

FORTITUDINE

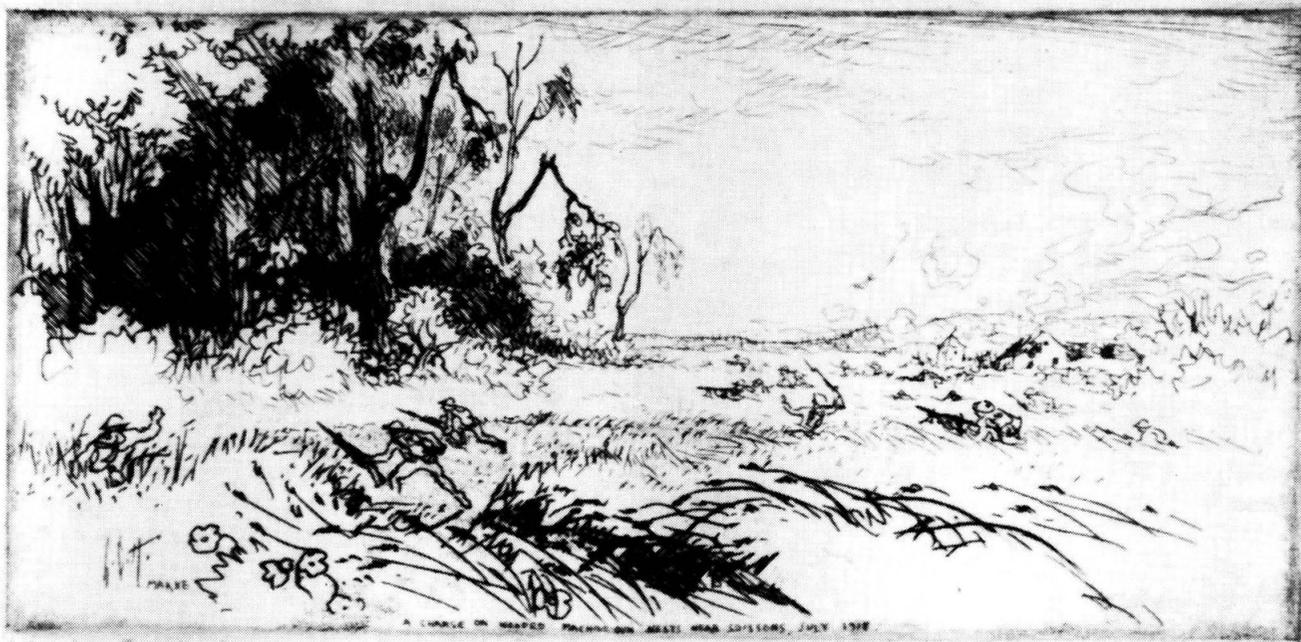
BULLETIN OF THE MARINE CORPS HISTORICAL PROGRAM

HISTORICAL BULLETIN VOLUME XXIII

SUMMER 1993

NUMBER 1

PASS THIS ISSUE ON
TO ANOTHER MARINE



Group Over through a wheat field



Automobiles and Shrapnel

WORLD WAR I SOISSONS FRONT STRONGLY CHALLENGED MARINES' PROWESS . . . MUSEUM PRESENTED RARE CIVIL WAR MEDAL OF HONOR . . . A NOTABLE OF THE 'OLD CORPS,' 'HIKING HIRAM' BEARSS . . . CROSSING AMERICA 'ON ORDERS' . . . A MAMELUKE SWORD OF UNUSUAL PROVENANCE . . . FLIGHT LINES: FJ 'FURY'

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FORTITUDINE

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

Historical Bulletin Volume XXIII

Summer 1993

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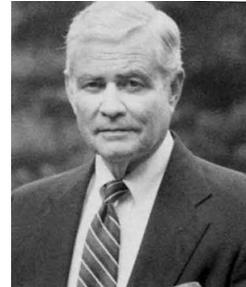
THE COVER

"'Going Over' Through a Wheat Field Near Soissons," at the top, and "Automatics and Shrapnel, on the Soissons Road" by Lester G. Hornby, are etchings in the collection of the Marine Corps Museum. Using a pass provided by Gen Pershing, Hornby, a civilian artist, sketched the U.S. forces in northeastern France in 1918 and later produced a series of 30 etchings. Both of those on the cover illustrate and complement this issue's "Memorandum from the Director: The First Day at Soissons," beginning on page 3. In his essay, BGen Simmons sorts out the fast and furious events of summer 1918, in particular the brutal fighting engaged in by Marines on the Soissons front. A further observance of the upcoming 75th anniversary of World War I is provided by historical researcher and writer Vern McLean, by his recounting of the career of the Old Corps' BGen Hiram I. Beass (pronounced Barce), known as "Hiking Hiram." Another guest writer, Elizabeth H. Quilter, makes her third appearance in *Fortitudine*, again reflecting on the pleasures and upsets of being "an officer's lady."

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

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The First Day at Soissons



BGen Simmons

THE FOURTH GERMAN offensive of 1918 was fought and brought to a halt in the Noyon-Montdidier sector between 9 and 15 June. The 4th Brigade of Marines, busy at Belleau Wood, had no part in it. On finishing with Belleau Wood, the Marines, as a brigade of the U.S. 2d Division, moved to a secondary line back of Belleau Wood and Vaux.

BGen James G. Harbord, USA, the commander of the Marine brigade, had his brigade headquarters in the lovely little village of Nanteuil-sur-Marne. His own quarters was a handsome house 200 yards from the Marne. The owners had left suddenly. "Piano, music rack, chairs covered with white for the summer, dining room just as breakfast was done We are really quite comfortable," wrote Harbord in his diary.

Col Wendell C. Neville, CO of the 5th Regiment, was in the hospital, and LtCol Logan Feland was in temporary command of the regiment. LtCol Harry Lee was the CO of the 6th Regiment.

On 11 July, Harbord was notified that he was being promoted to major general. That evening the 6th Marines band serenaded him with "The Marine Hymn," and the two regimental commanders, LtCols Lee and Feland, gave him second silver stars. Next day General Pershing passed by and took lunch with Harbord, praising the performance of the Marine brigade in Belleau Wood and hinting that Harbord would be getting command of the 2d Division, implying that the incumbent, little MajGen Omar Bundy, would be going elsewhere. In the meantime, two major generals in the division were a redundancy. Bundy, not entirely graciously, authorized Harbord five days leave in Paris, beginning on 13 July. This would leave LtCol Harry Lee, as ranking officer, briefly in command of the brigade.

THAT SATURDAY EVENING, 13 July, Harbord and his two aides, living the good Parisian life, dined at the Ritz and then went to the Opera Comique to hear



BGen James G. Harbord, USA, commanded the Marine brigade until he was promoted to U.S. 2d Division commander.

La Vie Boheme. Next day, 14 July, was a Sunday and, war or no war, also Bastille Day, observed with traditional patriotic flourishes by the French. During the course of the day, Pershing's chief of staff telephoned Harbord that he was to take command of the 2d Division immediately. Harbord paused long enough to be guest of honor at a big dinner at the Inter-Allied Club, once the residence of Baron Charles Rothschild. Next morning, very early, he drove with his entourage to the 2d Division headquarters, comfortably situated in the Chateau de Chamigny on the Marne, getting there before Bundy was up for breakfast. By nine o'clock Harbord had assumed command from Bundy and was somewhat piqued that Bundy did not leave posthaste but stayed to have dinner. That evening the 2d Division received orders that it was to "embus" at 4 p.m. the following day, Tuesday, 16 June, and proceed to an unnamed area subject to further orders.

About three o'clock in the afternoon, Harbord was informed that his new division headquarters would be at Carrefour de Nemours in the Forêt de Retz, and that an attack was contemplated by the French

Tenth Army to which his division was now assigned.

Gen Ferdinand Foch, the Supreme Allied Commander, had begun concentrating troops north of Paris to attack the flanks of the huge German salient reaching from its shoulders at Soissons and Rheims to Chateau Thierry, still threatening Paris. Before this great counterattack could be pushed forward, the fifth and final German offensive of 1918 began on 15 July on the Champagne-Marne front.

"THE SELECTION OF the Germans of the Champagne sector and the eastern and southern faces of the Marne pocket on which to make their offensive was fortunate for the Allies," wrote Gen John J. Pershing, commander of the American Expeditionary Forces, in his final report, "as it favored the launching of the counter-attack already planned."

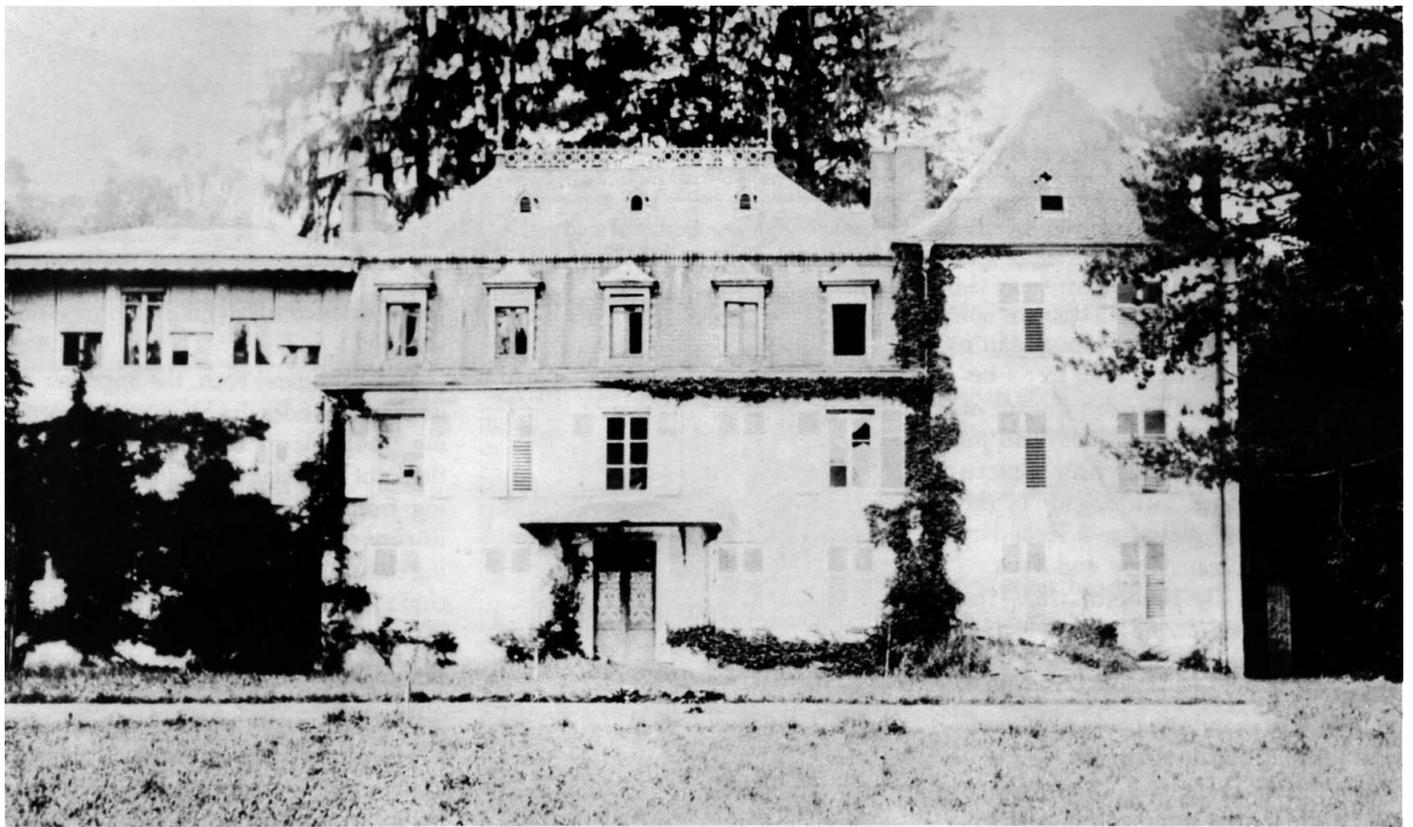
In General Pershing's words:

General Petain's initial plan for the counter-attack involved the entire western face of the Marne salient. The First and Second American Divisions, with the First French Moroccan Division between them, were employed as the spearhead of the main attack, driving directly eastward, through the most sensitive portion of the German lines, to the heights south of Soissons.

The offensive to come would be known as the Aisne-Marne Offensive and it would last from 18 July until 6 August. Some 270,000 American troops would be involved.

The movement to the front was done in great secrecy. Even general officers did not know where they were going or what they were supposed to do when they got there.

"In truck movements of troops, the French never tell any one where they are going," wrote Harbord in his diary. "A division of twenty-eight thousand men, the



C. B. Cates Personal Papers

This large French country house was commandeered for use as the command post of the 2d Battalion, 6th Marines. U.S. 2d Division headquarters similarly occupied the Chateau de Chamigny on the Marne River. Marines in the fighting units had no such sturdy roof at night and carried, as reserve rations, only hardtack biscuits and tinned bacon, raw sugar, salt, and pepper.

size of a European army corps, had been completely removed from the control of its responsible commander, and deflected by marching and by truck, through France to destination unknown to any of the authorities responsible either for its supply, its safety, or its efficiency in the coming attack."

ORDERED TO THE headquarters of the French XX Corps, Harbord learned that the 2d Division was to attack on a wide front extending south from the vicinity of Soissons. It would be comparatively open terrain, fields of wheat interspersed with wooded ravines, not unlike the countryside around Belleau Wood which was not all that far away to the southeast. It would be good tank country. The 2d Division had never worked with tanks.

Harbord was given a supply of maps and copies of the corps attack order. He declined with a bit of ice in his voice the French operations officer's offer to write his division attack order and was ushered out with many shrugs of French shoulders. He and his chief of staff then drove to the headquarters of MajGen Robert L. Bullard at Taillefontaine. Bullard, commanding

the embryonic U.S. III Corps, had been sent there to observe the forthcoming battle. Harbord spent the night writing the attack order, using Bullard's stenographer. When dawn came on the 17th, Harbord left Taillefontaine by motor car to attempt to find his division.

On the night of 16 July, while the mimeograph machine at III Corps headquarters turned out the attack order, the Marines of the 4th Brigade marched from their billeting areas near Nanteuil-sur-Marne to the main highway where they "embussed" in the now-familiar camions with the Annamite drivers. The truck convoys moved forward in total darkness except for the dim glow of an occasional tail-lamp and the quick flare of a surreptitiously lit cigarette. In the morning the Marines tumbled out of the camions near spots on the map marked as Pierrefonde, Rethueil, and Taillefontaine. They learned, or at least their senior officers did, that a U.S. III Corps had been formed under command of MajGen Bullard consisting of the 1st and 2d Divisions of U. S. Regulars. This corps, said Gen Bullard in a memorandum, would have the distinguished honor of making a surprise attack,

side by side with veteran French troops, against the entrenched Germans. Bullard would not have tactical command. The 1st and 2d Divisions would fight as units of the French XX Corps of the French Tenth Army. The Tenth Army, under General Charles Mangin, was to break the German front between the Aisne and Ourcq rivers. The XX Corps was expected to make a deep penetration at the critical point on the western flank of the salient.

TO PRESERVE SURPRISE there would be no artillery preparation, the preliminary pounding for days of enemy positions that had customarily characterized the beginnings of the great offensives on the Western Front.

The XX Corps would attack with the 1st U.S. Division on the left, the 1st Moroccan Division in the center, and the 2d U.S. Division on the right. A division of the French XXX Corps was to be to the 2d Division's right. The 3d Brigade of Infantry would advance with its two regiments side by side, the 9th Infantry on the left, the 23d Infantry on the right. The 5th Marines would attack on the left of the 3d Brigade. The 5th Marines was to detail one com-

pany and one machine gun platoon to maintain combat liaison with the 3d Brigade. A second company and machine gun platoon was to maintain combat liaison with the Moroccan division. A "groupement" of about 30 French tanks was assigned to support the 5th Regiment. The 6th Marines, along with the 2d Engineers and the 4th Machine Gun Battalion, would be in division reserve. A French squadron of 10 aircraft reportedly was specifically assigned to support the division in the attack.

The three objectives for the 2d Division were linked by a north-south line connecting Beurepaire Farm, the ravine east of Vauxcastille, and the eastern edge of Vierzy.

Col Neville returned from the hospital in time to take command of the Marine brigade. He opened his brigade headquarters at Vivieres at 1:30 p.m. on the 17th. The 5th and 6th Marines would reach the woods during the afternoon and evening. The 6th Machine Gun Battalion would arrive about 3 a.m. on 18 July.

THE WEATHER, being cloudy, rainy, and totally miserable, favored a surprise attack. The Foret de Retz, a magnificent forest of beech, to the north and east of Villers-Cotterets, concealed the approach march. One principal highway, with a paved center and dirt shoulders, ran

Heavy-duty trucks, called camions by the French and often driven by French-speaking Annamite Indochinese, were a primary means of transporting Marines to the ever-reforming front lines. Here a pause for photos uses a landmark doorway as backdrop.



Fortitudine, Summer 1993

through the forest with many dirt roads criss-crossing it. During the night on 17 July, by a terrible forced march through mud and rain, the 1st Moroccan Division and the U.S. 1st and 2d Divisions were concentrated in the forest. The main roads were packed with traffic moving to the front. The congestion delayed the delivery of the attack orders. There was little or no time for reconnaissance or the study of maps which were not available in any case below the battalion level. For miles it was necessary for the infantry to march in single file along a ditch dug into the clay on the right of the road, each man holding on to the belt or coattail of the man in front of him.

The log of a battalion surgeon in the 5th Marines had this entry for 17 June:

By mid-afternoon the canteens, filled the night before, had been drained, and acute thirst was bothering the men. Some men who had found and eaten a few canned sardines were in the utmost distress. There was no hope that either water or food would be available. Some men chewed on grass and some moistened their lips with mud. At about 2200 a brisk thunder and lightning storm soaked the men and the road. The rain relieved the thirst of many but made leg



Col Wendell C. Neville, here a brigadier general, left his 5th Marines command for that of the brigade. LtCol Harry Lee, here a colonel, commanded the 6th Marines.

movement difficult. The men who could not keep going attempted to work their way toward the side of the road through darkness and an indescribably mixed mass of milling humanity. If a call for aid were answered a medical worker would lose his organization when he stepped out of the file. He would find himself in the nearby files of French, Senegalese, and Algerians.

