

FORTITUDINE

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ARTIST RECORDS MARINE PARTICIPATION IN NATO WINTER EXERCISES . . . POSSIBLE LESSONS FOR PERSIAN GULF COMMANDERS IN KOREAN WAR'S 'BATTLE OF THE MINES' . . . PARRIS ISLAND'S POPULAR MUSEUM GROWS . . . O'BANNON'S SILVER-MOUNTED SABER TOURS NATION . . . FLIGHT LINES: SIKORSKY VH-34D SEAHORSE

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FORTITUDINE

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

Historical Bulletin Volume XVII

Summer 1987

No. 1

This quarterly bulletin of the Marine Corps historical program is published to educate and train Marines in the uses of military and Marine Corps history.

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THE COVER

A crewman from Marine Fighter Attack Squadron 115 (Beaufort, South Carolina) arrives at Vandel Air Station near Billund, Denmark, to participate in Operations Northern Wedding and Bold Guard 86, held last year in Scandinavia and West Germany. The exercises were sketched for the historical record by Col Edward M. Condra III, USMC (Ret), whose itinerary included viewing an amphibious landing by the 4th Marine Amphibious Brigade on the beaches of Oksbol, Denmark, and a Kiel Canal crossing near Rendsburg in Germany. In a written account of the journey beginning on page 12, Col Condra reports admiration for "the men and women of NATO who really make the Treaty work, and help keep peace in a fragile world."

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 bulletin is printed on 70-pound, matte-coated paper by offset lithography.



BGen Simmons

Mining at Wonsan—and in the Persian Gulf

The summer of 1987 saw a further aggravation in the Persian Gulf. The attack against the guided missile frigate USS *Stark* (FFG 31) on 17 May by an errant Iraqi Mirage F1 fighter aircraft was followed by a U.S. decision to provide escort service for eligible shipping entering the Gulf. To be eligible the shipping had to be under the U.S. flag and, after some hesitation, Kuwait consented to having 11 of its tankers operating under Liberian register to be transferred to U.S. "ownership."

Two of the reflagged, renamed tankers, the *Bridgeton* and *Gas Prince*, entered the Strait of Hormuz on 24 July and the *Bridgeton* promptly bumped into a mine. American television viewers were then treated to the sight of the slightly

damaged *Bridgeton* leading in column the escorting ships USS *Kidd* (DDG 993), *Fox* (CG 33), and *Crommelin* (FFG 37). The supposition was that the supertanker was less vulnerable to mines than the thin-skinned guided missile ships.

Marine veterans of the III Amphibious Corps watching these events on television must have been reminded of their passage through the Yellow Sea en route to China at World War II's end. The Yellow Sea, which is brownish-yellow with silt and deserving of its name, had a good number of mines floating about. I remember well the Marines lining the rails of the transport in which I was embarked, watching the destroyer escorts as they dodged about firing at mines with their 20mm

guns and the cheers that would go up when a mine was hit and there would be an explosion and a big geyser of water.

I remember also the passage of the 1st Marine Division from Inchon to Wonsan in October 1950 and the ensuing "Battle of the Mines," as Navy historians choose to call it.

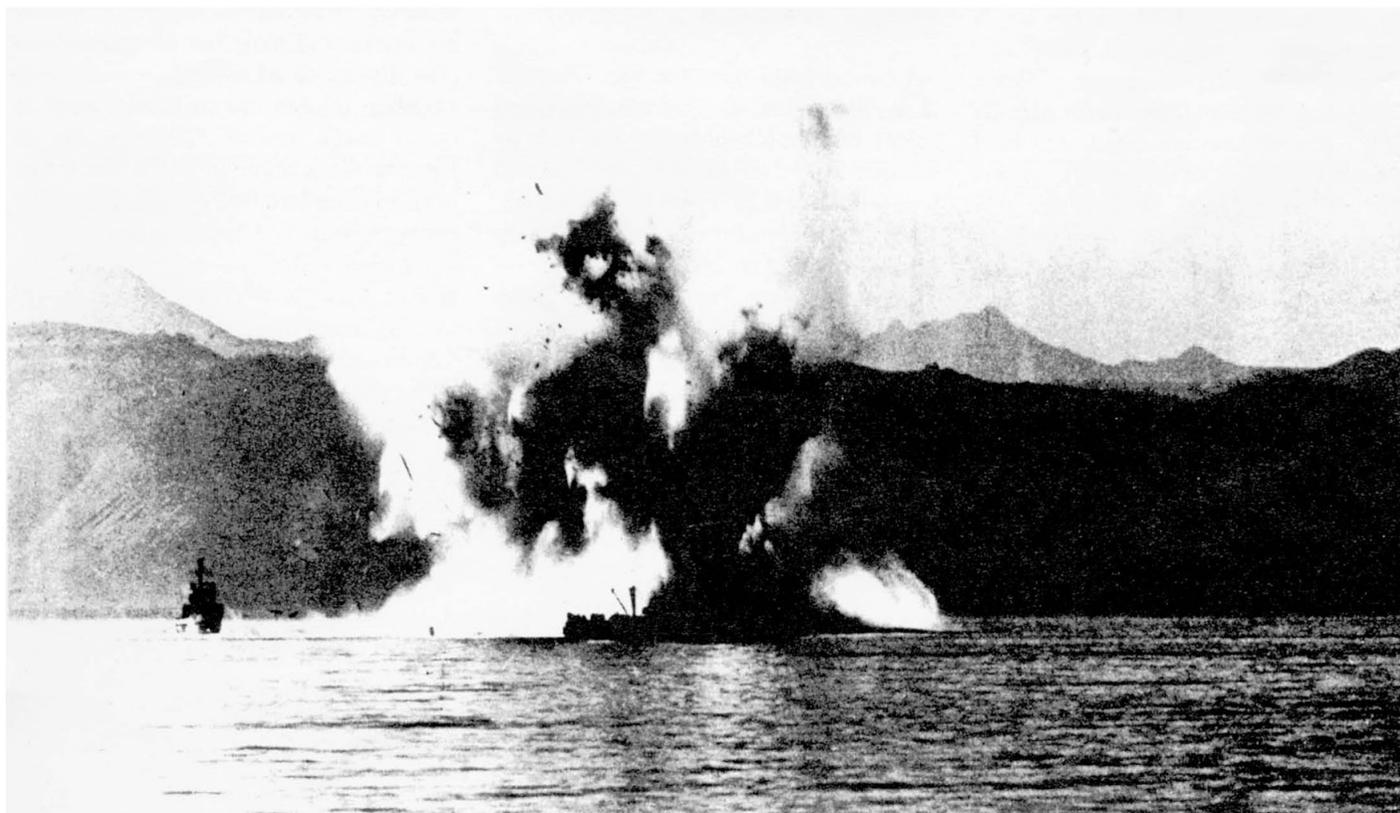
The Wonsan landing was undertaken by Joint Task Force Seven, under VAdm Arthur D. Struble, with a total of about 250 ships. Struble had been chief of staff of the U.S. naval task force at Normandy and had commanded Amphibious Forces, Pacific, in 1945, and Mine Force, Pacific, in 1946.

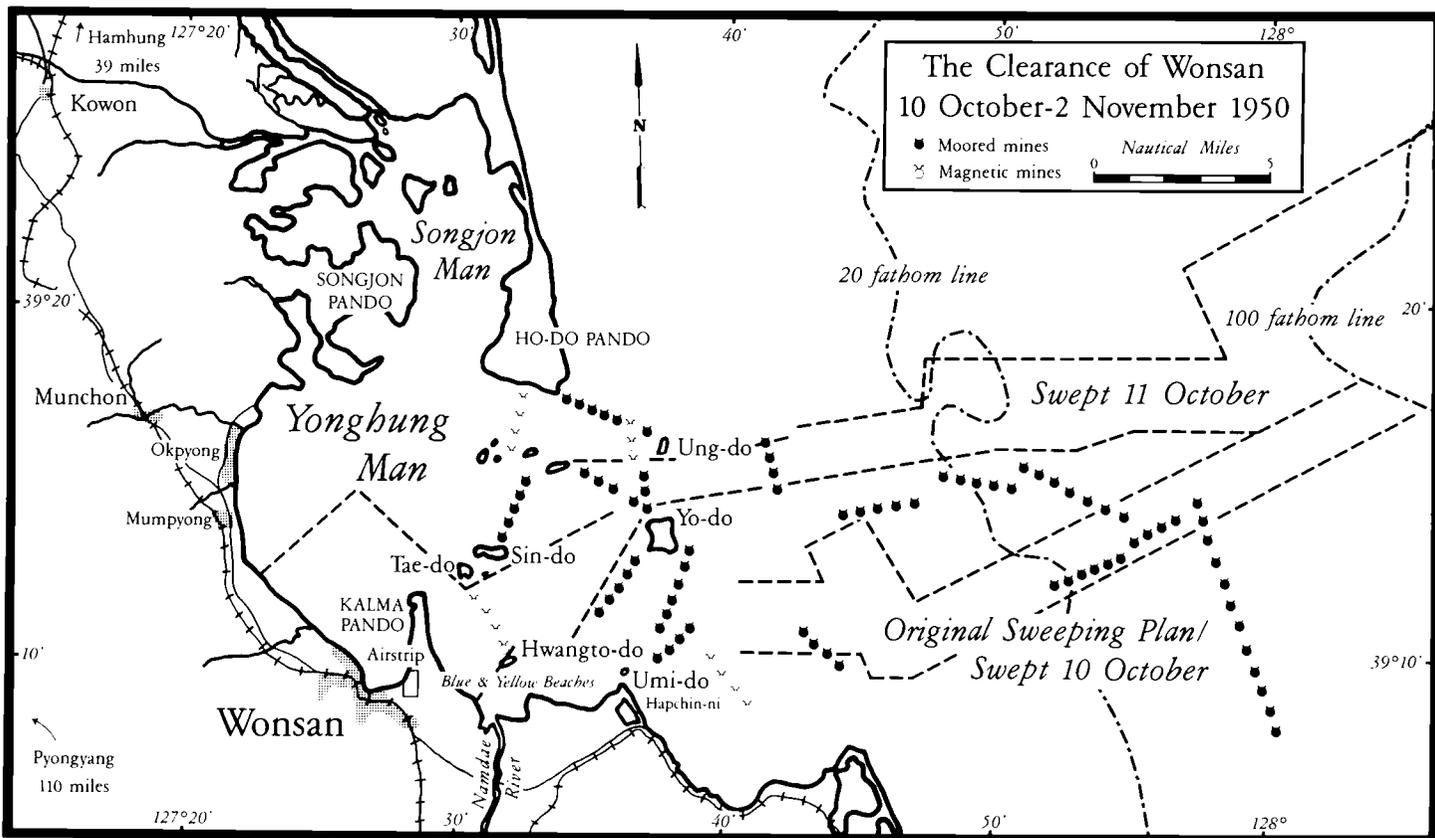
RAdm James H. Doyle, widely regarded as the Navy's most experienced amphibious expert, commanded the Attack

To Capt Richard T. Spofford, USN, and his Mine Squadron Three fell the task of sweeping an approach to the beach on Kalma Pando, in preparation for a 15 October 1950 assault. In the un-

expectedly difficult mission a number of U.S. and allied minesweepers were lost, including the Republic of Korea's YMS 516, below, destroyed by a magnetic mine on 19 October.

Official U.S. Navy Photo





Force. Wonsan was meant to be an assault landing, but, even before the attack force began steaming back and forth offshore in what was called "Operation Yo Yo," waiting for the approaches to the beach to be cleared of mines, the city was taken from the land side on 11 October by South Korean forces.

When MajGen Oliver P. Smith's 1st Marine Division finally did land across the beaches on 26 October it was done administratively. By then not only was the city safely in South Korean hands, but two squadrons of Corsairs from the 1st Marine Aircraft Wing were operating from Wonsan airfield. Even more embarrassingly to the ground Marines, the air Marines were being entertained by a Bob Hope troupe.

World War II had ended with something like 550 minesweepers in the Pacific. At Okinawa alone, a hundred of them had been used to sweep the approaches to the Hagushi beaches.

Mine Force, Pacific, had lasted only until 1947 when budget cuts forced it out of existence. Lack of a coordinating type command had a predictable effect on the scattered remnants of the mine force. The few remaining minesweepers were divided between Cruiser-Destroyer Force, Pacific, and

Service Force, Pacific. The familiar paravanes that virtually all naval ships streamed during World War II disappeared from the fleet. Degaussing, the method by which a ship's vulnerability to magnetic mines was reduced, was also almost forgotten.

At the outbreak of the war, VAdm C. Turner Joy, as Commander, Naval Forces, Far East (ComNavFE), had only six wooden-hulled (AMS) minesweepers and four steel-hulled (AM) sweepers at his disposal, and three of the latter were laid up in reserve. All of these ships were grouped in Mine Squadron Three (MinRon 3). Because of the lack of repair parts, only two of MinRon 3's reserve AMs, the *Pirate* and *Incredible*, could be brought back into commission by late August.

