

# **THE RAIDER PATCH**

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United States Marine Raider Ass'n.



*A Non-Profit National Organization*

**MAY 1987  
VOL. C-3-87**



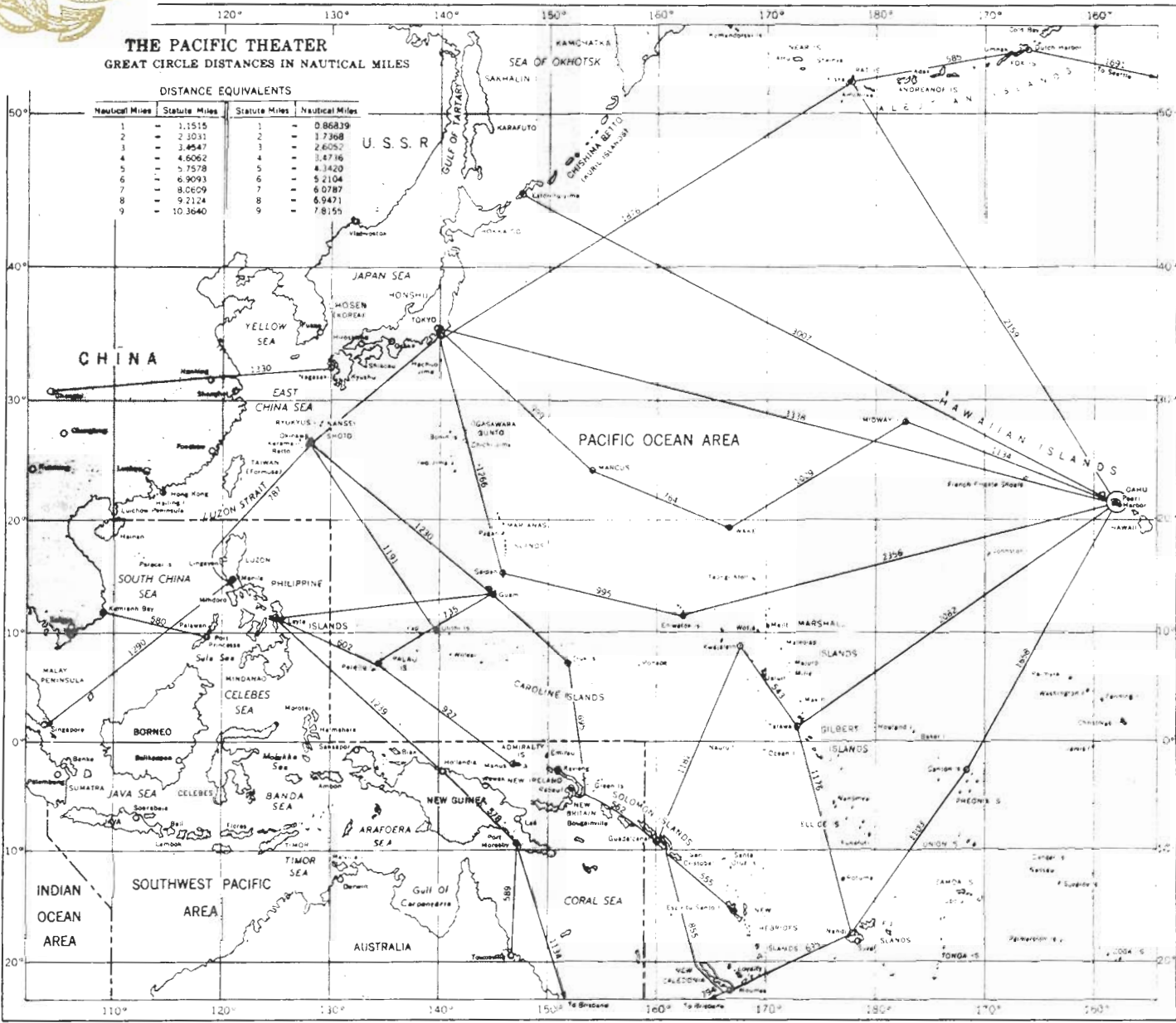
# United States Marine Raider Ass'n.



A Non-Profit National Organization

## THE PACIFIC THEATER GREAT CIRCLE DISTANCES IN NAUTICAL MILES

DISTANCE EQUIVALENTS			
Nautical Miles	Statute Miles	Statute Miles	Nautical Miles
1	1,1515	1	0.86839
2	2,3031	2	1.7368
3	3,4547	3	2,6052
4	4,6062	4	3,4736
5	5,7578	5	4,3420
6	6,9093	6	5,2104
7	8,0609	7	6,0787
8	9,2124	8	6,9471
9	10,3640	9	7,8155



Louis Becke, adventurer/writer wrote this passage concerning homesickness in a novel about the Pacific pirate, Bully Hays long before 1900: "RETURN? NOT THEY! WHY SHOULD THEY GO? HERE THEY HAD ALL THINGS WHICH ARE WONT TO SATISFY MAN HERE BELOW. A PARADISE OF EDEN-LIKE BEAUTY, AMID WHICH THEY WANDERED DAY BY DAY ALL UNHEEDING OF THE MORROW. FOOD, HOUSES, HONORS, WIVES, FRIENDS, KINSHIP ALL PROVIDED FOR THEM BY THE GUILLESS DENISENS OF THOSE FAIRY ISLES AMID THE CHARMED MAIN. WHY, WHY INDEED SHOULD THEY LEAVE THE LAND OF MARGINAL DELIGHTS FOR THE COLD CLIMATE, AND STILL MORE GLACIAL ATMOSPHERE OF THEIR NATIVE LAND, MISCALLED--- 'HOME?'"

## VOUZA HEROICS

On 03 November 1942, LCOL CARLSON, and two companies: Company C (CAPT HAROLD K. THRONESON, LCOL, Del Mar, CA) and Company E (CAPT RICHARD T. WASHBURN, COL, West Hartford, CT) disembarked from the USS MCKEAN and USS MANLEY at Aola Bay, Guadalcanal. They spear-headed a landing for some Army and a Seabee unit which was to build another Fighter Strip at Aola.

Coastwatcher W.F. MARTIN CLEMENS, Toorak, Australia and SGTMAJ JACOB VOUZA set the beach fires which guided the pre-dawn landing of the RAIDERS. For 30 of the next 45 days, VOUZA and his SCOUTS led the RAIDERS on a 200 mile jaunt over mountains and through dense jungle...At each village, VOUZA recruited scouts and bearers to help the RAIDERS....Over 400 Japanese were destroyed in the extended campaign.

### LOWELL BULGER

This writer, was one of the 22 men of Company C that finished all 30 days of that Japanese and Malaria infested jungle...I am proud to say, we dearly loved VOUZA and all of his brave men.

In recent years, the RAIDERS have attempted to repay the Solomon Island people for their invaluable assistance at ALL of the Solomon Island campaigns. We collected and shipped 37 tons of school supplies to Guadalcanal in 1970. We founded the SGTMAJ JACOB VOUZA SCHOLARSHIP FUND to provide the school tuition for needy and worthy Solomon Island children seeking a secondary education...At present this fund is supporting 21 children at ST JOSEPH'S School on Guadalcanal...In addition, RAIDERS are paying the secondary educational costs (About \$100.00 per Year) for nine (9) other students at other schools....A total of 30 boys and girls are receiving assistance directly or indirectly through this JACOB VOUZA SCHOLARSHIP FUND

All of you generous RAIDERS and friends are to be commended for lending your loyal support to this most worthy project.....REMEMBER all donations to this fund are ....TAX DEDUCTIBLE.

Send something for the VOUZA FUND when you pay your DUES or write us..



### 21 VOUZA FUND CHILDREN ST JOSEPH'S School, Honiara, Guadalcanal

Al Bonney, 36A Cumberland, Brunswick, Maine, 04011...Phone 207-729-8136..In late Feb 77, Al led a troop of 60 Guadalcanal veterans on their return to the Solomons....He sends the above photo and writes, "VOUZA, BILL BENNETT and ROBIN LOW passed along best wishes to all RAIDERS everywhere...I know it sounds incredible but VOUZA appeared in great shape, far better than 1975..""They don't make them like that anymore!" ROBIN LOW arranged for us to visit ST JOSEPH'S School...We were impressed with the facilities, the faculty and of course, the boys themselves...The 21 boys who are the recipients of your VOUZA SCHOLARSHIPS posed for photos and one of the boy's gave us a short speech of thanks to pass along to all who have contributed....From our observations and in our judgement, these funds contributed are being put to their highest and best use...!! Such men as these will become the future leaders of the Solomons.....The 18 of our group who took the New Zealand, New Caledonia, Espiritu Santo trip to Guadalcanal were hosted royally all along the way...Everywhere we were asked, "Can you return again next year?" RAIDER, DR JOHN BARGER, San Bernardino, CA made his second trip with us and plan another trip in Jan 78..Write for details....The RAIDER PATCH continues to be the BEST publication and really gives the other outfits something to shoot for....."