More tanks, large and small, than the Marines had ever seen had been assembled in the forest along with troop after troop of French cavalry—lancers, cuirassiers, and dragoons—beautifully uniformed and magnificently mounted, waiting, as they had waited since 1914, to exploit the breakthrough with a Napoleonic charge. There were also the Moroccans "whose cold-blooded manner of fighting had from early days of the war struck terror in the hearts of the Germans."

"The Moroccans, under the blue-eyed General Dogan, whose Croix-de-Guerre carried seven palms, were reckoned the best shock-troops of France, and the Americans understood that if they did not keep up with the Moroccans or pass them in the assault they would be dishonored," wrote Gen Harbord.

THE WEATHER CLEARED and from midnight until the dawn of 18 July the troops marched from the rear through the woods into their attack positions. LtCol Logan Feland, commanding the 5th Marines, would later bring to Col Neville's official attention:

The zeal and perseverance of officers and men in overcoming the many difficulties of the march of approach on the night of July 17-18 and the fact that they did by almost superhuman efforts overcome all these difficulties and obstacles and were ready to follow the barrage at the hour appointed.

Merwin H. Silverthorn, who had been a sergeant in Belleau Wood (and who would retire after World War II as a lieutenant general) was now a newlyminted second lieutenant leading the 4th Platoon of the 45th Company, 3d Battalion, 5th Marines.

"... we got off our trucks on the forenoon of the 17th of July. We then started to hike," remembered 2dLt Silverthorn. "... the men were separated from their equipment; that is, their rolling kitchens,

their machine guns and their artillery and picked up and moved by this truck train and had to be joined together on the field of battle.

"We started hiking as soon as we got out of the trucks and hiked until late that afternoon. Now we had gone over 24 hours without any food or water. Everybody had a canteen so he could drink it, but the men weren't allowed to touch the reserve ration unless it was permitted by orders of higher authority. . . ."

"IN WORLD WAR I our food and supply were pretty much all the way back to Civil War days," he remembered.

A man carried two days' reserve rations in his pack. Those reserve rations consisted of a package of hardtack for one thing. Now hardtack is like a soda cracker about three inches square, a quarter of an inch thick, white, just like an ordinary saltine soda cracker, only it's much tougher. It doesn't break up easily. . . . That was his carbohydrate base. Then he carried some raw sugar. Whatever he did with that, nobody knew. He had some salt

and pepper. And then he had some bacon in another tin known as the bacon tin, which was a slab of bacon. How he was going to prepare it was up to him.

"Officers marched at the rear of their platoon and were responsible that no men of their platoon fell out," remembered Silverthorn. "If on the hike a man fell out, it was up to the lieutenant to talk him into falling in again or taking his pack or taking his rifle or something like that."

That is, if you could see him, and Silverthorn said that in the wet darkness of the woods that was impossible.

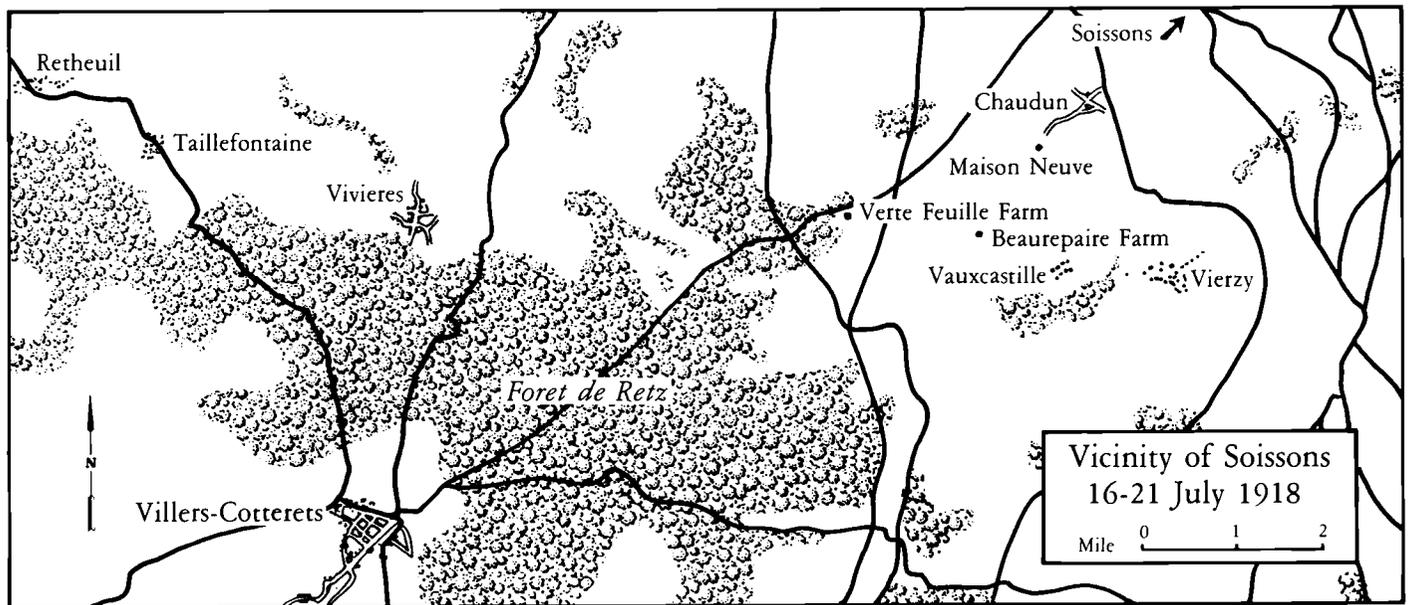
Permission was given to break into the reserve rations on the night of the 17th.

"Now, the officers didn't carry reserve rations," remembered Gen Silverthorn many years later. "They had to be carried in a pack, in certain shaped tins, and the officers didn't carry a pack. The officers carried a musette pack . . . a pouch type of thing that had a shoulder strap on it . . . There you carried your spare clothing, which was usually a pair of socks and your shaving . . . gear; and then a miscellaneous supply of food—a can of salmon or maybe a can of pate de foie gras or maybe a can of beans or maybe not—

In this U.S. Army Signal Corps photo, taken on 18 July 1918, a tank makes its way to the Soissons front lines. In support of the 2d Battalion, 5th Regiment, in its assault of Verte Feuille Farm,

French light tanks crushed most of the German machine gun positions. Further to the left, seven or eight tanks accompanied the advance of skirmishers from the 1st Battalion, 5th Regiment.





depending on the individual. . . . I was able to get a candy bar at this YMCA truck, and that was my sole food on the 17th of July.”

THERE WAS PRACTICALLY no sleep for anyone. Unfortunately, the 5th Marines was the last regiment to arrive. Feland did not receive the attack order until late in the afternoon and did not find his battalions until 10 p.m. Worse, his battalions would have to go into the attack without proper machine gun support. At the time of jump-off the machine gun companies from the 6th Machine Gun Battalion had not yet arrived. “Very well,” said some unknown optimist, “we will take the Boche machine guns.”

For the jump-off, the 3d Brigade would have most of the front, with the 5th Marines on their left tying in with the Moroccans. In its post-war history the 5th Regiment describes the march up to the line the night of 17 July in this way:

The men were exhausted at the outset. The night was pitch dark and the pouring rain made the roadbed a mess of slippery clay. But the greatest difficulty of all was due to the fact that the highway was filled with an indescribable mass of infantry, cavalry, artillery, tanks, and wagons of all descriptions. These continually cut through our ranks and so dark was the night that when once the single file of men on each side of the road was broken, it was only with the

greatest difficulty and the best good fortune that the line joined again and moved forward. Each man held on to the coat tail of the man in front and with grim determination pushed forward eight kilometers to the jump-off line. No sooner had the designated position been reached than our barrage started and the companies had to deploy at once without being given opportunity to rest. The French guides, designated to meet the First Battalion, had failed to show up and the guides for two of the companies of the Second Battalion (43rd and 55th) had led them too far north and placed them in position north of the Paris-Maubeuge highway. The 43rd Company discovered the error in time and changed direction in time to practically cover its sector. The 55th Company advanced along north of the highway, but were leap-frogged by the 66th Company (First Battalion), who was in its proper position.

THE FRENCH XX CORPS'S attack, with its two American divisions and one Moroccan division, after considerable initial confusion, got off shortly after daylight on 18 July. The stealthy move into the attack position in the forest and the short artillery preparation did gain almost complete surprise.

“The barrage was to start at 4.35 and

the infantry was to follow it over instantly,” says a history of the 2d Division. The barrage would roll forward at the rate of 100 meters every two minutes.

Zero hour was 4.35 and at 4 o'clock only one Regiment—the Ninth Infantry—was in position on the jump-off line. The attacking Battalion of the Twenty-third Infantry arrived in position at exactly 4.30, after double-timing for over a mile. The First and Second Battalions of the Fifth Marines came up on the run just as the attack started, going from column into attack formation without a halt.

“FEW MACHINE-GUN units go into action without guns, but ours did that morning, for the guns had not gotten up, wrote Gen Harbord. Tired, hungry and thirsty, without machine guns, Stokes mortars, one-pounders or grenades, armed only with rifle and bayonet, the troops swept through with an impetuosity and dash that before night carried them far in advance of the Moroccans.”

The regimental machine gun companies moved with their regiments, but had become separated from their guns which were with the regimental train. The 6th Machine Gun Battalion started to march on the afternoon of 16 July. After a combination of hiking and movement by camion the machine gun battalion reached its designated bivouac area in the Villers-Cotterets woods, the men worn out by the rigors of the march. Just before dark on

the 17th they received the attack order. Jump-off would be at 4:35 a.m. The battalion was to support the 5th Marines which would be the assault regiment. By 10:30 p.m. the machine gunners were on the march again. The men had had no rest since the afternoon of the day before.

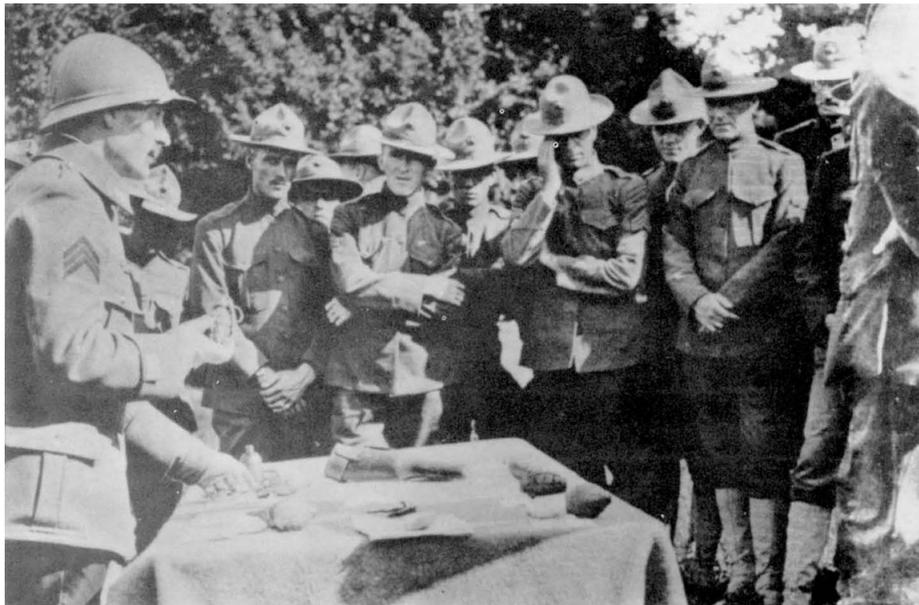
"This march through the woods was the worst the battalion ever experienced," wrote Maj Littleton W. T. Waller, Jr., the division machine gun officer.

THE REAR ELEMENTS of the assault battalions had to double-time to attack position as the rolling barrage began. The jump-off line was about three kilometers from the eastern edge of the forest. The 5th Marines was attacking on a brigade-size front, the 1st Battalion on the left with the added mission of maintaining contact with the Moroccans, the 2d Battalion on the right, and the 3d Battalion holding fast in the old front-line trenches as support.

In the 4th Marine Brigade the attack orders were sketchy. None of the company commanders had maps and had little more to go on than compass bearings of their direction of attack.

The advance was along an axis a little south of due east. The German defensive sectors extended to the northeast. This would cause the Germans to withdraw at an angle across the corps front. The Marines and doughboys had been told they would be attacking depleted and tired-out

In 1918, experienced French noncommissioned officers gave outdoor classes for campaign-hatted U.S. Marines on the uses and dangers of various models of hand-grenades. Most Marines were unfamiliar with the range of weapons in European arsenals.



second-line "trench" divisions. As the attack began the 2d Division faced the 14th Reserve Division on its right and the 42d Division of the XII (Royal Württemberg) Corps on its left. Resistance was not strong at first. The actual German front line was weakly held by two battalions, one from the 138th Infantry and one from the 17th Infantry. The main line of resistance was a few hundred yards behind a lightly held outpost line. The German direct support artillery was about a mile to the rear. A second, stronger, defensive line, called the "Paris Position" or "Chaudun Position," ran along the ridge east of Chaudun and through Vierzy. The XII Corps commander, Gen von Watter, had protested that his divisions were worn thin and in no condition to hold off a determined attack. He was told that no more troops were available.

MAJ JULIUS S. TURRILL'S 1st Battalion, 5th Regiment, had been billeted in Crouettes from 9 to 15 July, "worn out, but well satisfied" from their work in Belleau Wood. Turrill had commanded the battalion since its formation at Quantico more than a year before. At 10 p.m. on the night of 16 July the battalion boarded trucks and, under cover of darkness, found itself going forward through Meaux toward Soissons. After an all-night ride the battalion debussed at 8:30 a.m. at a railroad station north of Braissaire. Turrill found a bivouac site for his battalion a short march away

off the side of the road two kilometers south of Taillefontaine. After the daylight hours had passed, at 9:40 p.m. on 17 July, Turrill started the march through the Forest of Retz in a vain effort to reach the jumping-off point before H-hour, the 1st Battalion being followed by the 2d and 3d. The expected French guides were not there to show Turrill the way. The road was filled with wheeled traffic. The ditch at various points was blocked by wagons or camions that had run off the road. Several men were injured by horses or wagons. Each rifleman was carrying two extra bandoliers of ammunition.

"I bumped my head into the rear end of more horses than I thought existed, because you couldn't see your hand in front of your face," remembered Robert Blake, who retired as a major general after World War II but now, as a first lieutenant, was the second-in-command of the 17th Company. "The only way we got our extra bandoliers of ammunition was that we happened to go by a dump that I believe had been left for the 1st Division."

On reaching a road block Turrill turned to the northeast. Long packs were dropped off and the men went forward in light marching order. Turrill deployed the 66th Company on the right, the 17th Company on the left, and held the 67th Company in support. The 49th Company came up about ten minutes later. Turrill sent it off to establish liaison with the Moroccans. The barrage began as they were deploying; the Germans answered with their own barrage. Turrill's battalion endured the shelling for about 20 minutes and then went forward. The machine guns had not yet come up so the attack would be made with rifles, bayonets, and automatic rifles. Turrill's 66th Company had to pass through a portion of the 2d Battalion's left as it moved into the attack.

BATTALION AID STATION wagons and ambulances were somewhere to the rear so there were no medical instruments or supplies available except for those in the pouches of the hospital corpsmen.

The 3d Brigade on the right attacked over open ground against little resistance. By 6:45 a.m. the first waves of doughboys had advanced four kilometers and were crossing the wheatfields behind a screen of French tanks toward Beaufort Farm. The Marine battalions, still bound by the woods, moved more slowly.



Except for an elegant arched entrance, the Verte Feuille farmhouse in the 2d Battalion's zone of action is wrecked by the heavy fighting and shelling of mid-July 1918. The 45th Company with about 100 Marines — half-strength — was sent there to the aid of the battered 55th Company, whose officers were all casualties. The 45th came away from the farm a third less again in number.

It was close to 6 a.m. before the two Marine battalions went “over the top.” The barrage, which had begun at 4:35 a.m. continued to roll inexorably forward. The first waves, going against heavy shelling and machine gun fire, burst through the barbed wire interlaced amongst the trees and took the first German trench line. The forward edge of the woods was reached. Overhead German air activity seemed enormous, both bombing and strafing.

The 2d Battalion, 5th Marines, commanded by Maj Ralph S. Keyser, who had been an aide to MajGenComdt George Barnett, had left Villiers at 4 p.m. on 16 July, and marched to Crouettes where it embussed at 7 p.m. After traveling all night it debussed at Brassaire at 11 a.m. the next morning. From here it marched into the western part of the Villers-Cotterets forest, following behind the 1st Battalion.

Of the march, the 2d Battalion's history says:

It began to rain, and as night came on it brought such darkness that it was impossible to see a foot ahead. On into the Bois de la Retz the Battalion column struggled, falling into ditches, climbing over overturned trucks, the men holding on to each other's rifles or coat tails to keep from getting lost or mixed with other commands.

Keyser went in on the right, his companies, from right to left, being the 51st, 18th, 43d, and 55th. His French guides took the 43d and 55th Companies too far to the north so that they were on the wrong side of the Paris-Maubeuge highway.

IN KEYSER'S 2d Battalion specially selected hunting parties of riflemen picked off German snipers in trees “like shooting squirrels.” As they came out of the woods, the companies became scattered to the north and south. The 43d Company had corrected its position. The 55th Company on the left was still following the Paris-Maubeuge highway. Its commanding officer, 1stLt E. Cooke of the National Army, mistook a town in the distance for Vierzy; it was Chaudun. Cooke took his company just west of Chaudun and reported Vierzy as captured, causing considerable confusion at division.

On the right, the 51st Company, in attempting to keep contact with the 9th Infantry, had met heavy resistance. In the center, Verte Feuille Farm was taken with the help of the French tanks which, to the Marines' satisfaction, crushed most of the German machine gun positions.

By sun-up Turrill had also reached the edge of the forest with the 1st Battalion. There had been snipers in trees and machine guns to contend with but no serious resistance. Most of his casualties were from shells bursting in the trees. With

daylight, Turrill's line of skirmishers received the support of seven or eight light French tanks. At about eight o'clock Turrill committed his 67th Company to fill the gap that had opened between the right of his 1st Battalion and the left of Keyser's 2d Battalion.

