following Pearl Harbor, Roosevelt's personal concern was evident. His State of the Union Message of 6 January 1942 praised the Wake Island Marines who "inflicted such great losses on the enemy. Some of these men were killed in action and others are now prisoners of war. When the survivors of that great fight are liberated and restored to their homes, they will learn that a hundred and thirty million of their fellow citizens have been inspired to render their own full share of service and sacrifice."

The President's eldest son, BGen James Roosevelt, USMCR (Ret), served with distinction in combat, notably as executive officer of the 2d Raider Battalion in its raid on Makin Island where he earned the Navy Cross. Commanding the Raiders was LtCol Evans F. Carlson, late (1937) of the Warm Springs detachment and irregular experience in China, and a personal friend and correspondent of the President.

Franklin Roosevelt never lost his affection for the Marine Corps. He even used the term "We Marines" to Gen Holcomb upon the latter's retirement as Commandant in 1944. As Col Heintz put it: "When President Roosevelt died in 1945, the Marine Corps lost a supporter whose enthusiasm and pride in the Corps never wavered."

During his 1919 visit to the U.S. 2d Division, Roosevelt received the gift of a German M1908/15 light machine gun. His son, BGen James Roosevelt USMCR (Ret) donated it to the Historical Center in 1979. Normally part of the standing exhibit on World War I, the weapon now occupies a prominent place in the museum's special exhibit commemorating the centenary of Franklin D. Roosevelt's birth.

Franklin D. Roosevelt, then Assistant Secretary of the Navy, fired the M1903 rifle at a weapons demonstration put on by Marines at Winthrop, Maryland, in 1916.



Launching an Air-Ground Museum

by Col Brooke Nihart

Although the Marine Corps Aviation Museum at Brown Field, Quantico, is not complete, it will soon undergo exhibit add-on modifications to convert it from just an aviation museum to a Marine Air-Ground Museum. Meanwhile, plans are also underway to complete the next aviation phase of the museum by a hangar dealing with the advent of jets and helicopters in the Corps and the Korean War. The ground add-ons will be heavy weapons of each period, integrated into the aircraft exhibits, to tell the story of the total Marine Corps combat effort.

The Marine Corps Air-Ground Museum as a concept has been around for almost 10 years. The popular and exciting Marine Corps Aviation Museum at Quantico was always considered a stepping stone on the way to the broader theme. With the advent of the Air-Ground Museum, however, the Aviation Museum will not disappear. The historic aircraft will remain, most of them in their same locations. The other exhibits on the history and exploits of Marine Corps aviation will remain, largely as at present.

What will make the Air-Ground Museum different will be the addition of ground weapons exhibits related in Marine Corps history to the adjacent aircraft. These exhibits will consist of artillery pieces, crew-served infantry weapons, and other equipment

to illustrate the development of combined arms doctrine and tactics in the Marine Corps. Interpretation — that is, the explanatory words — and photographs will set forth the unique concept of the Marine Corps Air-Ground Team.

From 1960 to 1974, the Marine Corps Museum consisted of an excellent historical museum in the old post headquarters building at Quantico, now occupied by the Marine Corps Association. First floor exhibits traced the history of the Corps from 1775 through the Korean War with little or no mention of Marine aviation. This omission was corrected in the next phase of development by the addition of a second floor gallery devoted to the history of Marine Corps aviation from 1912, making use of memorabilia, historical artifacts, models, and dioramas. Of course, in this small museum there was no weapon larger than a heavy machine gun and no aircraft at all. Around 1965 the museum began to assemble its Historic Aircraft Collection in circa-1920 corrugated iron hangars at Brown Field and a few trophy artillery pieces and tanks from World War II and Korea at Quantico were added.

In late 1971, BGen Edwin H. Simmons was directed to merge the Historical Branch and the Museum at Quantico into one History and Museums Division under Headquarters Marine Corps. Staff

Museums Activities, Quantico, which always has had some ground equipment on outside display, houses most other items in these vintage metal hangars at Brown Field.



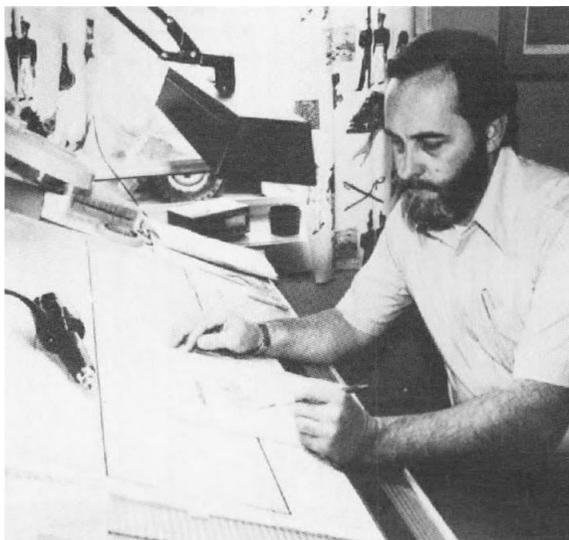
changes were made designed to move the Quantico Museum to its present home in the Washington Navy Yard and to convert the aircraft collection into an Aviation Museum and eventually expand it into an Air-Ground Museum incorporating the heavy ordnance collection.

During the years 1973-1977, the staff set about improving and rationalizing the storage and other practices of the aircraft collection and beginning the restoration to exhibit quality, and in some cases, to flying condition, of the more important historic aircraft in the collection. The acquisition of other historic aircraft to fill gaps in the collection was begun. During this period the acquisition of additional artillery, tanks, and other vehicles used by the Marine Corps was undertaken.

