



Moderately



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# RECALL

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**'The low point in my military career brought the best memories of my life'**

## Reunion in Bucharest

**6 June 1944.** Allied forces began crossing the English Channel. On the opposite side of Europe, that same day, Barrie Davis became the first American airman to qualify for a Purple Heart flying on a mission out of the Soviet Union.

On 2 June 1944, Davis, flying with the 317th Fighter Squadron, 325th Fighter Group, 15th Air Force, had flown escort for B-17 bombers that hit Debrecen, Hungary, then continued into the Ukraine to land on a Soviet airfield at Piryatin and complete the first shuttle mission of World War 2 into the Soviet Union.

On their next mission, a round trip flown from the Soviet airfields in the Ukraine, the bombers hit targets in Galati, Romania. It was during the return to the Ukraine that Davis's day was ruined.

Davis had walked through dew the morning of 6 June to be element leader in a flight of four led by Wayne Lowry. The flight from their field at Piryatin into Romania was uneventful, other than Lowry's wing man experienced mechanical trouble and returned to base. The trip to the target area was a calm before the storm. Dozens of Me-109s attacked the bomber formations over the target, but they were driven off by the Mustangs. No bombers were lost, but two P-51 Mustangs failed to return.

The bomber formations headed back to their Soviet bases. Lowry and Davis now were alone. The third member of their flight, Bob Bass, was nowhere to be seen. "A strange thing about aerial combat is that one moment the sky is filled with planes, twisting and turning, and the next moment you are by yourself," Davis observed.

Flying line abreast, Lowry and Davis headed northeast toward Piryatin, expecting an uneventful return. They were cautious, however, and each scanned the sky around his partner watching for a possible attack.

Lowry saw a third plane climbing

upward from Davis's right rear. "I thought it was Bass rejoining us," he said later.

He continued to watch the approaching plane until it began firing at Davis. The first round struck the canopy of Davis's Mustang, blasting it to pieces and filling Davis's head and body with shell and canopy fragments, knocking him unconscious.

Amazingly, Davis's Mustang continued to fly straight and level until he regained consciousness. He found himself with a 250 mph below-zero wind whipping around him. His right wing was shredded by machinegun and cannon fire, but his Packard-built Merlin engine was running smoothly. He returned to the fighter base at Piryatin with no further problems.

In the meantime, Lowry had attacked the Messerschmitt and chased it off Davis's tail. His four .50 caliber machineguns sent bullets into the enemy fighter, which went into a tight spiral but made a normal landing in an open field. But satisfied he had destroyed the enemy, Lowry followed Davis to the fighter base.

It was after landing that Davis learned Lady Luck was riding with him. In addition to losing his canopy and having his right wing shredded, all four blades of his propeller had been hit and half his elevators and rudder were shot off. An unexploded cannon shell was found in the fuel tank behind the pilot's seat.

Davis evened the score 22 days later, when he scored his first aerial victory during a mission to the Ploesti oil refineries. He claimed a Focke-Wulf 190.

For decades, Davis wondered about the pilot who had clobbered his plane. He thought it was a German, and he searched for ways to contact the man.

Then Jon Gutman, an editor with *Aviation History* magazine, drove from Washington to Zebulon for an inter-



Barrie S. Davis  
circa 1944



Davis's P-51 Mustang shortly after he scored the fourth of his six aerial victories. He named it "Bee" in honor of his mother. Two "drop tanks" under the wings provided fuel for extended escort missions. On one mission, Davis was in the air 7 hours 20 minutes. "A bathroom stop was terribly inconvenient," he commented.



Arcs show the normal range for escort mission flown by the 325th Fighter Group from Italy. By using bases in the Ukraine, bombers were able to strike targets at greater distance. Targets in France, Italy, Germany, Austria, Hungary, and Romania are shown.

view with Davis. He was told of the encounter over Romania. Not long afterward, he flew to Bucharest for research. While there, he read through excellent historical documents maintained by the Romanian Air Force. He discovered two points of interest. First, the plane Davis had destroyed over Ploesti was not a FW-190. It was a Romanian I.A.R. 80, which looked similar to the German fighter; and, second, the pilot of the plane that had nearly killed Davis was not a German but a Romanian named Ion Dobran.



Davis, Major General Ion-Aurel Stanciu, and Ion Dobran smile after the two Romanians were presented Durham Bull baseball caps by Mike Davis.

The desire in Davis to meet his 1944 opponent became greater. Another aviation writer found Dobran's address and helped Davis establish communication. The two fighter Aces began to correspond and exchanged photographs. It was a sporadic correspondence, because Ion Dobran knew no English, and Davis was ignorant of Romanian.

In mid-2009, Dan Dimancescu, a writer for *National Geographic* magazine who resides in Cambridge, Massachusetts, began research for a feature about the "U.S.-Romanian Connection." While in Bucharest, he interviewed Ion Dobran, who mentioned his encounter with Davis. Soon thereafter, Dimancescu found a magazine with a feature on the former U.S. Air Force fighter pilot. "This could make an interesting highlight in the feature," Dimancescu thought.

In early December, he called Davis to request an interview. Davis agreed to the interview, and two weeks later Dan and his son, Nicholas, flew to Raleigh-Durham Airport and rented a car for the drive to Zebulon.