The Germans had begun moving up their reserves of infantry and artillery as soon as the attack began. Most were overrun before they could either counterattack or even establish a defensive line. The 219th Infantry held briefly at Beaufort Farm.

Strongly defended by machine guns and artillery, Beaufort Farm was taken in a brilliant charge by the 3d Brigade. With Beaufort Farm taken, the direction of advance changed nearly 45 degrees, a difficult maneuver under the best of circumstances. The change exposed the left flank of the 3d Brigade to heavy fire from German machine guns and artillery at Maison Neuve Farm. Very heavy losses resulted.

AN ENTIRE GERMAN dressing station captured intact at Beaufort Farm was put to immediate use. The sturdy stone buildings offered good shelter for the wounded who came pouring in. Ambulances had still not come up, and the less seriously wounded were sent back in ammunition trucks that had emptied their loads. German walking wounded were

used as litter bearers for the more serious cases.

As the advance continued, the left of Turrill's line was badly enfiladed by machine guns that the Moroccans had not yet taken in the woods north of Translor Farm. Turrill pushed ahead, veering into the Moroccan zone of action. Maison Neuve Farm was on his right and the village of Chaudun on his left. Except for a small detachment of the 49th Company that was still intact, his 17th Company, commanded by Capt LeRoy P. Hunt, a big Californian, was his left flank company.

"We were the left flank company of the division hooked up with the French Moroccan division," said Robert Blake. "That particular unit was Senegalese troops—big, black, scar-faced panthers. They fired their Chauchats from the shoulder. They handled that Chauchat gun as if it were a toy. . . . Some of our men nearly got into fights with them, because they wanted to kill prisoners that had surrendered."

HUNT'S IMMEDIATE objective was Translor Farm, but as he advanced he lost contact with the Moroccans, leaving his flank exposed. About a kilometer east of Translor Farm, Hunt met up with a company of the 18th Infantry, U.S. 1st Division. After an argument as to who was where, the company commander from the 18th Infantry ordered his men to dig in and Hunt continued to advance to the east until he was about three-quarters of a kilometer southwest of Chaudun. Heavy machine-gun fire came out of Chaudun. About 20 Moroccans and a lieutenant and a few stragglers from the 2d Battalion had attached themselves to his company. Going against considerable resistance, Hunt with his mixed force captured the town, together with machine guns and prisoners, at about 9 o'clock. Hunt then moved to the southeast toward his original objective where he was wounded and evacuated. (He would recover, command the 5th Marines at Guadalcanal, and retire as a lieutenant general.)

At about 9:30 a.m., the 16th and 20th Companies came up from the 3d Battalion, and Turrill was able to form a support with these two fresh companies and a part of the 49th Company. In the meantime, the 1st Battalion's 66th and 67th Companies had reached the deep ravine



Maj Julius S. Turrill, USMC, commanded the 1st Battalion, 5th Marines, in fighting at both Belleau Wood and Soissons.

extending south from Chaudun to Vauxcastille.

From Beaurepaire Farm to Vauxcastille, the advance was very rapid. Not even direct fire from German 77s and 150s could stop the Americans, but losses were heavy and units became badly intermingled.

In the 2d Battalion's zone of action, with Verte Feuille Farm taken, Keyser had three of his companies more or less in hand. He fought his way to the Chaudun-Vauxcastille ravine through heavy machine gun fire with the aid of the French tanks. Capt Joseph D. Murray of the 43d Company was wounded and the remnant of his company was merged with Capt Lester S. Wass's 18th Company. The 55th Company had broken into parts and by 4 p.m. was gathering on the left of the 1st Battalion in the trenches near Chaudun. All the officers of the 55th Company were casualties. By this time, the 51st Company, which had been maintaining contact with the 9th Infantry, had come up and was with the 18th and 43d Companies in the ravine northwest of Vierzy.

AFTER THE ATTACK had advanced, Harbord moved his division headquarters forward to Verte Feuille Farm. The assault battalions halted at Vauxcastille ravine to reorganize. By then the division held a line from Vauxcastille to Maison Neuve. Elements of the 5th Marines and the 9th and 23d Infantry held the eastern edge of the Vauxcastille ravine, the western edge of Vierzy, and the high ground north of the town.

With his front line breached and his forward artillery positions overrun, Von Watter attempted to use his corps reserve to occupy an old trench position—the Paris Position—running southeast of Chaudun for about a mile and then south through Vierzy. Von Watter's reserves in those positions finally caused the 2d Division to pause in its charge forward, to give the infantry a breather and to bring the artillery forward before resuming the attack.

Maj Maurice E. Shearer's 3d Battalion, moving in regimental reserve, first occupied old French trenches to the rear of the jump-off line. At about 8 a.m., at Keyser's request, he sent forward his 45th Company, commanded by Capt Thomas Quigley, to Verte Feuille Farm to reinforce the battered 55th Company. By 2dLt Silverthorn's recollection, the 45th Company went into battle at something like half strength, about 100 Marines, and by the time they went forward to join the 2d Battalion this number had been reduced by a third.

Later Shearer's 16th and 20th Companies, as related earlier, went forward to reinforce Turrill. His remaining company, the 47th, was used to constitute a provost guard of two officers and 30 men and to escort prisoners to the rear and bring ammunition forward. With all his companies parcelled out, Shearer was left with a headquarters and no battalion.

UNTIL NOW Marine machine guns had been of little help. The 8th Machine Gun Company, the 5th Marines' own company, had left Crouettes at 3 p.m. on 16 July and marched to Ussy-sur-Marne where it boarded trucks at midnight. The company arrived at Retheuil at 1 p.m. the next day and marched to the woods south of Taillefontaine. Meanwhile, the machine-gun carts had joined the regimental combat train under Maj Bennett Puryear.

Waller's machine guns, as related, had failed to get up to the 5th Marines before the jump-off. His 6th Machine Gun Battalion, less its machine-gun carts and supply train, had embussed in camions at the crossroads on the Ussy-Litzy road at 4 a.m. on 17 July. The battalion with its guns and ammunition arrived at 3 p.m. at a point about 1½ kilometers south of Taillefontaine, debussed, and marched into the Bois de la Taillefontaine. The march was

resumed at about 10:30 p.m. with the men stumbling their way along the rain-soaked Villers-Cotterets-Soissons road, through the black forest, in a valiant effort to reach the front line in order to support the infantry battalions in the attack. The battalion caught up with the 5th Marines at Verte Feuille Farm at about 3 p.m. where the companies were paired off with the assault battalions. The machine guns had barely been spread out on the line when they were called back in to support a resumption of the attack by the 3d Brigade.

For this effort the 5th Marines was attached to the 3d Brigade, commanded by BGen Hanson E. Ely, USA. The renewed attack was to jump-off at 5:30 p.m. Ely's objective was to take Vierzy where Von Watter was forming his new line. The 9th Infantry, on the left, was to pass north of the town and the 23d Infantry was to take the town itself. Ely attached a battalion of Marines to each of his two regiments.

MAJ KEYSER received verbal orders from the 3d Brigade adjutant at Verte Feuille Farm to join the 9th Infantry. His was to be the left assault battalion. He sent a runner to the 55th Company, which was still off by itself, telling it to join up and proceed to the ravine northwest of Vierzy where his 18th, 43d, and 51st Companies were waiting. Before the 55th Company could arrive, the jump-off time came. Keyser went forward at about 7 p.m. with three depleted companies in two waves on a 500-meter front and with neither tank nor artillery support. Guiding on the rate of advance of the 9th Infantry battalion to his right, Keyser went forward for about a kilometer and a half when his left flank company, the 51st, came up against heavy machine-gun fire from the Paris Position. This stalled his left but his right continued to advance with the other assault battalion of 9th Infantry. The Moroccans, who were supposed to be on his left, had not come up. While the 51st Company, with the help of the 18th Company, was reducing this resistance, the right of the 9th Infantry regimental line continued to plunge forward, taking with it a part of the 18th Company which was on the right flank.

While Keyser was working on reducing several German machine guns, six French tanks came back through his position, attracting heavy German artillery fire, which

destroyed four of the tanks and caused Keyser many casualties, including the fatal wounding of Capt Wass of the 18th Company. Nevertheless his advance continued. The 55th Company had rejoined the battalion and the French could be seen coming up on the left.

"... in northern France it wasn't real dark until 11 o'clock at night and started getting light about 0300 in the morning; you had about four hours of darkness," remembered Silverthorn.

By dusk, the 2d Battalion had reached an old French trench line. German machine gun fire from guns hidden in the wheat was growing heavier, and Keyser, with neither grenades nor tank support, wisely decided to stop for the night. His right flank by then had reached a position just south of the woods at Lechelle. His battalion would stay in the old trench system until withdrawn two days later. The Army battalions of the 9th Infantry were able to advance a mile east of Vierzy before halting for night.

Maj Turrill, with the 1st Battalion, was to join the 23d Infantry. He did not receive the attack order until 5:15, fifteen minutes before the scheduled jump-off. His P.C. at that time was on the Paris-Maubeuge highway. Knowing that he could not possibly meet the jump-off time with his entire battalion, he hurriedly gathered about 150 Marines who were closest to him, from both the 1st and 3d Battalions, and marched with this improvised company by way of Verte Feuille Farm to Vauxcastille. On the road he was joined by Capt John H. Fay and the 8th Machine Gun Company which had just received its machine guns and ammunition from the regimental supply train. With this pick-up force, Turrill captured four-fifths of Vierzy, after which the 23d Infantry entered from the northwest and took the remainder. The 1st Battalion and the 8th Machine Gun Company then went into a position to the rear of the 2d Infantry southeast of the town.

At 5 a.m. on 19 July, Turrill sent this field message to his regiment:

Five-fifteen p.m. yesterday, rec'd order to support 3d Brig. for an attack at that hour. Took my support consisting of parts of 49th, 16th & 20th cos. to Vierzy. Arrived before 23d Inf. and with 8th M.G. Co. attacked thro' town. When half-way thro' town 23d

came up and continued the attack. Now in support to 23d Inf. Need rations, Also would like packs of 30 men of 49th Co. Have here Capt. Platt with 40 men, Capt. Yowell—4 off. 70 men. Hdqtrs. 7 off., 35 men, 30 men of 49th Co.—total 187. Turrill.

The 15th and 77th Companies, 6th Machine Gun Battalion, which had moved to Beaurepaire Farm in mid-afternoon on the 18th, were ordered at 6 p.m. to support the attack of the 9th Infantry north of Vierzy. After the objective was taken, they moved back into reserve. The 23d Company was ordered to support the 23d Infantry. The 81st Company stayed in reserve position in a field east of Beaurepaire Farm. Not until evening did the supply train arrive with the remaining guns and ammunition. Because of the rapidity of the advance, the machine gunners who did have their guns had difficulty keeping up because of the weight of the guns, tripods, and ammunition.

Late in the afternoon the ambulances arrived to clear the Beaurepaire dressing station of its wounded. The aid station then moved forward to Vierzy.

"The end of the day found the 2d Division holding a line one kilometer east of Vierzy after a day's advance of eight kilometers," says the short history of the 2d Division. "Several thousand prisoners, hundreds of machine guns and practically all of the artillery, light and heavy, of two German divisions had fallen into our hands." □1775□

A Marine senior NCO joins French troops in surveying the "no-man's-land" caused by the fighting at the Soissons front.



Batches of Letters Bring More 'Bigfoot' Brown Memories

'Bigfoot' Brown *Festschrift*

EDITOR'S NOTE: The "Memorandum from the Director" in the Winter 1992-1993 issue of Fortitudine, "Fond Memories of 'Bigfoot' Brown," has attracted scores of approving and often nostalgic letters from readers. Following is a sampling of those letters.

I first knew Brown at Quantico in 1937 when I was with B Btry, 10th Marines, and he a member of the Base Defense Weapons Class at MC Schools. Later we were at Camp Pendleton (1951-54); he was G-2 at the base, I was G-2, 3d MarDiv and FMFPac Troops, and I later was his G-2 when he took over Force Troops. My wife, as assistant post adjutant, sat with Brown on numerous courts martial. One day at Twentynine Palms he asked me about Martinique, as he knew I had served there temporarily . . . French Adm Robert and his carrier, cruiser, and destroyers were objects of considerable interest and concern (1940-42), lest he turn them over to Vichy control, and start blasting American shipping in the Caribbean . . . [Brown] said in passing that Martinique had been his downfall—apparently as a midshipman at Annapolis, on a summer cruise on board a battleship of the old Training Squadron. He had gotten involved in some sort of fracas ashore, in time confronting a shore patrol and an officer of the day who thought Brown out of line . . . It was enough to get him dropped from Annapolis. Too bad for the Navy but great stuff for the Marine Corps for the next 30 years.

Col Roger Willock, USMC (Ret)
Cumberland Foreside, Maine

The Winter 1992-1993 came last Friday. And it was extraordinary because of your delightful and touching portrait of "Bigfoot" Brown.

I never knew Gen Brown but my old China Marine friend MSgt (later Captain) Ed Goricki knew him well. He told many tales about this colorful Marine. Goricki insisted that Brown could clearly be heard above a battery of 155s firing in unison. Goricki introduced me to other semi-legendary Marines including Barbed Wire

Holmes, Kayo Sears, and Lockerbox Jones.

You do a great service to the culture of the Corps in honestly recounting the actions and careers, warts and all, of the "Old Breed."

C. E. Hoonan
Moraga, California

When I joined the Marine Corps in January 1944, we were issued two pairs of field shoes and were instructed to wear one pair and break the other pair in but not to wear that second pair until we went overseas to combat. I did exactly as instructed. However, when I joined the 11th Marines on maneuvers on Guadalcanal in December of that year, my seabag went to Pavuvu to wait for me. I never found my seabag, so I didn't have any new shoes. The supply system did not have my size 14. When we had a personnel inspection prior to going on board ship for Okinawa, I stood in my nearly worn-out shoes. The Regimental Executive Officer was inspecting us. He asked me why I didn't have any new shoes. When I told him my story, one of the officers in his entourage remarked that Col Brown wore that size and always carried several extra pairs and perhaps he would loan me a pair. That afternoon a pair of shoes arrived at our campsite with my name on them.

I wore those shoes through Okinawa as a radio operator on an artillery forward observation team with the 5th Marines. When we went to China, I was on a working party one day when Col Brown stopped by to investigate. I went to him and introduced myself and thanked him for the loan of the shoes. He told me I was welcome to keep them as I had put them to very good use on Okinawa.

I was just a young kid at the time and my feet grew to their current size 15 before I retired in 1963.

MSgt Harold A. Cramer, USMC (Ret)
Pasadena, Maryland

Let me add two [recollections] to [those about] Bigfoot Brown. . . . In 1944, while a student at the Naval Gunfire Liaison Officers School in Coronado we were sent to Camp San Luis Obispo for a week of training at adjusting artillery fires. Our in-

structor was LtCol Brown. I can hear his shout, "Powell, you are spiraling." I had no idea what he was talking about.

The other instance was the critique following a DivLex at Camp Pendleton where Gen Brown had been the Chief Umpire. He took the stage and verily lambasted the Attack Force Commander, the Landing Force Commander, and those on down. All the shortcomings of the exercise were recalled in language typical of Bigfoot.

[With regard to your article dealing with Col Catlin ("Catlin of the 6th Regiment," *Fortitudine*, Spring 1993)], in my experience I don't recall the FMF-Pac Headquarters ever being at Catlin or at Halawa Heights. Upon reporting to FMF-Pac in January 1945, I reported to the Pearl Harbor Navy Yard and was billeted with other NGLOs with the Force Signal Battalion at Camp Catlin. The NGF Section, under Col Weller, was at FMF-Pac Headquarters in the Navy Yard. Upon returning from Japan in April 1946, I reported to FMF-Pac for endorsement of my orders, again in the Navy Yard. Possibly the commanding generals were housed at Catlin and Halawa Heights.

LCdr Tom Powell, USN (Ret)
Brackettville, Texas

EDITOR'S NOTE: During the dates cited (January 1945 and April 1946), Headquarters, Fleet Marine Force Pacific was located at Camp Catlin, Oahu, Territory of Hawaii. However the sidebar does contain an error. During June 1950, the headquarters was relocated to Pearl Harbor, Territory of Hawaii. It was located six years later, during January 1956, at Camp H. M. Smith, Oahu, Territory of Hawaii, at the site of the former Aiea Naval Hospital at Halawa Heights.

Your excellent essay on "Bigfoot" Brown brought back pleasant memories of the time I served as one of his battalion commanders in North China in 1946.

When he departed Tientsin for the U.S. in the fall of 1946, "Bigfoot" was not only feted throughout the 1st Marine Division, but also was honored by the British Consul General. According to a British official, this marked a special occasion as

it was the first time the Consul General had held a reception at the Consulate for someone not in the diplomatic service!

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

A good friend of mine and the U.S.M.C. occasionally passes on a copy of the *Fortitudine* . . . your article about Col "Big-foot" Brown was exactly on point in regard to the An Ping incident. I was in the 11th Marines, 1st Marine Division stationed at the French Arsenal, Tientsin, China at the time. It was a most interesting time.

William C. Grace
Millville, New Jersey

In late '47 and early '48 I was on one of the Marine Corps Schools teams that went to Army and Canadian schools for presentations and classes on amphibious operations. On one of these we went to the Air University in Alabama. He [Brown] had just left (or possibly was still there) in some position where he was both liaison and instructor. Whenever we met anyone, one of their first questions was, "Do you know Bigfoot Brown?" Luckily we all did. We soon found that he was universally liked and admired there and was as famous a character as in the Corps. One of their favorite stories about him was that in a lecture about the organization of the Navy Department the slide he used to illustrate it was a picture of a huge mangrove tree!

I never got to finish my tour in Korea because he was selected for brigadier general and I got dispatch orders to replace him, not a good omen. He was gone by the time I got there and again about the first thing anyone said to me was did I know him. I soon found that he was probably the most widely known and liked man on the post [Fort Sill] both professionally and socially. In one sense he was a hard (impossible?) act to follow, but in another he was good to follow because he had created a "Marine friendly" climate for me at the start of my tour. That the FAS would dedicate a building to him shows that he left an enduring memory at the school.

I never knew any Marine who was at Fort Sill as a student or staff member who did not remember it as one of his favorite tours of duty. Marines were welcomed there as brother cannoners and incorporated into the professional and social life of the school and post as such. Wives and chil-

dren liked it also. In both WWII and Korea this bonding was beneficial to the conduct of the Pacific campaigns. We all had the same alma mater.