Further progress towards an Air-Ground Museum was inhibited by lack of a staff of aircraft mechanics for restoration work, lack of an exhibits staff for design and construction, lack of funds for restoration and exhibit materials, and the unlikelihood of obtaining either appropriated or nonappropriated funds for construction of the ambitious museum building conceived. Furthermore, the long hangar occupied by the aircraft collection was chock-a-block with the more fragile historic aircraft, engines, and aviation material. No space remained for exhibits.

Meanwhile, from 1975 to 1977, the Museums Branch staff, both in Washington and at Quantico, was heavily committed to designing new exhibits for the new Marine Corps Museum in the Historical Center in the Washington Navy Yard, closing down the old museum at Quantico and transferring its historic material either to Washington or to storage, and installing exhibits and collections in the new Historical Center.

The Historical Center and new museum opened in May 1977. The previous year, two other events occurred to advance the cause of the Air-Ground Museum. Hangar 3 at Brown Field, adjacent to the butted-together Hangars 1 and 2 occupied by the aircraft collection, had been used for Class 2 supply storage by HMM-263 since its return from Vietnam. When the helicopter squadron moved from MCAS Quantico back to MCAS New River, the museum fell heir to the hangar. LtGen Leslie E. Brown, Chief of Staff at Headquarters, Marine Corps, impressed by the quality, uniqueness, and historical importance of many of the aircraft in the collection, responded to a request which added an exhibits staff of two, made available a number of Marine aircraft

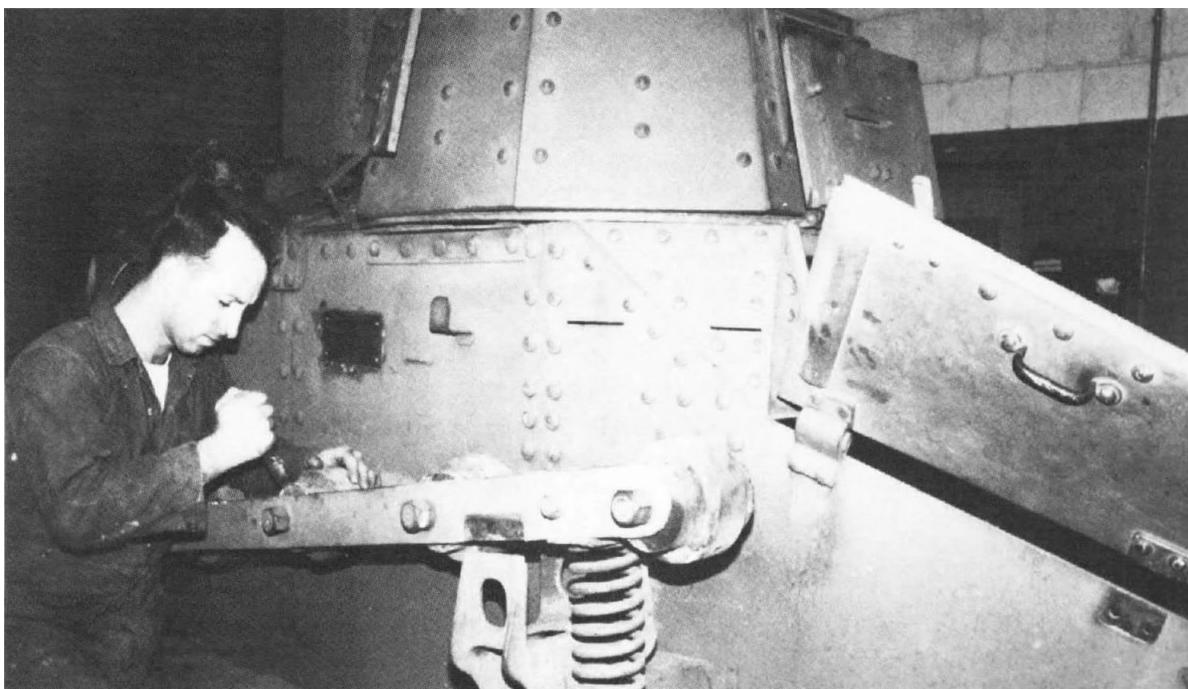


Mr. C. Edward Thayer, the Aviation Museum's exhibits specialist, drew the detailed plans for integrating ground weapons into aviation exhibits.

mechanics, and reprogrammed funds required to continue restoration and procure material for exhibits and to prepare the hangar for the public.

As fragile older aircraft required covered storage or exhibit space, and were of greater immediate interest to Marines and the public, and heavy steel tanks and guns could continue to be left outside exposed to the elements, BGen Simmons decided to establish the aircraft collection as the Marine Corps Aviation Museum as an interim measure. A further reason justifying this step was that the aviation collection was more nearly complete, particularly for the World War II period, than the heavy ordnance collection. The ground weapons could be added to the equation at a later date when a more complete collection had been assembled. On 6 May 1978, the World War II portion of the Aviation Museum was opened in Hangar 3 at Brown Field. The important Marine aircraft of World War II are represented in the exhibit hangar and adjacent outdoor exhibit areas—a Grumman F4F-4 Wildcat, F6F-3 Hellcat, and TBM Avenger; a Douglas SBD-5 Dauntless; a Chance-Vought F4U-4 Corsair; a Mitsubishi A6M2 Zero; a North American SNJ-5; and a Beechcraft JRB.