Other members of the United Nations had 231 additional minesweepers in the Far East. Unfortunately, almost half of these belonged to the Soviet Union, the supplier of the unfriendly mines. The nations owning the rest were not quick to volunteer them for Korean service.

Elsewhere in the Pacific Fleet there were a dozen more sweepers, two of them at Guam and the rest divided up between Pearl Harbor and the West Coast. In late July two high-speed destroyer minesweep-

ers, *Doyle* (DMS 34) and *Endicott* (DMS 35), reached the Far East from California. On 11 September three steel-hulled AMs started west from Pearl Harbor and on 16 September, the wooden-hulled *Magpie* (AMS 25) and *Merganser* (AMS 26) sailed from Guam for Korea. *Magpie* promptly hit a mine and sank, but *Merganser* successfully joined MinRon 3.

Other reinforcements came from a rather ironic source: Allied mining of Japanese home waters in World War II had been so complete that not all mines had yet been cleared. A Japanese minesweeping force of ex-U.S. sweepers was still hard at work. ComNavFE, through Gen Douglas MacArthur in his capacity as Supreme Commander for Allied Powers, contracted for the services of 20 of these highly experienced minesweepers (JMS). Also available was a handful of South Korean minesweepers (ROK YMS).

Both the Yellow Sea and the Sea of Japan were favorable to defensive mine warfare. The offshore waters were shallow and murky. Channels to harbors were often narrow and tortuous. Ocean currents caused floating mines to hug both coasts. Although Adm Struble had good reason to expect that the approaches to Wonsan would be mined, he did not know

how formidable that mining would prove to be.

ComNavFE's operation plan for Wonsan noted a "strong possibility" that Wonsan's approaches were mined but offered no particulars. On 1 October he ordered sweeping to begin on 5 October.

Adm Struble, as JTF 7, at first thought he could sweep an approach from the 100-fathom curve to the intended landing beach on the sandy pit identified on the charts as Kalma Pando, something like 30 miles, in five days. On 2 October, he ordered Mine Squadron Three, under Capt Richard T. Spofford, USN, then at Sasebo, underway for Wonsan as soon as possible. Capt Spofford, as commander of MinRon3—also designated as Task Group 95.6, Minesweeping and Protective Group—was embarked in the destroyer *Collett* (DD 730).

During the previous week five ships had been mine casualties. The 26th of September had been a particularly bad day, with the destroyers *Brush* (DD 743) and *Mansfield* (DD 728) both badly damaged. Then on 1 October *Magpie* on her way from Guam hit a mine, killing 21 of her 33-man crew. The other two casualties were South Korean YMS minesweepers.

Capt Spofford and his six immediately available minesweepers arrived off Wonsan at dawn on 10 October. A helicopter from the heavy cruiser *Rochester* (CA 124) had spotted what looked like a minefield

the day before. With a D-Day of 15 October in mind and just five days to sweep, Spofford began a straight-in sweep from the 100-fathom curve.

There were two channels, one north and one south of the island of Yo Do, which stood like a sentinel in the middle of the bay, some six miles out from the beach. It was Russian practice to use the northern channel, so Spofford decided to try the southern channel, leading off with the 1,200-ton, steel-hulled *Pledge* (AM 277) followed by *Incredible* (AM 249), *Osprey* (AMS 28), and *Mocking Bird* (AMS 27). *Chatterer* (AMS 40) was to mark the swept channel with orange cone buoys and *Partridge* was to "ride shotgun" and take under fire any mines brought to the surface by the sweepers. To help out, *Rochester's* helicopter hovered overhead, probably the first time a helicopter took part in a minesweeping operation.

By late afternoon a 12-mile-long channel, from the 100-fathom curve to the 30-fathom curve, 3,000 yards wide, had been swept. Twenty-two mines had popped to the surface and had been destroyed. There had been no friendly casualties.

The sense of satisfaction from the day's work well done faded when *Rochester's* helicopter reported first one, then two, and finally five lines of mines lying just ahead of the 30-fathom curve.

Next day, 11 October, the sweepers switched to the northern or Russian chan-

nel. By now three more sweepers, *Pirate* (AM 275), *Redhead* (AMS 34), and *Kite* (AMS 22), had arrived. The destroyer transport *Diachenko* (APD 123) was also on station with underwater demolitions team (UDT) personnel embarked. The frogmen were ordered to use their rubber boats in a search of the surface of the harbor. About this time nine Japanese and three South Korean minesweepers arrived. A PBM *Mariner* from Navy Patrol Squadron 47 (VP 47) was overhead. Sweeping went well on the 11th and Spofford, further reinforced by the arrival of the big destroyer minesweepers *Doyle* and *Endicott*, decided to make an all-out effort on the 12th.

The day opened with an attempt at aerial countermining. Thirty-nine carrier-based Vought F4U Corsairs and Douglas AD Skyraiders from Task Force 77 dropped 1,000-pound bombs, fused to explode at a depth of 20 feet, with no discernible results except spectacular amounts of water thrown up into the air.

The sweepers then passed through the bombed area between the islands of Yo-do and Ung-do. Sweeping began at 1112 with the steel-hulled *Pirate* in the lead, followed by her sisters *Pledge* and *Incredible*. *Redhead* was to lay buoys astern of *Pirate*, and *Kite* was on shotgun duty astern of *Incredible*. The destroyer types *Diachenko*, *Doyle*, and *Endicott* were to cover the operation with gunfire support. The helicopter from the light cruiser *Wor-*

F4Us of Marine Fighter Squadron 312, the "Checkerboard" squadron, arrived at Wonsan airfield with the capture of the city by Republic of Korea forces on 11 October, while elements of the 1st Marine Division were delayed by the naval "Battle of the Mines." Finally on shore on 26 October, ground Marines found air Marines being entertained by a touring Bob Hope troupe.



cester (CL 144) was overhead, but could not talk to the sweepers except by radio relay through *Diachenko*. No small boats were put out in front of the sweepers.

Two mines cut by *Pirate's* sweeping gear popped to the surface, followed by four more. Dodging those floaters, *Pledge* popped three additional mines. *Incredible* cut four more. At 1200 *Worcester's* helicopter reported three lines of mines dead ahead and *Pirate's* sound gear started picking up contacts. At 1209 a mine exploded underneath *Pirate*. Within four minutes she had capsized and gone down. A hitherto unsuspected shore battery on Sin Do now took the lead sweepers under fire. *Pledge* used all her 3-inch gun ammunition attempting to suppress the enemy fire, then made a left full rudder turn and struck a mine amidships on the starboard side.

The PBM overhead turned itself into a fighter-bomber, making strafing runs against the offending shore batteries and spotting gunfire from *Endicott*. At about this time *Incredible's* engines went dead.

Adm Struble received word of the sinking of the *Pirate* and *Pledge* on board the battleship *Missouri* (BB 63). Thirteen men were dead or missing and 79 more were wounded. Struble transferred to the destroyer *Rowan* (DD 782) and headed for Wonsan at best possible speed to take personal charge, but as naval historian James Field pungently put it, "... admirals cannot do the work of minesweepers."

D-Day had already been slipped from 15 to 20 October. It was now known that there were magnetic mines mixed in the field. Spofford, under Struble's direction, continued to sweep with his wooden-hulled bird-class sweepers and his frogmen. Within two days he had a channel to the beach at Kalma Pando marked sufficiently so that his remaining sweepers could work, it was thought, with relative safety. But on 18 October he lost the Japanese sweeper *JMS 14*, and on 19 October *Mocking Bird*, *Chatterer*, *Redhead*, and *Kite* stirred up some more mines close to the beach. There were three explosions. One of them blew to bits the South Korean sweeper *YMS 516*.

Intelligence personnel ashore had by now located some sorely needed mine intelligence including some North Koreans



Official U.S. Navy Photo

CH-53D Sea Stallion helicopter of Marine Heavy Helicopter Squadron 463 tows a magnetic mine in a minesweeping operation in North Vietnamese coastal waters. Korean War-vintage minesweepers were also employed in the 1973 clearing of Haiphong Harbor.

who had helped assemble and lay the mines.

The mining of Wonsan harbor had apparently begun about 1 August. All of the mines were of Soviet origin. Most seemed to have arrived by rail in July. North Korean prisoners reported that about 30 Soviet naval personnel had given instruction in assembling the mines at Wonsan and supervised their laying. Approximately 2,000 horn-type contact mines were assembled along with a good number of magnetic, acoustic, and pressure types. Something like 3,000 mines were laid from some 32 small boats. The usual method was for a motorized junk or sampan, with 30 mines on board, to tow two additional sampans, each with 10 mines, and to simply dump the mines off the stern at measured distances.

A landing could have been made on the

20th if the operational situation demanded it, but Adm Struble wisely decreed that there would be no landing, administrative or otherwise, until the magnetic mines were cleared. Six more days of sweeping were needed, but by the night of 25 October, Capt Spofford could report that he had a clear channel.

"The main lesson of the Wonsan operation," said Adm Joy, "is that no so-called subsidiary branch of the naval service, such as mine warfare, should ever be neglected or relegated to a minor role in the future. Wonsan also taught us that we can be denied freedom of movement to an enemy objective through the intelligent use of mines by an alert foe."

A full account of mines and minesweeping in the Korean War can be read in *The Sea War in Korea* by Cdr Malcolm W. Cagle and Cdr Frank A. Manson (Annapolis: U.S. Naval Institute, 1957), or,

perhaps even better, the Navy's official *History of United States Naval Operations: Korea* by James A. Field, Jr. (Washington, 1962).

In December 1962, the *U.S. Naval Institute Proceedings* published "The Lessons of Mine Warfare" by Capt James J. Hoblitzell, USNR, tracing the evolution of the sea mine from its use by the Dutch during the siege of Antwerp in 1585 down through Wonsan. He quotes then-CNO Adm Forrest Sherman as saying after Wonsan, "We're plenty submarine-conscious and air-conscious. Now we're going to get mine-conscious—beginning last week."

Two years later, in August 1964, the *Proceedings* published another thought-provoking article—"Offensive Mining as a Soviet Strategy," by Cdr C. W. Saar, USN. Looking again at Wonsan, he wrote, "The Communists needed no extensive navy to conduct a mining campaign in Korea. With Soviet-produced mines, a few junks,

wooden barges, and sampans, they were able to accomplish their mission." As to what might happen in the future, he focused on six chokepoints, highly vulnerable to mining, where the world's trade routes come together: the Suez and Panama Canals, the Straits of Gibraltar and Malacca, the Skagerrak, and the Dardanelles.

Then in March 1974 the *Proceedings* published "Operation End Sweep" by RAdm Brian McCauley in which the admiral described the clearing of Haiphong harbor in 1973. It was largely done by four Korean War vintage minesweepers—*Engage* (MSO 433), *Force* (MSO 445), *Fortify* (MSO 446), and *Impervious* (MSO 449)—and Navy Helicopter Mine Countermeasure Squadron 12 (HM-12), with substantial help from Marine squadrons HMM-156 and HMH-463, all three squadrons using Sikorsky CH-53 Sea Stallions towing sweep gear.

"Mining the Strait of Hormuz" by LtCol

Thomas M. Johnson, USA, and LtCdr Raymond T. Barrett, USN, appeared in the December 1981 *Proceedings*, a prescient article offering almost a recipe on how to do it.

Those wishing to read further about mine warfare might also profitably peruse "Their Mine Warfare Capability" by LtCdr Ted S. Wile, USN, and "Meandering Mines" by LtCdr Thomas Q. Donaldson, USN, both in the September 1984 *Proceedings*; "Mines of August: an International Whodunit" (Who *did* mine the Red Sea and the Gulf of Suez in the summer of 1984?) by Dr. Scott Truver in the May 1985 *Proceedings*; and in the October 1985 issue "Mine Warfare: A Pillar of Maritime Strategy" by no-less-than Adm Wesley McDonald, USN, then Supreme Allied Commander, Atlantic, and Commander-in-Chief Atlantic Command and U.S. Atlantic Fleet. □1775□

Readers Always Write

A Friend of the U.S. Marine Corps Dies in the Republic of Kiribati

RISKED LIFE FOR MARINES

EDITOR'S NOTE: In the Fall 1983 issue of Fortitudine ("Director's Page: Tarawa Postscript") BGen Simmons described correspondence received from Toanimatang "Tony" Teraoi of the Republic of Kiribati (formerly the Gilbert Islands), in which he related assistance he had given as an 11-year-old boy to Marines in the November 1943 fierce attack on Biariki in the Tarawa atoll. The commanding officer of the 2d Battalion, 6th Marines, then-LtCol Raymond L. Murray, was seeking an English-speaking islander who could provide information on Japanese dispositions, and the young Teraoi volunteered (although he thought, "If the Americans loses the Tarawa War I would be the only poor boy to have my head cut off or shot by the Japanese"). The correspondence led to the reuniting by mail of Mr. Teraoi and now retired MajGen Murray, who wrote, "Tony's figures as to the number and location of Japanese . . . (were) almost on the nose." The correspondence continued with Gen Murray's daughter, Mrs. Sherry Smelter, also writing to Mr. Teraoi. In May,

Gen Murray reports, his daughter received a letter from Mr. Teraoi's son, quoted in part below.