BGen F. P. Henderson, USMC (Ret)
Moorestown, New Jersey

In mid-summer 1950 I was a member of the 1st 105mm Howitzer Battalion, USMCR, Richmond, Virginia. The entire battalion was ordered to active duty then. We went to Camp Lejeune, North Carolina, where I ended up in the 2d Battalion, 10th Marines. None other than Col Wilburt S. Brown was the regimental commander. A Marine Corps mustang veteran of World War II, I was a first lieutenant then, but I well remember "Bigfoot." Everyone knew "Bigfoot" Brown. His very presence demanded attention, and he was everywhere. My close friend, Maj Ronald H. Gemmell, now retired, also a Marine Corps mustang World War II veteran, was a first lieutenant then too. He served as regimental adjutant under Col Brown, through "Bigfoot's" being relieved as regimental commander and ordered to Korea on 31 March 1951.

As excellent as your memorandum is, all the stories about "Bigfoot" Brown will never be told in toto. They are just too voluminous, and so many of those who could tell them are no longer with us. I could tell quite a few, and I know that Ron Gemmell could tell many more.

Col James M. Baylor, USMCR (Ret)
Richmond, Virginia

Bigfoot Brown stories are as common as flies in a cowbarn. There's always one more.

Here is mine: In the summer of 1951, I was Chief of Staff of the 1st Marine Division. In a visit to the Division Supply area I came upon an immense pair of field shoes—size 18F, if you can believe it!

They'd been ordered for a Marine who'd been killed before they arrived.

I knew at once what to do with them. I took the shoes, made out a memorandum receipt to Col W. S. Brown, got in a helicopter, flew over Big Foot's C.P., and dropped them on his tent.

The shoes knocked a hole in the tent! Bigfoot had the last word. He returned the boots and the memo receipt, with the notation "Shoes too big. Obviously designed for someone with large feet."

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

I thoroughly enjoyed your memorandum pertaining to the memories of "Big-foot" Brown. I too had contact with this gentleman while flying R4D's in Ted Petras' unit in the 1st MAW at K-1.

It's a shame that my log books are not detailed enough to pinpoint the dates involved, but that's incidental to the real stories. If my memory serves me correctly, not forgetting that I am 72 years old now and these incidents occurred over 40 years ago, I am almost positive that I had Bigfoot as a passenger on three different occasions. One was a round trip from K-51 to X-56 and return and the other two were from K-51 to K-1, a total of four legs. His consistent routine was to immediately commandeered the co-pilot's seat and move the rudder pedals as far forward as possible. He would then curl up on the seat facing away from me and take a nap. He was a big man and he used every square inch of available space to grab his 40 winks. He never said much, but always had a pleasant comment when departing the cockpit.

Maj W. H. Gustafson, USMC (Ret)
Oak Harbor, Washington

I met Gen Brown in the spring of 1966 at the retirement party for Dr. Alfred B. Thomas at the University of Alabama. Dr. Kit Carter and I drove up from Maxwell AFB for the party. It turned out that I not only met Gen Brown, but also was fortunate enough to sit by him at the dinner that evening. He kept us in stitches with his tales of his years in the Corps. I heard the story of the delivery of his shoes via airplane in Nicaragua first-hand. He was one of the best storytellers I ever met.

W. S. Coker
Professor Emeritus
University of West Florida
Pensacola

I will pass on your terrific article on "Bigfoot" Brown to a student, an artillery captain doing his MA thesis on the organizational and doctrinal implications of indirect fire, 1907-1917. Fine officer and student! I'd always wondered who Brown was because of that conference at Alabama. You answered the question with charm, feeling, information, and analysis. Can't get much better than that.

Professor Richard H. Kohn
Former Director of U.S. Air Force History
University of North Carolina
Durham

It seems that every decade or so I get up enough energy to "take pen in hand" and send, often long-over-due plaudits to you. Your "Fond Memories of 'Bigfoot' Brown" was enjoyable, nostalgic reading and I really appreciate the article.

CWO Bertram Lee, USMCR (Ret)
Tucson, Arizona

Your series on "Legendary Marines" (Bigfoot Brown, etc.) is simply the best! You have a knack for making these guys come alive.

I hope we'll see many more such articles.
Ray Fowler
North Haven, Connecticut

I really enjoyed your article on "Big Foot" Brown in the most recent issue of *Fortitudine*. It was a pleasant surprise to see that such a man could achieve flag rank, especially after being passed over once.

Theodore C. Barreaux
Counselor to the Comptroller of the U.S.
Washington, D.C.

I was enthralled with your memorial to "Bigfoot" Brown in the winter issue. What a tremendous American!

BGen Thomas L. Wilkerson, USMC
Assistant Deputy Chief of Staff
for Plans, Policies and Operations (Plans)
Headquarters, Marine Corps

I enjoyed your last piece on "Bigfoot." Your comments at the dedication were quite appropriate—including your conclusion.

Can you stand just one more short tale: Bigfoot, Bob Luckey, and Don Weller sitting around a table with a bottle of Scotch (drained) in the middle. They were be-moaning the sad fact that "There were no characters left in the Marine Corps." It really happened!
LtGen Ormond R. Simpson, USMC (Ret)
Bryan, Texas

Thank you . . . for your thoughtful articulation of your fond memories of Gen Brown. All the Stennises are proud of Wilburt and what he stood for, and we are proud of our cousin Martha Stennis Brown, too. Thank you very much.

John H. Stennis
Former U.S. Senator from Mississippi
Jackson

The British in the Gulf

Thank you so much for your second copy of the Persian Gulf monographs (*U.S. Marines in the Persian Gulf, 1990-1991: With the I Marine Expeditionary Force in Desert Shield and Desert Storm*). It is most kind of you to consider sending them to me. There is one rather important matter concerning the description of command under the footnote on page 22. All the British forces were under my operational command throughout the Gulf operation. I had the authority to delegate TACON to other nations, notably and largely, of course, to the United States forces. It is, therefore, technically incorrect to say they were only "administratively" under my control although, of course, my headquarters retained responsibility for the administrative backup of British forces under both Walt Boomer and 7 Corps.

That said, we did also receive some first-class support from the American forces and I have always been extremely grateful for the important contribution this made to our capabilities.

Gen Sir Peter de la Billiere, British Army
Ross on Wye, Hereford

EDITOR'S NOTE: Gen de la Billiere was commander of British Forces Middle East during the Persian Gulf War. With respect to the allied British units, the I Marine Expeditionary Force documentation indicates tactical control passed to I MEF by the British commander, who himself retained operational command, as well as administrative responsibility for these units.

Not a Tommy Morse

I know that you will receive comments on a few oversights [in "Flight Lines"] in Volume XXII, Winter 1992-1993, number 3. It is an informative, but inaccurate account (to some degree) of the Thomas Morse S4-C Speed Scout aircraft.

The photo is that of a Standard E-1, single seat Army scout. Marines did familiarize themselves with said plane on a very limited basis at Camp Gestner, Louisiana, in the winter of 1917. I believe it was Capt McWilliams' group that trained with the Army, namely in JN-4 Jennies.

At Miami, then-Capt Roy Geiger did inherit approximately three flyable T.M. S4-Cs. They were not specifically used as



Standard E-1 Army Scout



Thomas Morse S4-C Speed Scout

pursuit trainers and only a few Marines got to fly the Tommy Morse Scouts. The aircraft was considered too "hot" and dangerous for the novice Marine trainees.

In reality, the T.M. was a poor design overall. It was underpowered and its wing loadings were incorrect for the design. Originally intended as a pursuit fighter, the T.M. failed miserably. It was then relegated to the roll of scout. Using the 110 HP LeRhone [engine], the Tommy's performance was improved over that of the 80 HP Gnome. However, when a Marlin machine gun, its ammo, plus fuel and a 180-pound pilot's weight were added, the aircraft's shortcomings were soon realized.

MSgt W. F. Gemeinhardt, USMC (Ret)
Central Point, Oregon

EDITOR'S NOTE: Former Air-Ground Museum aviation staff member MSgt Gemeinhardt is correct that the wrong photograph illustrated the feature on the "Tommy Morse," visually, at least, a close relative of the Standard E-1.

Error on Our Part

EDITOR'S NOTE: A number of readers have called attention to a typographical error in the second paragraph of "Memorandum from the Director: Catlin of the 6th Regiment" in the Spring 1993 issue. With the date corrected it would report that Secretary of the Navy Josephus Daniels offered the Secretary of War a second regiment of Marines in July 1917.

Museum Gets Marine's Rare Civil War Medal of Honor

A MEDAL OF HONOR presented for personal valor during the Civil War to Cpl Miles M. Oviatt has been returned to Marine Corps care 129 years later, almost to the day of the naval engagement from which the young Marine received the decoration. It is one of 17 Medals of Honor presented to Marines during the Civil War and, of these, one of only three now known to exist, and the only one in the Marine Corps Museum.

The medal and the original award citation were given to the museum by Cpl Oviatt's great-granddaughter, Mrs. Mary P. Livingston of Bloomington, Indiana. It was accepted on behalf of the Commandant of the Marine Corps by LtGen Robert B. Johnson, USMC, Deputy Chief of Staff for Manpower and Reserve Affairs, Headquarters Marine Corps, in a ceremony at the Museum at the Washington Navy Yard on 6 August.

On 5 August 1864, the 23-year-old Cpl Oviatt was assigned to the *Brooklyn*, then

in Mobile Bay, "during action against rebel forts and gunboats and with the ram *Tennessee*," the Medal of Honor citation states. "Despite severe damage to his ship and the loss of several men on board as enemy fire raked the deck, Cpl Oviatt fought his gun with skill and courage throughout the furious two-hour battle which resulted in the surrender of the rebel ram *Tennessee*." The inscription on the medal reads "Personal Valor. Miles M. Oviatt, Corporal of Marines, U.S.S. Brooklyn. Mobile Bay. Aug't. 5. 1864."

CPL OVIATT was born in Olean, New York, in December 1840. He enlisted with a friend, Willard Moon Smith, also of Olean, at the Brooklyn Navy Yard in August 1862. Both Oviatt and Smith would receive the Medal of Honor for gallantry side-by-side at the guns in the Battle of Mobile Bay.

Oviatt's first assignment at sea was to the Marine guard on board the *Vanderbilt*, in November 1862. He was promot-

ed to corporal in June 1863 and transferred to the guard of the *Brooklyn* in April 1864. He was promoted to sergeant in September 1864, following the Mobile Bay battle. He fought in the Battles of Fort Fisher, South Carolina, in December 1864 and January 1865, and continued his career with assignments to Marine barracks in Brooklyn and Washington, D.C., and to the guard of the *Marion*, where he was promoted to orderly sergeant (with the duties of a first sergeant) in October 1865. He was discharged in August 1866 and died at the age of 39 in November 1880 in Olean.

The research into U.S. Marines in the Civil War era, which eventually led to the gift of the medal, was conducted beginning in 1990 by David M. Sullivan, who holds a research grant from the Marine Corps Historical Foundation. It was Sullivan—on the trail of the Oviatt medal—who spoke first with Mrs. Livingston over the possibility of donating the rare decoration to the museum. Mrs. Livingston subsequently indicated her desire also to place four leather-bound volumes of Sgt Oviatt's wartime journals in the Marine Corps Museum.

From left at the presentation of Cpl Oviatt's Medal of Honor are BGen Edwin H. Simmons, Director of Marine Corps History and Museums; LtGen Robert B. Johnson; Mrs. Mary P. Livingston, who donated her great-grandfather's medal; and David M. Sullivan.



IN HIS REMARKS to Mrs. Livingston and the assembly at the Museum, LtGen Johnson said, "For some two hours, as the citation reflects, your great-grandfather fought his gun with great skill and courage . . . I think in those days it was literally line-of-sight fire, and clearly demanded rather unique random courage to have so won the Medal of Honor. Fighting for two hours, the ship was greatly damaged, a lot of casualties. To be under fire for a couple of hours and still man your gun . . . speaks so highly of your great-grandfather. I know you're proud of him.

"I think it's significant that you have chosen to give your great-grandfather's medal to the Marine Corps . . . We treasure all of our history, our great traditions, and certainly those measures of courage that are the things that young Marines find fascinating, to be able to look back at their predecessors and say, 'He was a Marine.' "

□1775□

'Hiking Hiram' Bearss Burnished Corps' Wartime Image

by Vern McLean

WHEN THE WORLD WAR ended in November 1918, the Marine Corps had fielded a brigade of two regiments and a machine gun battalion which served in the Army's 2d Division in France. It had engaged in large-scale land operations, long considered the exclusive province of the Army, and did so with remarkable success. As November 1993 marks the 75th anniversary of the end of the war, historians may ponder the effect this had on the future of the Marine Corps. But it wasn't only Marine units that excelled during the war, there were also individual Marine officers who served with distinction in Army units, proving their worth as leaders and burnishing the image of the Marine Corps in the process. One of the more prominent of these leaders was Col Hiram Bearss (pronounced "Barce"), who held the respect of officers and men alike in both the Army and the Marine Corps. His accomplishments in France were a continuation of a pattern set early in his career.

He was a fighting Marine who led as much by example as he did by command. From the Philippines to the Dominican Republic to France, he was famous for his near reckless daring and his enthusiasm for the forced march. He said that the secret of handling men was ". . . to feed them, see that no other officer bothered them, and never ask a man to go where the commander himself would not go." Known as "Hiking Hiram," he was one of the most colorful officers in the Marine Corps.

Hiram Iddings Bearss was born on 13 April 1875 in Peru, Indiana. He attended DePauw University in Greencastle, Indiana, and from 1894 to 1896, Norwich University, a military school in Northfield, Vermont. He was appointed a second lieutenant in the Marine Corps on 26 May 1898, a month after the outbreak of the

Norman V. "Vern" McLean joined the Marines at age 17 during World War II and was recalled to active duty with the 6th Marines in Korea. He is an Indiana University graduate, retired from a full career with U.S. Steel, and a writer especially of Marine history of the 19th century.



Col Hiram I. Bearss, USMC

Spanish-American War. The war ended in August and as a wartime volunteer he was discharged in February 1899. He reentered the Marine Corps as a first lieutenant the following May and arrived in the Philippines in November. He was stationed in Cavite on the island of Luzon and then sent to Olongapo, where he was promoted to captain on 23 July 1900.

HE TOOK COMMAND of a company in Subic, a small village across the bay from Olongapo, and decided to run down an outlaw named Joaquin, notorious since the time of Spanish rule. He and 1stLt Frederic M. ("Fritz") Wise tracked Joaquin through rice fields, jungle, and countless barrios to eventually capture him and eight of his followers and turned them over to the Army to stand trial.

In October 1901 he sailed for Samar with Maj Littleton W. T. Waller's battalion of 14 officers and 300 Marines under orders to pacify the Southern region of the island. The Philippine Insurrection, which began in 1899, though under control on Luzon, was still in force on Samar.

On 17 November, Bearss and Capt David D. Porter routed Moro insurgents from fortified cliffs along the Sohoton River, 16 miles north of the town of Basey. Waller's raids along the south coast had forced the Moros back to these cliff

defenses, a last rallying point, some three years in development. Cliffs as high as 200 feet were protected by tons of rocks in cages held by vine rope, ready for release upon any attacking force below. Caves for supplies had been dug out of the porous volcanic rock and were connected by narrow ledges cut along the sides of the cliffs. Camps on the crest were accessible by bamboo ladders or by back trails.

Porter and Bearss with their respective columns met on the evening of 16 November near the left bank of the river. The next morning they followed a trail leading to higher ground. They spotted two camps on the cliffs across the river where a number of Moros were moving about and opened fire on them, killing 30 and scattering the rest. They crossed the river in dugout canoes, and started up the ladders with Porter and Bearss in the lead. By the time they reached the top the disorganized Moros fired only two volleys as they fled into the jungle. The Marines destroyed the camps and blew up a powder magazine. Both Porter and Bearss received the Medal of Honor for this action but not until 13 March 1934 when President Franklin D. Roosevelt presented it to them in a ceremony in the White House.

BOTH OF THEM were also on the ill-fated march across Samar, the worst ordeal of its kind in the annals of the Marine Corps. Under Army orders to find a route for a telegraph line across southern Samar, Waller left the town of Lanang on the east coast for Basey in the southwest, on 28 December 1901, with five officers, 50 Marines, 23 supply bearers, and two scouts. His planned route appeared to cover 50 miles, but Spanish maps were vague and gave no indication of broken terrain, dense jungle, and the extent of winding rivers between the two points. Following such rivers resulted in marching 12 miles for every four miles gained. The addition of torrential rains, a diminishing food supply, and mutinous supply bearers all contributed to disaster. In efforts to get help, the column was split twice, first when Waller, Bearss, and a small group pushed on to the Marine camp at Basey,

and later when Porter and another small group made their way back to the Army garrison in Lanang. Waller himself led a relief party back into the jungle in a vain search for the column. An Army relief party from Lanang finally found the remainder of the column on 18 January. Ten Marines had died along the trail.

When Waller returned to the jungle in his attempt to rescue the column, Bearss and a detachment of Marines were sent to Quinapundan in southeastern Samar. On 19 January, although outnumbered, they were able to subdue a minor uprising.

The Marine Battalion left Samar and returned to Luzon in March 1902. The Philippine Insurrection officially ended in April and Bearss returned to the United States in May.

HE WAS ON special duty with the North Atlantic Fleet from June 1903 to April 1904 when he reported on board the receiving ship *Hancock* in the New York Navy Yard. In May he married Louise Middleton of Allentown, New Jersey, in New York City. He returned to the Philippines in December 1905 and joined the 1st Brigade in Cavite.

By 1906 his nickname had become part of his identity. He was a familiar figure marching with his shirttail flapping and urging his men to "hike along cheerily." His routine was well suited to the high command's emphasis on strenuous marches to maintain physical fitness. He led Company A, 2d Regiment, on a march from Olongapo to Dinalupihan, a distance of 28 miles, in eight hours, over some of the roughest terrain on Luzon, to set a record.