During the following year another nearby corrugated iron hangar, Building 72, was made available by the Quantico command. By May of 1979 aircraft and exhibits were complete and the "Early Years—1912-1940" hangar was opened to the public. Aircraft exhibited included a 1912 Curtiss



LCpl Stanley C. Pate worked on the suspension system of this World War I Renault tank following removal of the track. Restoration has since been completed.

pusher, a 1918 DeHavilland DH-4 fighter-bomber, a 1917 Thomas-Morse Speed Scout, a 1926 Boeing FB-5 fighter, a 1929 Curtiss F8C Hawk used by Marine Reserve Major Al Williams as the Gulfhawk I, and the nose section of a 1940 Douglas R4D-1.

Future plans for the aviation portion of the Museum depend on the acquisition of the remaining corrugated iron hangar in the complex for storage of aircraft and aviation material now in the double hangar 1 and 2. This move, now underway, will make space available for a third exhibit hangar, "Jets, Helicopters, and the Korean War — 1946-1956." Aircraft ready for exhibit or in restoration include a Grumman F9F-2 Panther, McDonnell FH-1 Phantom and F2H Banshee, Douglas AD-5 Skyraider and F3D Skynight, Cessna OE-1 Birdog, plus Bell HTL and Sikorsky HRS and VH-34 helicopters.

Recently, heavy ground weapons have been received which complete the collection sufficiently to begin exhibits, expanding the interpretation theme to include ground as well as air and the integration of the two. A 3-inch field gun, M1902, is being received from the Navy curator's storage, perhaps one of the same guns used in the Culebra maneuvers

of 1914 and the Veracruz landings. With a Colt-Browning M1895 machine gun and Benet-Mercie M1909 machine rifle and MSgt Walter "Fritz" Gemeinhardt's diorama of the Curtiss C-3 flying boats at Culebra, the 3-inch gun will help to tell the story of the advance base brigade of 1914, the first Marine Corps air-ground team.

In the same hangar combined arms tactics and air-ground team practices of World War I and the 1920s and 1930s will be similarly shown by aircraft, artillery pieces, and crew-served weapons of the respective periods. A famous M1897 French 75mm gun, recently obtained from the Navy curator; an American M1917 copy of the Renault FT light tank; plus a French M1916 1-pounder gun, an M1914 Hotchkiss heavy machine gun, and a Chauchat automatic rifle used by the 4th Marine Brigade in France will join the DH-4 to tell the story of the Marines' World War I heroism and tactics. For the interwar period, a 75mm M1 pack howitzer, Browning M1917 heavy machine gun, and early 81mm Stokes-Brandt mortar plus the FB-5 Boeing fighter will illustrate the development of combined arms and air-ground team doctrine, tactics, and operations. Outdoor exhibits of a Marine 7-inch naval gun

on tracked mount, a 155mm M1918 GPF gun, and a 155mm M1917 Schneider howitzer will supplement the 1912-1940 hangar exhibits.

World War II aircraft exhibits will be enhanced to include the air-ground team story by the addition in-doors and out of an LVT-1, M3 and M5 light tanks, a recently received M4 Sherman medium tank, an M3 scout car, an M3 half-track, and a later M1A1 version of the 75mm pack howitzer. Curiously, the museum does not yet have an example of the ubiquitous M2A1 105mm howitzer, probably as stocks have been shipped to allies or are being held in reserve.

Similarly, when the post-World War II exhibits are developed they will include heavy ground weapons to complete the air-ground team picture. Most of these items have not yet been acquired by the Museum as they are still active or being held in reserve stocks.

In all of these period exhibits, the ground weapons will be added to but will not displace the existing aircraft exhibits. They will be accompanied by photographs and art showing the weapons in use and explanatory captions relating how these weapons and aviation were integrated in combat.

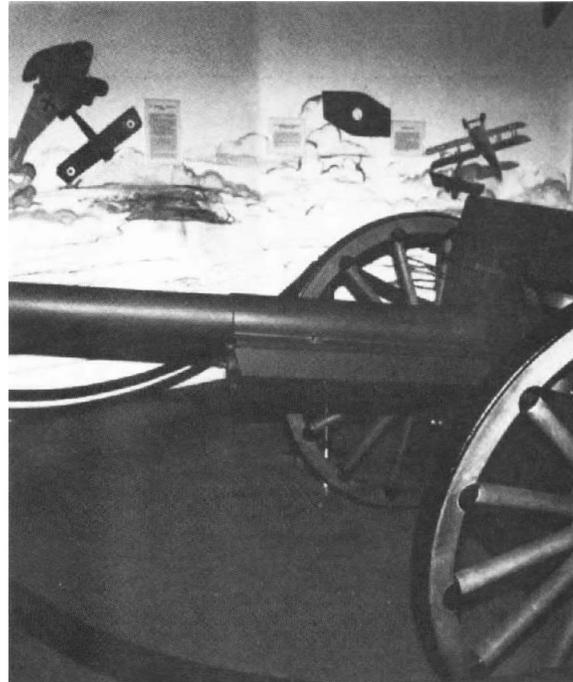
The foregoing describes work completed or in progress in or adjacent to existing, but inadequate, structures. The sheet iron hangars are 40 to 60 years old, rusting out at the sills, have numerous holes in the roofs, are too hot in summer and too cold in winter. Furthermore, they fragment the exhibits among five different buildings on a front of 300 yards, requiring guards and guides in each. What is needed, obviously, is one "big top" museum building which could house all the aircraft, guns, tanks, and other historical material.

In 1976 the report of the Commandant's Advisory Committee on Marine Corps History spelled out this pressing need with a recommendation:

"That a specific site at Quantico be selected and dedicated to the purpose of a combined arms museum and suitable structures be programmed either with appropriated or non-appropriated funds."