THE LATE ED HELSLEY, CENTER WITH MUSTACHE, WHEN ADM. NIMITZ BOARDED NAUTILUS



BOUGAINVILLE 1943 JOHN ASARO, ED GLYNN  
CHARLES GIBOUR, MACHINE GUN, RALPH SHAWLEE



STANDING - ASARO, KNEELING - GIBOUR, SHAWLEE  
MACHINE GUN AND GLYNN UNABLE TO ATTEND.  
~ THE WASH. D.C. REUNION ~

IT IS FITTING  
THAT WE SHOULD PAY SPECIAL TRIBUTE  
TO ONE OF OUR MEMBERS  
UPON THE OCCASION OF HIS PASSING

The word passed throughout the membership like a fire sweeping across the prairie. Written notice of the loss reached the PATCH from Raider IRVIN H. REYNOLDS:

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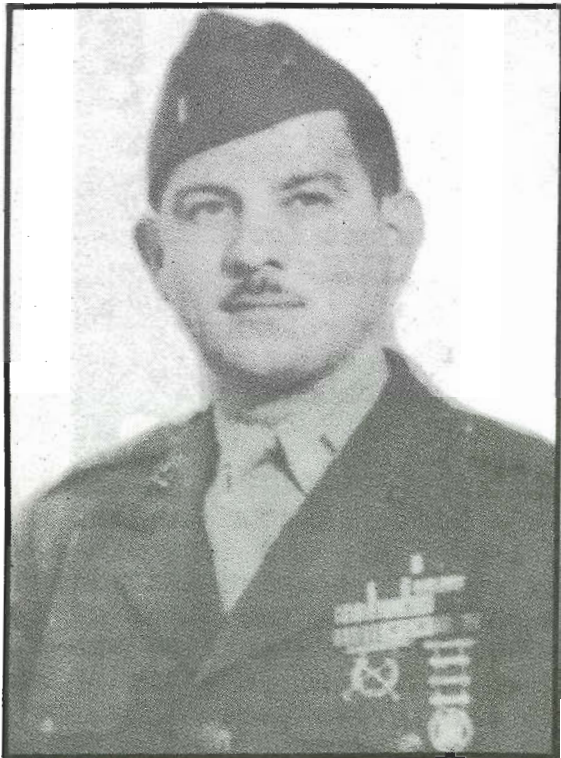
Died:

Anthony "Tony" Yelanich 1 & 3 Rdr Bn  
New York City  
Jan. 13, 1987

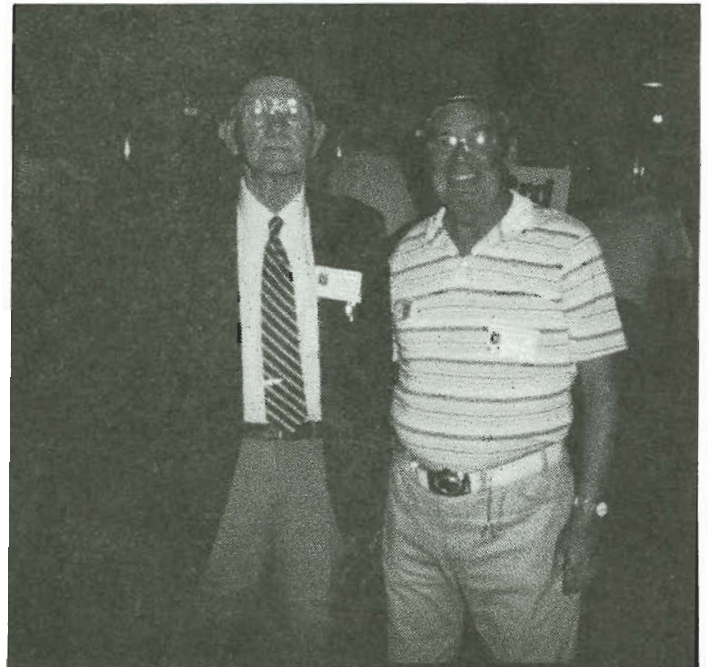
Tony may be the last Raider to have been with Edson in Nicaragua back in the 1920's. He is pictured with the Edson boys at the museum dedication. I think he was 83.

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Captain Yelanich was a runner, a PFC during a combat engagement in Nicaragua, August, 7 1928 when his performance prompted the Secretary of the Navy to award him the NAVY CROSS. On Oct. 16 1929 the President of Nicaragua awarded PFC Yelanich that Nations MEDAL OF MERIT for "exceptional services". Bougainville Campaign, Nov. 1943 Chief Warrant Officer Yelanich earned the BRONZE STAR for his courageous actions during the landing on Puruata Island. Okinawa, twice wounded First Lt. Yelanich was awarded the PURPLE HEART and Gold Star for wounds sustained during combat on 28 Apr and 20 May 1945.



SECOND LIEUTENANT  
ANTHONY C. YELANICH



"TONY" YELANICH 1986 WASH. DC WITH RAY HAMMOND,  
3K ON RIGHT

JIM THOMAS, one of Tony's many life long friends recently wrote of Tony:

"I met Tony in 1942 mid August. I was wounded on Tulagi and sent to New Caledonia to the 9th Station Hospital. Tony was there with a broken back or portion of it. We became friends - he was a Gunny and I was a private. We both went back to the rear echelon of the 1st Raiders. He was sent to Wallis Island and I was sent to Apia, British Samoa to form the 3rd Raiders. I was in K Co. and he went to L Co. When the 6th Division was formed he was my platoon leader and I was his beer Sgt, as he was also Mess Officer. After the war we met again in Quantico at the first reunion. His wife Alyce and my wife became real good friends. We visited one another a few times a year. He, (after his wife died) would stop at our house before going to the reunion. He talked about the Corps, but never anything about himself....."

His NAVY CROSS citation reads: \* "For extraordinary heroism, courage and coolness in the performance of duty as a runner during the engagement fought with bandits in the vicinity of Ililihuas, NICARAGUA, on 07 August 1928. While delivering a message, he found himself between two bandits who were rushing him from each side. After killing one of them and putting the other to route, he then proceeded to complete his mission. During the engagement his duties required repeated passage from one end of the skirmish line to the other and, although under rifle and machine gun fire throughout the entire action, he never failed to deliver the messages entrusted to him."

\*The Nov 1979 PATCH, page 5



Rear Admiral James V. Grealish, USNR (Ret), an honorary member of the US Marine Raider Association, wrote a letter to the Association June 23, 1980 expressing his pride and honor at having been accepted in the Association as an honorary member. In his letter he stated, "My respect and admiration for Marine Raiders started while serving aboard the USS WATERS, (APD 8) in 1943. On June 20 of that year, we disembarked P Company, 4th Marine Raiders, at midnight at Segi Point, New Georgia.....My next association with Raiders came on July 17 when we disembarked Q Company, 4th Marine Raiders at Enogai Inlet, New Georgia....."

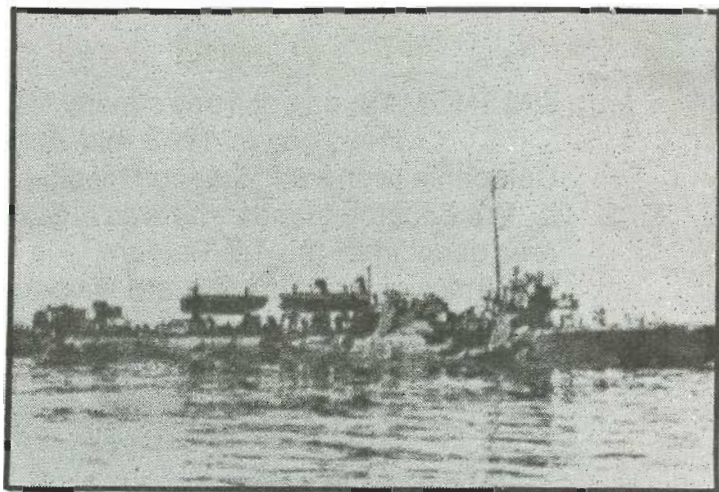
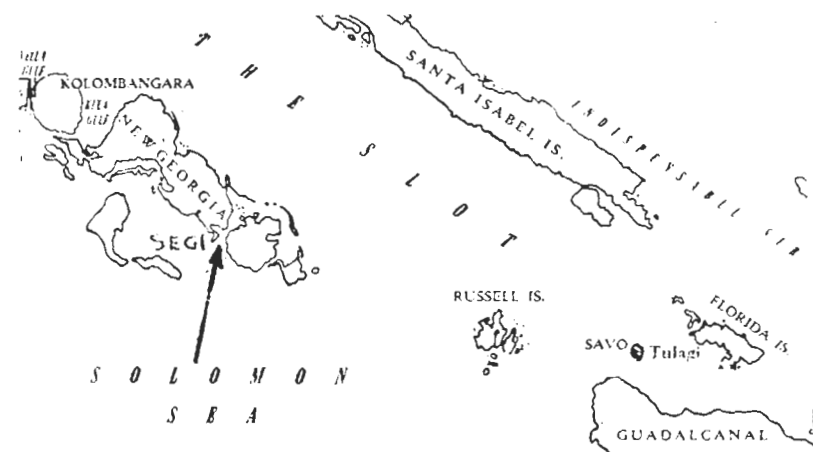
It should be of especial interest to those of us who were aboard WATERS that night to know now the crew who took us to Segi had just spent a harrowing day working to keep WATERS from being sunk by Japanese dive bombers. Most of us will recall watching the airplanes from our camp at Teteri beach that day and those fascinating native bonfires that night. We the Raiders are proud and happy to have the APD crews as members of our Association.

Admiral Grealish has been thoughtful enough to provide the following article describing the landing at Segi Point:- . . . . .

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## B O N F I R E   B A Y

USS WATERS APD #8

We were new to the Solomons in the early days of 1943. "We" means the old "8 Ball," a World War I four-stacker, designated APD 8, and bearing the name, WATERS, for a Revolutionary War hero of our Continental Navy, Captain Daniel Waters. The APD translated meant that Waters was a destroyer troop transport. We did not see much of the war in the first year, 1942. We were in Alaskan waters and in weather that about all you see from an old four stacker is mountainous seas, green water, rain, snow and ice. If you have ever ridden a ship through a sixty degree roll to one side and fifty degrees on the other, you have a rough idea of life on the old WWI four-stackers in heavy weather.