He returned to the United States in July 1908, where he was stationed in Marine Barracks, Norfolk, Virginia. He served on board the battleship *Louisiana* from November 1909 to March 1910, when he took command of Marine Barracks, Guantanamo, Cuba. In 1912 he was transferred to Marine Barracks, Philadelphia. In April 1914 he landed with the Advanced Base Brigade at Veracruz, Mexico, and remained there with the occupation forces until August, when he returned to Philadelphia. In late 1915 and early 1916 he attended the Army School of the Line at Fort Leavenworth, Kansas, and was promoted to major on 16 May 1916. By the end of June he was in the Dominican Republic.

The American intervention in the Dominican Republic started on 5 May 1916, when the 6th and 9th Companies of Marines landed in Santo Domingo City. The 4th Regiment under Col Joseph H. Pendleton landed in Monte Cristi on 21 June and with attached companies prepared to march against Gen Desiderio Arias, 75 miles away in Santiago.

TO ESTABLISH and maintain a supply line between Puerto Plata on the north coast and Santiago 35 miles inland required control of the railroad serving the two towns. On 16 June, Capt Eugene P. Fortson left Puerto Plata with the 4th and 9th Companies, the Marine detachment from the *Rhode Island*, and a ramshackle train of four boxcars and a locomotive pushing a flatcar armed with a 3-inch landing gun. The engineer and fireman were sailors off the *Sacramento*. The "railroad battalion" was to meet Pendleton's column at Navarette and together continue to Santiago. It fought two brief engagements with Dominican rebels and repaired bridges, track, and roadbed. On 28 June, while the Marines worked on a bridge at Lajas, Bearss arrived from Puerto Plata with the *New Jersey* detachment and took command. He decided to keep the enemy on the run to prevent further destruction of the railroad.

The battalion left Lajas the next morning and after passing through the town of Alta Mira, was fired upon by a force of 200 rebels. The Marines drove them back to La Cumbre mountain where the railroad ran through a 300-yard tunnel. The rebels poured through it as Bearss led 55 men in pursuit, emerging to find the enemy in full flight. It was the end of resistance along the railroad. When Pendleton and his column marched into Navarette on 4 July they found Bearss, the "railroad battalion," and the train waiting. Pendleton received word on the 5th that Arias had accepted RAdm William B. Caperton's offer of amnesty and the Marines occupied Santiago on the 6th without opposition.

Capt Wise, in command of the 6th Company, came into Navarette with Pendleton's column. He and Bearss, friends since their days of service on Luzon in 1900, took over the operation of the railroad. It was in terrible physical and financial condition, but they turned it into a profitable enterprise by shipping tobacco to Puerto Plata after bringing Marine sup-

plies to Santiago. Wise supervised loading in Santiago while Bearss managed unloading and exporting in Puerto Plata. Prices were high and profits were used to improve the line and pay Dominican employees on a regular basis. They added passenger service: first class rode in the caboose, second class in the boxcars, and third class on the roof.

BEARSS WAS PROMOTED to lieutenant colonel on 29 August 1916. From 1 January 1917 to 20 March he led the 3d Provisional Regiment, which policed the southern section of the country from headquarters in Fort Ozama in Santo Domingo City. To stop guerrilla bands which still roamed the eastern provinces of Seibo and Macoris, he intensified patrolling of the area by both mounted and infantry detachments. He led one such patrol himself, which fought a brief engagement at the Consuela sugar estate, 10 miles north of San Pedro de Macoris. Continued pressure on fleeing rebel forces brought about the surrender of one of their prominent leaders, Salustiano ("Chacha") Goicoechea on 21 January. From 2 to 9 April he led Marines and elements of the *Guardia Republicana* in Azua Province. On 7 April they stormed five successive positions at Las Canitas, driving out the enemy during a seven-hour battle. On 6 April, the United States declared war against Germany. In May, Bearss was ordered home by the first available transportation.

By this time "Hiking Hiram" Bearss had become a public figure. The 22 May edition of the *New York Herald* carried a long article about his arrival in New York City, his service in the Dominican Republic, and his probable assignment to France. Through the war, articles relating his exploits would be published in the New York, Philadelphia, and Boston newspapers. He reported to the Philadelphia Navy Yard, sailed for France on 5 August, and arrived there on 20 August.

HE UNDERTOOK A succession of assignments which included command of the 5th Marine Regiment in the Army's 2d Division from 30 October to 31 December, when Col Wendell C. Neville took command. Bearss served as second in command until 26 February 1918, when he was assigned command of the 3d Battalion, 9th Infantry Regiment in the 2d Division in the Toulon-Troyon sector

southeast of the city of Verdun. With unrelenting effort he transformed a weak organization into a fighting unit that was able to withstand a surprise attack, on the night of 13 April, by a superior German force, and sustain fewer casualties than the enemy did. For this engagement he received the *Croix de Guerre* with silver star. The division commander wrote a commendatory letter to higher command recommending his promotion to colonel. In a more unusual move, the officers of the 3d Battalion wrote a personal letter to Bearss when he was leaving the unit. They expressed their appreciation of his success in putting the battalion in fighting trim and in making them better officers.

ON 1 MAY, HE WAS transferred to division headquarters, where he served as assistant provost marshal and commanding officer of Headquarters Troop. On 13 June, he was assigned as second in command of the 6th Marine Regiment which, with the 5th Regiment and the 6th Machine Gun Battalion, made up the Marine Brigade in the 2d Division. He was promoted to colonel on 1 July 1918.

On 26 August, he took command of the National Guard's 102d Infantry Regiment, 51st Brigade, 26th ("Yankee") Division. He served in this unit until 7 December with two interruptions of 10 days in October and 15 days in November, when he led the 51st Brigade itself. During this time he served in the Rupt Sector in Lorraine, the St. Mihiel operation, the Troyon sector in Lorraine, and the Meuse Argonne operation.

During the reduction of the St. Mihiel salient, the 102d Infantry was ordered to meet the advance guard of the 1st Division at the town of Vigneulles, to prevent the escape of German troops to the north. Bearss led the Connecticut men down a hard-topped road, six miles straight through the German-held Forest of Montagne to Vigneulles. He told them it would be a race to beat the advance guard of the 1st Division of "regulars," which was marching from the other side of the salient. They started at 2100 the evening of 12 September, moved at a fast pace, without any flanking protection, stopping only while their advance guard explored crossroads, and arrived at Vigneulles at 0200 the next morning.

As Bearss walked down a street ahead of his advance point he saw German

machine gunners with full equipment and a wagon train coming through town from the south. He confronted them and demanded immediate surrender. Not expecting American troops before noon they were surprised, dazed, and offered no resistance. The 102d took 280 prisoners here, but its occupation of nearby towns brought the total to 1,000; this at a cost of only four men wounded. The 1st Division reached Vigneulles by noon, cutting off the St. Mihiel salient.

Whenever possible, Bearss used captured guns and ammunition against the Germans.

On 26 September, he led two battalions of the 102d on a raid of the adjoining towns of Riaville and Marcheville as a diversionary tactic to draw attention away from the main attack northwest of Verdun. He and a small group had pushed into Marcheville when a counterattack cut them off. Although virtually surrounded, they fought their way out and rejoined their unit. The towns changed hands four times that day. By evening he was told that the diversion was a success and to retire to his own lines. For this action he received the Distinguished Service Cross, the *Croix de Guerre* with palm, and the *Legion d'Honneur*.

IN OCTOBER in the Argonne, fragments from a shell burst injured his spine. He recovered and returned to duty, but it meant the end of his military career. For his leadership of the 102d Regiment he was awarded the Distinguished Service Medal and Italy's *Croce di Guerra*. He was recommended for promotion to brigadier general, but after the Armistice promotions to that level were stopped. He returned to Marine Barracks, Philadelphia, in December 1918. On 22 November 1919, as a result of his injury in the Argonne, a review board declared him permanently incapacitated for active duty.

He came home to Peru, Indiana, and quiet retirement, but was back in the news in 1922. The 18 December edition of the *Fort Wayne News and Sentinel* of Fort Wayne, Indiana, carried a story with a Peru, Indiana, dateline. On a Saturday night, Bearss had backed his car into a parade of more than 200 Ku Klux Klansmen. Some of them surrounded his car and opened the door. Whether Bearss was assaulted as he sat behind the wheel isn't clear, but he got out, stood on the run-

ning board, and brandishing a wrench above his head, shouted, "Come on you Kluxers, one and all, I'll take on the lot of you!" The story goes on to say that cooler heads prevented a further clash, since hundreds of citizens who revered "Hiking Hiram" were on hand.

In early 1925 he took charge of protection of the Federal Reserve Bank at 33 Liberty Street in New York City. He reorganized the force of guards, retiring older men and replacing them with former soldiers and Marines recruited through local newspapers. He set up and ran the unit along strict military lines and remained there, living at the Hotel Gotham, until 1936, when he returned to Peru, Indiana. He was promoted to brigadier general on the retired list on 16 January 1936.

ON 27 AUGUST 1938, while riding in a car driven by his niece, he was killed in a crash near Columbia City, Indiana. In 1944 the Navy commissioned a destroyer in his name.

It seems the ultimate irony that a man who repeatedly eluded violent death on foreign fields would meet it in the relative safety of northeastern Indiana. And it's interesting to speculate about what might have been, had he not been wounded in the Argonne and forced into an early retirement. In all probability he would have remained in the Marine Corps for another 10 years. He might have served in Nicaragua or China or in command of a base in the United States. But wherever he might have served he would have left his mark on the organization. Yet his record as it stands, is a commendable one by any measure. The *Boston Post* of 17 March 1919 reported that he "received more distinction for personal bravery than any colonel in the American Expeditionary Forces" and went on to say that his march through enemy territory to close the gap at Vigneulles was judged by French and American commanders as the most daring deed performed by a single regiment during the war. He put the fight in the 3d Battalion, 9th Infantry, and added to the spirit of the 102d. His climb at the Sohoton cliffs, his plunge through the tunnel in La Cumbre, and his breakout at Marcheville were all spectacular actions, while his command of soldiers and Marines everywhere was always first-rate. Of all the old campaigners, "Hiking Hiram" was one of the best. □1775□

Historic Pendleton Chapel Damage Severe, But Fixable

by Robert V. Aquilina
Assistant Head, Reference Section

FLOODWATERS DURING January inflicted severe damage on the Chapel of the Santa Margarita Ranch House at Camp Pendleton, California.

The beautiful and historic Ranch House has stood as the sole survivor at Camp Pendleton of a civilization that flourished with great splendor in California during the 19th century. The old house with its gardens, cowboys' bunkhouse, and chapel, played a special role in the history of the state. Its importance was recognized by the National Park Service in 1971 when the Ranch House complex was listed in the *National Register of Historic Sites*.

The winter floodwaters that hit Camp Pendleton badly damaged the chapel, while fortunately sparing the Ranch House itself, and the bunkhouse, used as a museum. The bunkhouse did suffer from some minor problems, since it was flooded by about a foot of standing water for a period of several hours. The quick action and hard work of volunteer docents and support from the base, however, prevented lasting damage from the mud and dampness. In less than a week, docents were able to remove all of the artifacts, and clean, dry, and replace them after a contractor extracted the mud from the floors. The walls of the building absorbed a great deal of water, and humidifiers were run 24 hours a day to prevent further moisture damage. The Museum reopened for tours in March.

THE CHAPEL TOOK a direct hit when the levy behind the Ranch House burst, and the east and west facing walls of the building collapsed. The following morning, the base chaplain, several docents, and Mrs. Graler embarked on a rescue mission as they plucked waterlogged artifacts from the flood. Several cracked stained glass windows were located in the

The author is indebted to Mrs. Kathy Graler, history and museums officer at Camp Pendleton, for providing information on the floodwater damage to the Santa Margarita Ranch House Chapel.



The chapel of the Camp Pendleton Ranch House, scene of many Marines' weddings and other rites of passage since the middle of this century, was devastated when the levy behind the Ranch House burst, and east and west facing walls of the chapel collapsed.

rubble, and it has been determined that they are repairable.

The walls of the chapel were shored up, the chapel bell removed from its tower, and plywood applied to the largest holes in the wall. Headquarters, Marine Corps, approved the expenditure of funds to conduct an in-depth study of the structure, which will give Camp Pendleton, and state

historic preservation officials, a better understanding of the historical significance of the Ranch House. The resulting research will be an improved *National Register* nomination form for the entire Ranch House complex which will assist the base in making management decisions about restoration of the Chapel and the entire Ranch House complex. □1775□

The chapel bell and its tower, reminiscent of California's mission heritage, were not spared damage. The bell has been removed from the tower while the chapel's walls are being shored up. Plywood temporarily covers gaping holes left by the flood.



'92 Operations, Exercises Took Marines Over the Globe

by Ann A. Ferrante
Reference Historian

THE "CURRENT CHRONOLOGY of the Marine Corps" outlines significant events and dates in contemporary Marine Corps history. It has been compiled by the Reference Section since 1982, by researching literally hundreds of pages of primary and secondary sources each week.

Below are selected entries from the 1992 chronology:

—**Jan**—The Department of Defense accepted an offer from the Saudi Arabian government to award its Kuwait Liberation Medal to members of the U.S. Armed Forces who directly participated in Operation Desert Storm, 17 Jan-28 February 1991. The medal is suspended from a green ribbon with red, black, and white stripes, incorporating the colors of the flags of Saudi Arabia and Kuwait.

1 Jan—The strength of active-duty U.S. Armed Forces was 1,933,855, of whom 193,060 were Marines. These figures represented one of the largest decreases in active-duty personnel strength from one year to the next. Comparatively, on this date in 1991, there were 2,340,354 active-duty U.S. servicemen and women, of whom 197,764 were Marines.

22 Jan—Seven astronauts from three countries went into orbit on board the space shuttle *Discovery* to conduct medical and scientific experiments for one week. The crew included Marine LtCol David Hillmers, a mission specialist who made his fourth trip into space. Dr. Norman E. Thagard, a former combat pilot in Vietnam, also served as a mission specialist on the shuttle.

—**Feb**—Secretary of the Navy H. Lawrence Garrett III approved the Bronze Star Medal for about 3,000 Navy and Marine Corps personnel who served in the defense of Corregidor Island, Philippines, and fought alongside U.S. and Filipino Army soldiers from 7 December 1941 to 10 May 1942. During the infamous "Death March" from Bataan that followed, sailors and Marines suffered the privations of battle and internment.

3-4 Mar—Commandant of the Marine Corps, Gen Carl E. Mundy, Jr., appeared before the Senate Defense Appropriations Subcommittee and the House Armed Services Committee and warned Congress that the required force reduction of 30,000 Marines in the next few years would cut into the muscle of the Corps. He pointed out that the Marine Corps is the nation's "911 force," which has rescued more than 20,000 civilians and helped another two million in 1991.

5-25 Mar—The 4th Marine Expeditionary Brigade participated in Exercise Teamwork 92, a NATO exercise held in the North Atlantic Ocean, Norwegian Sea, and Norway. The exercise was designed to demonstrate and improve maritime surface and amphibious operations in the cold weather of NATO's northern flank.

13 Apr—Marines of the 24th Marine Expeditionary Unit were called upon to assist Italian authorities in saving the Sicilian town of Zafferana Etnea from an



BGen Carol A. Mutter is the first woman Marine to have a command—3d FSSG on Okinawa—she could lead into combat.

advancing lava flow from Mount Etna, Europe's largest volcano. Two CH-53E Super Stallion helicopters from Marine Medium Helicopter Squadron 266 from the USS *Inchon* helped carried more than 200,000 pounds of concrete slabs to the perimeter of a vent in the side of the volcano, which helped alter the lava's course.

1 May—Marines from Camp Pendleton, California, were ordered by President Bush to support law enforcement agencies in Los Angeles to quell riots that broke out 29 April after four Los Angeles police officers were acquitted of criminal charges in the beating of motorist Rodney King. The 1,500 Marines and corpsmen were part of Joint Task Force Los Angeles, along with 2,000 soldiers and 10,000 national guardsmen. Within six days, Marines were redeployed to a Marine Corps base as relative calm returned to the city. It marked the first time since 1968 that federal troops were ordered to quell civil unrest.

1-20 May—More than 30,000 personnel from the Marine Corps, Army, Navy, Air Force, and Coast Guard participated in Exercise Ocean Venture 92. The joint exercise took place on the North Carolina coast and included simulated battles, evacuations, rescues, and amphibious and heliborne assaults designed to test the services' integration into a joint task force.

6-20 May—Marines from the 24th Marine Expeditionary Unit (Special Operations Capable) launched two amphibious and heliborne assaults during Exercise Dragon Hammer 92. The NATO exercise was held in southern Europe and in the Mediterranean Sea, and included small arms and supporting arms live-fire cross-training.

1 Jun—BGen Carol A. Mutter was assigned to command the 3d Force Service Support Group in Okinawa, Japan. She would oversee 7,500 Marines of the III Marine Expeditionary Force's (MEF) major combat support element, that could provide the MEF with a full range of combat support capabilities for up to 60 days. BGen Mutter was the first woman Ma-

rine to have an operational command that could allow her to go into combat with her troops.

16 Jun—The 4th Marine Expeditionary Brigade (MEB) deactivated as part of the Corps' force restructuring plan that called for the dissolution of all standing brigade headquarters. It was activated on 24 October 1917 as the 4th Marine Brigade and participated in World War I. The unit disbanded after the war and was reactivated during the 1960s to participate in various exercises in the Caribbean and Atlantic areas.

1-24 Jul—Marines from the I Marine Expeditionary Force participated in Exercise Tandem Thrust 92 that took place off the coast of California and ashore in Southern California and Arizona. The exercise tested the capabilities of approximately 20,000 Army, Navy, Marine Corps, Air Force, and special operations personnel. It was the first in a series of joint task force exercises that emphasized regional crisis response to a low to medium intensity conflict.

3-19 Aug—Two years after Iraqi President Saddam Hussein invaded neighboring Kuwait, Marines of the 11th Marine Expeditionary Unit stormed the beaches there in two peacetime exercises conducted to demonstrate U.S. commitment to the stability and security of the region. More than 1,900 Marines participated in Exercise Eager Mace 92-3, an amphibious field training exercise, while 900 Marine and Navy personnel were involved off-loading combat equipment from Maritime Prepositioning Force ships and staging equipment ashore in Exercise Native Fury 92. Two Marines were killed in a helicopter crash during routine night training.

7 Aug—Thousands gathered at the Marine Corps War Memorial in Arlington, Virginia, to commemorate the 50th anniversary of the landing on Guadalcanal and to honor those veterans who fought in the first offensive of World War II. President George Bush; Secretary of Defense Richard Cheney; and Commandant of the Marine Corps, Gen Carl E. Mundy, Jr., were in attendance. Of the 6,000 guests, more than 2,000 were former Marines who were in Washington, D.C., participating in the 1st Marine Division Association reunion.