The Commanding General, MCDEC concurred with the recommendation and, subsequently, the Commandant approved it.

The Chief of Staff, LtGen Lawrence F. Snowden, in an October 1977 letter to the Commanding General, MCDEC noted the establishment of an air-ground museum had been a long range objective of the History and Museums Division and of Headquarters Marine Corps for several years. Further-

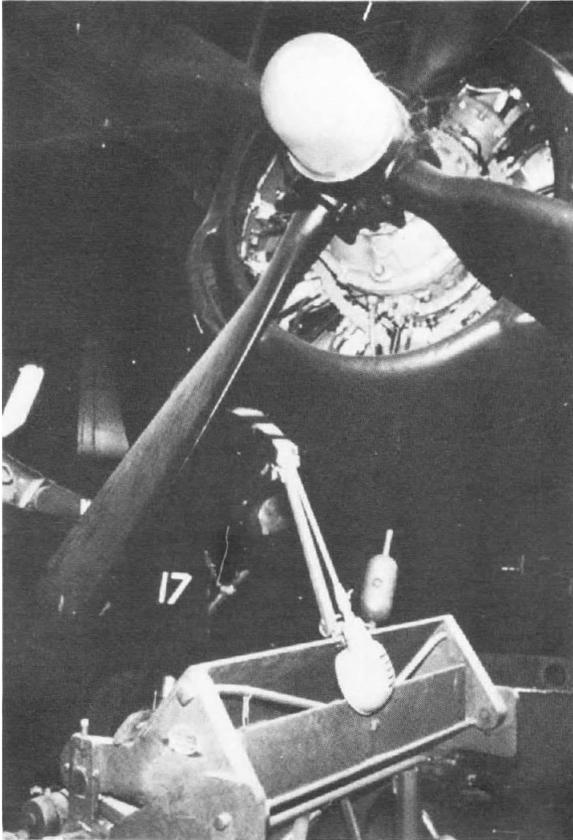


Integration of ground weapons, such as this French 75mm gun in World War I exhibit broadens scope of the Quantico museum to an air-ground theme.

more, the objective had been approved by successive Commandants.

The letter went on to observe that the Brown Field hangars were inadequate for either a full scale aviation museum or the contemplated air-ground team museum. The letter then charged MCDEC, in close coordination with the Director of History and Museums, to select suitable sites for the development of an air-ground museum complex and propose such sites to the Director of History and Museums. It also noted that neither appropriated or non-appropriated funds, the latter resulting from an appeal to the Marine Corps community and the public, were likely to be readily available.

A number of sites were considered in the initial stages of the investigation. Easy accessibility to the general public was first deemed desirable. Sites on the hillside back of the reproduction Iwo Jima statue, at the junction of Fuller Road and old U.S. 1 were considered, as well as another in the "Y" of the junction of Route MCB-1 and where Route MCB-2 branches to the Basic School, and a third across Russell Road from the new Post Exchange/Commissary complex. All three were rejected as requiring extensive site preparation and construction of at least a large Butler-type building.



Awaiting suitable museum facilities and restoration, vintage aircraft and equipment remain warehoused at Quantico.

Larsen Gymnasium, the old AES-12 aircraft repair facility, between Turner and Brown fields on the site of the original Quantico landing field was considered as an obvious choice. It now houses the museum's aircraft restoration facility and is the storage area for several museum aircraft. But Special Services is headquartered here along with all of its gymnasium activities, together with helicopter and communications maintenance. Use of Larsen Gym would have to await construction of a MCDEC fieldhouse, some years away in the base development plan, and relocation of the maintenance facilities.

One site offered by MCDEC and selected by the History and Museums Division was a number of hangars at Turner Field, MCAF, Quantico, vacated by HMM-263 and not being used by HMX-1 and the Presidential Flight. When this proposal was staffed at Headquarters Marine Corps it was vetoed by the Deputy Chief of Staff for Aviation on the ground that the hangars might well be needed in the event of a national emergency or mobilization.

This turndown ceased active consideration of air-ground museum sites until late 1980 when the new OIC of the Aviation Museum, LtCol Herman C. Brown, proposed a new concept of development. Brown's plan fit well with those of the new commanding general of MCDEC, LtGen Richard E. Carey, who is actively promoting wider contacts with the surrounding community and the travelers on Interstate 95, hoping to draw them onto the base for the promotion of community relations and to showcase the Marine Corps to the public.

A museum nearer to I-95 would not accomplish this goal. Leaving the museum in its present location—a necessity in any event—has the effect of being closer to Marines, its primary target, and of drawing the public deep into the base. To get there they would go past the chapel and post headquarters, Lejeune Hall, or down Barnett Avenue past the Little Hall reception center and the old brick barracks, and then past Turner Field and active flight operations. Moreover, once at Brown Field, visitors would usually be able to view Marines in training as the museum shares the area with the Officer Candidate School.

For the near term, according to this concept, the Aviation Museum and its orderly conversion to the Air-Ground Museum will continue to use the two hangars it now occupies plus, as they can be made available, the three additional hangars on the site. More space is available for new buildings south of, and in prolongation of, the line of hangars. Across the RF&P Railroad tracks from the hangars are a number of buildings due either to be vacated or razed. This area could be put to museum use as the collection expands and more history needs interpretation, or to recreation use by visitors to the museum and OCS. An existing boat dock may be improved with facilities to attract both ashore and waterborne visitors.