I had a bad news for you, and I appreciate if you could tell your father and your family that my father, Toanimatang Teraoi, has died last month, on the 21st of March. He died of diabetes illness. Before he died, he told me to reply all the letters that he received during his illness. I'm not so good in English, but I try to for my father's sake . . . Give my regard to your husband, your children, and all your family and may our mighty God bless us all.

Rurete T. Teraoi
Bairiki, Tarawa, Republic of Kiribati
Central Pacific

WHYTE'S PACIFIC BRIEFINGS

Fortitudine will receive at least 100 letters complimenting Herb Merillat on his excellent article "Guadalcanal Intelligence" in the Winter 1986-87 issue, and calling his attention to the fact that "Holly" Whyte served in the 3d Battalion, 1st Marines (under "Wild Bill" McKelvey) and

not in the 2d Battalion. I know! Holly briefed me on many an occasion before starting on patrol.

William H. Sager
Arlington, Virginia

LONG-EARNED RECOGNITION

EDITOR'S NOTE: Careful reader, BGen Robert M. Gaynor, NGUS (Ret), and former adjutant of the Legion of Valor, called Deputy Director Col Brooke Nihart the other day to point out a somewhat misleading choice of words in his piece (Fortitudine Winter 1986-87, p. 20) on the 1920 Howard Chandler Christy Marine Corps aviation recruiting poster. Contemporary photos show the poster attached to DH-4 aircraft from Quantico which flew 4,482 miles from Santo Domingo and return. Col Nihart stated that the four Marine aviators involved were belatedly awarded Distinguished Flying Crosses for their feat six and one-half years later. The recognition was belated; the DFCs were not, as they were not available for issue until first struck in 1927, six and one-half years after the flight. □1775□

Early Rolled-Collar Service Coat Presented to Museum

by *Cpl Francis V. Storer*
Marine Corps Air-Ground Museum, Quantico

The Marine Corps Museum has acquired a rare, P1920 (M) enlisted rolled-collar service coat, donated by Mr. John F. Weller III and Mrs. Christine Cassidy, children of former Marine Pvt John F. Weller II. He served in the Marine Corps during World War II, and was wounded in action on Guadalcanal in 1943 (his embroidered hospital pajamas were also included in the donation). Pvt Weller's use of the coat until the close of the war demonstrates the exceptional longevity of the modified open-collar coat, which saw service from 1926 to 1945.

The coat is similar to today's service blouse, which is also designed in an open-collar pattern. The earlier coat's primary distinguishing feature is its undesirable minor color discrepancy between the lower and upper part of the lapel. The P1920 (M) was made of forest green wool and differs from the current coat in liner construction, material, and stitching variations.

Long before being adopted by the Marine Corps, the open collar-style coat saw use by officers of the British Army. Just

prior to the outbreak of World War I, the British officer's khaki wool, five-buttoned jacket was altered to an open-neck pattern. Throughout the war, the new British style proved to be both functional and fashionable, and was greatly admired by the Allies, including the American Expeditionary Forces. American soldiers and Marines were then equipped with the uncomfortable, standing, "choker" collar, which is still in service on the modern Marine Corps' dress blue uniform.

The first conversion of United States' forces to the open-collar coat began in early 1926. The Army began issuing a single-breasted service coat with a rolling type, notch-lapelled collar to both officers and enlisted men. No attempt was made to alter existing stocks of standing-collar service coats. It was felt that the remodeled coats would prove unsatisfactory and, in any case, the Army had funds to purchase new uniforms. The Army Quartermaster Corps reasoned that there was insufficient cloth in the old coat to provide for modification to the open-collar pattern, and that

matching the color of the fabric would be a serious problem. It was estimated that the procurement of the new coats would require at least two years. That timetable was nearly met when, by the end of 1929, the conversion had been completed.

April 1926 saw the incorporation of the rolled-collar-lapel coat into the Marine Corps, too, at least on paper. In Circular Letters 16 and 17, the Major General Commandant, John A. Lejeune, required all officers and enlisted men to have possession of the new coat by 1 July 1927. Unfortunately, Gen Lejeune's order was followed by a series of circulars keeping the standing collar in service, and a confusing order allowing the lapelled coat to be worn by Marines during working parties. The end result of this series of conflicting directives was that the standing collar coat was being worn simultaneously with the lapelled type.

Officers and senior enlisted men were forewarned that the new regulations allow-

(Continued on page 17)

At left is a World War I choker-collared winter service green coat with the collar converted to a rolled lapel. Note that the top button and the bottom of the lapel are even with the top of

the pocket flap. At right is a World War II coat designed to have a rolled lapel. The button and bottom of the lapel are even with the bottom of the pocket flap, a much more pleasing solution.



In Depot's War Memorial Building

Parris Island Museum Hosts 40,000 Visitors Each Year

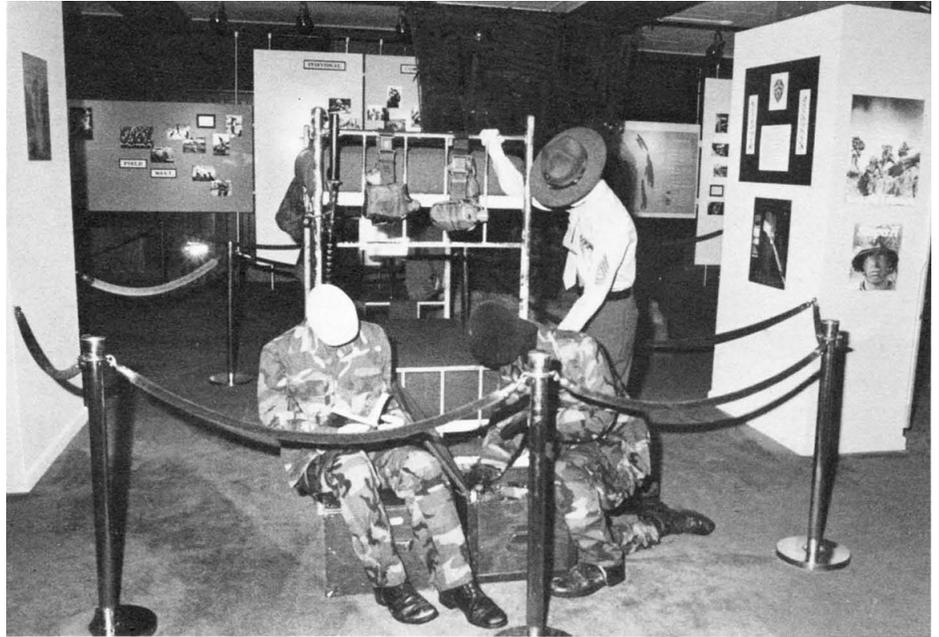
*by Dr. Stephen R. Wise
Director, Parris Island Museum*

The Parris Island Museum is appropriately housed in the War Memorial Building on board the Marine Corps Recruit Depot, Parris Island, South Carolina. Dedicated on Armistice Day in 1951, the War Memorial Building was designed as a recreation center for enlisted personnel, and was intended from the first to "stand as a magnificent monument to Marines of the past as well as a source of inspiration and opportunity for Marines of the future."

The building was divided into two parts, a gymnasium, a dressing room, and bowling alleys at the rear, and a billiard and table-tennis room, Special Services offices, telephone booths, the Depot Library, and a snack bar at the front. The centerpiece of the building was its marble-walled and marble terrazzo-floored rotunda which contained large, built-in glass cases where historic weapons and uniforms were displayed. Placed on the exterior were cast-stone plaques naming famous Marine Corps engagements.

For the next 23 years, the War Memorial Building continued to contain some historical exhibits. In 1972, then-MajGen Robert H. Barrow, Parris Island's com-

The Recruit Depot's museum is housed in the impressive War Memorial Building, dedicated in 1951. Initially, exhibits were confined to the marble-walled rotunda and two rooms. Today the entire front portion of the structure is devoted to historical displays.



The museum's Contemporary Room offers a glimpse of the present-day Marine recruit's experience of the Parris Island Depot, by using photographic displays, narrative boards, equipment exhibits, audiotapes, and even a life-size recreation of a squad-bay area.

manding general, contacted the Marine Corps History and Museums Division with the idea of establishing a museum in the building. By the end of the year a general outline for exhibit themes was set.

The museum project was given over to

the public affairs officer and was started by Maj Will A. Merrill, who was followed by Maj Keller F. Johnson. Maj Johnson began the first work in the War Memorial Building and it fell to Maj Edward M. Condra III to complete the task. With the technical assistance of GySgt Peter Dawson, and backing from the maintenance department, a museum was established on the first deck and in one room on the second deck. The focal point was the rotunda and the display cases that were upgraded with new artifacts and photo-murals.

Work was completed in 1974, and on 8 January 1975, the Parris Island Museum was dedicated as the Marine Corps' first Command Museum by the Commandant, Gen Robert E. Cushman, Jr. The museum's major themes centered on recruit training and local military history. The museum was viewed as a way to help the families of Marine recruits to understand the Parris Island experience, and, by explaining the region's military heritage, tie the Depot closer to the surrounding community.





Rendering of drummer boy of the British 42d Regiment of Foot was prepared for local-history hall by GySgt Wendell Wass.

During the next seven years, the museum went through a number of alterations. One of the Marine Corps' Bicentennial Traveling Vans was decommissioned at Parris Island and a number of its displays were reconstructed in the museum. Photographs were constantly replaced and exhibits upgraded. However, as the Public Affairs Office also was assigned the duties of running the base newspaper and operating its Visitor's Center, the resources available to the museum were in proportion. The museum also suffered from a constant turnover of military curators, who rarely remained at the museum long enough to see the completion of their projects. To correct this, it was decided to hire a professionally trained civilian curator, who could undertake the revitalization and expansion of the museum over a long term. To this end, in 1982, the Depot's then-Commanding General, MajGen James J. McMonagle, had the position of museum curator created. It was filled in the spring of 1983, and new plans were laid for the museum's continued development.

Museum renovation was required in three broad categories. Even though the War Memorial Building had been a magnificent structure in 1951, by 1983 it was becoming outmoded, and a large amount of corrective work, from the installation of climate controls to the provision of means of accessibility for the handicapped, was required. The building not only had to meet the needs of all its visitors, but also

had to provide protection for its irreplaceable artifacts. At the same time, the current exhibits had to be upgraded and inventory control established over the collection.

While work and funding requests were submitted into the budget cycle, the museum staff, consisting of the curator and two rotating guards, began to accession the artifacts, organize photographs, and revise displays. By 1985 the museum had completed its inventory and with the assignment of GySgt Wendell Wass to the museum staff, new exhibits were started. Additional help came from the Commanding General, MajGen Stephen G. Olmstead, who arranged for the removal of two offices from the War Memorial Building, allowing the museum to take over the entire front portion of the structure. Into these areas went the museum offices, workshops, library, theater, storage areas, and additional exhibit halls.

Through continued support from the base, the museum maintains a forward movement, constantly striving to provide an atmosphere which is entertaining and educational to Depot personnel and visitors. Today, a museum tour begins just inside the front door, where the built-in wall cases hold recent donations to the museum and information on coming attractions. Passing the guard desk, a visitor enters the rotunda. In the center is a miniature replica of the Iwo Jima Memorial. Around the rotunda, on both decks, are eight more wall cases containing uniforms, weapons, and accouterments from various periods of Parris Island history. Beginning in 1861, which was when the first Marines arrived in the area, the cases and the accompanying narrative boards lead one from the Civil War to the 1980s, telling how Parris Island and recruit training has changed over the years.

Off to the right, on the first deck, is the Contemporary Room. The exhibit hall, which was updated in the spring of 1987 with the volunteer help of the Depot's photographers and graphic illustrators, allows a visitor to follow the experience of male and female recruit training from a "Boot's" arrival through graduation. Adding to the photographic displays are a number of narrative boards, exhibits on equipment, audiotapes and a life-size reproduction of a squad-bay scene.