The assignment to the South Pacific was a notable change in several respects. In the first place the weather out there is hot the year round, a decided contrast to the frosty weather of Alaska and the Aleutians. In the immediate vicinity of the Solomons the seas are notably calm, so we got a chance to see something of our surroundings. That was good, too, because there was plenty to look out for including shoals and not to be forgotten Japs. The Solomons are outside the usual limits of severe tropical storms such as hurricanes and typhoons, which are frequently encountered in the equatorial regions of the Pacific. Lots of sudden rain squalls come up in the tropics and this holds true in the Solomons but they are short in duration and the wind never reaches gale force. The rain squalls were often a relief when they came in the heat of the day.

When the old "8 Ball" reached the South Pacific in early 1943 Guadalcanal was fairly secure but the Japs put on a couple of big raids and numerous small ones for our benefit. We frequently served as an escort for a convoy bringing up supplies from rear bases and as was the custom in those days the escorts formed an anti-submarine screen around the transports and cargo ships while they were unloading. If you have ever given Guadalcanal Island much study on a chart, you may have been surprised to note that there were no harbors of any kind. The northern coast line in about the center of the island was the principal base, the unloading area extending along about fifteen miles of this coast. The big ships would anchor off shore and proceed with the unloading by whatever means were available. Guadalcanal was about our first amphibious operation and even in 1943 they did not have all the modern means of unloading ships. It often took several weeks and in the meantime the escorts steamed back and forth offshore to provide protection against subs and to assist in fighting off enemy planes.

One day in June 1943 we were patrolling our assigned station in the screen when we were alerted by the shore station of an impending Jap air strike. We got to general quarters in short order and made all the preparations for which we had drilled so long. From the activity we could see ashore and the fighters from Henderson Field getting into the air in a hurry we felt sure we were in for the real thing. We were not disappointed long for in about ten minutes we spotted the first Jap dive bombers breaking out of the clouds. They were about eight thousand feet up in the first group of



AIR RAID  
OFF GUADALCANAL



some twenty odd planes. At the first warning, the transports started getting underway and forming up offshore, to maneuver there at best speed, with escorts close around them to afford anti-aircraft support. Everybody, ships and shore batteries opened fire as soon as this group of planes was definitely determined to be enemy and our fighters tore in after them. We were twisting and turning at the highest speed we could use and still remain close to the slower ships of our convoy. Three of the Japs evidently took us for their target because on three occasions sticks of bombs landed close aboard. One dive bomber laid his eggs so close to us that it felt like our old ship had jumped clear out of the water. Looking aft from the bridge when the concussion and shock was felt, there was so much water and spray over the ship which, added to the smoke from the boilers as we strove to make more than maximum speed, created the impression that all the ship from the stacks aft had been blown away. However, our rugged engineers came through with a growl by phone that they had felt some severe underwater shocks and the old ship answered the rudder as we continued our maneuvers to avoid the other bombs and ships.

It was a baptism in more ways than one being our first exposure to enemy fire. A larger ship in the action that day took some movies of us as we steamed by her. One sequence showed old WATERS clearly heeled sharply in a turn, another sequence showed only a large splash of water and spray while subsequent shots showed her emerging apparently unscathed---all guns flashing away. In that melee we claim to have shot down three Japs. However, we had plenty of help from fighters aloft. One of our innocent crew members, during the height of the excitement, observing for the first time the fall of aircraft machine gun strafing fire as it danced alongside of us, commented on how much the fish were splashing and jumping around.

We survived the affair without damage but two cargo ships were hit, one of these was practically a complete loss. The other cargo ship victim had a bad fire aft so we started in to render assistance but a mighty game little tug beat us to it. She pushed right in and tied up alongside fighting the fires and towing the larger ship toward shore. He finally beached her, the fires were overcome and the ship saved.

We scarcely survived that action when the shore signal station flashed us an urgent message to proceed to Kukūm Beach and stand by to load troops and await orders. DENT, (APD 9), carrying our Division Commander, was given the same order. The two ships proceeded to the assigned beach and a boat with several Marine Officers came out to the ships. We got our orders and soon had loaded a company of Marine Raiders on each ship, about four hundred men altogether. Our orders were to land these Raiders that night on Segi Point, New Georgia island. That marked the initial move in the New Georgia campaign and was the first offensive action after the immediate Guadalcanal area had been secured.

DENT took a pilot aboard before we left Guadalcanal. He was an Australian who in peaceful days had navigated the waters in the Solomons on trading vessels to the missions and copra stations. We did not know his qualifications but his presence bolstered our confidence. It was not until after we returned that we learned the pilot had not visited the waters we had to navigate for about twenty years.

It was one of the blackest rainiest nights ever seen in the Solomons, and the only chart of the area we had contained a note, "Do not navigate these waters without intimate local knowledge." WATERS and DENT will always think of that place as "BONFIRE BAY". The chart labels the place as Pango Bay, but some helpful natives provided the name and gave us the thrill of the evening when they lighted some signal fires on two little islets near which we passed. We were so close to one of these small islands when the fire was lighted that it looked like the fantail of our ship was ablaze. The reason it gave us such a scare was that we knew nothing of the plans for these signal fires, the purpose of which we later learned was the method of friendly native lookouts to communicate with the headquarters. However, we knew Japs were in the vicinity and those fires silhouetted us beautifully, so we expected to be taken under fire by shore batteries at any moment.

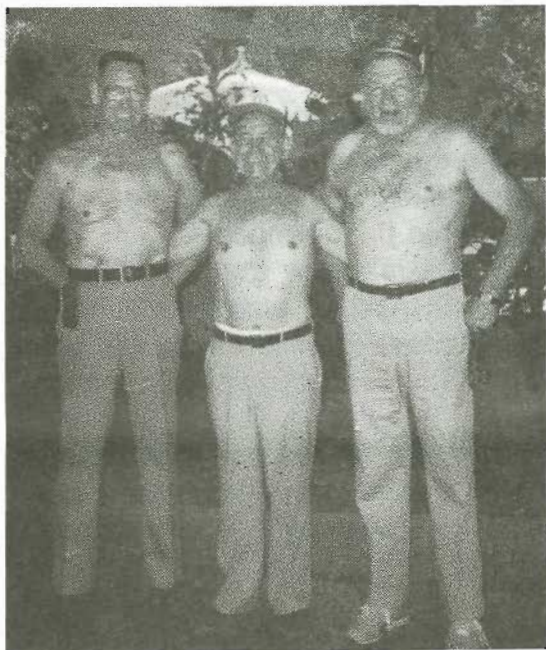
At the time these fires blazed up, our Chief Boatswains Mate, who was standing by the anchor decided to add to the Skipper's peace of mind by calling from the murk and rain of the forcastle head, "Captain! Captain! I believe we're aground."

He was not mistaken. Everyone felt the old boat scraping and straining on the bottom. It is a sickening sensation to feel a ship lurch aground, but fortunately, we cleared without damage. That was the only night the crew showed any nervousness or excitement and they flooded the bridge with all sorts of reports of their observations of the situation. The Captain ordered them to ignore the fires and the grounding and to have all guns alert since we expected to see the flash of shore guns at any moment. Dame Fortune smiled on us again and nothing happened. We steamed on about a mile further to the small beach where we were to land our Raiders. As we approached this beach to about 1,000 yards, a blinker light flashed from shore, deliberately and slowly spelling out O.K. It was an eerie sensation and we still thought it might be a Jap ambush. We wondered why they didn't use the established recognition signals even if things were OK.

About that time, two native canoes came out of the murky darkness, one heading for each ship. We had them covered with machine guns and as the canoe neared our ship, a Marine called out and identified himself. He was part of a Marine Reconnaissance Unit which had been ashore on New Georgia for some time. Our purpose in landing the Raiders was to relieve these people, who together with some friendly natives were in a critical spot with a superior Jap force. The canoe was propelled by a native who was as black as the night. We stopped our engines and the canoe came alongside. The Marine came aboard with directions for our Raiders so we put our boats in the water, loaded them and sent them ashore, DENT doing likewise.

Our boats had to make several trips ashore with the men and their ammunition and rations so day broke before we finished unloading. A few Jap planes appeared but they evidently did not see us because they made no approach. The ships lay-to in green camouflage, nestled among the green islands, and we guessed the Japs did not see us., A little later some of our own fighters from Guadalcanal came over to cover us and we got out there at top speed. On our way out we passed over shoals five times and in each case had less than a fathom of water under our keel. Guadalcanal was supposed to be a pretty grim place even in those days, but after our experience it looked like a beautiful safe haven.

WRITTEN IN 1943 BY LCDR CHARLES J. MCWHINNIE, USNR COMMANDING USS WATERS OFFICER OF THE DECK; ENSIGN JAMES V. GREALISH RAIDER COMMANDER; CAPT. TONY WALKER OFFICER IN CANOE; LT. MALCOLM MCCARTHY----ALSO ABOARD,LT. PAUL REDMOND