The museum-recreation complex under consideration could well become a focal point for Marines as well as civilian visitors, whether former Marines, families of officer candidates, local citizens, or sightseeing travelers. Meanwhile, as the Air-Ground Museum takes shape, first supplementing and then supplanting the Aviation Museum, the old hangars currently in use will continue to be marginally satisfactory, at best. The new concept permits early realization of an Air-Ground Museum while at the same time dedicates a site at a desirable location where, at some future time, the ideal museum can be built.

Oral History Report

Since its last report, the Oral History Section has conducted and completed a number of interviews with retired Marines, whose collective experiences, when transcribed and accessioned into the Marine Corps Oral History Collection, will add immeasurably to the lore and history of the Corps.

One of those recently interviewed was Col Angus M. "Tiny" Fraser, known affectionately and irreverently to his troops in the 1st Marines as "The Jolly Green Giant." Since retirement, he has gained an international reputation as a respected sinologist and has written and published extensively on the Communist Chinese military. In the course of his interview, he spoke of his various assignments, which included command of the 1st Marines and assignment as Senior Marine Advisor to the Chinese Marine Corps, Military Assistance Advisory Group, Taiwan.

Another recent interviewee was LtGen James M. Masters, Sr., who won the Navy Cross on Okinawa and retired as the first commander of the Marine Corps Development and Education Command, formerly the Marine Corps Schools. Gen Masters spoke of his 35-year career, which began with his days at the Naval Academy and ended in Quantico. In between were various staff and command assignments, which he described, as well as the various Marine Corps personalities with whom he served. Gen Masters also related his experiences during the Shoup commandancy, during which he served as the G-2 and then Inspector General at Headquarters Marine Corps and then commanded in succession the 1st and 3d Marine Divisions and later Camp Pendleton.

Another interviewee was an early base defense weapons expert, BGen Samuel Taxis, also a Naval Academy graduate. His base defense expertise led to assignment to defense battalions when they were first formed just before World War II. Gen Taxis discussed the mission and organization of the defense battalions and their initial tasks in the early stages of the war. His reminiscences of his tour with the United Nations Truce Observers, Palestine and as chairman of the Israeli-Syrian Mixed Armistice Commission have a certain currency, given the state of Middle East affairs today.



*Col Victor J. Croizat, USMC (Ret),
pioneer amphibian tractor officer.*

Other recent interviews were with Col Robert H. Ruud, USMC (Ret), who organized the 1st Samoan Marine Battalion and Col William J. Dickinson, USMC (Ret), who was in command of the "Little White House" guard at Warm Springs, Georgia at the time that President Franklin D. Roosevelt died, and who subsequently commanded the honor guard which accompanied the deceased president's body from Warm Springs to Washington and then on to Hyde Park for burial. Each told of the events and personalities encountered in their individual assignments.

Col Victor J. Croizat, USMC (Ret), had already been interviewed about his tour in Vietnam as Senior Marine Advisor, Navy Section, Military Assistance Advisory Group, Indochina during the period 1954-1956. In World War II, he was a pioneer amphibian tractor officer, participating in the Guadalcanal, Roi-Namur, Saipan, Tinian, and Iwo Jima operations. On a recent visit to the Center, he spoke about the early LVTs and their employment. It is anticipated that on a subsequent visit or through the means of a "do-it-yourself" interview, Col Croizat will put on tape the rest of his wide-ranging and interesting career.



Exhibition Stresses Weapons Design History

by Col Brooke Nihart

There are two ever-present elements in warfare—people and weapons. People change relatively little through the years while weapons in the last century and a half have changed with constantly increasing rapidity. It is important for the military man to understand the technological development of weapons. It is more important to understand how weapons are used—the tactics and organization which multiply their effectiveness.

The French philosopher of close combat, Colonel Ardant du Picq, understood this when he said in 1870 on the eve of the Franco-Prussian War, "The instruments of battle are valuable only if one knows how to use them."

The new exhibition in the special exhibits gallery in the Marine Corps Museum, "Arms and Men: A History of Infantry Weapons," attempts to combine the two ideas of weapons and people; to trace technological weapons development and relate it to the changing tactics and organization of weapons use.

"Arms and Men" was previewed on 29 September by a reception for the ninth triennial congress of the International Association of Museums of Arms and Military History. On 16 October the exhibition was opened officially by a Marine Corps Historical Foundation reception. We expect to leave the exhibition in place through 1982. Following the current showing, elements of "Arms and Men" may be displayed in a ground floor exhibit area in the Historical Center and at the Air-Ground Museum at Quantico.

The concept of "Arms and Men" was based on the proposition that Marines should know the history of the tools of their trade and the history of how they were used. If the ways in which soldiers adapted their tactics and organizations to changing weapons technology in the past are understood, then soldiers of today and tomorrow may develop some insights on how to adapt more effectively to sudden future changes in weapons.

The exhibition is divided into four major segments. The first is titled "Basic Individual Weapons" and shows 13 significant firearms developments from the 15th century handcannon to the M16 assault rifle of today. It begins with a comment on individual combat and the search for means to engage an enemy at greater than arm's length. This search culminated with the ultimate in muscle-powered projectile weapons, the English longbow. The technical aspects of each change in weapons is presented together with the changes in wrought on the battlefield.

The industrial revolution and Yankee inventiveness looked for greater efficiency in delivering fire—more shots with fewer men. About the time of the Civil War, man-powered machine guns were invented and about 25 years later fully automatic machine guns were developed. We show numbers of both the man-powered guns and the automatics from Hiram Maxim's first demonstration gun to the principal machine guns of World Wars I and II. We call this segment "The Search for Firepower."



These light machine guns occupy a display case in the new "Arms and Men" exhibit. Through a series of such cases, the exhibit traces the development of infantry weapons.