On the other side of the rotunda is a

long hallway, which leads the visitor to a weapons room containing various small arms used by the Marine Corps. They range from the Revolutionary War Short Land Pattern Musket to the M-14 rifle. Adding to the exhibit are original pen-and-ink uniform sketches produced by GySgt Donald Moore, which portray period Marines with the displayed weapons. Next to the weapons room is the beginning of a local history exhibit hall. Currently it contains information on Santa Elena, the Spanish village which was located on Parris Island from 1566-1587. This is the start of a future presentation on the military history of the Port Royal/Beaufort area. Using Santa Elena as the starting point, visitors will then pass through an area chronicling activities in the region from the Spanish and French settlers to the present-day Marine Corps Air Station at Beaufort. Featured in the display will be dioramas and uniform paintings created by GySgt Wass.

Moving to the second deck, visitors will find an exhibition on archaeology at Parris Island. Here are shown a number of the 16th Century artifacts reco-

Figure, also by GySgt Wass, represents South Carolina Rangers, 18th Century provincial troops of the Beaufort area.

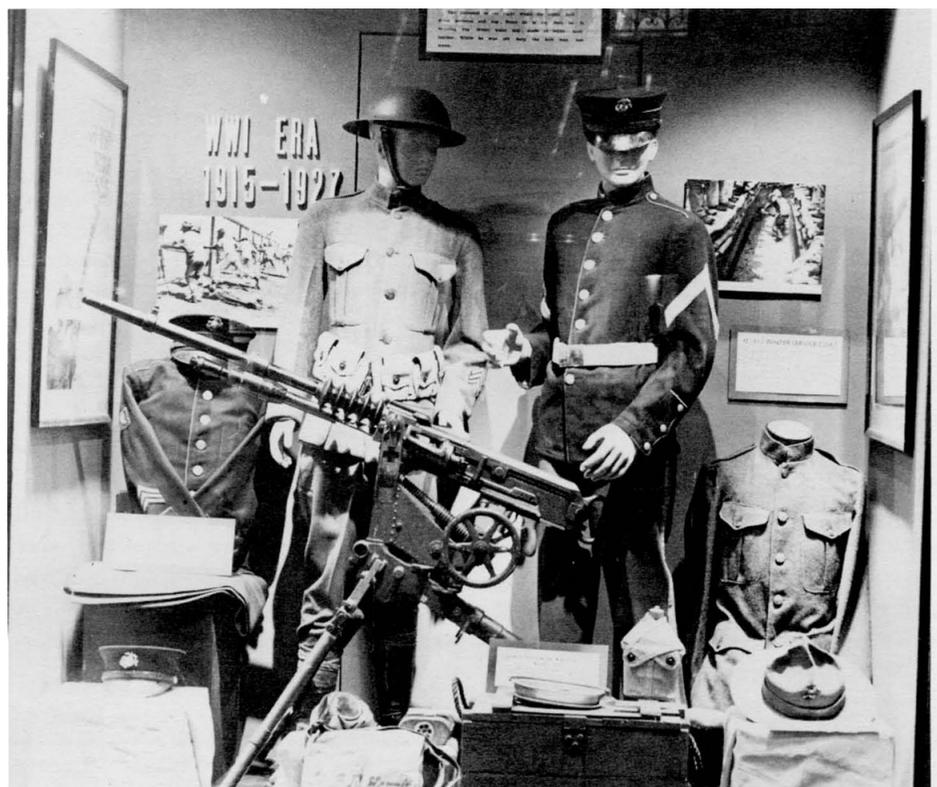


vered from digs carried out on the Santa Elena site. Since 1979, the Institute of Archaeology and Anthropology at the University of South Carolina has been carrying out excavations and research on Santa Elena. Under the direction of Professor Stan South, the secrets of Santa Elena are being uncovered and recorded, with a number of the artifacts being exhibited by the Parris Island Museum.

Also on the second deck is a small hall for visiting exhibits and a large exposition area that is being renovated to display artifacts of 20th century Marine Corps History, the time period in which most Parris Island graduates participated. Currently only a portion of the wing is open. However, arrangements are being made to locate the "From Dawn to Setting Sun: The U.S. Marine Corps in World War II" exhibit from the Marine Corps Museum in Washington in the area, along with displays covering the years 1915-1938 and 1955-1987.

The area now houses a show on the Korean War, which details the Marine Corps experience from the Pusan Perimeter through the Armistice. The centerpiece of the room is the Chosin Reservoir Mosaic, an intricate, four-by-eight-foot mosaic constructed by Mrs. Gilda Six in honor of the Marines who participated in campaign. Through use of an audio system donated by the Chosin Few Association, visitors are told the story of the march of the 1st Marine Division from Yudnam-ni to Hill 1081, in December

Prepared by GySgt Wass, this painting alludes to the Marines' "frozen" Chosin Reservoir Campaign of the Korean War.



Uniforms and weapons of the World War I era are displayed in one of the eight wall cases of the rotunda which present artifacts of Depot history from the Civil War to the present. A miniature replica of the two Jima Memorial is at the rotunda's center.

1950. Flanking the mosaic are larger-than-life paintings designed and produced by GySgt Wass. Along with additional narrative boards and artifacts, these tell the story of the Marines in the Korean War. As the wing is developed the Korean War Display will be relocated into its own area, allowing a visitor to follow the Marine Corps experience from 1909 to 1987 and beyond.

Across from the Korean War display is the museum's administrative area. Located here is the museum theater, which was outfitted by the World War II Drill Instructor's Association. Using both video cassettes and slides, presentations are given to museum visitors on the history of the Marine Corps and Parris Island. Next to the theater is a small research library which is used by base personnel and civilian researchers doing studies on the history of Port Royal, Parris Island, and the Marine

The Parris Island Museum is open from 0730 to 1630 on weekdays and from 0900 to 1630 on weekends and holidays. The Museum is closed on Thanksgiving Day, Christmas Day, and New Year's Day.

Corps. Also in the area are the museum's preservation laboratory, accessioning area, and exhibits workshop.

Other areas not seen by the visitor are the storage rooms which contain the museum's growing study collection. Also hidden from view is the museum workshop, where basic carpentry work is carried out. Part of the equipment, which allows the museum to carry out rudimentary display construction, was obtained through the generosity of the 5th Officers Candidate School and 8th Reserve Officer Candidates Reunion Group and the 3d Marine Division Association. These unseen sections allow the museum to care for its collections and prepare the exhibits for the more than 40,000 visitors who come to see it each year.

When first opened in 1975, the Parris Island Museum was declared to be the first step in establishing a coherent Marine Corps-wide command museum program. Today the museum continues its march toward certification.

Through its exhibits and collections, the museum continues to meet the original objectives of the War Memorial Building by serving not only as a place of remembrance but also a source of inspiration and training for the future. □1775□

PEACETIME ODYSSEY OF A COMBAT ARTIST

by Col Edward M. Condra III, USMC (Ret)

After a leg-cramping flight of some 22 hours I arrived exhausted and unannounced in the heart of Lego Land.

My original flight plan out of Norfolk, Virginia, had indicated I would be deplaning in Karup, Denmark, where I planned to be wined and dined by several long-time friends. Now, however, I found my military charter terminating its mission in a small town unknown to me called Billund. As the civilian crew quickly secured its aircraft, I stood alone on the deserted tarmac in the cold gray evening twilight wondering why I was there and what to do next.

What to do next was surprisingly easy for with the last rays of dusk came two local Danish Air Force officers to inquire of my status and render assistance. Captains D. R. Jacobsen and J. A. Jenson proved unbelievably resourceful and I was soon quartered, well-fed, and locally oriented. After freshening up I joined my new friends for a few cordials at their small military club which I was told had been a former Nazi commandant's headquarters during World War II, a strange structure full of historical mystery and intrigue.

Why I was in Billund (home of Lego, the world-famous children's plastic building blocks) was a bureaucratic snafu, but I certainly knew why I was in Denmark, and that's the genesis of this short narrative.

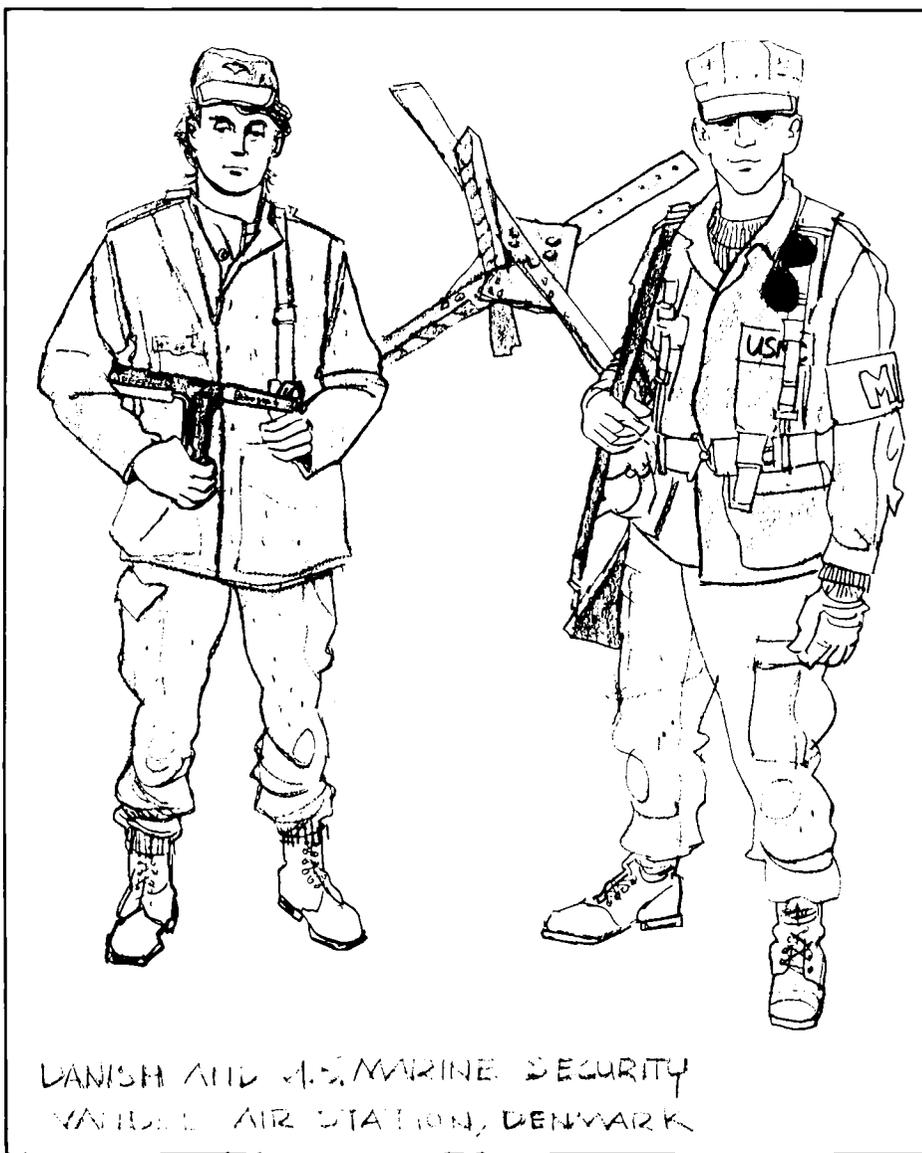
I am a military artist and my assignment was to pictorially record United States Marines training with allied forces from the United Kingdom, the Federal Republic of Germany, Denmark, and the Netherlands. These forces had been brought together as part of the Supreme Headquarters Allied Powers Europe (SHAPE) "Autumn Forge 86" series of exercises. My primary focus was directed towards the late-September exercise, "Bold Guard 86" (BG 86), which was conducted in the Schleswig-Holstein and Jutland areas of Germany and Denmark. My graphic documentation of Marine Air Ground Task Force (MAGTF) participation in a major NATO exercise was to be prepared under the auspices of the Marine Corps Historical Foundation. However, all ar-

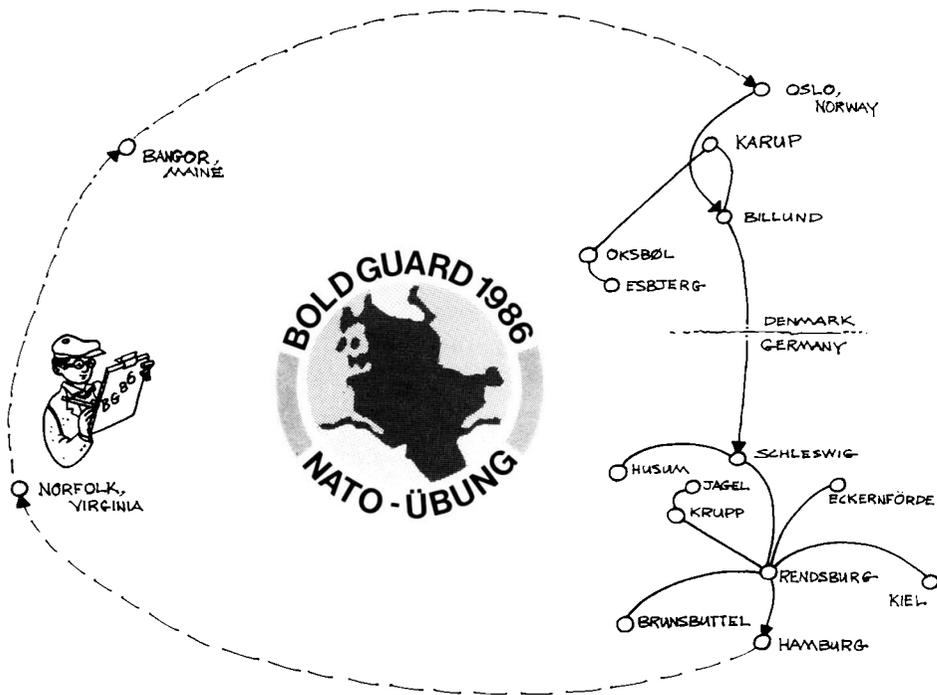
rangements for transportation, living accommodations, and working itinerary were left to me and provided the latitude to proceed in my visual quest as best I saw fit.