TODAY L. TO R. GARDNER O'BRIEN  
HARRY MANION FRANCIS WHITE

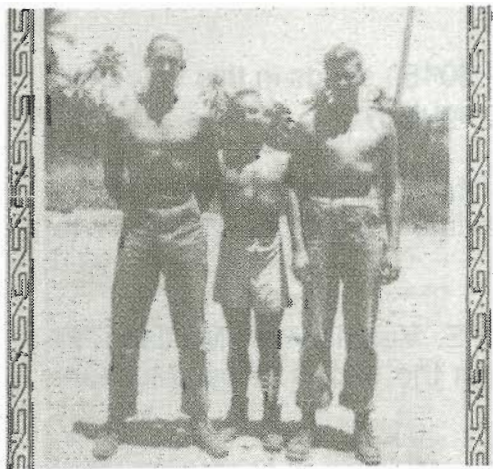


MINENKO & PET AT HOME

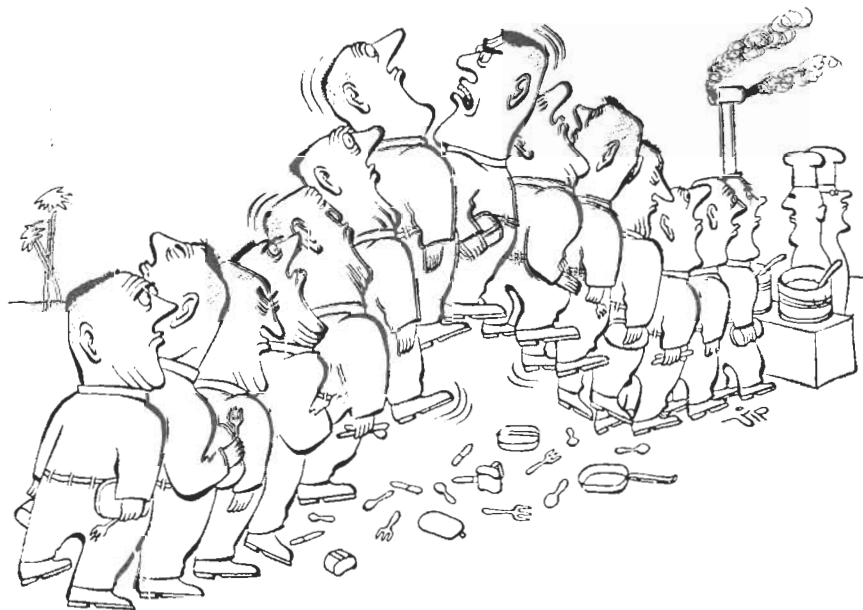


GUADALCANAL 1944

DAN MINENKO 4CP (NEW MEMBER)



Guadalcanal 1944



CC...LIER'S

"Darn you—quit shoving!"

VIRGIL PARTCH

## THE BULLSHEET

- 1D N. L. GIDDEN, 5604 Albia Rd. Bethesda, Md 20816 sends in this message to President Bob Mathews: "Here are my dues for 1987 and congratulations on yet another year of outstanding performance in keeping the substance and the spirit of the USMC Raiders alive and well!"
- 2C C. PAUL GANNON, "Gabby" Box 353 #27 Earp Cal 92242 sends dues and bought some decals and says, "I've moved from Oregon. Please say hello to all my old buddies, guys like "Leaky" Comers, "Canary legs" Dean Knight, the two happy Mexican warriors Pete Arias and Happy Sanchez. It was a pleasure to visit all the guys and wives at Reno. I can now walk some with crutches....See you all in Omaha in '88"
- 2DG RALPH F. SHAWLEE, 117 Summer Wood Dr. Los Gatos, CA 95030 sends in a good photo of the 2nd Raiders, G Co machine gun squad taken at Bougainville, 1943 and a picture of three of the squad taken at Wash. DC last fall. (These pictures are reproduced elsewhere herein.) The machine gun and ED GLYNN failed to make the reunion, but the machine gun is between Raiders GIBOUR AND SHAWLEE, bottom row. SHAWLEE also says, "I have finished reading "Big Yankee" authored by Michael Blankfort which is the story of Evans Carlson. I am amazed that the US never recognized Evans for the outstanding patriot he was. On January 30, 1941 the LA Times published an interview which they had with Carlson wherein he warned that Japan would attack the Phillipines. ....Instead the historians have made a hero out of Douglas MacArthur who failed to heed Carlson's warning" (There were a lot of deaf ears among our leadership before Dec. 7, 1941 Ralph.)
- 3K Raider BILL LANDFEAR, 10 Mayfield St. Maynard, Ma 01754 says this about his FIRST reunion: "The Washington reunion was my first and I really enjoyed seeing some of the old faces. It was really great and very well planned. My wife Anne also had a great time and she remarked on the Hotel's accommodations; 'they were excellent!'"
- 4CHq RAY SCHULLER, 762 S. Lavergne, Burbank, Ill 60459 sends in this very brief message: " Many thanks! Receive the PATCH regularly".
- 1ADHq FRANK CHASTE, 14350 Uhlin Dr. Middleburg Hts OH 44130 writes to tell us he had located another Raider and brought him into the Assoc. Welcome to JAMES LAYMAN IHq.
- 3A Another new member, PAUL LANSDALE, 310 E. Ventris Ave, Maitland, Fl 32751 has been brought into the Assoc through the efforts of our Museum

Curator RUDY ROSENQUIST, 3DMK. Paul plans to donate a hand made knife and other things to the museum. Welcome and thanks Rudy.

2BE BEN CARSON Rt 6 Bx 857 Hillsboro, OR 97123 wrote to RUDY ROSENQUIST as follows: "I received the Jan. PATCH and noted your contribution on the Raider Museum. You have created a very successful endeavor there. I received a notice about the Commemorative K-Bar knife last fall and was going to do something to buy one, but the information mysteriously disappeared and because age is setting in I didn't even notice it. When I opened my Christmas present, lo and behold, it was a Raider K-Bar. My wife had ordered it. My knife is registered as No. 0581."

3DMK ARCHIE RACKERBY, Box 83 Rough and Ready Ca. 95975 has been busy as always and located new members. His note says, "ADD to the roster the following K Co. 3rd Bn Raiders: RICHARD L HUTSON 1483 Hawthorne Pl West Palm Beach Fl 33414, phone (305) 798 0815---ROBERT L. KENNELLY 6039 Longmeadow, Saginaw Mi 48603. Also add the MCo 3rd Bn Raider, EDWARD J. MCDONOUGH 988 Olympic Rd. North Bellmore NY 11713 Ph. (516) 781 2082. He was a 2nd Pl leader with us on Bougainville." (Archie notes there are now almost 30 of his old K Co. Raiders on the roster)

2G From KENNETH J. BRAUN comes a change of address: "Well I've joined the ranks of the retired, and have moved to the warmer climate, so no longer am I living at Williamsville, NY. My new address is 95 Galahad Rd. Port Rickey Fl. 33568"

Hon New address also for Honorary member Ray W. Barron. 613 "A" Mark st. Willard, Mo. 65781

4Hq EDWIN S WILLIAMS, 3835 Lakeshore Blvd. Lakeport, Ca 95453 sends for an application form to become part of the Assoc. and says: "I was a member of HQ Co 4th Bn from Nov 42 to Dec 43 and was with them during the New Georgia operation and the Biaroko battle. When the Raiders were formed into the 4th Regt. I was a 'spare parts' sergeant, so ended up in the transient center for 6 months, (no one wanted sergeants in the Div's). Finally ended up in B-1-7 1st Div. and it is thru that Divisions Assoc. I tracked down the Raider Assoc." Welcome aboard. Ed....

1ADHq FRANK CHASTE 14350 Uhlin Dr. Middleburg Hts. Oh 44130 sends in the following sentiments concerning some of us:  
BEATITUDES FOR FRIENDS OF THE AGED by Esther Mary Walker-----  
Blessed are they who understand my faltering step and palsied hand.  
Blessed are they who know that my ears today--must strain to catch the things they say. Blessed are they who seem to know that my eyes are dim and my

wits are slow. Blessed are they who look away when coffee spilled at table today. Blessed are they with a cheery smile who stop to chat for a little while. Blessed are they who never say, 'You've told that story twice today'. Blessed are they who know the ways to bring back memories of yesterdays. Blessed are they who make it known that I'm loved, respected and not alone. Blessed are they who know I'm at a loss to find the strength to carry a Cross. Blessed are they who ease the days on my journey Home in loving ways.-----

Raider CHASTE comments: "I imagine all of us are now over sixty and some in the seventies and perhaps a few in the eighty and over bracket.....A fair number are plagued with various illnesses, some pass away as the Honor Roll testifies and some are in nursing homes." (Thank you Frank for this moment of reflection. The Ed.)

- 1CHq HARRY L FORBES, 8832 E Three Copt Rd Richmond Va 23229 sends in a comment about the BANZAI article in the Jan PATCH. "I would like to point out a small error. ....the date should be July 21 1944 instead of June. I would like to compliment the author as this is the most accurate description of this part of the campaign I've read. I know because I was on Mt. Alifan near Harmon Rd. on that night. Was wounded in the attack, lay there until dawn when corpsmen picked me up. Was evacuated, spent 14 months in various Navy hospitals, then discharged with disability. Even references to New Georgia and Biaroko are accurate. I was there too. Keep up the good work!"
- 3K BEN BROCK, Box 665 Agana Guam, 96910 writes to the PATCH: "Just received my Nov 1986 Patch. (Jan 30 1987) . Takes a long time to get here as it did in 1944. To think that almost 43 years ago we came to Guam to fight the Japanese and today I would not be in business without them. Guam is one of the Japanese favorite Islands to visit. Warm, duty free and beautiful place to live."
- 3L JOHN WILLIAMS 5166 Gray St. Denver Co 80212 sends in his 1987 dues along with a picture of he and Mrs Williams "fighting off a squad of Chinese soldiers as they try to retake part of the Great Wall of China." (The picture is printed elsewhere in the PATCH). John also says, "I talk to Walt Fischer once in a while when he calls. We were tent buddies when overseas. Walt made it all the way thru Okinawa. I got hit in the chest on Guam and thru some mix up I was listed as missing and later put down as KIA. Anyhow Rheba, Mrs Williams and I are going to Tonga in March then to Samoa so she can see some of the Islands that didn't get all shot up.....". Bon voyage!
- 4CPHq LEWIS SCHATZ, 432 Chestnut St. Collegville Pa. 19426 writes to comment concerning Okinawa: "PERLY HARRIMAN and I were wounded April 15 in the same location in which Capt. Norford was Killed and Lts. MC CARTHY

and Markinson were wounded. Also wounded, among others, was DAN MINENKO, and ROY GRENIER, (deceased). CHARLES RIOS was killed later on when we assaulted the hill after the Japs pounded us all night long with artillery and mortars----you probably remember." (yes I do, Ed.). "I think FLAVIAN, Pop, ARSENEAU lost an eye later on". (Yes he did Lew, on the last day of fighting at the southern end of Okinawa just above the cliffs where the Japanese Generals chose to kill themselves in caves below. There are numerous Japanese "Prefector" monuments there today.-- Ed) . "I just had a phone call from JOHN MCERLEAN in Florida. He is doing fine in his retirement."