The machine guns in the "Search for Firepower" segment were crew-served weapons. Each such machine gun required a squad of up to eight men to carry it, protect it, and supply it with ammunition. To give the individual greater firepower and to supplement the heavy machine gun needing an entire squad to operate it, weapons which would fire more than one shot with one pull of the trigger were developed. We call this portion of the exhibition "Portable Firepower." Early attempts at portable firepower were the flintlock blunderbuss and the Nock naval volley gun of seven barrels, all firing at once. A more modern application was the World War I trench shotgun. The light machine guns of both World Wars are presented followed by the sub-machine guns. Development of the semi-automatic rifle is traced as well as the full-powered battle rifles exemplified by the M14, the German G-3, and the Belgian FN FAL, and the intermediate powered assault rifles such as the M16 and the Russian AK47. Finally, general purpose machine guns such as the M60 and the Russian RP46 and squad automatic weapons like the Russian RPD and Stoner XM207 are shown as the latest portable firepower concepts and systems.

Finally, "Infantry Support Weapons" are displayed in two categories—direct fire and antitank weapons and curved trajectory indirect fire weapons or mortars. In the first category we shown an 18th century 3-pounder battalion gun, an M1916 37mm gun, and recoilless rifles and rocket launchers in-

cluding the World War II "bazooka," the Russian RPG-2 and RPG-7, and today's wire-guided battalion antitank missile, the "Dragon."

The mortars begin with an 18th century Coehorn mortar followed by German World War I trench artillery and grenade throwers. Completing the exhibition is the M19 60mm mortar which exemplifies the ubiquitous Stokes-Brandt mortar design dating from the 1930s and still in use.

"Arms and Men" has already received critical acclaim from museologists, weapons experts, and military men alike. Museum exhibits chief Carl M. "Bud" DeVere designed the exhibit which was constructed by his assistants, woodcraftsman Evan Gramling and illustrator SSgt David Dendy. LtCol Charles Waterhouse painted 14 cutout figures of pre-Revolutionary soldiers and later U.S. Marines using the various individual weapons which are displayed next to them. Art curator John T. Dyer selected art from the Center's collection showing weapons in use while I provided the script or interpretive captions for the show. The Publications Production Section produced the nearly 160 captions which bedeck the show.

Not only does "Arms and Men" present a panoply of infantry weapons for the weapons enthusiast, the historian of technology, and the merely curious, but it accomplishes, we believe, what it set out to do—that is, to educate the serious student of warfare in some of the ways technical development influenced tactics and organization and how soldiers adapted to the changing weapons and battlefield challenges. Hopefully, the visitor will come to the realization, if he didn't already understand it, of what Gen Matthew B. Ridgeway meant when he said on 10 November 1953, "There is still one absolute weapon—That weapon is man himself."

Mr. DeVere, top, and Mr. Gramling designed, built, and installed the display cases for the "Arms and Men" exhibit.



In Memoriam



SgtMaj Richard Shaker, USMC (Ret), who was born in Beirut, Lebanon in 1894 and was raised in Poughkeepsie, New York, died at Walter Reed Army Hospital, Washington, D.C. on 27 September. He enlisted in the Marine Corps in 1913 and participated in the Vera Cruz landing during 1914 and in the various Marine expeditions in the Caribbean in the 1920s. He was a captain in the Haitian Gendarmerie and decorated by the Haitian government with the Haitian Distinguished Service Cross. SgtMaj Shaker was also awarded a Letter of Commendation by MajGenCmdt John A. Lejeune for designing the Shaker Aiming Device which was used in marksmanship training. During World War II, he served as post sergeant major at Quantico. He retired in 1948 and held security positions with the General Services Administration and the Federal Reserve Bank before retiring a second time in 1965. SgtMaj Shaker was buried at Arlington with simple military honors on 30 September.

Col Clay A. Boyd, USMC (Ret), died on 18 March in Scottsdale, Arizona. Born in Santa Fe, New Mexico in 1914, he graduated from the New Mexico Military Institute in 1934; he had won the South-eastern Conference Boxing Championship the previous year. He served a four-year cruise as an enlisted Marine, 1936-1940, and after attending the 6th ROC, was commissioned a second lieutenant in 1941. In World War II, he commanded Company D, 1st Raider Battalion, in the Guadalcanal-Tulagi operation and in the landing on New Georgia. He made several scouting trips to New Georgia before the actual landing and was later awarded the Legion of Merit and the Army Distinguished Service Cross for outstanding service in the seizure of the island. In the postwar period, he served as an instructor in the U.S. Naval Mission to Venezuela. He retired in 1968 and became the senior instructor of the Marine Corps Junior ROTC unit at the Phoenix Indian High School, Phoenix, Arizona. Col Boyd was buried with full military honors at Arlington National Cemetery on 14 September.

Col David E. Schwulst, USMCR (Ret), second director of the Marine Corps Museum, died 20 August after a long illness. Col Schwulst was born in Dallas in 1928 and graduated from Harvard University in 1950, when he was commissioned a Marine second lieutenant. He served on active duty until 1954, when he left the Corps to work for Chase Manhattan Bank in New York. He returned to active duty in 1957 and from 1969 until his retirement in 1973, he was curator and later director of the Marine Corps Museum in Quantico. He then spent five years as director of museums for the Kentucky Historical Society in Frankfort before retiring a second time. Col Schwulst was buried in Arlington National Cemetery on 25 August with full military honors.