7-8 Aug—U.S. servicemen once again landed on the island of Guadalcanal, this time as part of a special purpose task force to commemorate the 50th anniversary of that famous Pacific battle. "Task Force Guadalcanal" was comprised of active duty Marines from the 1st Marine Division and set sail in June on board the USS *Racine*. The task force visited several other South Pacific islands to commemorate Marine Corps and Navy actions in World War II's Pacific theater.

18 Aug—President Bush announced his decision to provide 145,000 tons of food to Somalia via military airlift, along with a United Nations Guard Force to help provide security for humanitarian relief operations there. For Operation Provide Relief, Marines and other U.S. forces began to assist relief agencies in distributing supplies to the famine- and drought-stricken areas of Somalia and northern Kenya on 28 August. Marine BGen Frank Libutti was named to head the military relief operations.

19-30 Aug—Marines of the III Marine Expeditionary



Exercise Ocean Venture 92, held along the North Carolina coast from 1-20 May, drew the participation of 30,000 men and women from the Marine Corps, Army, Navy, Air Force, and Coast Guard, for a test of service integration into a joint task force.

Force teamed up with Republic of Korea (ROK) Marines and soldiers of both the U.S. and ROK armies in a historic Ulchi Focus Lens exercise held 20 miles south of Seoul, Korea. Eight U.S. Marine Corps general officers and 745 U.S. Marines participated in the command post exercise that stressed joint and combined service interoperability, joint targeting procedures, intelligence dissemination, and joint communications. Approximately 130,000 Americans and Koreans participated in the exercise.

21 Aug—Six of the former Sergeants Major of the Marine Corps attended the evening parade at Marine Barracks, 8th and I Streets, Washington, D.C., honoring the past and present Marine Corps sergeants major. They (and their tenures) were: SgtMajs Thomas J. McHugh (1962-1965), Herbert J. Sweet (1965-1969), Clinton A. Puckett (1973-1975), Leland D. Crawford (1979-1983), Robert E. Cleary (1983-1987), and David W. Sommers (1987-1991).

24 Aug—Hurricane Andrew tore through southern Florida, just 20 miles south of Miami. Within a few days, Marines from the II Marine Expeditionary Force deployed to Homestead Air Force Base to help those left devastated by one of the worst hurricanes in U.S. history. The Marines erected two tent cities in close proximity to local neighborhoods so that residents could live under cover while they worked on their homes and got their lives back in order. Marines also provided field kitchens, generators, water purification units, and storage tanks. Joint Task Force Andrew, a relief effort headquartered in Miami, included some 29,000 Marines, sailors, soldiers, airmen and national guardsmen.

28 Aug—Typhoon Omar devastated the island of Guam with 150 mph winds. Marines from the 1st Marine Expeditionary Brigade began relief efforts one day later. Joint Task Force Marianas, made up of all four services, provided potable water, restoration of power, reestablishment of basic communications and transportation networks, restoration of sanitation support systems, and general island cleanup.

3 Sep—Operation Provide Promise began for Marines of the 26th Marine Expeditionary Unit (Special Operations Capable) on board the USS *Iwo Jima*, which was in the Adriatic Sea on standby. Although Marines were not directly assigned to the operation, four Marine helicopters from Marine Medium Helicopter Squadron 365 searched for an Italian

transport plane that crashed in the mountains west of Sarajevo, Yugoslavia. It was the first time American military helicopters flew over the disputed territory of Bosnia-Herzegovina since the aircraft were dispatched to help protect the supply of food and medicine to Sarajevo last June.

11 Sep—Hurricane Iniki devastated the island of Kauai in Hawaii in one of the worst storms the islands had seen in more than a century. Marines of the 1st Marine Expeditionary Brigade (MEB) based at Marine Corps Air Station, Kaneohe Bay, Hawaii, spearheaded Operation Garden Sweep, the massive cleanup effort conducted by Joint Task Force Garden Isle.

25 Sep-10 Oct—Marines from II Marine Expeditionary Force joined Italian and Turkish troops for Exercise Display Determination 92 in the Mediterranean. The annual exercise demonstrated the ability to conduct combined amphibious operations in a NATO environment, and to enhance warfare capabilities through training and coordination among NATO countries and commands in the Mediterranean Southern Region.

13-19 Oct—Marines and sailors of the 11th Marine Expeditionary Unit trained with Australian soldiers in Exercise Valiant Usher 93-1 at Lancelin Range, Aus-

tralia. The combined amphibious training exercise was designed to improve allied interoperability. The high point was a simulated battle in the rugged Australian countryside approximately 60 miles north of Perth.

10 Nov—The Marine Corps closed out more than 90 years on the island of Guam as colors were lowered for the last time at Marine Barracks, Guam. Marines were first on Guam during the Spanish-American War in 1898 and a year later established the barracks. The Marines were there continuously with the exception of the period of World War II when the Japanese had captured the island.

15 Nov—The Presidential Commission on the Assignment of Women in the Armed Forces presented final recommendations to President Bush. The commission voted on a number of issues after nine months of hearings and numerous visits to military commands. The commission stated that military readiness should be the driving concern regarding assignment policies and recommended that women in the military be assigned to combat positions under certain circumstances. By narrow margins, the commission recommended allowing women to serve on some Navy combat ships, but voted against allowing military women to fly in combat.

24 Nov—Marines lowered the flag at Subic Bay U.S. Naval Facility, Republic of the Philippines, for the last time during ceremonies to turn over the facility to the government of the Philippines. The withdrawal came 14 months after the Philippine Senate rejected the proposed treaty of friendship, cooperation, and security on 16 September 1991, ending almost a century of U.S. presence in the Philippines.

9 Dec—Marines of the 15th Marine Expeditionary Unit (Special Operations Capable) landed in Somalia, kicking off Operation Restore Hope, the largest humanitarian relief operation of its kind. The decision to send in the Marines followed several weeks of diplomatic maneuvering aimed at increasing world awareness of the brewing crisis in Somalia. More than 300,000 Somalis died of famine or disease since January 1991 and another two million people were at risk, suffering from a hunger crisis. The mission of the operation was to secure major air and sea ports, key installations, and food distribution points in order to provide open and free passage of relief supplies. □1775□

Marines of the 24th MEU (SOC) launched two practice surface amphibious and heliborne assaults during the course of NATO Exercise Dragon Hammer 92, 6-20 May in southern Europe. It included live-fire cross-training in small and supporting arms.



Pop Has Orders, Family Faces 'O-Dark-Thirty' Launch

by Elizabeth H. Quilter

EVERY MARINE and every Marine's dependents who have read *The Great Santini* by Pat Conroy will identify with the chapter describing the automobile trek to a new duty station. However, as a loyal Marine family, mine was convinced that no one, but no one, could pack a car with luggage and kids the way our Marine could. Let me describe the ways. Let me enumerate the customs and mores of moving to a new post every two years, beginning in 1940. That was the year I married 1stLt Charles J. Quilter, USMC, in Coronado, California. After his Curtiss SOC Seagull biplane, the pride of his life was a racy 1937 yellow, four-door, convertible Pontiac Phaeton. He flew the SOC's out of Naval Air Station, North Island, then home to half of Marine aviation.

A few months after our marriage, a number of us received orders to Pensacola, Florida. The night before we left, Maj and Mrs. Paul Putnam gave a splendid farewell party for the embarkees. A year later, Paul commanded VMF-211 during the epic defense of Wake Island. The festivities lasted well after midnight. Quilter roused me out of bed at 5 a.m. for the traditional "O-Dark-Thirty launch" and we were off into the dawn's early light. Alas, the Phaeton's oil consumption restricted us to 55 mph, and it was 880 miles and 16 hours later before we reached Albuquerque. I stood in the shower and bawled with fatigue while Quilter wandered off to socialize with those who had arrived hours before at less restricted speeds. It had not been my idea of a fun day.

Less than a year later, we received orders to migrate back to the West Coast. The Phaeton still loved to guzzle oil. After we ran out of relatives to overnight with, we reached those long barren stretches of road beyond the Midwest with nothing in sight but sage brush and the occasional gopher. But wait! What was with all those signs posted every few miles?

Elizabeth H. Quilter writes for Southern California newspapers and occasionally for Fortitudine from the Marine dependent's point of view. She is the widow of Maj-Gen Charles J. Quilter, USMC (Ret), and the mother of four sons, including Col Charles J. Quilter II, USMGR.

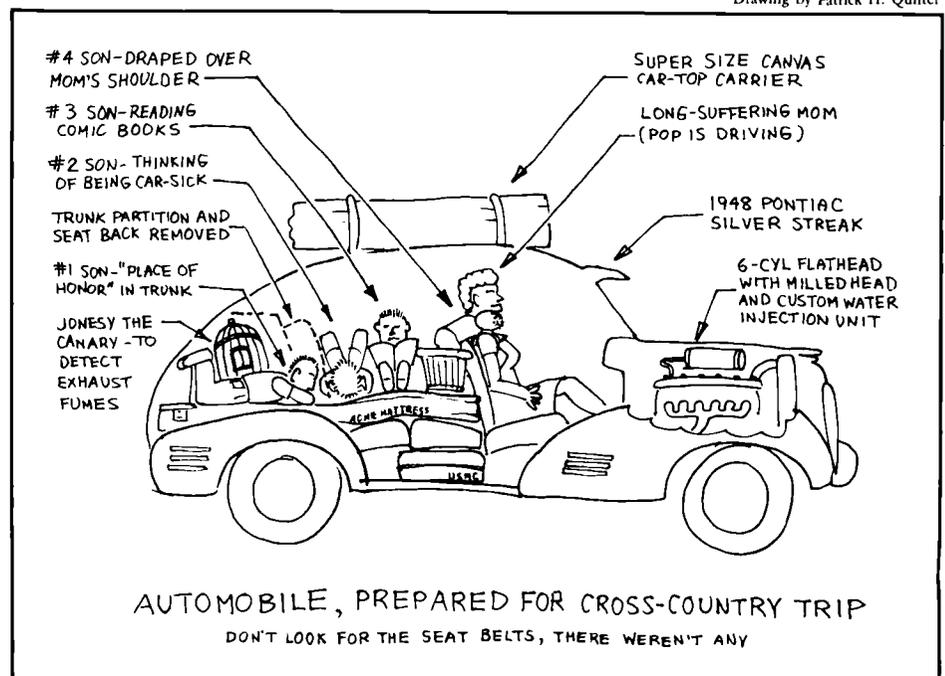
They read "Free Zoo! Five miles ahead!" Another: "Exotic Animals! Three miles ahead!" "Snakes! Live Coyotes! Two miles ahead!" Being thoroughly bored with the scenery, I begged Quilter to make a pit stop. This we did and entered a dingy clap-trap building. Two old codgers were sitting in chairs with an overturned barrel between them. They were fiddling with what looked like walnut shells. One of them greeted Quilter. "Howdy, feller! Draw up a chair and have a look-see at what we're playing." After placing a small stone under one of the shells and then shuffling the trio of shells about, they asked, "Now guess which shell the stone is under!" Quilter guessed the right one. "How about another round, and mebbe we'll play for money this time, okay?" Quilter, quite sure he had the game figured out, agreed. He won not once but twice! Meanwhile, I went out to look at the scruffy menagerie . . . poor underfed, listless creatures. I returned to the car, as Quilter dashed out of the hut. "Give me some money! I'm bound to win the next round!" I fumed and fussed, but gave him the cash which my generous father had given me for a "rainy" day. Well, you guessed it! The shell-shocked Quilter had really been "took" by a couple of old con artists! I imagine it has happened to others on that same road, but I was so cotton-

pickin' mad I wouldn't speak to him for the next 100 miles. Blessed are the Irish! They do love to gamble and Quilter was second generation.

IN THOSE '40-SOMETHING days, our \$7.50 per diem travel allowance didn't go very far. So we went out of our way to visit our relatives, be they ever so distant, to cadge a bed for the night. Every now and then, we were forced to stay at a motel which charged the outrageous sum of four dollars a night. (LtGen Gay Thrash, USMC [Ret], says he will never forget the motel where the manager, after taking a swift look at Gay's beautiful wife, Virginia, asked, "Do you want the room for one hour or two hours?") Surely, one remembers those sleazebag cabins at Waycross, Georgia, with the iron bedsteads, with peeling white paint and sagging mattresses harboring a bedbug or two! It was the only "motel" for miles around.

Once our final destination was reached, it was a rare thing indeed to find quarters, or a house, actually ready for occupancy. So it was rental time, sponge-off-friends time, and time to wait for the furniture to arrive by freight, all crated with enough potential kindling wood to start up the fireplace for the entire winter. Sure, you might find a nail driven right through the top of your coffee table, and sometimes

Drawing by Patrick H. Quilter

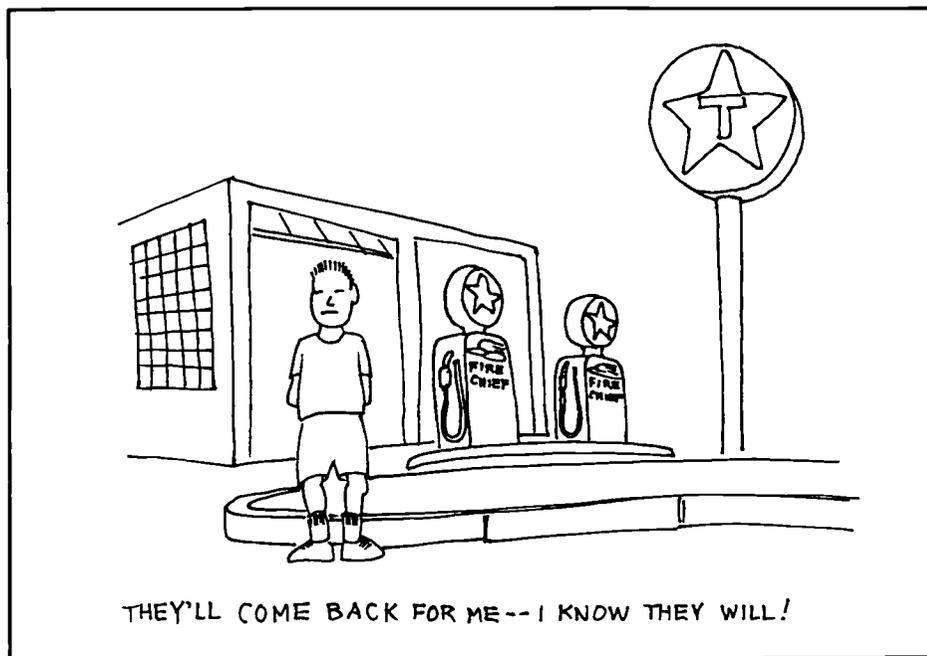


you even got the garbage packed. Those packers were thorough . . . almost as thorough as the inspectors who came through the quarters before you left with their white-glove treatment to make sure the stove, ovens, and refrigerator were immaculate. Occasionally they would find a speck of dust and it was up to the departees to clean the damn things all over again!

Moving vans eventually replaced the freight loads of crates. What a luxury that was! That is, providing you stayed under your allotted poundage and didn't get ripped off by the driver weighing in with a full load of fuel. Then, conversely, you did not have to wait around at your destination. Instead you drove like bats out of Hades and hopefully had an empty house or quarters in which to unpack. And yes, even the van people would often pack a discarded pail of garbage. Was this their revenge for packing all that delicate china picked up in the Far East?

LTGEN CHARLES H. HAYES, USMC (Ret), tells me he and his wife, Olive, moved 23 times in his 35 years of service. At one time he had a small collection of Indian pottery. On one move it was packed in a barrel with a waffle iron in the middle. The result was obvious . . . shards! He also claims the worst moves they ever made were across town rather than across country.)

After the yellow Phaeton and subsequent Pontiac coupe went to car heaven, we became the proud owners of a bottle-green Pontiac four-door sedan. This was during WWII and gas rationing was in effect. Undaunted, Quilter installed some kind of water injection system that dripped into the carburetor and gurgled and coughed the Silver Streak into extended mileage which Detroit had never envisioned. Perhaps this brainstorm was a result of Quilter's job at Patuxent River, Maryland, Naval Air Station, with Service Test, where all planes were tested for endurance after long hours of flying. (This was later to lead to an extraordinary flight Quilter made non-stop from El Toro to Washington, D.C., in a Convair R4Y transport in the late 50s. Those wanting a freebie trip to D.C. had second thoughts when they heard it was to be a non-stop flight. "Iron-bottom" Quilter looked at his tables and leaned on those engines until the plane sort of flopped through the air. But



Drawing by Patrick H. Quilter

he made it. The fuel supplier couldn't find an inch of gas left with his dipstick. It is also true that all spark plugs had to be changed due to over-leaning.)

In 1949, we were ordered to the Air War College at Maxwell AFB in Montgomery, Alabama. It was there that our fourth son was born, and shortly after that blessed event, we received orders to report to Quantico. Getting there was a real challenge to Quilter but ultimately he came up with the perfect answer . . . according to the back seat and the trunk, thereby creating the world's first hatchback. He spread out the rear seats on the floor. Then he conned No. 1 son into thinking the cavity was a loge seat; as a precaution he also put the canary in with him. He built up the remaining car floor with a mattress and stuck No. 4 son's bassinette lengthwise behind the front seat, leaving just enough room for the two other boys to snuggle in beside it. The idea was to make the drive at night, on the theory that all the boys would be asleep. Ha! The new baby wailed from beginning to end, crawling to the edge of his bassinette and draping himself over my shoulder on the front seat. An enormous pile of our belongings was strapped to the top of the car. When we arrived in Quantico, Col Lewis Walt, one of our neighbors in the "bowling alley" quarters by the river, vowed we looked like a bunch of Okies from "The Grapes of Wrath." I suppose we did, but the canary survived!

For a later cross-country from Washing-

ton, D.C., to El Toro, we had by then graduated to a station wagon. The Silver Streak had developed ominous fits of coughing, rattles, and/or total non-performance. For once, I was allowed to precede the moving van by flying for nine hours across the USA on a Constellation with oldest son in tow.