4CP MILTON GRIGGERS, 2421 Oakwood Terr. Ft. Worth Tx 76117 sent a lengthy letter to your editor from which the following general interest items have been extracted: "On patrol one day on Okinawa, Dippy EVANS and I spotted this lovely Okinawa girl. We thought we had found Hedy Lamar she was that pretty! I had taken along a carton of Old Gold cigarettes for bargaining purposes, just in case.....but when she looked at me, and didn't smile, then looked at the cigarette brand, she started shaking her head. I think she didn't like Old Golds.... It was then all hell broke loose with Japs shooting from everywhere and we hauled ass. When we were set up on the line at Viru Harbor, HUFFSTUTTER and CARMODY'S fox hole was just up the slope from TOBY'S and mine. We had a good fox hole, deep and covered with bamboo and silk parachute cloth from when they dropped 'J' rations for us. One night when 'pisscall Charlie' was circling overhead, CARMODY got the dysentery urge, and as you know when you bend over the rest is automatic. CARMODY had to bend over of course getting out of his hole and his aim was right down on our silk cover. We slept fitfully that night, but a rain the next day cleaned things up. -----Lt Popelka detailed TOBY and me to be responsible for some surplus food, raisins, nuts, dry fruit and such and we were getting along pretty good until one morning the Lt. accused us of tapping the goodies we were guarding. So we were soon out of the supply business, but never did figure out how they counted peanuts and raisins.-----I was detailed to guard an ammo dump on Guadalcanal back in the bush behind Tassa Camp. It was DARK, couldn't see a thing and I was scared s --less. Around midnight a Jeep drove up and it was O.D. Lt. CARMODY. I gave him a real snappy salute and reported my post in good order. He started to leave but came back and asked me what the 7th gen.order was. I gave it to him right back, then he told me while sitting there in his jeep that if I didn't get it right on the next inspection I would end up in the Brig. Well what was running down my leg wasn't sweat and I don't know where I went wrong. I real quick extended my post to the road from the movie and asked a couple of marines walking along about the 7th order. They said it had to do with the orders from the Commanding Officer so I kept repeating it until the O.D. came around again. This time I gave it to him right out of the book and thanked God he didn't ask

for any other. CARMODY came by the tent the next morning to play checkers and told me he wasn't, 'just whistling Dixie'." (So much for Desire, Dysentery, and Discipline-----thanks MILT.)

- 1Hq JOHN W. ANTONELLI, 73 Locust Dr. Westwood Ma 02090, retired BGen. sends this note to Pres. Bob Mathews: "I regret my intransigence in providing dues to the US Raiders. Those who have been involved and who are now involved in maintaining and supporting such a grand organization should be highly commended. Personal regards, 'Tony'."
- 1C WALLACE HELLER, 6795 W.C. Cross Dr. NE Kalkaska Mi 49646 sends his 1987 dues and informs us that he is now retired and has moved to northern Michigan, living on a lakeshore 225 miles north of Detroit. He attended a reunion of the 1st Bn. 4th Marine Regt. in Chicago back in 1983 and saw old combat buddies for the first time since the war. He says, "We have a close friendship with 2 Raiders from the 2nd Bn. Tom CLACK, ECo who lives 30 miles away and Ray AMO, FCo in the Detroit area. Ray says when he retires in mid-87 he is going to spend a lot of time up here with Tom and me. We plan to see a best buddy from CCo, WYLIE BISHOP and his lovely wife, Joyce in late Feb at Charlotte, NC on our way to spend March in Florida. We are definitely considering being at the Reno mini-reunion."
- 1DA FRANK KEMP, 149 High St. Denver Co 80218 sends a generous contribution to the Gen Fund and tells of a meeting with Father REDMOND. "In mid November while in northern California I had the pleasure of having dinner in Carmel with Father PAUL REDMOND. At 88 he is in remarkably good health and is in great spirits and we had a wonderful evening. I saw his home and gardens and met his sister. I also called Col. RAY LUCKEL and Olga just before their 50th anniv. I received a card from WILFORD PATRICK from Sacramento who is in good health and busy with his construction business. In early January I talked to Col. JOHN SWEENEY who is also in great form."
- 3Hq JOSEPH G. HUMBERT, Med Dr. Stewartsville, NJ 08886, Life member sends in a generous contribution to the Gen Fund.
- 2HqE ELMER MAPES, 3595 Cedar View Ct, Bettendorf, Ia 52722 mailed in his old boot camp platoon picture, black & white, platoon 1050, Dec 1942. This picture contains at least 7 Raiders in one platoon: In addition to MAPES there is NEVLON BROWN, ART ZEBLEY, C.W. NICHOLS, JOHN REINKEN, BOB SNIDER and ROY CHICK. Elmer says of the men in the picture, "We never did make contact with 'Red' Brown. Art ZEBLEY lives in Olathe Ka. where he once served as the town's Mayor. NICHOLS died 9 years ago. He was from Crowell Tx. . BOB SNIDER was wounded by a land mine. He was a US

Marshall once in Wichita and now lives in Tulsa. ROY CHICK was killed on New Georgia" (Elmer is pretty sure there are other Raiders in Pl. 1050, and if so please sound off and let him know. Ed) Raider MAPES concludes saying, "I hope I finally can make a Raider reunion where I hope to see many of my former comrades-in-arms."

Editor policy concerning Boot Camp platoon pictures: These pictures do not contain enough Raider interest to take up an entire page of the precious few 26 pages of the PATCH. Also the "half-toning process" required for printing changes the features of the faces, making them barely recognizable. The best pictures for the PATCH are those that are sharply focused, clear, close up and of general interest. The PATCH strives to be: (1) about the Raiders, (2) non-controversial & (3) affordable.

4DQ JOE JOHNSON "Asia" 5058 N. Mango Ave Chicago, Ill 60630, phone (312) 286 5992 writes, "Be sure to include my phone number for those wandering Raiders who will come my way. BEN TOTH and wife Rita, sent me a card advising of his retirement and has moved from the Milwaukee area to Phoenix Az. ROBERT ENGLEMAN'S thoughts from the past stirred up memories about New Georgia and Guam. I too remember the incident of the man overboard on our way back from Guam. I was sleeping on a hatch cover and was wakened by a commotion which turned out to be an open fire on the bridge deck. All during the next day the ship paged for PFC Bankhead to report for roll call to no avail. Later it was announced he had been picked up by a PBY, "Catalina". It would be interesting to locate Bankhead and hear his account of the incident."

Hon Bobbi Blain box 507 Visalia Ca. 93279 sends your association a generous contribution in the memory of recently deceased Raider ED HELSLEY saying, "He was a good friend of my late husband AL BLAIN."

3E4D BEN STILLWELL 1188 Sunrise Lane Prineville Or 97754 sends in dues saying, "Thanks for stirring me up to pay my dues as I enjoy reading "The Raider Patch". It is about my only contact with anything or anyone connected with the good old days. I did receive a call from DON FLOYD who was in Prineville visiting relatives the first part of July so we had a brief visit."

3CL LUTHER FLEMING 8726 Barnes Dr. Castle Rock Wa 98611 responds to the story about "Banzai" in the Jan. PATCH. "One little known and noted fact about the Banzai attack was the forced night march of Lt. MARVIN PLOCK'S platoon. ....We had dug in on the beach side of a small hill which gave us a view of the beach area and a battle down to our right on Harmon road. ...Tanks being blown up, men scurrying across the field, star shells , the whole bit, in fact it was more like watching a battle scene on TV. Later on that night just as the battle was at it's height a runner came in from Co. Hq and said they

needed men to fill in gaps along the road. So without hesitation Lt. PLOCK volunteered his platoon and my machine gun squad without so much as asking for a vote. We knew it would be certain suicide to march that far at night through a mess of trigger happy marines especially during a Banzai, but down to the road we went. That forced march guided by star shells went to prove the days of miracles are not over because we weren't fired on at all by our own troops. At Harmon road we crawled hundreds of yards up Japanese dug, spiderweb trenches dropping men off in pairs as we went. The trenches were full of dead bodies and we soon found ourselves with Japs on both sides and some of the dead were not dead, but rose up to fight. One of them jumped up suddenly between Sgt. QUIRK and me and sent a burst of about 20 rounds at my head, but he was so close he missed. We only got powder burns and ringing ears. That longest night in history finally came to an end and at dawn our platoon was the first out in the field fronting on Harmon road. We shot several wounded Japs for fear they had grenades. We also took battle flags, wallets and I still have a beautiful officers sword. Your Banzai story made gold teeth taking seem a common practice among Marines but that is far from the truth. Not once did I see anyone take gold teeth. 99% of the Marines killed to survive and they hated to touch a dead body. Taking gold teeth sure wasn't a common practice among the majority."

3K JOHN L. STERLING 1520 N. Woodward Av. Bloomfield Hills, Mi 48013 tells of some interesting happenings: "first off I am delighted to be associated with such a group, (Raiders). I was at dinner one night in Los Angeles and was seated next to a gentleman who mentioned he was also going to a reunion in Washington DC.. The man was the great D.V. BROWN, (Deville, 4CP) and after a 6 hour chat we had won the war again. ....The newsletters are fabulous and stories bring back great memories....."