Colgate W. Darden, Jr., governor of Virginia during World War II and later president of the University of Virginia, died on 9 June 1981. Following the outbreak of World War I, he left college to become an ambulance driver with the French army. When the United States entered the war in 1917, he went into the fledgling naval air service and then transferred to the Marine Corps as a pilot. He was a member of Squadron C, First Marine Aviation Force. He was flying as observer for Lt Ralph Talbot on 25 October 1918 when the plane crashed. Talbot was killed; Darden was thrown clear and survived, but was hospitalized for a year. Talbot was posthumously awarded the Medal of Honor for his exploits in the war.

Certificates of Appreciation

Recent awards of Certificates of Appreciation issued on behalf of the Commandant of the Marine Corps to persons who have made significant contributions to the Marine Corps Historical Program are as follows:

For participation in the Marine Corps Oral History Program:

LtGen James M. Masters, Sr., USMC (Ret)

BGen Samuel G. Taxis, USMC (Ret)

For more than 100 hours of historical research on Marine aviation in Vietnam.

Col John M. Verdi, USMC (Ret)

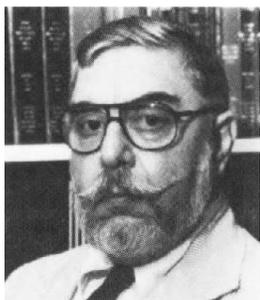
Events at the Center

Library Gets 410-Book Collection

The Historical Center's Reference Library recently received a 410-volume military history collection from LCdr Ray W. Stubbe, ChC, USNR. The collection is devoted primarily to the Marine Corps and includes general histories and some quite rare regimental histories. Among the most significant titles are: a first edition of Clyde H. Metcalf's *A History of the United States Marine Corps*, (New York, 1939); a fine copy of the first printing of John W. Thomason, Jr.'s *Salt Wind and Gobi Dust*, New York, 1934; and a considerable rarity, Robert W. Neeseis' *Our Many-Sided Navy* (Yale University Press, 1914).

The majority of the collection has been retained at the Center. However, several duplicate sets and volumes have been sent to other base general libraries to fill up their military history holdings.

Oral Historian Honored



Mr. Benis M. Frank, head of the oral history section, recently received the Forrest C. Pogue Award, presented by Oral History in the Mid-Atlantic Region (OHMAR), for "... significant contributions to oral history."

Mr. Frank has directed the oral history program since its inception in 1965. In an on-going project, he has conducted more than 330 in-depth interviews with former Marines, enlisted personnel as well as officers. In addition, he maintains the more than 6,400 field interviews that focus primarily on Marine operations in Vietnam.

Mr. Frank is the co-author of *Victory and Occupation*, the fifth and final volume in the official *History of Marine Corps Operations in World War II*. In addition, he has written commercially two histories of the Okinawa campaign and a biography of FAdm William F. Halsey.

The Pogue Award, presented annually by OHMAR, honors Dr. Forrest C. Pogue, prize-winning biographer of GenArmy George C. Marshall and director of the Dwight D. Eisenhower Institute for Historical Research of the Smithsonian Institution. OHMAR is a regional professional organization for oral historians.

Novelist Addresses Staff



Capt James Webb, USMC (Ret), a decorated Vietnam veteran and the author of the widely acclaimed novel, *Fields of Fire*, addressed a professional development seminar at the Center on 19 August 1981. He discussed infantry combat

as he experienced, observed, and wrote about it. For Capt Webb, combat was an existing "lifestyle" through which Marines rotated on personal timetables. According to Webb, the collective sense of national or unit enterprise, progressing from outset through struggle to conclusion, as in earlier wars, was absent in Vietnam.

Capt Webb, an attorney who has served as Minority Counsel for the House Veterans Affairs Committee, went on to discuss the status of the Vietnam veteran in postwar America. Today, Webb contended, men who were of military age during Vietnam are sharply divided in respect to individual participation in or resistance to American involvement in that conflict. Webb noted a class rift between the minimally serving, often actively dissident elites, and the mass of those, often less privileged, who, whatever their private views, served in the citizen-soldier tradition. In addition to the hostility felt by many who served towards those who did not, Webb saw an increasing incidence of guilt among the latter. Capt Webb also talked about the uneven handling of alleged offenses against the law of land war-

fare during Vietnam and his role in the defense of some Marines so charged.

Capt Webb, an Annapolis graduate, former visiting faculty member and the author of *A Sense of Honor*, a novel about Naval Academy life in the middle of the Vietnam years, discussed that work in the light of recent changes in midshipmen's training. He strongly feels that entry level indoctrination of future officers is a delicately balanced system, somewhat adaptable to evolutionary change but seriously vulnerable to intrusive and radical innovation. Capt Webb, who was medically retired in 1972, is a recipient of the Navy Cross, the Silver Star Medal, two Bronze Star Medals, and four Purple Hearts for his Vietnam service and a Navy Achievement Medal for subsequent service in the office of the Secretary of the Navy. He is now working on a new novel about the military industrial complex. He has been negotiating to visit Vietnam as a civilian. In pursuit of this goal, he had, at the time of his visit to the Center, just returned from a visit to the Vietnamese office in New York where he had exchanged tactical experiences with a North Vietnamese who claimed to have been an infantry officer for six years. Marines and civilians went to lunch with Capt Webb and were joined by Mr. Peter Braestrup, a Marine officer veteran of the Korean fighting and a distinguished correspondent and author of the Vietnam war.

'Aarugha' Manuscript Donated

Five copies of *Aarugha*, a manuscript history of Marine reconnaissance units with emphasis on the 1st Force Reconnaissance Company and Vietnam, were recently donated to the Center by LCdr Ray W. Stubbe, ChC, USNR. The highly readable, well-footnoted manuscript is the product of almost seven years of research, hundreds of interviews, and over 300 hours of writing and typing. *Aarugha* is available from the Historical Center's library on interlibrary loan.