The filmed interview lasted nearly all day. Davis told of his 1944 encounter with Ion Dobran and of his desire to meet the man. As the interview ended, Dimancescu queried: "Would you consider going to Bucharest?"

Davis believed the idea a little far-fetched, but he talked with his wife about the possibility. "I won't go," she responded.

Davis believed the idea a little far-fetched, but he talked with his wife about the possibility. "I won't go," she responded.



This is Ion Dobran's Me-109 which he flew on 6 June 1944 to mutilate Barrie Davis's P-51 Mustang and put it out of action for the remainder of the war. The plane's cannon fired through the spinner of the propeller and it also had machineguns.

ed, "but if you can get Mike (their oldest son) to look after you, you two can go." Mike jumped at the opportunity to visit Romania with his father, and Davis called Dimancescu and agreed to the trip.

As plans developed, Dimancescu kept the Davises informed about the planned itinerary. They would depart via air from Raleigh-Durham Airport on 21 January, fly American Airlines to London, then on British Airways to Bucharest. During four days in that city, they would have a reunion with Ion Dobran and see the city. Dimancescu's son, Nicholas, would film the reunion for use in a documentary he planned.



Alex Carlsson, the interpreter, and Davis.

Shortly before departure, Davis received an update on the planned itinerary. The commanding general of the Romanian Air Force heard of the visit, pulled rank, and took charge of all planning. The first contact between Davis and his former opponent, nearly 65 years after their original meeting, would be in the Romanian Aviation Museum. Every minute of the Davises' visit would be filled. It would include helicopter rides and other events that would be told after the Davises arrived in Bucharest.

When the Davises entered the Bucharest terminal, they knew their visit would be special. A Romanian Air Force colonel greeted them; and Dan and Nicholas Dimancescu were waiting at the baggage terminal. They traveled to the hotel in an Air Force van with a police car, blue lights flashing and siren screaming, leading the way. A beautiful, blonde, 22-year-old Romanian girl was assigned as interpreter.

As promised, the official welcome was Saturday morning in the Romanian Aviation Museum where Davis and Dobran both grinned broadly when they met for the first time. They threw arms around each other and, with the help of the lovely interpreter, expressed their joy at meeting as friends.



Davis was presented an original painting featuring both his and Dobran's aircraft during the welcoming ceremony. Shown with Davis are Major General Ion-Aurel Stanciu, the Air Force commander; General (honorary) Ion Dobran; and Colonel Alexandru Trandafir, who served as aide to Davis and Dobran.

Speeches were given by U.S. Ambassador Mark Gitenstein; General Ion-Aurel Stanciu, the Air Force commander; Lt. Col. Popa, Director of the Air Force Museum; Dobran and Davis. The ceremony was covered by the news media: newspaper, radio, and television. Afterward, there was a mandatory photo session and hundreds of autographs to be signed. "I learned it can be tedious and tiring to be famous," Davis remarked.

On Sunday, true to his promise, the Air Force commander had two helicopters fly the two WW2 Aces 75 miles north to Ploesti, where they circled the five refineries and the oil fields; then the two choppers

headed north 100 miles across the Carpathian Mountains to Brasov, site of the Romanian Air Force Academy. Both Dobran and Davis made short talks. A surprising number of cadets were fluent in English, but an interpreter translated all that Davis said.

The final meal Monday evening was a banquet in the Marble Hall of the beautiful National Military Circle. It included a five-course meal with a string ensemble providing background music for pre-dinner conversation and a different musical group performing during each of the courses.

Davis asked whether the musicians knew the haunting Romanian song, *Lili Marlene*. During WW2 it had become a favorite with the military of many nations. The lead violinist positioned himself behind Davis, began playing the tune, and fellow diners demanded that Davis sing the English verses he had learned 65 years earlier. The melody reminded Davis of friends he lost in the war over six decades earlier, and he finished the song with tears streaming down his cheeks.

The two former fighter pilots took advantage of breaks in the schedule to talk over their wartime experiences. During his fight with Wayne Lowry on that long-ago day in 1944, one of Lowry's bullets had hit the armor plate behind Dobran's seat in the Me-109, pushing the center out so much that Dobran was unable to sit back against it. Another bullet had gone through one of the two Me-109's coolant radiators. Dobran found the valve that cut off coolant to that radiator was jammed, and all his coolant escaped. His engine overheated, which forced him to land. "I jumped out of my plane and ran as fast as I could," he said, "because I thought that Mustang was going to come back and shoot me." Instead, Lowry headed for the Soviet fighter base.

The Romanian had gained Ace status, destroying 10 American and Russian planes in aerial combat. Davis caused laughter among the Romanians when he pointed to his miniature Purple Heart medal and commented, "General Dobran qualified me for that one."

The Romanian was convinced the Me-109 was a better fighter than the P-51 Mustang. Davis observed: "That belief cost



Davis asked about *Lili Marlene*, a Romanian song that became a favorite of the military of many nations in WW2. Fighter pilots listened to it while escorting bombers to their targets in Germany. Accompanied by the violinist, Davis sang English verses to the melody, much to the delight of others at the banquet. Sitting with Davis is Ion Dobran, his former enemy.

many a Me-109 pilot his life."