3M New member EDWARD J. MCDONOUGH JR. 988 Olympia Rd., No Bellmore NY 11710 writes to ARCHIE RACKERBY with these comments: "I will join the Raider Association because of the support it gives to the Solomon Islands children. In the forty years since Guam-----I stayed in the Marines through 1946 serving as CO, Hq Co. of the Service Command at Camp Catlin on Oahu. While there I married a lady from Maui on Flag Day, 1947. Four children, two and two and still married.....As a Reservist I was called back for the Korean war and served at Lejuene and Quantico with 4 months overseas in the Mediteranean. Separated with rank of Major with no intention of returning. Health is fine except for a few bouts with the gout. I will keep in touch...." ( Welcome Ed and keep those letters coming.)

2D The search for 'lost' Raiders got this reply from the sister of CALVIN S. TINSLEY. "Calvin is in a VA hospital because he has a brain tumor. His address is: CALVIN TINSLEY, Sophia-Lyn Conv. Hosp. 1570 FairOaks Ave. Pasadena, Ca 91103. I would appreciate your sending him news of your organization from time to time, so he can keep up with your activities even though he cannot participate." (The PATCH will be sent.....meantime some of you 2nd Raiders call on him or write..)

# RAIDER MUSEUM NOTES:

by RUDY ROSENQUIST

In memory of the First Raider Battalion and Lt. LEE N. MINIER, (KIA Guam) a tape recording called "Songs of the First Marine Raiders" has been donated to the museum. Raiders voices in the song who identified themselves are: BILL VOLLACK, RUFUS ROGERS, LEE MINIER, (then Cpl.), GEORGE WARD, JOE KENNEDY, TOM POWERS, ED DUNN, and GENE FULLERTON.

Our Boys gun came aboard courtesy of Rev George Robichaux, former Marine and regular attendee of the Edson meet each year. We have the gun as a long time loan at no cost.

Aboard at the museum was Major A. Barnes, an instructor at the Amph. Base, Little creek, Va. He indicated he plans to bring his classes to visit the Raider museum.

Other visitors included Capt. Tim Connolly and Lt. Raymond Vanden Berghe of the Naval Weapons Station, Yorktown Barracks, Va.



l. to r. CAPTAIN TIM CONNOLLY, JOE CUSUMANO (MUSEUM SPECIAL PROJECTS MANAGER) AND LT. RAYMOND VANDEN BERGHE Raider museum photo

OUR FLAG'S UNFURLED IN EVERY BREEZE  
FROM DAWN TO SETTING SUN  
WE HAVE FOUGHT IN EVERY CLIME AND PLACE  
WHERE WE COULD TAKE A GUN  
IN THE SNOW OF FAR OFF NORTHERN LANDS  
AND IN SUNNY TROPIC SCENES  
YOU WILL FIND US ALWAYS ON THE JOB  
The UNITED STATES MARINES



BOB BUERLEIN, AND MAJOR ALBERT BARNES  
Raider museum photo

## NOTICE TO MEMBERSHIP: \*\*\*\*\*

There will be a special meeting requiring a few minutes in the HOSPITALITY ROOM at the NUGGETT during the Saturday 13 June mini-reunion Please attend.\*\*\*\*\*



MURDELL AND BILL CARR, 4CP, WASH DC

This yarn comes to us from the Army; Joe N. Bean  
T/4, Ser.Co. 161st Inf. 25th Div.

-----23 SHOT '03 SPRINGFIELDS-----

During one of the final skirmishes at Cape Esperance, the SECOND MARINE RAIDERS were on one side of the enemy and units of the 161st Infantry on the other. The Marines ran out of food and ammo. A couple of them slipped through the lines and got back to Service Company, 161st. They asked for "C" rations and bullets. One said they were wasting a lot of loads because the Japanese counted the rounds fired and rushed them after they had fired four, so they were firing three and putting in a full clip but often lost the extracted two rounds in the brush.

We did not have Springfield ammo and knowing our Garand ammo had a lighter charge, I went to the ammo dump and picked up a case of BAR ammo. They would have to transfer the rounds from the BAR magazines to their clips. They said they would come back the next night, so we suggested they bring back all the old '03 empty clips they could carry and we would help transfer the rounds.

Three Raiders came over the next night with lots of empty clips and while busying ourselves with the transfer, one of them held a BAR magazine up to the follower plate of his '03 and said, "If there was just some way we could fasten this onto the Springfield, what a surprise those Japs would get."

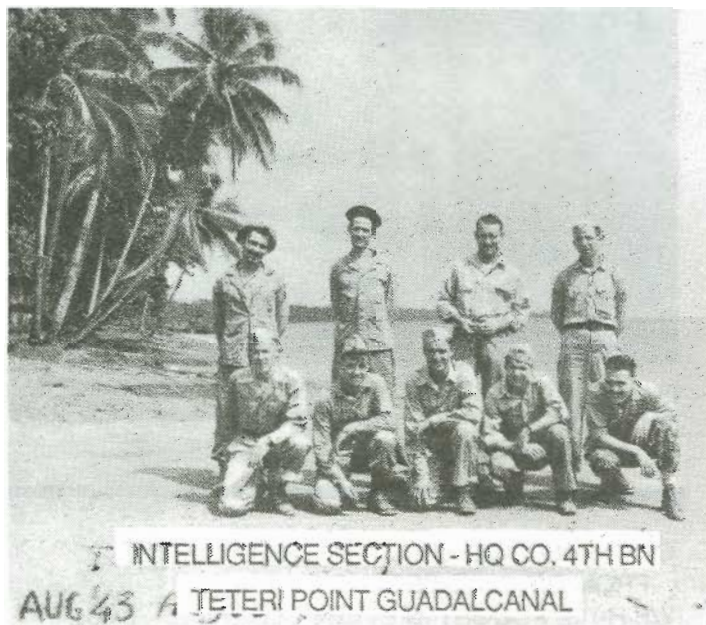
I grew up where I had to make things work by improvising repairs from articles on hand, so I grabbed the rifle, removed the follower plate, unhooked the follower spring from the plate, flipped the follower out of a BAR magazine and found that the two springs would clip together. Grabbing a block of wood, I set the magazine down on it, positioned the rifle over the magazine and lowered it, threading the follower into the '03, lined up the cartridge path and held down the rifle saying, "Hey one of you guys load this thing".

"HOLY DAMN! IT WORKED". I hunted up "Red", the welder and said, "Hey Red we got a job for you". We persuaded him to braze the BAR magazines to the bottom of the '03's and the boys went back with three 21 shot Springfields. The next night they brought over more for the same treatment but in attaching the springs, we found that if we put the '03 spring on the bottom, they would hold 23 rounds.

(Are any Raiders left who remember this?)



RHEBA & JOHN WILLIAMS 3L AT GREAT WALL OF CHINA



L TO R. STANDING: TED ROCOFF SYDNEY SCALES  
G.T. ANDERSON JOEL WEAVER  
KNEELING HARRY CLARK GERALD SPENCER  
EDWIN WILLIAMS ALVIN MAXWELL  
J.R. LE BRUN

HERE'S HEALTH TO YOU AND TO OUR CORPS  
WHICH WE ARE PROUD TO SERVE  
IN MANY A STRIFE WE'VE FOUGHT FOR LIFE  
AND NEVER LOST OUR NERVE  
IF THE ARMY AND THE NAVY  
EVER LOOK ON HEAVEN'S SCENES  
THEY WILL FIND THE STREETS WELL GUARDED  
By - the UNITED STATES MARINES



## T H E C A T A L I N A S.....a continuation

If the expression "dead in the water" ever applied to any situation, it certainly applied to the PBY in the water off Enogai, its fuselage full of bullet holes, the port engine ruined and steaming and its cargo full of wounded Raiders and crew members. The terrible heat of the tropical day filled the airplane and sweat ran with the blood of the hapless men inside.

Three PBY "Catalinas " had come to Enogai accompanied by a cover flight of dive bombers and fighters, but after seeing that the PBYs were safe, the cover went over to Biaroko to bomb and strafe the Japanese concentrated there, attempting to get off New Georgia to the next island, Kolumbangara or to a rescue ship. Anything to escape from the huge attacking force of Americans coming up from Munda to the south.

The third PBY, the last to leave, was unprotected and Japs had found it.

In the words of Hal Ferrin: "I was in the last PBY and while we were taxiing out all at once popcorn poppers were lit off. It was an attack by Jap float planes. There was mass confusion. I had been placed on the navigation table right behind the flight deck and was splinted and bandaged all the way up my left side from my ankle to my shoulder. The bullets tearing through the fuselage sounded like being inside a pop corn popper.

I saw the pilot and copilot come down from the flight deck. The radioman tried to raise someone on the radio with no success, then he took up a position on the machine gun. The pilot then taxied around on the water trying evasive action until he realized nothing was being accomplished at all and a decision was made to try to take off and evade the attackers in the air.

From where I was laying on the navigation table there was a small window above me. Through this I saw the port engine above just as it went PWOOF and oil and fire spewed down all over the fuselage. Smoke rose above the plane and this convinced the flight crew that there was no chance in the air so they stayed on the water."

It is not known why the Japs didn't continue the attack while the PBY was helpless on the water. Perhaps the Japs were satisfied with the ruined engine and smoking wreck they could see and went on to more urgent work such as attacking the Americans over Biaroko. Perhaps it is true that when a man's turn comes to die he will, and not before. Hal continues with the story.....

"As you recall there were some Higgins boats that were left behind at Enogai when the APD's departed. I guess word was received there was a Jap task force on the way and the APD's would have been no match at all in a battle.

Some of the boats followed our PBY when they saw that it was in trouble and were hoping to get to the plane as quickly as possible to rescue the men inside. I have only a vague recollection of getting in the Higgins boats but I remember laying on that table unable to do a damn thing for myself. When the plane ended up on the reef, I had no idea we were on a reef or over water three miles deep.