Center Hosts World Museum Aides

Col Nihart and the Museums Branch, assisted by other agencies, sponsored the ninth triennial congress of the International Association of Museums of Arms and Military History (IAMAM). This prestigious international meeting, held from 27

September to 3 October 1981, brought together 90 delegates representing 44 museums in 21 countries. They attended a series of museum-related events at locations throughout the Washington-New York corridor. The Marine Corps Museum was one of the museums visited.

IAMAM consists of over 200 member museums in 44 countries. The organization is affiliated with the International Council on Museums which is part of the United Nations' UNESCO.

The delegates honored Col Nihart by electing him to the executive committee of IAMAM. Only one other American has been so distinguished since the founding of IAMAM in 1957.

Archives Attract 'Old Breed' Author



George McMillan, author of *The Old Breed*, the World War II history of the 1st Marine Division, visited the Center several times during September while researching a forthcoming book on the planned invasion of Japan in 1945. He

found considerable material on this topic in our archives, oral history collection, and Reference Section.

Mr. McMillan was a Marine combat correspondent with the 1st Marine Division in World War II. Since the war, he has worked as a free lance writer and investigative reporter. He has written *The Making of an Assassin*, a biography of James Earle Ray, the convicted killer of Dr. Martin Luther King, Jr. In addition, he has been a Lasker Fellow at Brandeis University and a member of the history faculty at Johns Hopkins.

Swedes Visit Aviation Museum

On 15 September the Aviation Museum at Quantico was visited by 20 members of the Swedish Aviation Historical Society. The society, based in Stockholm, was visiting American aviation museums under the leadership of its secretary, Maj Sven Scheiderbauer of the Swedish Air Force. The guided tour of the museum was conducted by Col Nihart

and LtCol Brown. They enjoyed a discussion with one of the visitors, Lars Heikinaro, on the relative merits of the Brewster F2A Buffalo, Japanese "Zero", Messerschmidt ME-109, and Russian fighters. Heikinaro, a retired Swedish airline pilot, was an ace of the Finnish Air Force with 8½ victories while flying Brewster Buffalos and ME-109s in the 1939-1940 Finnish-Russian War. In view of the unhappy fate of VMF-221s Brewster F2As at the Battle of Midway, Heikinaro conceded that the Japanese Zeros of 1942 must have been much more capable than the Russian I-16s of 1939.

F4U Wins Quantico Scale Rally



Mr. James Funduk, left, whose F4U-5N was judged the best scale model in the 1981 Marine Corps Scale Rally at Quantico, Virginia, received the Gemeinhardt Trophy from retired MSgt Walter F. "Fritz" Gemeinhardt.

A model of an F4U Corsair, built by James Funduk of Seahaven, North Carolina, won the Gemeinhardt Trophy at the Aviation Museum's Marine Corps Scale Rally held at Quantico in July. In the rally's three years of existence, this was the second time an F4U won top honors.

Mr. Funduk is a member of Camp Lejeune's New River Model Airplane Club. He has donated his winning model to the Aviation Museum's model collection.

The Gemeinhardt Trophy honors retired master model builder MSgt Walter F. "Fritz" Gemeinhardt, who created the dioramas in the Aviation Museum. The trophy goes to the builder of the model judged the most authentic replica of a Marine Corps aircraft or a radio-controlled rendition of an aircraft flown by Marines in combat. Since Marines flew the F4U-5N during the Korean War, Mr. Funduk's model was eligible despite its Navy markings.

Arrivals and Departures

Mrs. Alexandra B. Chaker came to the division in October as the editorial assistant in the Oral History Section. Mrs. Chaker, a graduate of George Washington University, previously worked at the State Department's Bureau of Security and Consular Affairs.

Sgt Anthony Rogers, who has been the division's supply NCO for the last three years, recently left the Marine Corps upon the end of his enlistment. He plans to remain in the Washington area as an officer with the Prince George's County, Maryland, Sheriff's Department.

Mrs. Ann A. Ferrante, our new reference historian, joined the division in November. She has a BA degree in art history from George Washington University and previously worked at the Smithsonian Institution's Archives of American Art.

The new aviation curator at Museums Activities, Quantico, is Mr. John C. Willever, Jr. He served four years in the Marine Corps prior to becoming a film curator at Quantico. Mr. Willever transferred to the division when his former employer, the Defense Audio-Visual Agency, moved its Marine Corps-related motion picture archives—and his curatorial position—from Quantico to Norton Air Force Base, California.

The newest member of the division is Mrs. Ernestine P. Thompson, a clerk-typist in the Reference Section. Mrs. Thompson was formerly with the C-4 Division of Headquarters, Marine Corps.

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New Writing Guide Available

The History and Museums Division has recently published and has available to interested persons a new *Writing Guide*. The 63-page handbook is intended primarily for the use of historians, both Marine and civilian, assigned to the Division. The *Writing Guide*, however also can be a useful reference to research, documentation, and writing techniques for staff historians of Marine field activities and other persons interested in Marine Corps history.

Chapters included in the *Writing Guide* are:

1. Notes on Historical Research.

2. Notes on Historical Writing.

3. Footnotes in Marine Corps Historical Publications.

4. Bibliographies in Marine Corps Historical Publications.

5. Preparation of maps.

6. Indexing in Marine Corps Historical Publications.

Copies of the *Writing Guide* can be obtained free from:

Marine Corps Historical Center (Code HDS-1)

Building 58, Washington Navy Yard

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