With the help of Captains Jacobsen and Jenson my first full day in Denmark began with a formal visit to the commander of Danish Vandel Air Station, which is located near Billund. I was to find that once the proper authorities were aware of my objective and attendant plans I was normally given maximum support to develop my project as a pictorial historical record.

The artist first visited the Danish Vandel Air Station, host to two Marine air squadrons.

This visit was followed by informal calls with the commanding officers of Marine Wing Support Squadron 471 and Marine Fighter Attack Squadron 115, both of which were tenants at Vandel for BG 86. The Marine Reserve Wing Support Squadron 471, was responsible for building and operating a 800-man base camp at Vandel while VMFA-115 (Beaufort, South Carolina) was in the process of flying its F/A-18 Hornets for the first time in a NATO exercise. During my time with this supercharged squadron it was providing close air support for "Northern Wedding 86" (NW 86), which was the maritime and amphibious exercise preceding BG 86.





One of the major events during the exercise was a pre-dawn crossing of this vital and strategic waterway by the 4th MAB. The canal, a monumental man-made deep-draft channel running 65 miles from the city of Kiel to the port of Brunsbittel, was built by Kaiser Wilhelm II. Today it is one of the most active seaways in the world and is the direct link between the Baltic and North Seas. In fact, most of the traffic is comprised of ships and barges operating out of Eastern Bloc nations.

Restricted by time and adverse weather I had only a day to cover the first MPS offload/backload in a NATO environment which was performed at the civilian port of Brunsbittel by elements of the 6th MAB. Using military and commercial facilities the 6th MAB was able to systematically move and track equipment and material while successfully positioning these assets ashore in full logistical support of contingency operations. This event fully demonstrated the potential of MPS in support of the MAGTF role in NATO.

Taking leave of rain-soaked Brunsbut-

Col Condra sketched for Fortitudine a map outlining his travels from Norfolk to Norway, Denmark, and Germany, to record Marines in "Autumn Forge 86" operations.

The next several days were spent sketching local operations involving Marines and Royal Danish Air Force personnel. Then, after a series of good-bye rounds, I traveled north to the air station at Karup. This sprawling, pine-covered complex is headquarters for Allied Forces Baltic Approaches and for the exercises was home for the II Marine Amphibious Force (MAF) and 4th Marine Amphibious Brigade (MAB) staffs. Once again I made my appropriate office calls, found suitable quarters, obtained necessary clearances, and went about my artist's business. While at Karup I hitched a ride to the beaches at Oksbol and the civilian port of Esbjerg in order to cover amphibious operations by Marines of the 4th MAB. These evolutions were the last major events of NW 86.

is located on the famous Kiel Canal and was to be my base of operations for documenting BG 86.

The 4th Marine Amphibious Brigade landed on the Danish beaches of Oksbol, and later, made a pre-dawn Kiel Canal crossing in the "deep forests of northern Germany."

From Karup I drove south with Col Charlie Pyle, the Corps' MAGTF doctrine editor and writer. We entered the Republic of Germany near Flensburg and proceeded on to Schleswig. This old Viking stronghold was the site for the BG 86 Observers' Bureau and I spent a most informative time there receiving tactical briefs on the exercise scenario. Our next stop was Rendsburg and Headquarters, Land Forces, Schleswig-Holstein and Jutland (ComLandJut). This command was very helpful in supplying additional background notes on BG 86 and various scheduled training objectives. Rendsburg



tel I finally located the Allied Press Information Center (APIC) in the village of Krupp, checked in and met Captain Klaus Reinicke of the Federal German Navy. As the officer in charge of the APIC, Captain Reinicke knew everybody and controlled everything when it concerned the press or VIPs during BG 86. Captain Reinicke took a strong interest in my project and through his influence made available to me not only a sedan with driver, but also an officer-interpreter to assist me fulltime throughout BG 86. I should add here that my execution of a series of cartoon drawings for various APIC staff members certainly didn't hurt my cause for assistance and spread much goodwill.

With increased mobility, I was able to reconnoiter the vast exercise operational area to locate sites that I hoped would provide the best picture opportunities.

With PFC Stephen Schoev of the Federal German Army behind the wheel, and Lieutenant Jurgen Luske, FGA, accompanied by his ever present map board, my unique little Marine Corps art team set out to cover the war. For the next week we traversed the countryside of Schleswig-Holstein trying to "capture" BG 86. We observed the first-time employment of Marine Corps AV-8B Harriers flying exercise missions out of the German

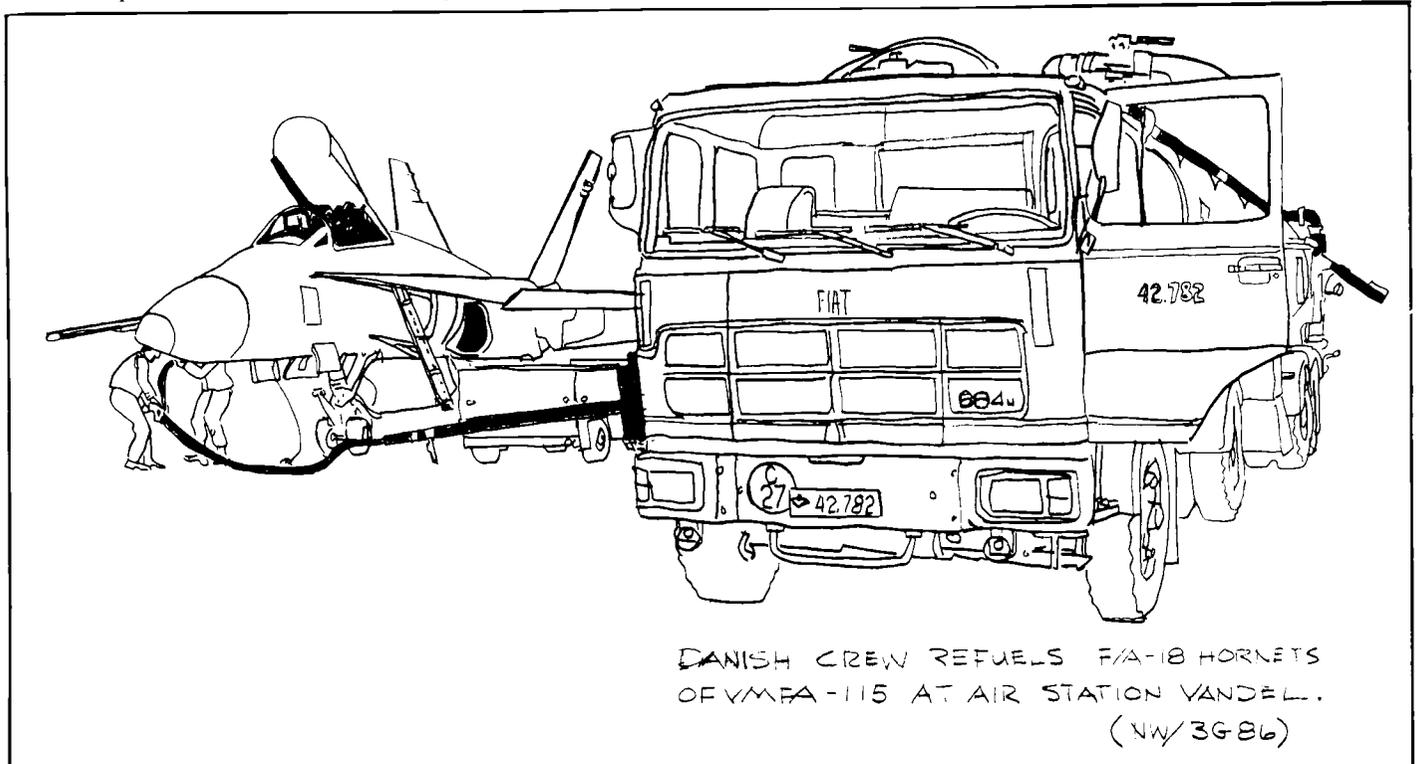


Col Condra also sketched many members of Bold Guard's Danish and German forces.

Air Force base at Husum; were up at 0200 to be in position for the 4th MAB pre-dawn river-crossing of the Kiel Canal at Schestedt; viewed by personal invitation

special operations of German Regional Engineers; spent a full day covering 539 Assault Squadron Royal Marines and the Danish Jutland Division Field Hospital

NATO cooperation in the exercise is emphasized by drawing of Danish crew refueling VMFA-115 aircraft at Vandell Air Station.



DANISH CREW REFUELS F/A-18 HORNETS OF VMFA-115 AT AIR STATION VANDELL. (NW/3G86)

(Exercise "Bandage Barter") at Eckernforde; devoted lots of field time trying to keep up with maneuvering units of American, Dutch, and British Marines; shivered through a bone-chilling daylong rain while trudging after German infantry and armor; saw USMC AAVs in the murky shadows of 200-year-old barns and what appeared to be 100-year-old ladies giving fresh-baked sweet bread to 18-year-old combat-loaded Marine grunts; drank hot tea in the early morning mist with Royal

Marines Commandos; and enjoyed a late-night stein of beer with German pilots at their base in Jagel.

Like a twirling kaleidoscope these vignettes flashed quickly by and soon came to an end at a deserted warehouse near Hamburg's international airport. Along with a sizable contingent of weary Marines, we all spent our last long night in Germany on a cold concrete deck without food or water. Just another one of those bureaucratic snafus to be endured as we

lanquishingly waited for our military charter to arrive the following morning.

Once airborne everyone soon forgot his latest ordeal and fell quickly to sleep. My thoughts, however, were on the next major NATO exercise. I wondered about the concept of a representative artist from each participating nation forming a team to record the activities of the men and women of NATO who really make the Treaty work, and help keep peace in a fragile world. □1775□

New Books

200 Years of U.S. Naval History in a Single Volume

by Evelyn A. Englander
Historical Center Librarian

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

The United States Navy: 200 Years. Captain Edward L. Beach, USN (Ret). Henry Holt and Company. 564 pp., 1986. This is a well-written, one-volume history of the U.S. Navy. Along with its narrative account of wars and battles, the book also traces the impact of new technologies on shipbuilding, weaponry, and naval tactics throughout the Navy's 200 years, whether this new technology is steam power or nuclear power, American hard woods or American steel. \$24.95

Bitter Victory. Robert Shaplen. Harper & Row. 305 pp., 1986. Shaplen has reported on events in Asia for more than 40 years, first for *Newsweek*, more recently for *The New Yorker*. Returning to Vietnam and Cambodia in 1985, he has written an account of his impressions and interpretations of life in post-war Indo-China. His knowledge of the region and its people has added to the depth of his coverage and reporting. \$16.95

Howlin' Mad vs. the Army; Conflict in Command, Saipan, 1944. Harry A. Gailley. Presidio Press. 276 pp., 1986. A study of the conflict between Marine Corps LtGen Holland M. Smith and Army MajGen Ralph Smith and the assault on Saipan in June 1944. Along with analyzing the personalities and the battle, the author also details the part played by the media in the controversy. \$17.95

Guadalcanal, Starvation Island. Eric Hammel. Crown Publishers, Inc. 478 pp., 1987. This is the first in a series of books by Hammel that will focus on the Guadalcanal campaign, exploring the elements that made it a turning point in the war in the Pacific. Along with using official records and previously published works, Hammel interviewed more than 100 participants from both sides to describe this campaign which lasted six months, involved nearly one million men, and included land, sea, and air battles. \$24.95

Marine Sniper; 93 Confirmed Kills. Charles Henderson. Stein and Day. 274 pp., 1986. The story of Marine Sgt Carlos Hathcock, who served twice in Vietnam with a total of 93 confirmed kills. Before Vietnam, Hathcock was the U.S. Long Range Rifle Champion in 1965. After Vietnam, he was one of the founders of the Marine Corps Sniper School. Annually now the Carlos Hathcock Award is presented to the Marine who has contributed the most to marksmanship. Charles W. Henderson is himself a Marine Corps officer who served with the 24th MAU in Lebanon. \$18.95

Vietnam, the Naval Story. Frank Uhlig, Jr., editor. Naval Institute Press. 515 pp., 1986. The 15 essays that form the core of this book were originally published in the Naval Institute's annual *Naval Review* between 1967 and 1972. Included is BGen Edwin H. Simmons' essay on "Marine Corps Operations in Vietnam, 1965-1966." Uhlig, publisher of the *Naval War College Review* and head of the Advanced

Research Program at the War College, provides the introduction and five additional essays that precede each section of the book covering the Navy, Marines, Coast Guard, and Merchant Marine. \$28.95.