I do remember the crew shut the water tight doors at both ends of the navigators space leaving me alone in there on top of the table. I heard sounds of water running and looked down and saw reddish water rising up from above the bilges getting deeper very quickly; tinged red from the blood that ran down into the bilge level just above the keel. I thought to myself, 'this is it Ferrin--no way out of this one. You're going to the bottom with the plane.'

Obviously it didn't turn out that way, but I'm telling you that was scary. I figured I'd had it!

I guess the greatest sounds I ever heard in my life were the noise of the hull thumping and bumping around underneath where it was settling down on something solid and not sinking after all. Some of the thumping and bumping was probably the Higgins boats coming alongside the fuselage preparing to get us out.

My memory tells me the next thing that happened to me was drinking some boullion broth being fed me by Bill Lacy, another Corpsman. We were laying on the deck of a Higgins boat under a canopy of jungle trees, probably mangroves along the shore. Bill was feeding me broth and water while he held my head. The boat had a lot of wounded and it was hot. We had been there overnight. I drifted in and out and seemed to come to only when I was thirsty.

Rumors spread that the PBY's were going to come back for us, but that day went by and another night and still no PBY. It was simply too dangerous.

Later, during the third day we were finally taken off the Higgins boats and loaded aboard a good old APD. We were taken directly to the field hospital at Tulagi. Undoubtedly the delay and the conditions where we were laying in the mangrove swamp cost the lives of some of the wounded.

I've tried several times to get ahold of Bill Lacy and find out more of just what did happen. So far I haven't found him, but meanwhile that's the story as best I can remember....."

Hal remarked that the PBYs were probably part of the famous "Black Cat" squadron that worked out of Guadalcanal.

NOTE THE MACHINE GUN POSITION  
BELOW AND IN FRONT OF COCKPIT DECK



Some more stories about the Catalinas.....

In March 1942, Ensign F.E. Pinter spotted a liferaft between San Juan, Puerto Rico and Guantanamo Bay, Cuba. After landing in rough seas, 18 survivors of a torpedoed merchant ship were taken aboard the greatly overloaded "Catalina" which Pinter managed to get back into the air only by repeatedly bouncing the plane off the rolling swells.

\*\*\*\*\*

In "George Kenney Reports," the Fifth Air Force Commanding General describes a raid by 40 B-24s on Kavieng in the Bismarcks north of Rabaul and the rescue which followed:

"Three of the crews were picked up in one of the most striking rescues of the war, when one of the Navy Catalina flying boats assigned to the Fifth Air Force for air-sea rescue service picked up all 15 men in Kavieng Harbor itself, while under fire from the Jap shore batteries.

The pilot, Lieut. Gordon, landed, picked up three men, saw two more clinging to a piece of debris, landed again, kept seeing more survivors, and kept on landing until he had gone into that hornet's nest seven times.

The Catalina pilot had a rough time getting off the water after each landing. As he kept picking up survivors he kept adding weight, as each time he came back into the harbor he collected more bullet holes, and water leaking into the hull added still more weight. It was a masterful exhibition of courage and airmanship."

\*\*\*\*\*

DUES AND DUE! REMEMBER IF YOU HAVE NOT PAID YOUR 1987 DUES BY NOW YOU HAVE BEEN PLACED ON THE INACTIVE LIST.

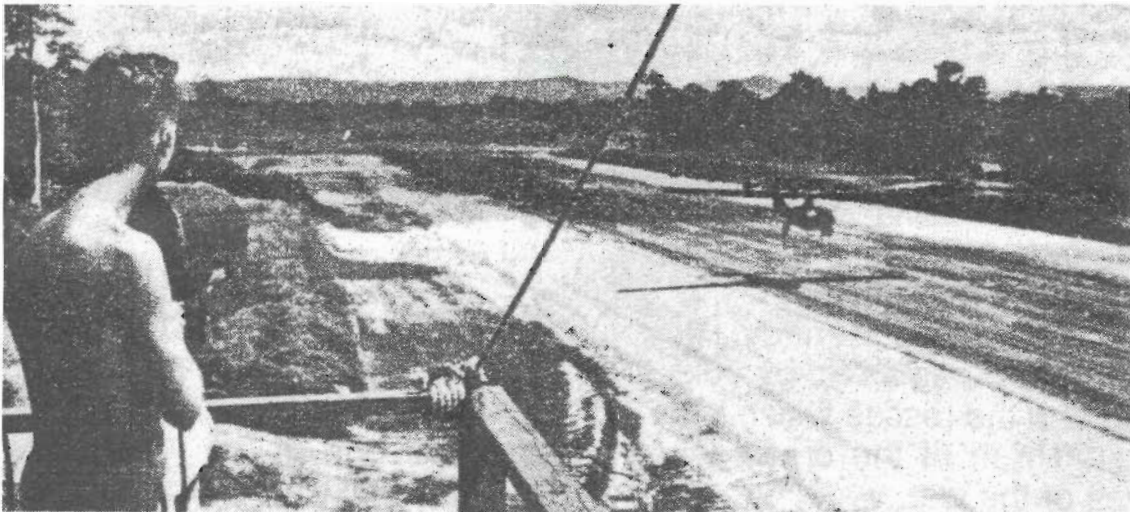
YOU MAY OR MAY NOT GET A COPY OF THE PATCH, DEPENDING ON HOW MANY EXTRA COPIES ARE AVAILABLE WHEN YOU DO PAY.

The following is a clipping from an old Sat-Eve-Post:

"Dumbo fliers still talk with amused awe about the taxi hop and grocery run combined which Lt. J.E. White flew in 1943. He took off at Florida Island with his regular crew of nine all told, a ton of supplies, and two passengers, his mission being to deliver passengers and supplies to Marine Raiders on Jap-held New Georgia, then return to Guadalcanal with four fliers, survivors of downed planes, who had managed to join the Raiders. It was a fairly routine mission.

"But when White landed at Guadalcanal, his plane's cramped and gear encumbered interior disgorged not only four fliers but two Jap prisoners and twenty-two Chinamen--a whole colony of them, with all their worldly goods. How thirty-seven humans, passengers and crew, were fitted into one PBY remains one of Dumbo's most curious mysteries.

"Of the secondary duties, none, perhaps, was so important and none certainly so in keeping with Dumbo's growing traditions as the evacuation of wounded. In the early days of a major landing operation, calls would come frequently --urgent calls--asking Dumbo to fly the severely



S. Navy/National Archives

General Dynamics/Convair

NAVY PBY-5A AMPHIBIANS, right, and Army's similar OA-10s were widely used in air-sea rescue. Above, PBY-5A lands at Bougainville in the Solomon Islands.

FEEL GOOD AGAIN, TREAT YOU AND YOUR SHELTERHALF TO A FUN WEEK-END IN RENO 13JUN- YOU OWE IT TO YOURSELF

**John Ascuaga's Nugget**  
Reno's Favorite Hotel-Casino

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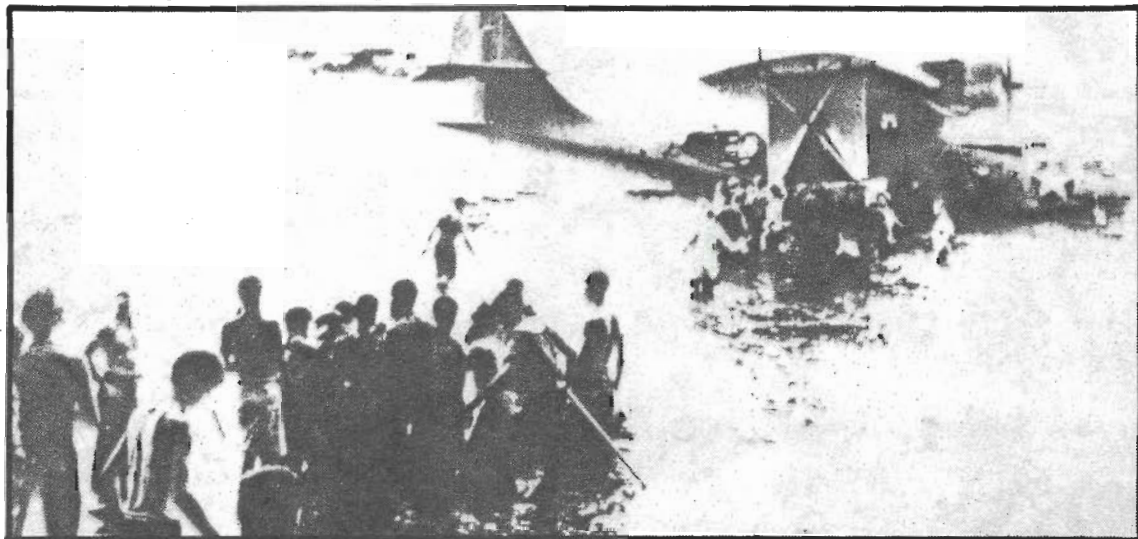
wounded directly from the beachheads to the base hospitals, where their lives might be saved as they could not be in the field. More often, Dumbo was called upon to fly to secret rendezvous in bays or inlets of Jap-held islands to carry out wounded or sick Raiders who, if they had not been evacuated, would have seriously hampered the swift movements essential to Raider operations.

"There was for example, the comparatively large-scale evacuation of wounded Raiders by three Dumbo planes under the command of Lt. F.R. Wadsworth, Lt. R.B. Blodgett, and Lt. F.M. Caldwell at Enogai Inlet in New Georgia on July 11 1943. The three landed off the mouth of the inlet in the afternoon at 1725. At once, Wadsworth edged his plane up to the barrier reef, where marines from shore held it off the coral while rubber boats and crew members were put overside to bring out the wounded. As soon as Wadsworth's plane was loaded, it moved off shore and the two other planes edged up to the reef to launch their rubber boats.