Davis, who joined Rotary International in 1946 and is a past member of the Rotary International Board of Directors, had his wish to attend a Romanian Rotary meeting granted. He and the young interpreter, who also is a Rotarian, dropped in on the Monday evening meeting of the Bucharest Triumph Rotary Club. After handshakes and introductions were completed, Davis learned that he was the club's program for the evening.

As the visit ended, Davis commented: "Never in my life did I think that the low point in my military career would bring about such a unforgettable experience!"

When WW2 ended, Davis held rank of captain. He had flown 70 missions, recorded 350 hours of mission time, and was credited with six air victories and six aircraft and 12 locomotives destroyed by strafing. His awards included the Silver Star, Distinguished Flying Cross, Air Medal with 13 clusters, Purple Heart, and ETO medal with five battle stars.

After WW2, Davis continued to serve in the Air Force Reserve, resigning his commission in 1949 to join the N.C. Army National Guard and organize a field artillery battery in his home town of Zebulon. He and his brother, MGen Ferd Davis, originated the *Tarheel Guardsman* magazine. His service in the Army Guard included battery commander, 30th Division public information officer, 30th Aviation Company commander, 30th Aviation Battalion commander, 30th Division Artillery commander, 30th Support Group commander, and commandant of the N.C. Military Academy. He retired as a colonel with a rating of Master Army Aviator.

Herman H. McLawhorn's

# Christmas IN KOREA 1951

As Christmas nears, we are being reminded that many of our troops will not be home to celebrate with their families. That group includes our son who is serving in Iraq.

On Christmas Day, 1951, I was serving as a rifleman with the Army's Fifth Regimental Combat Team in Korea. After beginning what was named the "fall offensive," we were well into the winter offensive. We had occupied some mountainous terrain near Kumson, North Korea.

Needless to say, there were not many comforts of home. Most of our meals were C-rations. All supplies, including ammunition and food, came to us on the backs of Korean laborers. Food consisted of two C-rations and maybe one hot meal per day. We had one sleeping bag for every two soldiers. At night we rotated guard every two hours. This method assured that someone was always awake. We were always tired, sleepy, and cold.

The week before Christmas, I was told that on Monday of the following week I was to report to Regimental Headquarters for a

week's study on communist weapons. On Christmas Eve, we were told we would not have any duties the next day. I thought it would really be great to get a full night's sleep without interruptions and hot meals.

It snowed all day on Christmas Day. I chose to spend my day inside our heated, dry tent except to go eat and the other incidentals that were necessary. Our Christmas dinner was everything that the people back home was having. It included turkey and all the trimmings, plus desserts. However, some of my comrades up on the lines only had the usual C-rations.

I remember that Christmas because I was able to get a full night's sleep in a dry place and three hot meals. What more could an infantry soldier ask for? It was my most memorable Christmas.

Since then, I always remember those who are protecting our freedom and include them in my blessings. Wars do not take holidays.

*Personal Remembrances*  
of  
**The Battle  
of  
Guadalcanal**



The 67th Commemoration  
Address

*given at*

The Marine Memorial Club  
San Francisco, California

*by*

H. Lloyd Wilkerson

MAJOR GENERAL, U.S. MARINE CORPS (RETIRED)  
Private First Class, 1st Platoon, Company A  
1st Battalion, 7th Marine Regiment  
1st Marine Division, Guadalcanal

General Myatt, thank you for inviting me to speak on this special occasion and in this special place. To me, the Marine Memorial Club is a special place. I hold original membership card #82. Since General Vandegrift, our 18th Commandant of the Marine Corps, received #1, for 2Lt Wilkerson to have #82 wasn't all that shabby.

In 1946, I was assigned to help General Ames establish this club. This building was owned by The Western Women's Club but had been rented to the U.S. Navy as a Wave Barracks during WWII. My duty was to procure surplus BOQ furnishings for the bedrooms. General Myatt, if you find my name on any documents, please delete it. In the current investigative climate in this country, I could still face the hangman's noose!

Max Krindler, one of the owners of the 21 Club in New York in 1946, came out here to help us because his brother Bob had been a major in the Marine Corps. He took the architectural drawings of the bar and dining room back to New York and had his architect redesign them for us. No charge! Compliments of 21 Club. Mike. Your improvements to this grand old lady over the past 60 years are magnificent. Max would be proud.

I am even more proud that you continue the tradition of bringing Commandants and Cabinet officers to speak to your membership. During my tour here, two Commandants, both Generals Vandegrift and Cates, and a number of Marine and Army general officers were guest speakers. Perhaps surprisingly, the outstanding speaker in my time was General Mark Clark, USA, then Commanding General, 6th Army, at the Presidio of San Francisco. He made a magnificent presentation about our core American values, gave accolades to Marines for their successes in the Pacific War, all in a short speech without taking us through the tactics of his Italian campaign.

In short, I love this club now as I did 63 years ago. She continues to represent the finest values of the Corps for new generations of Marines. But we are here to commemorate the first land-sea-and-air offensive of the Pacific War—the Battle for Guadalcanal.