The United States Navy and the Vietnamese Conflict, Volume II: From Military Assistance to Combat, 1959-1965. Edward J. Marolda and Oscar P. Fitzgerald. Naval Historical Center, Dept. of the Navy. 591 pp., 1986. The second volume of the Navy's official history of the Vietnam War covers the years from 1959 to 1965 when the Navy's efforts to train the South Vietnamese Navy began to be accompanied by unilateral operations in Southeast Asia by U.S. naval forces. This volume also covers the Navy actions in Laos as well as detailing the war in North and South Vietnam. Also covered by this volume is the Gulf of Tonkin incident of 4 August 1964. \$22.00

Latest titles in the Osprey Men-at-Arms series include No. 184, *Polish Armies 1569-1696* by Richard Brzezinski; No. 185, *The Russian Army of the Napoleonic Wars (1): Infantry 1798-1814* by Philip Haythornthwaite; No. 186, *The Apaches* by Jason Hook; No. 187, *British Battle Insignia (2) 1939-45* by Mike Chappell. Each volume \$7.50.

George C. Marshall, Statesman, 1945-1959. Forrest C. Pogue. Viking Press. 603 pp., 1957. *Statesman, 1945-1959* is the fourth and final volume in this authorized biography of George C. Marshall. Beginning with the closing events of World War

(Continued on page 16)

Story of Marine Band's White House Ties New on Shelf

(Continued from page 15)

II and Marshall's involvement in the decision to use the atomic bomb, the book goes on to describe the challenges Marshall assumed in the postwar years. It deals first with his 1946 mission to China, then his 1947-1948 role as Secretary of State, when he responds to the plight of a war-devastated Europe with the Marshall Plan, his work as head of the American Red Cross, and his role as Secretary of Defense during the Korean War. \$29.95

Music at the White House. Elise K. Kirk. University of Illinois Press. 457 pp., 1986. Elise Kirk has described the diverse ceremonial traditions and musical performances at the White House along with the cultural interests of the presidents and first ladies from George Washington through Ronald Reagan. She has included, of course, the many contributions of "The President's Own," the U.S. Marine Band. This comprehensive volume includes black-and-white photographs, a bibliographic essay, and a detailed index. \$19.95

One Bugle, No Drums; the Marines at Chosin Reservoir. William B. Hopkins. Algonquin Books. 274 pp., 1986. The author was a Marine Corps Reserve captain called to active service in 1950. He commanded Headquarters Company of the 1st Battalion of Chesty Puller's 1st Regiment. His unit was one of those encircled at Chosin when the Chinese entered the war. The author describes the action as the Marines fought their way south in sub-zero

weather. Hopkins also details the burdens born by the foe, short of supplies themselves, ill prepared for the 20-below-zero weather. The book includes a previously unpublished report on the action by S. L. A. Marshall. \$15.95

U.S. Tank Destroyers of World War Two. S. J. Zaloga. Sterling Publishing Co., Inc. 64 pp., 1986. Traces the rise and decline of tank destroyers in all theaters of the Second World War. Describes their mobility and accuracy as well as their vulnerability to small arms fire and grenades. Illustrated with black-and-white photos. \$5.95.

A Guide to the Sources of United States Military History, Supplement II. Robin Higham and Donald J. Mrozek. Archon Books. 332 pp., 1986. Following the format of the basic reference and its first supplement, the latest book concentrates on U.S. air, military, and naval history appearing between 1978 and 1983. Includes a chapter on U.S. Marines. \$34.00.

Battery Press, P.O. Box 3107, Uptown Station, Nashville, Tennessee 37219, is reprinting Volume III, *The Chosin Reservoir Campaign*.

Volumes I - III have also been reprinted by University Microfilms, 300 North Zeeb Road, Ann Arbor, Michigan 48106-1346; and Volumes I - IV, by Scholarly Press, Inc., P.O. Box 160, St. Clair Shores, Michigan 48080.

Battery Press has also reprinted *The U.S. Marines on Iwo Jima* by Ray Henri, et al., and *Uncommon Valor, Marine Divisions in Action*, by George McMillan, et al.

In addition to the titles recently announced, Battery Press has reprinted the World War II divisional histories: *Follow Me! The Story of the Second Marine Division in World War II*; *The Spearhead, The World War II History of the 5th Marine Division*; and the *History of the Sixth Marine Division*. For price and availability, please contact the publisher, Battery Press, Inc., P.O. Box 3107, Uptown Station, Nashville, Tennessee 37219.

The U.S. Military Academy Library recently received a large collection of books and manuscripts relating to Bataan and Corregidor in World War II. The collection is housed in the West Point Room of the Academy Library. In addition to the Corps of Cadets, the collection is open to researchers and interested individuals upon request. A list of titles contained in the collection may be obtained from the Special Collections Division of the USMA Library, West Point, New York 10996. It adds that additions which would strengthen the collection are most welcome.

Bantam books is publishing a new series, *Illustrated History of the War in Vietnam*. The titles, to date, include *Marines* by BGen Edwin H. Simmons; *Carrier Operations* by Edward J. Marolda; *Sky Soldiers* by F. Clifton Berry, Jr.; and *Armor* by James R. Arnold. \$6.95 each volume. □1775□

Reserve Units in Wisconsin and Oregon Attain 'Outstanding' Ratings

by Joyce E. Bonnett
Head, Archives Section

The following Marine Corps units have met the high standards set to attain an outstanding rating by the Inspector General on the units' historical programs. For the period April 1986-April 1987, the following units have been judged "outstanding" based on planning, execution, and overall achievement:

Marine Wing Equipment
Squadron 47
Marine Wing Support Group 47

4th Marine Aircraft Wing
Green Bay, Wisconsin

Detachment F, 4th Force Service
Support Group
Green Bay, Wisconsin

Inspector-Instructor Staff
Salem, Oregon

Of the 187 units inspected during the period, 101 were rated "excellent." Inspec-

tors frequently note that only a small amount of extra effort by these units would have resulted in moving many more into the outstanding category.

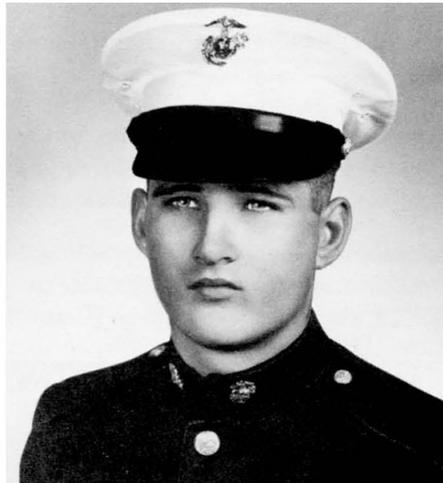
The discrepancy most frequently found by inspectors was lack of attention to the Command Historical Summary File. MCO P5750.1, *Manual for the Marine Corps Historical Program*, outlines specific direction and guidance in establishing thorough and comprehensive Command Historical Summary Files. □1775□

World War II, Korea, and Vietnam War Heroes Honored

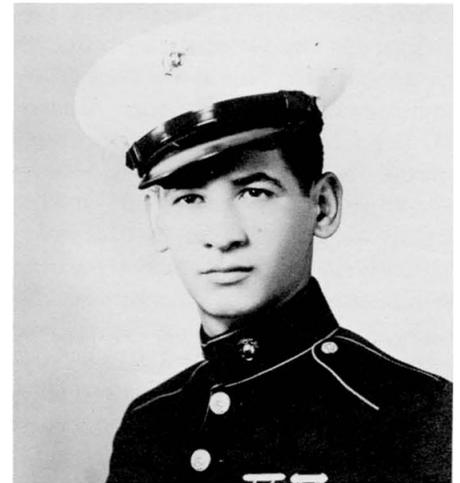
by Robert V. Aquilina
Assistant Head, Reference Section



Sgt Darrell S. Cole, USMCR



PFC Robert C. Burke, USMC



PFC Eugene A. Obregon, USMC

Three Marines who were posthumous recipients of the Medal of Honor from World War II, Korea, and Vietnam were recently honored by commemorative namings at Marine Corps commands. The following naming requests were approved by the Commandant of the Marine Corps:

From the Commanding General, Marine Corps Development and Education Command, Quantico: To name Building 3090, the new home of the Quantico Marine Band, in honor of Sgt Darrell S. Cole, USMCR. A native of Flat River, Missouri, Cole distinguished himself during the World War II Guadalcanal and Saipan campaigns, where he acquired a reputation as the "Fighting Field Music." He later

participated in the 19 February 1945 D-Day assault on Iwo Jima as a member of Company B, 1st Battalion, 23d Marines, 4th Marine Division, when he singlehandedly attacked and neutralized two enemy positions, before falling mortally wounded.

From the Commanding General, Marine Corps Base, Camp Pendleton: To name Building 33615 in honor of PFC Eugene A. Obregon, USMC. A native of Los Angeles, California, PFC Obregon was serving with Company G, 3d Battalion, 5th Marines, when he was killed in action on 26 September 1950 at Seoul, Korea. PFC Obregon placed his own body as a shield in front of a wounded Marine while

firing accurately and effectively into an enemy force until he himself was fatally wounded by machine gun fire.

From the Commanding General, Marine Corps Recruit Depot/Western Recruiting Region, San Diego: To name the new recruit training facility at the Depot in honor of PFC Robert C. Burke. A native of Monticello, Illinois, PFC Burke was serving with Company I, 3d Battalion, 27th Marines, 1st Marine Division, when he was killed in action on 17 May 1968 in southern Quang Nam Province, Republic of Vietnam. PFC Burke launched a series of one-man assaults against fortified enemy emplacements, in order to cover the evacuation of Marine casualties. □1775□

Acquisitions

Rolled-Collar Coat Given

(Continued from page 8)

ing the use of both the old- and new-style coats would result in a nonuniform appearance of the Marines under their command. Many Marines were disgruntled over these new regulations, which seemed to jeopardize the traditionally sharp image presented by the Corps. This problem, coupled with the time lag encountered when the standing-collar coats were sent to the Philadelphia Supply Depots for alteration, delayed the incorporation of the modified coat until 1929, by which time Marines both overseas and in the United States were finally wearing the new coat.

This lag in the Marine Corps' procurement of rolled-lapel coats was the root of many problems, especially in areas where soldiers and Marines worked together closely. An article by Col Brooke Nihart, entitled "15th Infantry Meets Butler's 3d Brigade, Tientsin 1927" (*Fortitudine*, Fall 1986) best describes some of these difficulties.

BGen Smedley D. Butler, then commanding the 3d Marine Brigade in China, discovered that his men had been mistaking Army enlisted men in rolled-lapelled coats for officers and rendering salutes to them. He soon took action by ordering his Marines to convert their high-collared blouses to the new rolled-lapel style. A soldier who served in the 15th Infantry describes the somewhat comic ef-

fect of this modification:

The result was rather unhappy, because the high collars on the tunics didn't provide enough cloth for a decent roll collar, and what a tailor did achieve was always skimpy and, in many instances, downright silly looking.

The P1920 (M) was originally designed for wear on the parade ground as well as in the field. It saw service in this capacity until 1941 when its role as a field service garment came to a close with the adoption of the familiar herringbone twill cotton utilities and field jackets. From 1941 to 1945, it served the same function as its counterpart, the winter service blouse, does today. □1775□

Marine Artist Leahy Wins DOD Journalism Award

Combat artist, historical foundation member, and retired Reserve LtCol A. Michael Leahy has been recognized for his art depicting the Grenada intervention, Operation Urgent Fury, as well as other art commissioned by Navy Internal Affairs. The kudo is the 1986 Department of Defense Thomas Jefferson Award for excellence in military journalism in the category of published graphic art.

Leahy is supervisory congressional affairs specialist in Naval Air Systems Command's Public Affairs Office and was deployed to Grenada by Navy Internal Affairs shortly after the operation to interview participants, view the terrain, and reconstruct incidents of all the services in that joint operation. The result, a ten-piece watercolor series plus a drawing, were produced for the Navy and were borrowed for the Marine Corps Museum exhibition, "Every Clime and Place—1974-1984". The pictures appeared in *All Hands* magazine for April 1984 and now hang in the Navy Combat Art Gallery in the Washington Navy Yard. Other pieces of Leahy's recent aviation art, including the Henderson Field scene shown here, have appeared in *Naval Aviation News* for May 1986, the issue dedicated to the 75th anniversary of naval aviation.