Meanwhile, Quilter and the other three boys, plus our golden retriever, were to cross the country leisurely and see the sights. Alas, it was the time of their youth when the kids had discovered comic books. Every time Quilter would stop the car and point out some glorious, panoramic view, the boys would look up from their books, take a brief glimpse, remark "Uh huh!", and return to the comics.

IT WAS ON ONE of these cross-country trips that Quilter made the prescribed, standard gas stop which required everyone to go to the bathroom, water the dog, and return to the car. No. 4 son was usually curled up with the dog in the space behind the last seat. Assuming everyone was present and prepared to launch forth, Quilter set off over the Utah desert. Some miles later, one of the boys asked, "Is Matthew up front with you, Pop?" The answer was no. In fact, Matthew wasn't in the car at all. He was in fact 50 miles back at the gas station. Retracing the miles, sure enough they found Matthew, standing forlornly on the corner, just waiting and waiting.

In 1960, Quilter was ordered to Hawaii for duty at Headquarters, FMFPac.

Miraculously, we crossed the Pacific in a Boeing 707. A ship strike was in progress which meant our cars were somewhere in limbo. However, Quilter's motorcycle had arrived from Japan where he had been stationed previously. Quilter was to be chief of staff to LtGen Alan Shapley. Hawaii being a "hardship station," we were "temporarily housed" in the termite-ridden, but beachfront cottages behind the Royal Hawaiian while waiting for quarters to open up in Makalapa. It was such a tough place to wait!

THE SHAPLEYS INVITED us to dinner in Makalapa. How ever were we to get there? Quilter wasn't about to pay for a cab. Out came the little motorcycle. On climbed Quilter with me riding behind, sidesaddle and bareheaded. It was a long ride. We hid the bike in the bushes upon arrival at the Shapleys. I tried to do something therapeutic to my windblown hair-do and then we both made as graceful an entrance as possible. The real problem arose when we left. Gen Shapley insisted on escorting us to our "car." We remon-

strated to no avail. Nothing to do but haul the bike out of the bushes, mount it, and pray it would fire up on first push, which it did.

The following day Quilter received a terse message from Shapley: "I wouldn't mind losing a chief of staff. You are replaceable. However, had you been in an accident with your motorcycle, I would have deplored the publicity. Knock it off!" I, too, received chastisement from Mrs. "Fog" Hayes for being unladylike, and to knock off all such and similar forms of transportation in future.

Fortunately, the ship strike ended soon thereafter. Our only remaining hurdle was to choose one of the three government-approved colors for our quarters. We could have Pea Soup Green, Tobacco Stain Brown, or Manila Folder Ivory. We chose the ivory.

From what I have gathered, progress has been made since the early days of low per diem and crating of one's possessions. But I can't help wondering if they still pack an occasional pail with garbage still in it. I

also wonder what the modern generation of Marines does for kindling wood. Again, do Marines cram as much as possible and still remain legit when it comes to the "professional books" cartons? I never did figure out what all those lines of numbers mean on one's orders? Son Charlie, Marine Reserve, says he doesn't know either, but if they aren't there, he doesn't get paid.

A memo for today's kids: you had just made good friends at the local school when your parent's orders took you elsewhere. Then came the first and dreaded day at the new school. Everyone knew everyone else except you, the new guy. Well, let's put it this way. If you were doing lousy at the old school, here was a chance to start all over again with a clean slate. On the other hand, if you had enjoyed close friendships at the old school, hang in there for undoubtedly you'll see them again when another set of orders arrives. Just think of the scenery you'll see crossing the country again! If you will just put those darn Nintendo Game Boys down for a moment! □1775□

Historical Quiz

Marines and Helicopters

*by Cadet 1st Class Brian Lewis
U.S. Air Force Academy
Reference Section Summer Intern*

Answer the following questions:

1. When was the first Marine Corps helicopter squadron commissioned?
2. What was the first Marine Corps helicopter squadron?
3. What was the alphanumeric designation of the first operational helicopter type in the Corps?
4. What was the name of the first helicopter carrier designated for the Marine Corps?
5. Marines first employed helicopters as a logistic support vehicle in what war?
6. Name the first Marine Corps helicopter pilot killed in action.
7. Marine Observation Squadron 6 (VMO-6) innovated night medical evacuation operations in the battle for this Korean city.
8. What was the name of the three-year operation involving Marine helicopter deployment to Vietnam?
9. What is the alphanumeric designation and call sign of the helicopter of the President of the United States?
10. What was the first Marine Corps helicopter able to lift its own weight in cargo/materiel?

(Answers on page 27)

M1826 Mameluke Sword May Be ColComdt John Harris'

by *Kenneth L. Smith-Christmas*
Curator of Material History

THE MARINE CORPS MUSEUM has few artifacts in its collection which are directly related to Commandants who served in the early days of the Corps. Understandably, the Museum is always in search of such items.

This past winter, a long-time associate of the Museum, David M. Sullivan, called the staff to say that he had uncovered a Mameluke sword during his ongoing search for images of and information about Civil War Marines to support a forthcoming book. He had the sword in his possession and was on his way to deliver it to the Museum.

Mr. Sullivan had contacted Capt and Mrs. Henry G. Watts, USNR (Ret), of Philadelphia, Pennsylvania, to borrow a diary which had been kept during the Civil War by Mrs. Watt's ancestor, Marine Capt John Campbell Harris. Capt Harris had served in the Marine Corps from the outbreak of the war until his retirement in 1870 (when he settled comfortably into a mercantile business which he had inherited through his wife's family). He was also the nephew of Colonel Commandant John Harris. The elder Harris had entered the Marine Corps in 1814, became the sixth Commandant in 1859, and died in office during the war.

WHILE VISITING the family en route from his home in Massachusetts to conduct research at the Marine Corps Historical Center, Mr. Sullivan was entrusted with the sword by Capt and Mrs. Watts with a request to give it to "anyone who could use it."

When Mr. Sullivan delivered the sword to the museum, it was closely examined. The inscription "Jno. Campbell Harris/ U.S. Marines" was marked in brown ink on the inside of the long part of the white buff leather belt. Furthermore, Mr. Sullivan produced a photograph showing then-Lt Harris in the regulation 1859 uniform, wearing the sword. Of course, the Mameluke-design sword had been replaced by the Army's M1850 foot officer's sword in 1859, and contemporary photo-



Lt Harris was photographed wearing a sword; his Uncle John's sword belt would have to have been cut down to fit him.

graphs show that most, but not all, Marine officers acquired the new sword. (The current Marine Corps noncommissioned officer's sword is patterned on the Army M1850.) Several questions were on everyone's mind: "Why would a junior officer wear a sword during the Civil War that had been declared obsolete in 1859? Did his uncle's position as Commandant somehow allow Lt Harris to flout regulations and wear this type of sword? Where and when did Lt Harris acquire the sword?"

The sword itself follows the pattern prescribed in 1826 for Marine officers. It is a Mameluke style with white ivory grips, a brass cross-guard, and a 36 3/4-inch blade. It is very similar to the sword owned by Brevet BGen Archibald Henderson, Commandant of the Marine Corps from 1820 to 1859, which is on display in the Marine Corps Museum at the Washington Navy Yard. As does the Henderson sword, the brass scabbard of the Harris sword has

a stud in addition to the usual two suspension rings.

However, whereas the Henderson sword is unmarked, the Harris sword has characters etched in intaglio on both sides of the ricasso which read, "Prosser/Manufacturer to the King/Charing Cross" on one side and "Prosser/Manufacturer to the King/London" on the other. According to the information found in *Swords for Sea Service* by Cdr W. E. May, R.N., and Mr. P. G. W. Annis, Charles Prosser was making swords in London by 1826 at 9 Charing Cross. In 1854, he moved to 13 Charing Cross, but had gone out of business by 1860. Research has not confirmed whether or not Prosser was contracted to produce officers' swords for the Marine Corps in the period from 1826 to 1859, but the first shipment of swords were imported through New York, and most likely were purchased from England.

AFTER READING Capt Harris' diary, Mr. Sullivan found that there was no mention of Harris ever having purchased a new sword while on a cruise to Europe. The only entry concerning swords was made in August 1864 when Capt Harris noted that he had a sword "repaired." A thorough examination of the sword did not reveal any evidence of an obvious repair. The only alteration was to the white buff leather belt.

The sword belt is constructed in three sections, in the same manner as many of the British cavalry sword belts of the mid-19th century. The brass beltplate is the one prescribed for Marine officers at least as early as 1840. The longest section, with the beltplate attached on one end, is stitched to a brass ring, from which the longer of the two slings is suspended. Also attached to this ring is a short section of the belt which is stitched to another ring of the same dimensions. The shorter of the two slings and the brass suspension hook attached to the second ring, as is the front section of the belt and the belt plate clasp.

It is obvious that this middle section has



The inscription "Jno. C. Harris/U.S. Marines" is still quite visible in brown ink on the inside of the white buff leather belt.



Stitching over a former inscription shows where the previously much longer sword belt—for a heavier man—was cut down.

been shortened from its original length, since it has two new rows of stitches. In addition, a name marked on this section of the belt is now obscured by having the shortened end folded over and restitched.

The only part of this inscription that can now be seen is "arris" over "Marines." The handwriting used in both markings is slightly different, although both are in brown ink.

It seems reasonable to assume that the sword belt was originally made for a large man and then shortened for a much slimmer man. When this was done, part of the original owner's name was obscured by folding over the tab end. This most probably is the repair noted by Capt Harris, three months after his uncle's death. Judging from extant photographs of Capt Harris, he was of medium build. However, from photographic evidence, contemporary accounts, and the uniform coat on display in the Marine Corps Museum, Commandant Harris is known to have been a very large man with an exceptional girth. He, too, would have marked the belt with his name.

SUBSEQUENT RESEARCH of probate records in both Washington, D.C., and Chester County, Pennsylvania, do not show that a will was ever probated for Col Harris when he died unexpectedly in May

1864. Since he died without having children, all of his property would have gone to his second wife. Unfortunately, neither her name nor anything about her life after being widowed is known. However, it is not hard to imagine that, upon being left with her late husband's military uniforms and equipment, she might have given usable articles, his sword and sword belt, to his nephew, also a Marine officer. His uniforms could not be used by any other officer since, in addition to being too large for most others to wear, they were tailored in accordance with the special regulations for the Commandant. Perhaps Commandant Harris promised his sword to his nephew prior to his death.

Whatever the case, it seems likely that this sword was worn in the pre-war period by ColComdt Harris. It is almost certain that his nephew inherited the sword, and then had the belt shortened, during which time his uncle's name was partially covered by the repair. The extant *carte-de-visite* confirms that it was then carried by Capt Harris, at least long enough to have his photograph taken with the sword, and then passed down through his family after his death. □1775□

Marines Incorporate Mirth, Piety in Personal Papers

(Continued from page 32)

If I'd get my orders to Diego
How gladly I would scream-o.

About your business I don't know
Potatoes from beans,
But as for me, I know this much
I want to go t' the Marines.

Monte F. Householder
Beaver, Oklahoma
Pvt. USMCR, 551615
(Inactive duty)

P.S. Please don't scoff at the poetry. I fear I will
make a much better soldier than poet.

and the reply—

DHIRS, Oklahoma City, Oklahoma
13 July 1944

Private Monte F. Householder
General Delivery
Beaver, Oklahoma

Dear Private Householder:

On your butt please keep on sotten
You have my word you're not forgotten.
So keep your shirt on, Monte dear,
In time from me you'll surely hear.

Remember I get many yaps
From boys who want to slaughter Japs
You're not the only one it seems
Who wants to fight with the Marines.

You'll simply have to wait your turn
To get the chance for which you yearn.
I'll send your orders on to you
When Uncle Sammy tells me to.

But for now consider that
It just is not your turn to bat.
Remember, too, this postulate,
"They also serve who stand and wait."

Sincerely,
/s/ T. E. Kendrick
Major, USMC, Ret'd.

Prayers

LtGen James P. Berkeley Collection

In March 1960 Gen Lemuel C. Shepherd, Jr., answered Gen Berkeley's query about the Marine Corps Prayer as follows:

"... I asked the Presiding Bishop of the Episcopal Church, Bishop Sherrill, if he would have

a prayer written for the Marine Corps. This he kindly did and it is included in the revised edition of the Armed Forces Prayer Book . . ."

Prayer for the Marine Corps

O Eternal Father, we commend to Thy protection and care the members of the Marine Corps. Guide and direct them in the defense of our country and in the maintenance of justice among nations. Protect them in the hour of danger. Grant that wherever they serve they may be loyal to their high traditions and that at all times they may put their trust in Thee, through Jesus Christ our Lord. Amen.

General Shepherd concluded his letter with his own special prayer:

The following prayer is one I wrote myself and used frequently while I was Commandant:

O Lord, God Almighty, I pray that Thou wilt guide me and all officers of the United States Marine Corps who are committed to service in defense of this nation, that we be granted special gifts of wisdom, understanding and strength to uphold that which is right and following what is true, we may obey Thy holy will and fulfill Thy divine purpose in the performance of our duties, through Jesus Christ our Lord. □1775□

Two Iwo Jima Veterans, Officer on Guadalcanal Die

by Benis M. Frank
Chief Historian

LtGen Edward J. Miller

LtGen Edward J. "E. J." Miller, USMC (Ret), 71, who enlisted in the Corps as a private in December 1942 and rose to the rank at which he retired, died on 5 June at his home in Carlsbad, California.

He was commissioned in June 1943, and was a platoon leader with the 1st Battalion, 26th Marines, in the battle for Iwo Jima. During the Korean War, Gen Miller served in a number of staff and command billets with the 1st Marine Division in Korea. In 1954, he was assigned as the Senior Navy/Marine Corps Advisor, Joint U.S. Military Advisory Group, Thailand. During the Cuban Missile Crisis in 1963, he served with Joint Unconventional Warfare Task Force Alpha on a special project. From 1965 to 1967, he was the Chief, U.S. Defense Liaison Group in Indonesia. Following this assignment, then-Col Miller went to Vietnam, where he served first as G-2 of the 3d Marine Division, and then commanded the 4th Marines.

In 1971, now a brigadier general, he became the Assistant Division Commander, 3d Marine Division/Commanding General, 9th Marine Amphibious Brigade on Okinawa. With his promotion to major general, other staff and command assignments followed, and, in 1978, Gen Miller

LtGen Edward J. Miller in 1978



MajGen Oscar F. Peatross

was given a third star and command of Fleet Marine Force, Atlantic, from which he retired in 1980. Throughout his career, he was active in sports and a holder of a Black Belt in judo. Gen Miller was interred in Arlington National Cemetery with full military honors on 14 June.

MajGen Oscar F. Peatross

MajGen Oscar F. Peatross, USMC (Ret), 77, died on 26 May in South Carolina after a long illness. As a company officer in Company B, 2d Raider Battalion (Carlson's Raiders), he earned a Navy Cross for his actions during the Makin Island raid. In World War II, he also fought in the Guadalcanal, Bougainville, and Iwo Jima campaigns.

Gen Peatross commanded the 2d Battalion, 5th Marines, in Korea during the Reno-Carson-Vegas operations. He commanded the 7th Regimental Landing Team, 3d Marine Division, in Operation Starlite in Vietnam. Then-Col Peatross was awarded the Silver Star Medal for his conduct of this operation. He was promoted to brigadier general in November 1966 and to major general in 1968, when he took command of the Marine Corps Recruit Depot, Parris Island. It was from this billet that he retired in May 1971. Gen Peatross was buried with full military

honors in the Veterans National Cemetery, Beaufort, South Carolina, on 28 May.

Col Charles H. Brush, Jr.

Col Charles H. Brush, Jr., USMC (Ret), 79, died on 21 June in Wayne, New Jersey. As commander of Company A, 1st Battalion, 1st Marines, on Guadalcanal, he led part of the company in a patrol near Koli Point, where he encountered a sizable enemy patrol, from which only three soldiers escaped. Then-Capt Brush captured some important enemy documents and maps which presaged a major Japanese attack. This, in fact, was the Battle of the Tenaru of 21 August 1942, when the 1st Marines more than decimated the attacking forces.

Maj Brush served as executive officer of the 2d Battalion, 1st Marines, in the Cape Gloucester (26 December 1943) and Peleliu (15 September 1944) landings. He was the Assistant G-3 of the 1st Provisional Marine Brigade during the Pusan, Korea, landing and S-3 of the 5th Marines in the Inchon landing on 15 September 1950. Prior to his retirement in June 1967, Col Brush commanded the 2d Marines. He was buried in Arlington National Cemetery on 25 June with military honors.

□1775□

Answers to Historical Quiz

Marines and Helicopters

(Questions on page 24)

1. 1 December 1947.
2. HMX-1 (Marine Helicopter Squadron 1).
3. Sikorsky HO3S-1.
4. USS *Thetis Bay* (LPH-1, designated 28 May 1959).
5. Operation Windmill I (13 September 1950), in the Korean War.
6. 1stLt Arthur R. Bancroft (29 September 1950).
7. Pusan, South Korea (August 1950).
8. Operation Shufly (15 April 1962 8 March 1965).
9. Sikorsky VH-3A; "Marine One."
10. Sikorsky CH-53E Super Stallion.

Museum Exhibits Adorn New Quantico Research Center

by Kenneth L. Smith-Christmas
Curator of Material History

THOSE IN ATTENDANCE at the opening of the new Marine Corps Research Center at Quantico, Virginia, on 6 May, saw a wide variety of historical exhibits throughout the building, most of which had been produced by the Museums Branch.

Several hundred invited guests attended the inaugural ceremonies, including the Commandant of the Marine Corps, Gen Carl E. Mundy, Jr.; a former Commandant, Gen Leonard F. Chapman, Jr.; the Commanding General of the Marine Corps Combat Development Command, LtGen Charles C. Krulak; and the President of the Marine Corps University, BGen Peter Pace.

Beginning last January, plans for the historical exhibits included one on the development of the Higgins landing craft at the outset of World War II; one devoted to Gen Gerald C. Thomas, to complement the oil portrait by Col Avery Chenoweth in the room named for Gen Thomas; and another relating the contributions of Gen Graves B. Erskine. In addition, early artillery pieces were requested for the main entrance and several portable modular ex-

hibits were decided upon as temporary displays in honor of the opening. Topical exhibits also were needed to accompany pieces of art to be hung in the Center, many of them reproduced from originals in the Museum's collection.



Medals, personal papers, photographs, and other memorabilia recall the career of Gen Graves B. Erskine in this 6' x 7' case.