Just as the Battle of Midway on 4-6 June 1942 was the turning point in the Naval Campaign against the Japanese, so Guadalcanal was the turning point in the land and amphibious campaign against them.

In the spring of 1942 the Japanese continued to expand their conquests in the Pacific. They were building an airfield on Guadalcanal. The Samoan Islands were possibly the next Japanese target. As a potential blocking force, the 7th Marine Regiment, including Private Wilkerson, was sent from Camp Lejeune to British Samoa in April 1942. After almost 30 days at sea from Norfolk, VA, passing through the Panama Canal, we arrived on 8 May at Apia, Upolu, Western Samoa, and became

part of the U. S. Samoan Defense Force with headquarters in Pago, Pago, American Samoa. The 3d Battalion, 7th Marines, was sent to Wallis Island, and we never saw them again until we arrived at Guadalcanal in September. LTC Chesty Puller commanded the 1st Battalion, and LTC Herman H. Hanneken commanded the 2d Battalion. Each had already established his combat laurels in the banana wars; Hanneken with the Medal of Honor and Chesty with two Navy Crosses. They were competitive and trained hard while preparing defensive positions.

Private Wilkerson was the driver and orderly of the CO, 7th Marines, so I often saw them training, but I did not have the good fortune of becoming trained as an infantry Marine. However, Chesty Puller was prophetic. He once said to me on Samoa as I drove him to 7th Marines headquarters to be promoted:

"Why are you wasting your time in that headquarters? Come down to the 1st Battalion, and I will make a real Marine out of you!" Later on Guadalcanal, I volunteered to do just that. And I discovered what he meant!

The 7th Marines including PFC Wilkerson arrived at Guadalcanal in mid-September and immediately occupied defensive positions on and around "Edson's Ridge" where Colonel Edson and his Marines had just recently repelled an attack toward the airfield by the Kawaguchi Brigade.

Here is what I recall in the days that followed on Guadalcanal. Those of you with combat experience know the horrors of the first night in combat with green troops. My learning curve was speeded up by an incident during the first night ashore. A Marine on an outpost on the ridge above 7th Marines CP kept firing his rifle. The Regimental XO sent an officer to investigate with instructions that if there was no dead enemy, he should have the Marine fix his bayonet and bring the bolt of his 1903 Springfield rifle back to him. He brought back the bolt! Can you imagine what the press would do with that in 2009?

Next morning Colonel Sims asked the sentry what lesson he had learned. His answer, "Never fire my rifle unless I kill an enemy." Colonel Sims smiled, congratulated him, and returned the bolt. My colonel and six other colonels went home about four or five days after we arrived on Guadalcanal.

Colonel Sims took command and I became the driver for a new XO. Colonel Sims obviously knew the character of the new XO for he called me into his tent and said that should I wish reassignment, all I needed to do was knock on his tent and make my request.

First instance of my discomfort: LTC Frisbie asked the communications officer if all telephone lines to the front line battalions were off the roads. He received an affirmative from Captain Wismer, so I drove him up the road to the top of Edson's Ridge where he ordered me to cut every telephone line that was not off

the road. Back at the CP, he attempted without success to call LTC Puller. We could hear his rage throughout the CP area. He had an unusual vocabulary! Already been overseas too long!

Second instance of discomfort: He threw his dungarees into my vehicle and directed me to wash them. I went immediately to Colonel Sims and was on my way to LTC Puller's battalion in half an hour. The dungarees became a casualty! I left them boiling in a tin cracker can!

Three events stand out above the miseries of the jungle and tropical weather of Guadalcanal:

(1) Enemy battle ships and cruisers bombarding our positions all night for several nights in mid-October;

(2) Our successful defense of Lunga River Area #3 in late October when the Sendai Division made its charge in the battle to take Henderson Field; and

(3) The Battle of Koli Point where my platoon commander and platoon sergeant were killed and Chesty Puller finally got a Purple Heart.

First, **the bombardment**. The Japanese Navy used at least two battleships and several other fighting ships each night bombarding Henderson Field and the surrounding area. We were in an assembly area just inland behind the Henderson Field. If you like noise and fireworks, you would have enjoyed the show.

First, the flares then the salvoes! The cocoanut palm plantations along the beach and Henderson Field were essentially destroyed; looked like pictures I had seen of WWI in France. We lost a large number of our aircraft. The metal matting on the airfield runway had deep craters.

One day my platoon was assigned to march to the beach as a working party to unload boats from our ships. As we passed around the western end of the runway we were greeted by a Japanese Zero coming in to strafe. Our few remaining planes were making round trips to bomb four enemy transports that were beached in plain view and unloading Japanese troops.

I recall seeing a pilot beginning his takeoff run with a full load of bombs when one wheel became caught in a shell hole in the Marston Matting on the runway. The plane spun around without turning over and came to a stop. The pilot popped the canopy, stood up, and in frustration began beating on the fuselage with his fists.

That day their crippled ships were beached and being unloaded beyond the Matanikau River, but ours did not arrive. We went back to the bivouac area. Later, Colonel Puller came by and told us to immediately write a letter home and reassure our loved ones that we were OK and that we might not be able to write again soon. He said that a PBY would depart later in the day to carry the last mail from the island. We realized that we were about to get a survival exam.