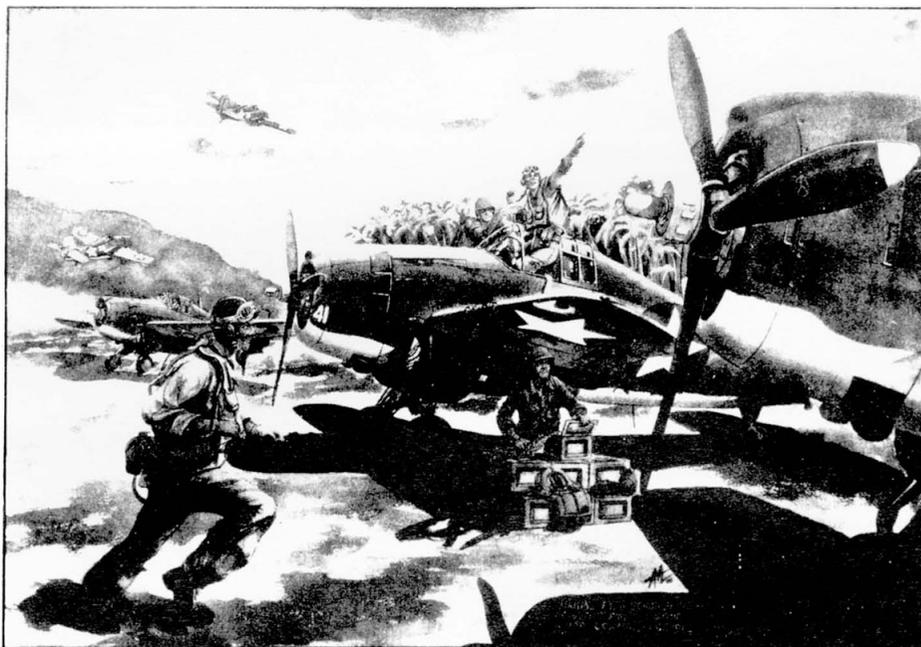
LtCol Leahy served as a mortarman, aircraft mechanic, and naval aviator during 13 years on active duty and 17 with the ac-

tive Reserve. He flew helicopters for the executive flight detachment of HMX-1 during the Eisenhower and Kennedy administrations and with MAGs 16, 26, and 36.

During a period of civilian life, Leahy attended the Philadelphia College of Art where he received a bachelor of fine arts (graphics) degree in 1964. In the Vietnam

War he was recalled to active duty as deputy head of the Marine Corps Combat Art Program and was in Vietnam for two tours as an artist. More than 214 pieces of his art are in the Marine Corps Museum's art collection. His art has appeared on the covers and insides of the *Marine Corps Gazette*, *Leatherneck*, and *Fortitudine* as well as other magazines. □1775□

Marines scramble "Wildcat" fighters on the "Cactus" fighter strip at Henderson Field on Guadalcanal in October 1942 in one of the works by LtCol A. Michael Leahy, USMCR. cited by the Thomas Jefferson Award for excellence in military journalism.



Historical Quiz

Marines in Sports

by Midn 2/C Christopher P. Thomas

Identify the following Marines in sports:

1. Name the Marine first lieutenant who won a gold medal for the 10,000-meter run in the 1964 Tokyo Olympics.
2. This boxer, who won the world boxing championship on 23 September 1926, claimed to have begun his boxing career at the Marine Corps training camp at Parris Island.
3. This Marine won the Olympic decathlon in 1948 in London, and again in 1952 in Helsinki.
4. Nicknamed the "Boston Clipper," this Marine was inducted into pro baseball's Hall of Fame in 1966.
5. Name the Marine who beat the current Secretary of the Navy, Marine Capt James H. Webb, Jr., in the 1967 Naval Academy middleweight boxing championship.

6. Which USMC captain broke Naval Academy game, season, and career rushing football records during his four years at Annapolis?

7. This former Marine who served in Korea, later became quarterback for the Washington Redskins.

8. In 1983, this former Marine corporal bought pro baseball's Detroit Tigers for \$50 million.

9. Who was the first Marine to win the Marine Corps Marathon?

10. This former Marine was two-time winner of the U.S. and British Opens and the PGA championship, as well as pro golf's leading money winner in 1970.

(Answers on page 20)

Pacific Battle Veterans, Historian of the Period Succumb

by *Benis M. Frank*
Head, Oral History Section

BGEN HAROLD R. LEE, USMC (RET), a distinguished Marine aviator, died in Columbus, Ohio, on 19 May at the age of 83. He was born in New England, Ohio, in 1903 and enlisted in the Marine Corps in 1925. Commissioned in 1928, three years later he received his wings as a naval aviator and began a succession of tours assigned to air units. During the Okinawa operation, he served as III Amphibious Corps air officer. Gen Lee retired in June 1954, promoted to brigadier general for having been decorated in combat. He was buried in Delaware, Ohio, on 22 May.

BGEN PAUL E. WALLACE, USMC (RET), died on 13 July in Slidell, Louisiana, at the age of 78. An Iowan by birth, he enlisted in the Marine Corps in 1928, and was appointed to the Naval Academy a year later. Following his graduation in 1933, he was commissioned a Marine second lieutenant. He was assigned normal tours of sea duty and at posts and stations before World War II, and commanded the Marine detachment on board the *Pensacola* during combat against the Japanese off Bougainville and New Guinea. Gen Wallace commanded the 3d Battalion, 8th Marines in the Okinawa operation. He retired in 1959 and was advanced to the rank of brigadier general on the retired list for having been

decorated in combat. He was buried with full military honors in Arlington National Cemetery on 30 July.

COL CLIFF ATKINSON, JR., USMC (RET), died of sepsis at the Bethesda Naval Hospital on 21 June after having undergone surgery. A graduate of the University of Alabama, he was commissioned in 1936, and served with the 2d Marine Division in the Pacific, participating in the landings on Guadalcanal, New Georgia, Tarawa, Saipan, and Tinian. His postwar assignments included duty in the United States, Japan, and Italy, and he was Assistant Director of Personnel at HQMC when he retired in 1967. He was an early member of the Marine Corps Historical Foundation and an active volunteer in the Museum Shop. Following his retirement from the Marine Corps, Col Atkinson became public affairs director of the American Waterworks Association, from which he retired in 1981 as deputy executive director. Col Atkinson was buried in Arlington National Cemetery with full military honors on 24 June 1987.

CWO-4 WILLIAM B. SPILMAN, USMCR (RET), died at the age of 59 on 21 May in Charlottesville, Virginia, while undergoing surgery. An enlisted Marine in World

War II, he served with the 4th Marine Division in the Iwo Jima landings. He remained in the Marine Corps Reserve following the war and was recalled to active duty for Korea, when he was promoted to warrant officer. CWO Spilman was one of the original members of MTU (Hist) DC-7, and was largely instrumental in sorting, identifying, and cataloging a large collection of historic photographs in the Marine Corps Historical Center. He also was a charter member of the Marine Corps Historical Foundation. In civilian life he was an owner and publisher of a newspaper in Waynesboro, Virginia, and after leaving that endeavor, he became a taxpayer service representative for the Internal Revenue Service. Mr. Spilman was buried in Waynesboro on 25 May with a graveside service.

GEORGE McMILLAN, a World War II Marine Corps combat correspondent and author of *The Old Breed*, a history of the 1st Marine Division in World War II and reputedly the best unit history of its kind, died at the age of 74 on 1 September at his home in St. Helen Island, South Carolina. He had amyotrophic lateral sclerosis, commonly known as "Lou Gehrig's Disease." Mr. McMILLAN was one of the professional newspapermen who was

Then-Col Harold R. Lee in 1954



Then-Col Paul E. Wallace in 1959



Col Cliff Atkinson, Jr., in 1951





George McMillan in World War II

recruited out of the nation's newsrooms by BGen Robert L. Denig, Director of Public Information, to undergo boot training and then to be assigned to cover Marine Corps activities in combat. After his Paris Island training, McMillan was immediately ordered overseas to join the 1st Marine Division for the Cape Gloucester operation. He covered the Peleliu and Okinawa operations and was discharged in 1945 as a technical sergeant, although he was later commissioned in the Marine Corps Reserve. He covered the civil rights movement as a free-lance reporter and contributed to *The Washington Post*, *The New York Times*, *The Saturday Evening Post*, *Look*, and other publications. He also

wrote a widely acclaimed biography of James Earl Ray, the man who was convicted of the assassination of the Rev. Martin Luther King, Jr.

MRS. NORMAL BYRD WATSON, one of the first women to enlist in the Marine Corps in World War I, died at the age of 90 on 8 August at the Veterans Administration hospital in Coatsville, Pennsylvania. Following her enlistment, Mrs. Watson was assigned as a secretary to a recruiting officer in Philadelphia. After her Marine Corps service, she worked in retailing for almost 40 years. A Marine Corps honor guard attended her burial in Drexel Hill, Pennsylvania, on 13 August. □1775□

Certificates of Appreciation Presented to 27 For Assistance to Corps' Historical Program

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 follows:

For donation of his personal time assisting in preparation of the *History of Marine Fighter Attack Squadron 323*:

Maj Frank M. Batha, USMC (Ret)

For collecting the memoirs and memorabilia of the "Banana Fleet" Marines:

MSGt Bernard A. Daehler, USMC (Ret)

For his support of the Museums Branch with loans, donations, and referrals:

Maj Richard T. Spooner, USMC (Ret)

For donations to the Oral History program:

LtGen Charles G. Cooper
CWO2 Robert T. Donald, USA (Ret)
MGySgt P. D. Fields, USMC
Mr. Clem D. Russell

For ten years of service as Museum Shop Volunteer:

Margaret Greenwood
Mary Helen Nihart
Marge Fallon

For five years of service as Museum Shop Volunteers:

Mrs. Nancy Bieger
Mary King
Mrs. Betty Townsend
Jane Wiedhahn

For over 50 hours as Museum Shop Volunteers:

Mrs. Cathy Benson
Mr. David Bier
Rosemary Coyne
Mrs. Wynne Cummings
Mrs. Mickey Franklin
Norwood Grinalds
Mr. Bill Marich
BGen D. E. P. Miller, USMC (Ret)
Dixie Miller
Nancy Sheridan
Mrs. Millie Went

For 42 hours as a Museum Shop Volunteer:

Mrs. Rosemary Pipta

For 34 hours as a Museum Shop Volunteer:

Capt Barbara Cross

□1775□

Answers to Historical Quiz

Marines in Sports

(Questions on page 18)

1. 1stLt William "Billy" Mills finished in a record-breaking time of 28:24.4.
2. James J. "Gene" Tunney defeated Jack Dempsey in their famous 10-round bout before the largest paying crowd to date.
3. Bob Mathias was also a star full-back at Stanford, and the Washington Redskins' 13th-round draft choice in 1953.
4. Capt Theodore "Ted" Williams, USMCR, hit 521 homeruns and had a lifetime batting average of .344.
5. Now-LtCol Oliver North defeated James Webb in a hard-won decision.
6. Capt Eddie Meyers, USMC, Class of 1982, is currently preparing to launch a pro-football career in 1987 after the end of his five-year commitment.
7. Eddie LeBaron was also star quarterback at the College of the Pacific before Korea.
8. Tom Monaghan also owns and founded the Domino Pizza chain.
9. In the 8th Annual Marine Corps Marathon (1983), Sgt Farley Simon of Camp Smith, Hawaii, won with a time of 2:17:46.
10. Lee Trevino entered the Marine Corps in 1958 from the State of Texas.

Sikorsky VH34-D Seahorse

*by Jody Y. Ullmann
Aviation Curator*

In 1952 a Navy requirement for an anti-submarine helicopter to replace the HRS led to the procurement of the Sikorsky built H-34, labeled the HSS-1. Over 500 helicopters were procured and modified for Marine Corps use by removing the anti-submarine warfare equipment, strengthening cabin floors, and installing cargo tie down rings. With these changes the helicopter was redesignated the HUS-1. Though originally procured as a utility helicopter, it was initially used for transport in the absence of a heavy lift hel-

icopter. Powered by the Wright R-1820-84 radial engine, the HUS-1 possessed more than three times the power of its HRS predecessor and had superior range and payload capabilities. Establishing itself as the Marine Corps first major utility helicopter, it served throughout its career in a multitude of roles such as transport, casualty evacuation, reconnaissance, pathfinder, command and control, testbed, and Presidential service. As such, it became the workhorse of the Marine Corps.