In corridors throughout the new Research Center at Quantico Marine Base reproduction art from the Marine Corps Museum is hung and modular cases containing many of the World War II 50th anniversary commemorative exhibits are carefully placed.

hibits were decided upon as temporary displays in honor of the opening. Topical exhibits also were needed to accompany pieces of art to be hung in the Center, many of them reproduced from originals in the Museum's collection.

THE HIGGINS BOAT exhibit was envisioned as a two-panel display of appropriate photographs and historical texts, one of the latter discussing the types of experimental boats being used in the 1920s and 1930s, and the other detailing the development of the "Eureka" boat into the familiar landing craft of World War II. A bronzed statuette of the Higgins boat, which had been presented to LtGen Victor H. Krulak by Andrew Higgins, was to be prominently displayed in the center of the exhibit. The sculpture had been given by LtGen Krulak to the MCRD San Diego Command Museum and sent to the Museum for this display.

Col Gerald C. Thomas, Jr., USMC (Ret), brought in his late father's sword, medals, and a citation for the Silver Star, dating from 1918, to be accessioned into the Museum's collection prior to being installed in the exhibit. Using funds furnished by the Marine Corps Historical Foundation, the Museum staff arranged

with a local weapons conservator, retired GySgt William Lightel, to restore the sword. Gen Thomas' medals were remounted by Maj Charles V. Mugno, a Museum volunteer, who specializes in the research and mounting of medal groups.

The two-case exhibit on Gen Graves B. Erskine was a joint venture of the Museums Branch and the Research Center's archives staff. Mrs. Erskine had given most of her late husband's personal papers, photographs, and memorabilia to the Command and Staff College Foundation when she also donated the funds to honor Gen Erskine in one of the Center's large, seven-by-six-foot cases. Using a preliminary inventory compiled by volunteer Col Brooke Nihart, USMC (Ret), the Museum staff selected artifacts, documents, and photographs which well support the Erskine story. Col Nihart, who retired as Deputy Director for Museums last year, has spent the past year as a volunteer for both the Command and Staff College Foundation and the Historical Foundation.

Gen Erskine's military career is covered in two large panels, which feature his medals, also mounted by Maj Mugno; captured enemy edged weapons; and insignia. In an adjacent display, one panel is dedicated to his work with veterans' rehabili-

tation and handicapped programs, while another traces his deep involvement in the creation of military ties between the U.S. and Asia during the Cold War.

Photographic negatives of selected pieces of art from the museum's collection were sent out to produce copies of the paintings on canvas. These 20 framed reproductions are hung throughout the new Research Center. They are complemented by original paintings depicting scenes in Marine Corps history which the Command and Staff College Foundation had commissioned. One of these is the recent treatment by artist Don Stivers of the capture of John Brown at Harpers Ferry. At the Research Center's request, the museum provided an exhibit of the types of

weapons used in this action, even including one of the famed "John Brown" pikes.

Coincidental to planning for the Center's opening, the Marine Barracks, Vallejo, at the Mare Island Naval Shipyard in California was being disestablished. Of the many items being returned by the Vallejo barracks to the History and Museum Division's control were four Civil War-era brass Dahlgren naval landing guns. Capt Richard S. Gardner of the barracks saw to it that two guns on carriages were sent on to Quantico. When the guns arrived, a group of bandsmen from the Quantico band, who just happened to be volunteering in the small arms collection that day, helped unload the guns from the truck at the loading dock and then

manned the drag ropes to help haul them up the hill to the Museum's research facility. While undergoing restoration, the guns were found to be loaded and a quick substitution had to be made with the Dahlgren gun on display at the Museum in the Marine Corps Historical Center. After the 6 May opening, the shells in the guns were neutralized and restoration was completed. Several weeks later, both guns were placed in the entrance to the Research Center.

Finally, yet another use was found for the Museum's World War II Commemorative modular exhibit program when the staff set up 29 of these modular exhibits throughout the Research Center for the opening ceremonies. □1775□

New Books

New Opportunity to Purchase 5-Volume WWII History

by Evelyn A. Englander
Historical Center Librarian

THE LIBRARY of the Marine Corps Historical Center receives many recently published books of professional interest to Marines. Most of them are available from local bookstores or libraries.

The five-volume official *History of U.S. Marine Corps Operations in World War II* is being reprinted by Battery Press, Inc. (P.O. Box 3107, Uptown Station, Nashville, Tennessee 37219. Telephone: 615-298-1401). Volume I is now available from the publisher at a cost of \$49.95 plus \$2.50 for shipping and handling. Volume II will be available 10 November, also for \$49.95. The prepublication price before 1 November is \$39.95. Volume III will be available beginning on 15 January 1994, again for \$49.95, also with a prepublication price of \$39.95 before 1 December 1993. Please contact Battery Press directly for the price and availability of Volumes IV and V.

A Woman at War: Storming Kuwait with the U.S. Marines. Molly Moore. Charles Scribner's Sons, 1992. 336 pp. Molly Moore, the senior military correspondent for *The Washington Post* during Desert Storm, and now New Delhi bureau chief for the *Post*, accompanied Gen Walter E. Boomer as he led his Marines into Kuwait. This is her eyewitness account of the war, in which she details the heroism of the battlefield as well as its calamities. Along with providing the reader a compelling account of the buildup to

war, she also writes sympathetically of the human dimensions of the conflict. \$22.50

Anyone Here a Marine? Volume I: Popular Entertainment and the Marines. Dennis Carpenter and Frank Biscayne. Brightlights Publishing, 1992. 209 pp. Part I. "Celebrity Marines" provides photographs and biographical descriptions of more than 200 "famous" or noteworthy Marines from entertainment and the arts. The section on "Hollywood and the Marines" is a chronological description of movies about Marines from "Star Spangled Banner" (1917) through "Crash Landing: The Rescue of Flight 232" and "A Few Good Men," both from 1992. As the authors point out, the volume also can be used as a guide for building a video collection of movies about Marines. Finally, "Television and the Marines" contains similar information and photographs from tv series about Marines. \$19.95 (Available from: Brightlights Publishing, P.O. Box 4572, 16 Steamboat Rd., Great Neck, New York 11024.)

In Many a Strife; General Gerald C. Thomas and the U.S. Marine Corps, 1917-1956. Allan R. Millett. Naval Institute Press, 1992. 456 pp. Dr. Millett's latest book traces General Thomas' Marine Corps career from his serving as a sergeant with the 6th Marines at Belleau Wood through World War I and the years between the wars, to World War II when,

among other assignments, he served with the 1st Marine Division as operations officer and chief of staff for the landings on Guadalcanal, on to his postwar career as director of Plans and Policies Division at Headquarters Marine Corps and commanding general of the Marine Corps Landing Force Development Center. In 1951, he was again with the 1st Marine Division in Korea, as commanding general, from April through September, and then he was the Assistant Commandant of the Marine Corps from 1952-1954. \$39.95

The Library is in need of *Leatherneck* Magazines from 1941 through 1947. If you have any copies to donate to the Historical Center, please contact the librarian at Marine Corps Historical Center Library, HDS-3, Bldg 58, Washington Navy Yard, 901 M St., S.E., Washington, D.C. 20374-5040. □1775□

Volunteers Needed

Anyone interested in volunteering at the Historical Center, please contact Benis M. Frank, Chief Historian, at 202-433-3837. Volunteers are welcomed in the various collections: Reference Section, Archives, Personal Papers, Library, Oral History Unit, and also at the Marine Corps Historical Foundation Museum Gift Shop.

FJ 'Fury'

by Michael E. Starn
Curator of Aviation

THE U.S. NAVY, prompted by changing events in Korea in 1951, began to take a more serious look at its jet fighter capabilities. One of the newest jet fighters at that time was North American's F-86 Sabre. The Navy ordered three prototypes from North American's Los Angeles production facility. Two were modified F-86s and the third was a new variation, designated XFJ-2B. Each was fitted with veeframe arresting hook, lengthened nose wheel leg,

and catapult points. The XFJ-2B had additional modifications to include four 20mm guns in place of the F-86's standard six .50-caliber machine guns.

Production of the North American FJ-2 Furies began in 1952 at North America's Columbus, Ohio, plant, which was already producing the F-86. Because production was slow, the first FJ2s were not delivered to Marine Fighting Squadron (VMF) 122 until January 1954. Only 25 aircraft were

produced by the end of 1954. Subsequent production changes resulted in Fury designation changes from FJ-2 to FJ-3 to FJ-4. Marine squadrons continued to receive Furies until May 1958, the date of the final production of the FJ-4B.

In October 1958, Marine squadrons VMF-212 and VMF-214 set naval and Marine Corps aviation history by accomplishing in-flight refueling, which enabled them to complete the first single-seat trans-Pacific crossing of a naval aircraft. The Furies served Marine combat units until the 1960s when the aircraft began being phased out to supply reserve and shore units.

The Marine Corps' historical aircraft collection has three examples of this type of aircraft. All three are FJ-3s; they are BuNos. 135841, 135883, and 136119.

BuNo. 135841 was accepted on 6 December 1954, and was stricken sometime between 1964 and 1965. During this aircraft's active career it served with VMF-333 on board the *Forrestal* and at Miami, and later was transferred to MCAS Cherry Point. This aircraft's flight career was cut short in 1958, when pilot 1stLt Charles A. "Chuck" Houseman, Jr., was testing experimental arresting gear. After several successful attempts the nose wheel cracked and collapsed, damaging the aircraft. Nine years after its fateful accident it was rescued from the "aviation bone yard" and became the display aircraft at the main entrance to MCAS Beaufort, South Carolina. This part of the history of the aircraft did not come to light until 1977, when Mr. Houseman returned to MCAS Beaufort for a reunion. The aircraft was transferred to the Marine Corps for museum display on 4 May 1983.

BuNo. 135883 is on display at Marine Corps Air Station El Toro. Little is known about this aircraft other than that it served with VMF-312 at MCAS Cherry Point and Beaufort, and with VMF-333 at Miami and on board the *Forrestal*.

BuNo. 136119 is in the Marine Corps Air-Ground Museum, awaiting restoration. □1775□



An FJ-3, BuNo. 135841, sits at the main entrance to Marine Corps Air Station, Beaufort, South Carolina. The aircraft displays the paint scheme of VMF-333, the squadron it served on board the USS *Forrestal*. It was damaged in testing early in its career.

Technical Data

Manufacturer: North American Aviation, Inc., Columbus, Ohio.

Type: Carrier-borne fighter

Accommodation: Pilot only

Power Plant: One 7,200-lbs. s.t. Wright J65-w-2 Turbojet

Dimensions: Length, 37 feet 6 inches; wing span, 37 feet 1 inches; wing area 288 square feet

Weights: Empty, 11,802 pounds; Gross, 18,790 pounds

Performance: Max speed 676 mph at sea level; cruising speed, 518 mph at 40,000 feet; initial climb, 7,230 ft/min; combat ceiling, 41,700 ft; range, 990 st miles.

Armament: Four fixed forward-firing 20mm guns.

April—May 1944

by Robert V. Aquilina
Assistant Head, Reference Section

Fortitudine's World War II Chronology continues with U.S. preparation for the planned invasion of the Mariana Islands, some 1,500 miles from Japan, during the summer of 1944. The capture of these islands was considered critical for future operations against the Philippines, and eventually against the Japanese home islands. In addition, plans were inaugurated for the assault and capture of the Palau Islands, located about midway between the Marianas and the southern Philippines.

1 Apr—Japanese Imperial General Headquarters activated the *Thirty-second Army*, with headquarters on Okinawa, to control the defense of the Nansei Shoto island chain.

1 Apr—The 9th Marine Aircraft Wing was commissioned at Cherry Point, North Carolina.

2-27 Apr—The submarine *Greenling* reconnoitered the Mariana Islands.

3 Apr—The Commander, Expeditionary Troops, approved a tentative operation plan for the recapture of Guam: III Amphibious Corps, designated Southern Troops and Landing Force, would be directed to make simultaneous landings on the island's west coast.

8 Apr—Arrangements were made for the relief of the 1st Marine Division on New Britain by the Army's 40th Infantry Division, then stationed on Guadalcanal.

14 Apr—The I Marine Amphibious Corps was redesignated the III Amphibious Corps.

14 Apr—Marine Night Fighter Squadron 532 flew the Marine Corps' first successful interception of Japanese aircraft by F4U-Corsair night fighters, near the Marshall Islands.

18 Apr—In the Caroline Islands, the 5th Bombardment Group, Thirteenth Air Force, began a series of attacks on Woleai Atoll from Momote Airfield, Los Negros, in preparation for the Hollandia landings on New Guinea.

Exhausted, starving, and sick, these men have spent 23 days on the front lines at New Britain's Cape Gloucester and, with other 1st Division Marines, now are headed for a rest camp.



23 Apr—Pacific Fleet Commander in Chief, Adm Chester W. Nimitz, issued Operation Plan 3-44 for the capture of the Marianas. Adm Raymond A. Spruance, and VAdm Richmond K. Turner, followed suit. Task Force 56 (Expeditionary Troops) was directed to capture, occupy, and defend Saipan, Tinian, and Guam, and to prepare for further operations.

24 Apr—On New Britain, the 1st Marines, and detachments from a number of 1st Marine Division supporting units, withdrew from Cape Gloucester.

25 Apr—The 185th Infantry, 40th Infantry Division, arrived at Willaumez Peninsula, and the Army commander took over responsibility for the area from the commander of the 5th Marines, 1st Marine Division.

30 Apr-1 May—Aircraft of Task Force 58 attacked Truk in the Caroline Islands.

1 May—Northern Troops and Landing Force Operation Order 2-44 was issued, ordering the 2d and 4th Marine Divisions to land on Saipan's western beaches in the vicinity of Charan Kanoa.

4 May—The last elements of the 1st Marine Division departed New Britain, leaving one Marine unit, the 12th Defense Battalion, at Cape Gloucester.

7 May—The III Amphibious Corps received its final operational and administrative plan for the seizure of Guam.

10 May—In Washington, James V. Forrestal was appointed Secretary of the Navy.

10 May—In the Pacific, Adm Nimitz issued "Joint Staff Study Revised" for the Palau Operation. It named Commander, Third Fleet, in overall control; Commander, Third Amphibious Force, as Joint Expeditionary Force Commander; and Commanding General, III Amphibious Corps, as Commanding General, Joint Expeditionary Troops. The landing date was set tentatively for 15 September.

28 May—Adm Ernest J. King, Chief of Naval Operations, concurred with a proposal to establish a Headquarters, Fleet Marine Force, Pacific, to be commanded by MajGen Holland M. Smith, USMC. Adm King recommended that the change be effected after the assault on the Marianas, and that the force consist of a headquarters, with the III Amphibious Corps, the V Amphibious Corps, and the Administrative Command, Fleet Marine Force, Pacific, as subordinate units.

29 May—Adm Nimitz issued a warning order which envisioned the seizure of the Palaus as a larger operation than either Saipan or Guam. The III Amphibious Corps (the 1st Marine Division and the 81st Infantry Division, USA) was directed to assault the southern islands of Peleliu and Anguar simultaneously with landings by XXIV Corps on the main island of Babelthup. MajGen Roy S. Geiger, USMC, Commanding General, III Amphibious Corps, was named Commander, Expeditionary Troops and Landing Force. A target date of 8 September was designated for the assaults to take place. □1775□

OFFICIAL BUSINESS



Personal Papers Reveal Marines' Humor and Humility

by Col James Leon, USMC (Ret)
MCHF Volunteer

THE PERSONAL PAPERS SECTION of the Marine Corps Historical Center is the repository for most of the personal papers of Marines, that have been and continue to be donated to the Corps. The subject matter ranges from the sublime to the ordinary to the comic. Most importantly, the collections make up an historical treasure that supplements the official record.

Among the less evident items to be found scattered throughout the files are the poems and prayers that Marines cherished and saved through the years. They reflect the full gamut of emotions, religious devotion, and regard for the Marine Corps that one finds not only among Marines, but in the civilian community as well.

Here is a small sample of that poetry and devotion:

Poetry

Pre-World War I: Master Technical Sergeant Percy A. Webb Collection

A Kicker (Even as You and I)

He kicked about the many drills
And didn't care to hike;
Just hated all police work
And a guard he didn't like.
"Standing troop," he said, was "Fierce"—
Inspection was a joke;
And thought a sentry, walking post
Should be allowed to smoke.
"The stuff they serve at mess," said he,
"Is only fit for pigs.
In fact it would be cruelty

To give it to the hogs!"
He got his Discharge Papers; said
The Service gave him pain;
Then tried the outside for a week
And came right back again.

World War I: Major Robert Q. Bekins, Jr. Collection

The Marine
By Edgar A. Guest

He is always fit and ready
He is always cool and steady,
He was born to laugh at danger
And to fight his battles clean;
He is trim and he is dapper,
But he's every inch a scrapper,
And where'er the shells are thickest
You can look for the Marine.

He's the first to scent the battle,
First to hear the musket's rattle,
First to fling Old Glory's colors
'Neath a bit of foreign sky;
He's the first of truth's defenses,
And when fighting grim commences,
He's the first to heed the challenge—
For the Flag he's first to die.

He is rough sometimes of manner,
But he loves his country's banner;
He's a sailor and a soldier,
Or a man of peace and law;
In the wild, untutored places,
He can teach the savage graces,
And he'll build a Yankee schoolhouse
With a hammer and a saw.

He can level mountain ridges,
Cross the river with his bridges,
Fashion order out of chaos
And a ruined town restore;

Uncle Sam has never tasked him
With a job or never asked him
For a special brand of service
That he wasn't ready for.

He's a son of fine tradition,
Spreading freedom is his mission,
And you'll always find him grinning
Everywhere the flag is seen.
When the bullets start to flying
And the days are grim and trying,
You can thank the Lord above you
For the U. S. A. Marine.

World War II: Maj Thomas E. Kendrick Collection

The following letter was . . . received at DHIRS, Oklahoma City, Oklahoma, from a seventeen-year-old awaiting assignment to active duty:

Dear Sirs:

I fear I've been forgotten,
'Cause on my butt I've sotten
For five weeks now.
Please tell me how
I am to plead
To make you heed
This feeble call.

The home town is slow
The girls not so good
I wish I could blow
Out towards San Diego.

My political pull is nil;
I guess I'll just sit here 'til
Some kind soul
Gets me out of this hole.

(Continued on page 26)