As the results of the naval bombardment filtered down to the troops, we learned that our personnel casualties were not nearly as high as one might expect, but materiel losses were substantial. To my regret, I learned that my friend in Regimental Headquarters, Corporal Paul A. Linke, Jr., had been killed during the bombardment. Paul had been a member of the Marine Corps Band, but he wanted to be with the troops. He volunteered as a field musician and was assigned to 7th Marines Headquarters. He defiantly sounded tattoo and taps with his trumpet even in earshot of the enemy. A 16" shell found the small opening of his dugout; he and his trumpet were no more.

Second, **the Sendai Division Attack**. I can best describe the action in Section #3, Lunga River Area, when the Sendai Division attempted to take Henderson Field by reading a summary made by Chesty Puller himself. He carried in his pack a copy of the book, "Stonewall Jackson," by Henderson. Jackson was his idol. Knowing how much I admired Chesty, his son-in-law, BG Mike Downs, USMC (Ret.), gave to me a photocopy of the fly leaf of that book. It contained his handwritten summary of the battle and other statistics. Here it is:

"Section #3, Lunga River Area, Guadalcanal, 24-26 October, 1942: 1461 enemy dead counted by Division. 29th Jap. Infantry acknowledged loss of 1050 including regimental commander and colors. 16th Jap. Infantry and 230th Jap. Infantry acknowledged that besides their dead, they carried 500 wounded away."

Sgt John Basilone and his machine gunners were key players. He received a Medal of Honor and Chesty a third Navy Cross. We were moved out of the positions immediately after the battle and other Division elements buried the enemy dead.

Characters develop with the strain of combat! One interesting character was PFC Allensworth from Galesburg, IL. Once I saw him in a firefight run to a Marine hiding behind a log with an open Bible in his hand. Allensworth kicked him in the butt and yelled, "Get up and help God out!" At mail call one day, Allensworth saw Chesty sitting in his jeep reading a letter that included a photo. He inquired if the colonel had mail from home. It was obvious.

The reply was instantaneous, "Yes, and I have a picture of my daughter." Allensworth jumped on that with another question, "You have a daughter?"

Chesty replied, "Yes, and I am going home after this war and knock out a couple more!"

Allensworth spread that conversation everywhere he went. Chesty went home and Miss Virginia soon had twins, Lewis and Martha.

Third, **Koli Point**. To me at the time, the Battle of Koli Point was a loser. We only saw the enemy the first morning at daylight when within a few minutes we lost my platoon leader, Lt. Andrew F. Cook, and platoon sergeant Nitinger. Finally when we reorganized and pushed ahead through the jungle by cutting trails in the bush, a field gun began firing over our heads toward our rear. The time between the muzzle blasts and the detonation of the shells was only a very few seconds. One of those shells wounded Chesty. He was ordered to the division hospital for treatment but soon returned to duty when the battalion was back inside the perimeter. We learned that he was back when he took his customary place at the end of the chow line behind the troops. He was stripped to the waist, his pistol belt and crossed suspenders with the knife at the X in the back, and his pipe in his mouth. He had gauze patches on several places over his wounds. The unspoken message we got was, "Look at me, Marines, the enemy really can't hurt me!"

After the Battle of Koli Point, it was obvious that the Japanese were giving up on reinforcing Guadalcanal.

Years later when I was CG, III MAF, I flew to Japan to pay my respects on the Lieutenant General in command of the area around Mt. Fuji where my troops were training. Through interpreters we had a good visit and I was about to depart when he said, "I hear that you were at Guadalcanal during the fighting." None of the Japanese Self Defense Commanders had ever opened

that subject with me before. When I answered in the affirmative, we exchanged several comments at the end of which he said, "I was in a ship with a reinforcing unit headed for Guadalcanal, but at the last minute we were diverted to Rabaul. I guess I was lucky not to have met you!" And he was!

America has lost the memory and the significance of the Battle for Guadalcanal. The Solomon Island government has changed the name of Henderson Field. But we remember! We remember the sacrifices and bravery of our Marines, sailors, and soldiers who proved that the Japanese were NOT invincible and forced their retreat back toward the home islands.

Tonight, we honor our leaders such as Vandegrift, Cates, Sims, Puller, and our heroes such as Sgt Basilone, Medal of

Honor recipient, and 2Lt Cook, posthumous recipient of the Navy Cross for whom the USS Cook was named.

But we also cherish the memory of our friends and fellow Marines who made the supreme sacrifice—like my friends, Cook, Nitingler, and Linke—and so many others whose names are not known to us.

Finally, 67 years later, with so few of us left alive, I can tell you this: "THE GATES OF HEAVEN ARE NOW TRULY GUARDED BY THOUSANDS AND THOUSANDS OF U.S. MARINES" WHO SERVED OUR COUNTRY SO FAITHFULLY AT GUADALCANAL.

Semper Fidelis!