"The transfer of wounded from shore to plane had just begun when three Jap float planes roared at low level overhead and dived on the PBY's. Before guns could be manned by the Dumbo crews, the Japs had made three strafing runs, and one of the enemy dropped a light bomb which fell thirty feet from the bow of Blodgett's plane, wounding the first pilot, Ensign Macauley, and holing the wings and hull with its fragments.

"The PBY's were in a desperate predicament, waterbound, short-handed, and with one of the two .50 waist guns in each plane dismantled to make room for stretchers. The guns were replaced and manned as speedily as possible, some of them by evacuees, and in their next runs, the Japs met fire which held them at a slightly greater altitude than the 200 feet of their unopposed dives.

"The transfer of wounded went on; the rubber boats continued to shuttle slowly between the shore and the Dumbos. The Japs came back again and again. When pressed too hard, the PBY's at the reef taxied away and circled then returned to their stations. Blodgett was wounded. When at last the Japs retired, they had made eighteen strafing runs in all, but that night after dark, the three Dumbos delivered seventy one wounded Marine Raiders safely to the Tulagi hospital on Florida island".



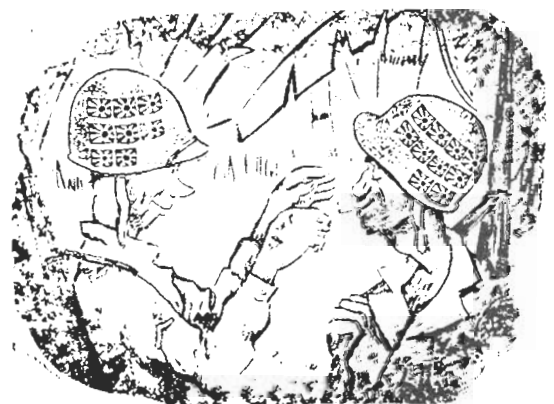
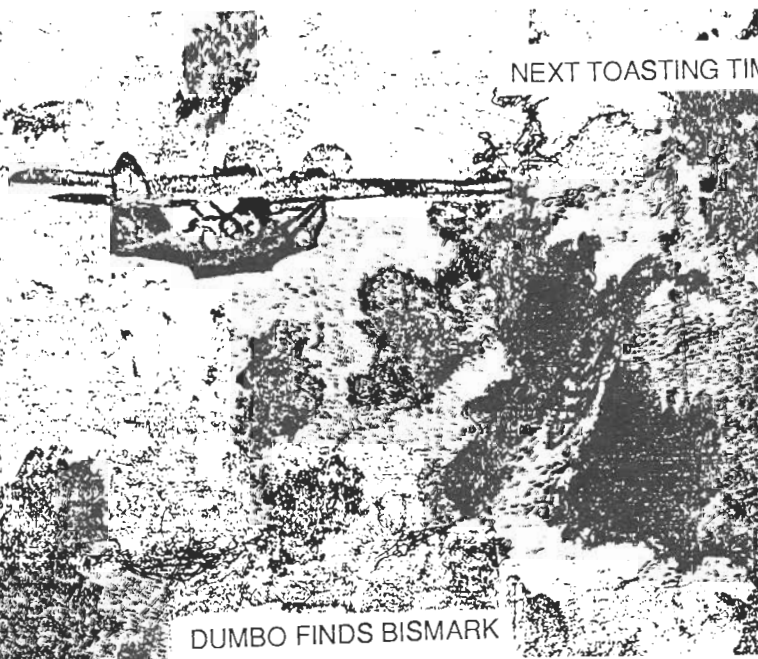
Other outstanding feats performed by the Catalinas include the following:

ITEM The German battleship Bismark sunk the British battleship Hood off to the north and west of England in the dark days of WWII before the United States got into the fighting. Bismark was somewhere south of England heading for a safe harbor in France. The British knew this and were desperate to find and do harm to the great ship, but the many airplanes sent out to find Bismark all ended in failure even though some of the courageous British flyers overflowed their fuel supply and had to ditch, hoping they would be rescued before the cold North Atlantic water did them in. A British Catalina flying boat, the Z209 kept lumbering along through, over and under the cloud cover until it drew fire from below about the same time the crew spotted Bismark. The discovery brought out torpedo bombers who were hardly a match for the mighty ship, but one lucky hit damaged the rudder and sent Bismark traveling in circles. The next day Bismark was sunk by ships of the Royal Navy, going down with almost all hands when her magazine exploded. The Catalina played a vital part in giving the English a much needed moral boosting victory. The painting shown here photographically reproduced is by the English artist Norman Wilkinson.

ITEM Many months later in a similar incident after the Japanese had crippled the US fleet at Pearl, the Navy was looking for the Japanese fleet and knew it to be somewhere north of Midway island. Again extensive search efforts were made by air and on June 4, 1942 at 0545, a Catalina flying boat spotted the Japanese heading for Midway intending to attack and capture that Island. The famous Battle of Midway followed.

(Editor's note: The brief research I did on this article revealed several instances when the Navy deliberately sank their own ships after they were damaged, but floating. So did the Japanese. What was the reason for this action? Do any of you Raiders know? If so enlighten this landlubber.)

NEXT TOASTING TIME, LIFT ONE FOR THOSE GOOD OLD CATALINAS



RENO MINI-REUNION, June 13, 1987.

They're coming from Massachusetts, Florida, Michigan, Illinois, Minnesota, Louisiana, Texas, Wyoming, Colorado, Mississippi, Alaska, Washington, Oregon, Nevada and California....if they don't wind up sick, lame or lazy. They are going to rendezvous at the June 13th RAIDER MINI-REUNION at John Asquaga's NUGGET in RENO for a Saturday afternoon of good old camaraderie and visiting in the Nugget's third floor Southern Pacific Suite....seating for 150 and open bar.

Raiders may eat elegantly at very modest prices in any of the Nugget's 7 fine restaurants with wives and friends, may attend the Donna Fargo show in the Celebrity Cabaret or listen to the two bands in the Casino Lounge or dance to the Roger Wilhite Duo in Trader Dick's, or may contribute to the welfare of the area in the gaming areas.

Co-Chairman Norman Lapp 3MK of Reno advises that Nugget rooms can still be reserved in \$25, \$40 and \$60 price ranges by phoning TOLL-FREE 1-800-648-1177 and mention the Raider Reunion for these special rates. On May 13th, all unreserved rooms in the Raider block will be released to the general public. So, ACT NOW, and reserve your room! For those attending the June 13th mini-reunion, there is plenty of FREE parking space at the NUGGET for any RV, but no hookups are available....the nearest hookups are at Bally (MGM) Grand Camperland about 2 miles away for about \$10 per night. Remember, the NUGGET toll-free phone number is 1-800-648-1177.

As of March 21st, Raiders who had already reserved rooms at the NUGGET or who had said they plan to attend the reunion are:

Steve ALEKSICH 3I	Ike ATTERBERRY 1AHQ	Joe BAQUE 3K
Jack BARNES 2EH	Otto BAUER 2CF	Eugene BEALES 1B
"J""C" CALDWELL 3ML	A1 CARREAGA 1C	James CONNOLLY 3K
De11 COOK 1C	"Chief" Bill DAE 1ABDE	Skip DALY 2H3LI
John DRAGON 2G	Len FRIBOURG 1A	Dan GALLAGHER 3L
Ira GILLIAND 1EHQ	Charles HALLAM 4B0	Don HARN 3L
Art HAYES (hon)	Francis HEPBURN 4CP	Jake HILL 3L
George HULY 3K	Walter KELLY 1D	Frank KEMP 1DA
Bob KENNEDY 1B	James KINERSLY 3K	Allie LaCentra 3M
Norman LAPP 3MK	Eli LEGINO 4DQ	Louis LESTELLE 2E
Ray LUCKEL 4 B0	Frank LYTE 3LHQ	Jim MANDELLA 4DHQ
Bill MARTIN 4BHQ	Dr. Brice MARTIN 3K	Bob MATHEWS 4HQ
Bruce MAURICE 3M	Mal MCCARTHY 4CP	Joe McNAMARA 3K
Chuck MEACHAM 3K	Bob MULCAHEY 3M	John V. MURPHY 1A
Will PATRICK 1D	John PETERSON 3K	Archie RACKERBY 3K
Dwane REDFIELD 3M	Father REDMOND 4HQ	Rudy ROSENQUIST 3MK
Lee RUSSELL 3K	Ken SEATON 2 BE	Stormy SEXTON 3LK
Woody SHERWOOD 2D	Abner Joe SMITH 3K	Jack STERLING 3K
John B. SWEENEY 1EBDHQ	Doug TAYLOR 4HQ	Jim WAYNEE 3K
Frank WRIGHT 4 DQ	Ed YOUHAS 3K	Steve ZENTNER 2EH

TOLL FREE PHONE 800-648-1177

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# United States Marine Raider Ass'n.



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FROM THE HALLS OF MONTEZUMA  
TO THE SHORES OF TRIPOLI  
WE FIGHT OUR COUNTRY'S BATTLES  
IN THE AIR, ON LAND AND SEA  
FIRST TO FIGHT FOR RIGHT AND FREEDOM  
AND TO KEEP OUR HONOR CLEAN  
WE ARE PROUD TO CLAIM THE TITLE OF  
The UNITED STATES MARINES

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## \*\*\*\*\*HONOR ROLL\*\*\*\*\*



2DG	J. M. COTTER
4AE	M. LYZON
3HQ	E. W. HALE
3Hq	A. T. DALTON
1Hq	F. J. MC DEVITT

### MAORI FAREWELL

This traditional Maori song is so old, the author is unknown.

\*\*\*\*\*

Now is the hour  
when we must say goodbye  
Soon you'll be sailing  
far across the sea.  
While we're apart  
will you remember me?  
When you return , you'll find  
me waiting here.

*"Father Redmond will be at the Reno Reunion."*