In September 1957 a new task was initi-

ated for the "Seahorse" when Maj Virgil D. Olson of HMX-1 lifted President Eisenhower from his vacation home at Newport, Rhode Island, to Quonset Point Naval Air Station. Two months later, the Commandant directed HMX-1 to establish a permanent executive flight section with specially prepared helicopters. The helicopter chosen was the HUS-1 (later known as VH-34D), a version of the HUS-1 which was the first to incorporate automatic stabilizing equipment. These helicopters were painted in a distinct paint scheme with dark glossy green on the bottom and white on the top, thus giving them the nickname of "White Tops." Outfitted with flotation gear, extra soundproofing and an executive interior the "White Tops" transported presidents around the U.S.A., Europe, Asia, and South America.

One of the most dramatic events that the HUS-1Z participated in was the 1959 Goodwill Tour of the President, nicknamed "Operation Monsoon." This trip, which covered three continents and nine countries, the "Seahorses" of HMX-1 provided transportation for leading figures, including President Eisenhower. At one point in this operation, the "Seahorse" added to its already impressive list of firsts by being the first U.S. helicopter to fly through the Khyber Pass.

This helicopter's drawback was its dependence on a single engine, which threatened the lives of its passengers should there be a malfunction. For this reason, the HUS-1Z was phased out in favor of the twin-engine HSS-2 (VH-3) in the 1960s.

The Marine Corps Air-Ground Museum owns two restored HUS-1Zs (VH-34Ds). Bu. No. 147161, on display at the gate to the Marine Corps Air Facility at Quantico, was assigned to HMX-1 as a Presidential back-up helicopter and saw service at Quantico, Norfolk, and MCAS New River from May 1959 to March 1972. The other VH-34D, Bu. No. 147191, served in the Presidential aircraft section during the Eisenhower administration. It was flown from Norfolk and now rests at the front gate of MCAS New River. □1775□



The VH-34D (Bu. No. 147161) on display outside the Marine Corps Air Facility, Quantico, Virginia, sports the famous "white top" of the Presidential Squadron, HMX-1.

Technical Data

Manufacturer: Sikorsky Aircraft Division of United Aircraft Corporation, Stratford, Connecticut.

Type: Utility Helicopter.

Accommodation: Pilot, copilot, crew chief; 12-18 passengers or 8 litters, or equivalent weight in cargo.

Power Plant: One 1,525 hp Wright R-1820-84.

Dimensions: Length, 46 ft., 9 in.; Height, 15 ft., 11 in.; Rotor diameter, 56 ft.

Weights: Empty, 7,900 lbs.; gross, 14,000 lbs.

Performance: Max speed, 123 m.p.h.; Cruising speed, 98 m.p.h.; Service ceiling, 9,500 ft.; Range, 182 miles; Climb, 9,500 ft./min.

Armaments: None.

January-July 1953

by Robert V. Aquilina
Assistant Head, Reference Section

The 1st Marine Division's third winter in Korea was marked by a slackening off by both United Nations and Communist forces of large-scale offensives along the main line of resistance. As 28,000 battle-hardened veterans of the division stood by their guns, activity flared up on the diplomatic front. The new administration in Washington, headed by the World War II hero, Dwight D. Eisenhower, was determined to bring the unpopular war to a conclusion. Officials of his Republican administration let it be known in diplomatic circles that if an armistice was not soon agreed to, the United States might find it necessary to use atomic weapons against Communist China. The 5 March 1953 death of Premier Joseph Stalin of the Soviet Union brought an element of uncertainty to the Communist world, and may have prompted the Chinese-North Korean camps to resume the armistice negotiations at Panmunjom. The glimmering hope of peace was a two-edged sword, however, as Communist forces sought last-minute tactical victories in western Korea to improve their bargaining position at the diplomatic table. Accordingly, the level of activity in the 1st Marine Division sector of the MLR picked up noticeably during February 1953. Both Marine and Chinese Communist forces engaged in several raids, as the war of position increased in intensity.

On 26 March, Red Chinese units struck in force against Outposts Carson, Reno, and Vegas, key positions in the 1st Marine Division's sector which commanded the historic invasion routes to Seoul. Heavy artillery shelling, accompanied by mortar and small arms fire, raged unabated for five days as both sides vied

Men of Battery B, 1st Battalion, 11th Marines, provide supporting fire for a 22 March 1953 night attack on an enemy outpost. Maneuvering for position marked Marines' third winter in Korea.



United Nations element, the 3d Battalion of the Turkish Brigade, arrives at 3d Battalion, 7th Marines' command post at P'anbu-dong on 5 May 1953, to replace the Marines in corps reserve.

for possession of the important Vegas outpost. Chinese forces outnumbered Marines by 20 to 1 in contests for key outposts before reinforcements arrived. Marine air support struck enemy positions on the 27th and 28th, assisting the 5th and 7th Marines in driving the Chinese from control of Vegas. On 28 March MAG-12 established a new record for combat sorties in conducting 129 assaults against Chinese positions. By 31 March, Marine units were in firm control of the Vegas summit. The Chinese attempt to capture Vegas failed, but the cost to the 1st Marine

A 12 July 1953 return to Camp Casey is made difficult for Company B, 1st Battalion, 5th Marines, by a flood-swollen stream. Although armistice was expected, fighting went on at the front.





Chinese and North Korean delegations leave the first session of the Panmunjom talks on prisoner-of-war exchanges in April 1953.

Division had been high. Over 1,000 Marine casualties testified to the tenacity of the fighting, with Communist losses conservatively estimated twice as high. As always, the bravery of individual Marines stood out amidst the din of battle. Sgt Daniel P. Matthews, a squad leader of Company F, 2d Battalion, 7th Marines, was awarded a posthumous Medal of Honor for single-handedly assaulting an enemy position to divert fire from an injured Marine. He succeeded in silencing a Chinese machine gun emplacement before he was mortally wounded.

In early April, the peace talks resumed, with the Communists finally bowing to the United Nations' demand that there be no compulsory repatriation of prisoners of war. Operation "Little Switch," an exchange of sick and wounded prisoners-of-war, took place from 20-26 April, and resulted in the return to Communist control of over 6,000 North Koreans and Chinese, while 700 United Nations troops, of whom 149 were Americans, were released. Since the resumption of the truce talks, it had become apparent that the aging South Korean President, Syngman Rhee, would prove as obstinate as the Communists in truce negotiations. Dissatisfied that the likely outcome of the talks would not result in his dream of a politically unified Korea, Rhee threatened to remove Republic of Korea forces from United Nations control.

In early May the 1st Marine Division moved to the rear of the MLR while its frontline positions were taken over by the U.S. Army's 25th Infantry Division and the Turkish Brigade. The 1st Marine Division underwent an eight-week reserve period (from 10 May-5 July) during which a rigorous training regimen was maintained. On 15 June, a change-of-command ceremony took place as MajGen Randolph McC. Pate assumed command of the 1st Marine Division from MajGen Edwin A. Pollock. The new commanding general of the division, who had most recently served as the commander of the 2d Marine Division at Camp Lejeune, North Carolina, saw service during World War II at Guadalcanal, Peleliu, Iwo Jima, and Okinawa.

The 1st Marine Division returned to the front in early July in time to meet concentrated enemy assaults on United Nations lines. During 7-8 July, attacks on Outposts Berlin and East Berlin developed into desperate hand-to-hand struggles. Once more



Medal of Honor: SSgt Ambrosio Guillen; Sgt Daniel P. Matthews

Marine air delivered effective fire on Red Chinese positions. Although both complexes were overrun, I Corps decreed that no attempt should be made to restore the original line, as an armistice agreement was expected shortly.

On 24 July, the relative lull was abruptly shaken by enemy mortar fire impacting upon Marine positions. The last concerted Communist attempt to seize tactical advantages before the signing of the armistice began in full force. The hardest hit Marine position was Outpost Boulder City in the "Berlin" complex. During the fierce fighting, SSgt Ambrosio Guillen, from Company F, 2d Battalion, 7th Marines, deliberately exposed himself to the heavy enemy barrage and attacks to direct his men in defending their positions, and personally supervised the treatment and evacuation of the wounded. Although mortally wounded during a Chinese assault, he continued to direct his men until their position was secured and the enemy force repulsed. SSgt Guillen succumbed to his wounds shortly thereafter, and was posthumously awarded the Medal of Honor.

On 27 July at Panmunjom, representatives of the United Nations Command and the Communist forces signed an armistice agreement ending the Korean War. The agreement called for the armistice to take effect at 2200 that evening, which terminated three years, one month, and two days of a bitter war. Marines in the frontline trenches cautiously manned their positions as white star cluster shells appeared at the appointed hour to signify the advent of the armistice.

From August 1950 to July 1953 the Marine Corps suffered more than 30,000 casualties in defense of the Republic of Korea. These figures include 4,506 Marines who made the highest sacrifice. □1775□

On 13 April 1953, members of the 1st Engineer Battalion, 1st Marine Division, raise the "Freedom Village" sign for sick and wounded POWs returned to U.N. forces by the Communists.



Three Cities to See O'Bannon's Silver-Mounted Sword

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

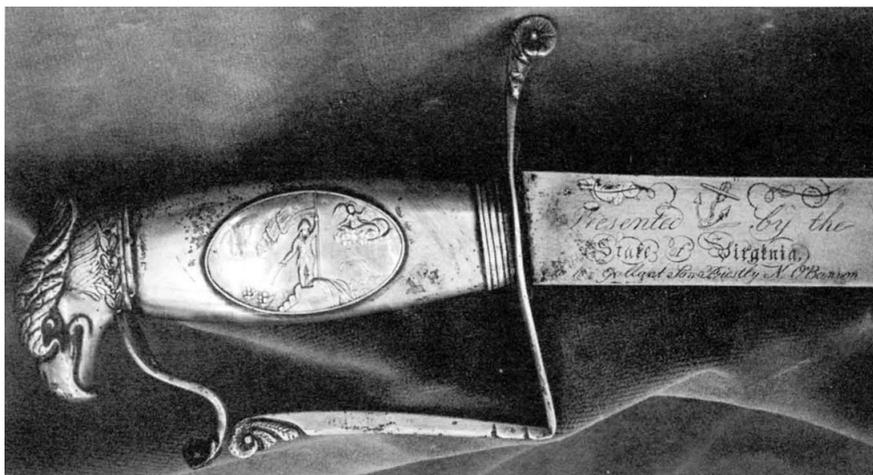
Presentation silver, particularly that created in the opulent 18th century, is an art form all of its own. The Marine Corps Museum possesses a fine example of this genre in a piece which is of inestimable historical significance to the Corps as well. It is the silver-mounted heavy saber presented by Virginia to her "gallant son," Lt Presley N. O'Bannon of the U.S. Marines, in recognition of his successful "assault and conquest" of Derna, Tripoli, in 1804.

In preparing for its major exhibition, "Marks of Achievement: Four Centuries of American Presentation Silver," the Museum of Fine Arts of Houston, Texas, recognized the artistry and importance of the O'Bannon sword and requested its loan. We were happy to comply as the

exhibition will show not only in Houston, but also in New York at the Metropolitan Museum of Art and at the Minneapolis Institute of Arts, giving thousands more than will ever view the sword at the Marine Corps Museum the opportunity to see this outstanding example of the cutler's craft and the silversmith's artistry.

The exhibition opened at the Houston Museum of Fine Arts on 18 September and will appear at the Minneapolis Institute of Arts from 14 February to 15 May 1988. It is to be on view at the Metropolitan Museum from 3 August to 30 October 1988. Included are more than 150 silver objects that represent the highest levels of American design and craftsmanship.

Lt O'Bannon's silver-mounted saber will be seen at the Houston Museum of Fine Arts, the Minneapolis Institute of Arts, and New York's Metropolitan Museum.



In preparation for the show the Houston museum had the sword sent to conservator Meg Loew Craft in Baltimore, Maryland, to be cleaned for the first time. The results made the sword hilt as bright as a newly minted silver dollar, well beyond its appearance in the photograph shown here. The sword is wholly Virginian. The blade was made at the Virginia Manufactory of Arms at Richmond in the same form as those made for the State Militia. The silver and gold used to decorate the hilt and scabbard were mined and refined in the state. John M. Carter of Richmond engraved the blade and hilt while Reuben Johnson and James Reat, silversmiths of that city, made and mounted the hilt. Derna had been captured in 1804, the sword completed in 1810, and presentation delayed until 1812 when O'Bannon, who had been out of the state, visited Alexandria.

Visitors to the Marine Corps Museum will recall the sword exhibited in the Museum's Time Tunnel, along with O'Bannon's naval dirk and a map tracing his trek across Egypt's western desert to Tripoli. During the two-year absence of the sword from the Museum we have replaced it with a Mameluke sword nearly identical to the swords presented to Master Commandant Isaac Hull and Midshipman Mann and six other officers, including O'Bannon, by the Turkish Viceroy of Egypt in Cairo (*Fortitudine*, Summer 1984, p. 5).