# John Taylor Wood

## *Man of Action, Man of Honor*

By Tim Winstead

On 20 July 1904, a short obituary note appeared on page seven of the *New York Times*. It simply stated, "Captain John Taylor Wood, grandson of President Zachary Taylor and nephew of Jefferson Davis, died in Halifax, N.S., yesterday, seventy-four years old."<sup>1</sup> The note also stated that Wood served as a United States Navy midshipman, fought in the Mexican War, served as a Confederate army colonel on the staff of Jefferson Davis and Robert E. Lee's army, escaped the collapse of the Confederacy with General Breckinridge to Cuba, and was a resident of Halifax, Nova Scotia, when he passed. In one paragraph, the obituary writer prepared the outline of the life of a man who participated in many of the major events of the American Civil War. John Taylor Wood's story was much more expansive and interwoven with the people and history of the Civil War era than the one paragraph credited to him by the *Times*.

This paper examined the events in which Wood found himself immersed and sought to determine his role in those events. The main focus of the paper was Wood's exploits during his service to the Confederate States of America. His unique relationships with the leadership of the Confederacy ensured that he was close at hand when decisions were made which affected the outcome of the South's gamble for independence. Was John Taylor Wood the Forrest Gump of his day? Was it mere chance that Wood was at Hampton Roads on 9 March 1862, at Drewry's Bluff on 15 May 1862, aboard the *USS Satellite* in August 1863, aboard the *USS Underwriter* at New Berne in February 1864, aboard the *CSS Tallahassee* in August 1864, or with Jefferson Davis on the "unfortunate day" in Georgia on 10 May 1865?<sup>2</sup> Was it only his relationship with Jefferson Davis that saw Wood engaged in these varied events? This paper examined these questions and sought to establish that it was Wood's competence and daring that placed him at the aforementioned actions and not Jefferson Davis's nepotism. This paper also examined the political consequences of the voyage of the *CSS Tallahassee* and sought to answer why Wood was not the captain of this vessel on its second cruise from Wilmington.

To understand the character of John Taylor Wood, it was necessary to understand the unique relationships that existed in his family. Wood was the son of Robert Crooke Wood, a United States Army surgeon from Rhode Island, and Anne Mackall Taylor, eldest daughter of President Zachary Taylor and Margaret Mackall Smith of Louisiana. Robert Crooke Wood served in the army with Zachary Taylor as did another young officer, Jefferson Finis Davis. Davis married Sarah Knox Taylor, second daughter of Zachary and Anne Mackall Taylor. John Taylor Wood was the grandson of a president of the United States and the nephew of the president of the Confederate States of America. Wood was also the nephew of Richard Taylor who became a Lieutenant General in the Confederate Army. John Taylor Wood inherited a belief in military service to his country; however, he chose to serve in the navy.<sup>3</sup>

On 13 August 1830, John Taylor Wood was delivered by his father at Fort Snelling in the Northwest Territory near present-day St. Paul, Minnesota.<sup>4</sup> Wood was thought to have been the first white child born in Minnesota. His grandfather and father served in the army that enforced military authority over the numerous Indian nations in the area that encompassed Minnesota, Wisconsin, Michigan, Illinois, Indiana, and Ohio. The Wood family moved between the isolated army posts located throughout the territory. Wood's first remembrance was of the gentle sounds made by his Winnebago nurse as she sought to comfort him. From 1832 until 1837, the Wood family was stationed at Fort Crawford at the junction of the Mississippi and Wisconsin Rivers. Young Wood experienced frontier life that included the dangers associated with the Black Hawk War.<sup>5</sup>

Wood's future appetite for water-born adventure may have had its roots in the 1837 trip made by the Taylor and Wood families from Fort Crawford to Fort Brooke in the Florida territory. The Seminole War raged and both officers were needed half a continent away. The families traveled through hostile Indian country by Mackinaw boat on an 18-day voyage down the Mississippi to St. Louis. After spending the summer in Kentucky

with Taylor's family, the families boarded a flat-bottomed boat for an arduous trip down the Ohio River to Cairo. The next leg of the voyage involved travel on a relatively comfortable river boat to New Orleans. The families boarded a small brig for an arduous 12-day voyage to Tampa Bay and their destination, Fort Brooke. In an unfinished manuscript found in Wood's effects after his death in 1904, he made mention of the excitement of the passage and how it remained in his memory.<sup>6</sup>

During 1839, Wood's father became Post Surgeon at the Buffalo Barracks in Buffalo, New York. The Wood family lived uneventfully in their civilized surroundings until Robert Wood was called to duty with his father-in-law on the Rio Grande in 1846. Zachary Taylor commanded the forces embroiled in the initial stages of war with Mexico. Adventure was at hand and the young Wood wanted to experience the excitement encountered by his grandfather and father. As soon as John turned 16, he pursued his fascination with the sea and sought appointment to the United States Navy.<sup>7</sup>

Wood was appointed a midshipman in the navy on 7 April 1847. He secured an appointment from the Newport District of Kentucky in his grandfather's home state. After an initial training course at the Annapolis Naval School, Wood joined the crew of the frigate *Brandywine* for a voyage to Brazil. He soon transferred to the *Ohio* and sailed for the west coast of Mexico. Soon after arriving off the Mexican port of Mazatlan in late 1847, Wood experienced another event that shaped his future involvement with combined sea and land operations. He was part of a thousand sailor force that landed to capture the port city. It was here where Wood first experienced combat while commanding a gun crew that skirmished with an enemy force. With the end of the Mexican War in 1848, Wood returned to the *Ohio* and served in the new California territory. In California during the lawlessness of the gold rush, Wood saw first-hand the impact that a single man could have over the men he commanded. He was included in a seven-man party under the command of a lieutenant who entered a gambling parlor crowded with 30 drunken and armed men to arrest a navy deserter. The lieutenant's bold actions made an impression that stayed with the young midshipman. Wood took to heart the lessons of Mexico and California. An officer received command from his superiors but it was the officer's force-of-will that made command effective.<sup>8</sup>

After nearly three years at sea on the *Ohio*, Wood's ship returned to Boston where Wood was granted a three month leave-of-absence. Zachary Taylor had become president during Wood's naval experiences. During the spring and summer of 1850, Wood was a frequent visitor to his grandfather's White House. His visits allowed him to observe the people and activities that were entailed by the presidency. Wood was able to visit Congress and listen to the heated debates surrounding the extension of slavery into the territories acquired after the Mexican War. Wood saw the resolve of his grandfather to maintain the Union.<sup>9</sup> In February 1850, Taylor had responded to threats by southern leaders to secede from the Union by promising to lead the army and to hang those found in rebellion. Taylor was to die in July 1850; however, Wood had experienced a unique opportunity to learn to inter-workings of the government. He was also exposed to the strong nationalism espoused by his grandfather.<sup>10</sup> These were lessons that Wood was to confront again.

In the spring of 1851, Wood was with American and British

naval forces cooperating off the coast of Africa in the suppression of the slave trade. He served on the *Porpoise*, a small brig assigned to capture slave ships. Operating in the Gulf of Guinea, the *Porpoise* overtook and captured a Spanish slave ship. Wood received command of the captured ship, and he was ordered to proceed to Liberia to free his human cargo. This was Wood's first ship command. He was responsible for his ship, his crew, and 350 prisoners. The three week voyage was storm tossed, but Wood succeeded in reaching Monrovia with ship and passengers intact. Government officials denied Wood the right to land his cargo in the Liberian capital, and he was forced on another 150 mile voyage to Grand Bassa. Wood was again confronted by governmental obstacles to the execution of his orders. This time he asserted his authority and landed his human cargo. The 21 year old midshipman returned to the *Porpoise* with confidence gained from his independent command.<sup>11</sup>

Wood returned to Annapolis and his studies at the Naval Academy. On 1 October 1852, John Taylor Wood graduated second in his class. Wood served on the sloop-of-war *Cumberland* during a two-year voyage in the Mediterranean. After returning to Annapolis in September 1855, he received promotion to lieutenant. Wood's return to Maryland enabled him to meet and subsequently marry the daughter of a prominent Maryland politician. John Taylor Wood and Lola Mackubin were married on 26 November 1856 and their daughter, Anne, was born on 18 September 1857. The addition of a wife and daughter made the subsequent 18-month voyage on the *Wabash* especially difficult for Wood. He was devastated when in August 1859 his infant daughter died. When the *Wabash* returned to New York in December, Wood determined to alter the course of his navy career. John enlisted the support of his father, Colonel Robert Crooke Wood, to secure an instructorship at the Naval Academy. The Wood lobbying effort succeeded, and he joined the faculty as instructor in naval gunnery. He would later add responsibilities for instruction of seamanship and naval tactics. Wood bought a small farm near the Naval Academy and took on the role of instructor and gentleman farmer.<sup>12</sup> Wood viewed this period as an idyllic time in his naval career.

Wood's proximity to Washington allowed him to follow the troubling political events of the period. His grandfather had asserted the power of a sitting president to maintain the Union by any means necessary. President James Buchanan did not follow the strong stance of Taylor but demonstrated weakness that opened the House of Representatives and Senate to debates that further divided the country on the issue of slavery. Wood listened to the debates, but the eloquent words of his uncle, Senator Jefferson Davis, seemed to pull him into the orbit of southern views. Another uncle, Richard Taylor, was a delegate to the 1860 Democratic Convention in Baltimore. Richard allowed Wood to accompany him as the Democrats tried to resolve a growing split in the party. Richard Taylor's thoughts also seemed to sway Wood toward his southern kinsmen's positions. Wood initially tried to remain apart from the approaching sectional confrontation, but he would find this a difficult position to maintain.<sup>13</sup>

After the election of Abraham Lincoln on 6 November 1860, events unfolded quickly as the delicate fabric of the 84-year-old republic unraveled. South Carolina seceded from the Union on 20 December 1860. Six additional states of the Deep South followed, and a February 1861 convention created the Confederate

States of America. Wood's uncle, Jefferson Davis, became provisional president after his election by the convention delegates as a moderate advocate for southern rights. Richard Taylor also cast his lot with the new nation. Robert Crooke Wood and Lola Mackubin Wood's family remained loyal to the Union. Wood's family was further divided when his brother, Robert C. Wood, Jr., followed Davis and Richard Taylor into the Confederate States of America. Davis appointed Robert as adjutant-general on Braxton Bragg's staff. Wood still retained strong feelings for his grandfather's love of the Union; however, he could not take up the sword against the South.<sup>14</sup> His was a dilemma that many men faced who hoped to remain neutral in the mounting crisis.

The Confederate bombardment of Fort Sumter on 12 April 1861 saddened Wood. On 13 April, Wood noted in his diary a passage that reflected his feelings, "War, that terrible calamity, is upon us, and worst of all among us. This news had made me sick at heart."<sup>15</sup> Events in Maryland gave further alarm to Wood as the Lincoln administration took military actions to keep the state firmly within the Union. Benjamin F. Butler's military occupation of Maryland paid scant notice of civil liberties. Commandant of Midshipmen Christopher R. Rogers moved the remaining portion of the Naval Academy to Newport, Rhode Island, and he also tried to entice southern midshipmen to commit their loyalty to the preservation of the Union. Wood would not move to Newport as he saw that action as raising his sword against his family. On 21 April, Wood felt compelled to submit his resignation to the navy department. He elected to take no course of action. On 17 May, Colonel Wood informed his son that the resignation had not been accepted by the navy. The navy took further action against Wood by dismissing him from the navy effective 2 April 1861. This vindictive action by the Navy Department, deteriorating conditions in southern Maryland for suspected southern sympathizers, and mounting concerns for the safety of his family, led Wood to reconsider his neutral stance. Wood made a much thought-out decision on 3 September 1861. With his wife and infant son, Wood headed south with a firm commitment to the southern cause.<sup>16</sup>

John Taylor Wood became a lieutenant in the Confederate States Navy on 4 October 1861. Wood served at Confederate land batteries located at Evansport and Aquia Creek on the Virginia side of the Potomac. The Confederate batteries participated in a blockade of Washington and successfully sank transports and other vessels. Wood reported that his battery destroyed several ships, the 1200-ton *Rappahannock* was the largest.<sup>17</sup>

In January 1862, Wood received orders to report to Commodore Franklin Forrest at the navy-yard in Norfolk. Wood was to be a lieutenant assigned to the C.S.S. *Virginia*, then under construction from the remains of the frigate U.S.S. *Merrimac*. The *Virginia* was a revolutionary iron-clad vessel proposed by Lieutenant George M. Brooke and wholeheartedly backed by Stephen R. Mallory, Secretary of the Navy. Mallory proposed the iron-clad as a technological leap which would allow the Confederate Navy to counter the numerical superiority of the Union Navy. Wood was aware of the limitations of the *Virginia*'s refurbished steam engines, her deep draft, and her Noah's Ark maneuverability. He was also aware that the ten guns mounted behind the iron casemate would be nearly impervious to the heavy guns of the Union's wooden fleet. Wood wanted to be in the midst of the experiment and to witness the *Virginia* in action

against the Union fleet at Hampton Roads.<sup>18</sup>

As construction of the *Virginia* progressed toward completion, Wood visited the headquarters of General John B. Magruder in Yorktown with orders to obtain a ship's crew from the army personnel. Magruder gave Wood access to his command and allowed Wood to call for volunteers. Of the 200 men who volunteered, Wood carefully selected 80 soldiers who had experience as gunners or seamen.<sup>19</sup> Wood soon discovered that army and navy cooperation was not as forthright as it seemed. Only two of the men he selected were sent to him for naval service, the other "volunteers" were unsuitable to the task. Wood immediately expressed his concerns to Magruder and to the commander of the *Virginia*, Captain Franklin Buchanan. In a letter to Buchanan, Wood expressed his displeasure with the men Magruder supplied, "They are certainly of a very different class of men from those I selected."<sup>20</sup> Wood learned from this episode of the importance of personally selecting the best men for an assignment and securing his superiors support in ensuring that those men were committed toward his objective.

Stephen R. Mallory knew that the *Virginia*'s potential uses as an offensive weapon were in the hands of the Franklin Buchanan and his officers. He knew that Buchanan and his officers must be bold and daring. Mallory was a visionary whose ideas were sometimes out of reach to the realities of the present day. He expected much from "an untrained and untried crew, in an untested vessel, pitted against the undoubted mettle of a Federal fleet in Hampton Roads." On 7 March 1862, on the day before the *Virginia* would venture forth from Gosport Navy Yard, Mallory sent a confidential letter to Flag Officer Buchanan. Mallory's ultimate objectives for the *Virginia* were ambitious and far beyond the confines of Hampton Roads.<sup>21</sup> He wanted to know Buchanan's views on a *Virginia* attack against New York City. "Such an event would eclipse all the glories of the combats of the sea, would place every man in it preeminently high, and would strike a blow from which the enemy could never recover. Peace would inevitably follow."<sup>22</sup> Mallory would find boldness and daring in one of the *Virginia*'s officers, John Taylor Wood. In the South's quest for independence, Mallory and Taylor would be linked in numerous bold and daring campaigns.

Wood wrote the following about the 8 March 1862 engagements in Hampton Roads between the *Virginia* and the Union wooden fleet, and on 9 March between the *Virginia* and the *Monitor*. It was, "in some respects the most momentous naval conflict ever witnessed. No battle was ever more widely discussed or produced a greater sensation. It revolutionized the navies of the world."<sup>23</sup> The *Virginia* inflicted severe damage on the wooden ships but had been fought to a draw by the *Monitor*. After both ships withdrew for repair and refit, Buchanan sent Wood with a dispatch that informed Mallory of the two-day conflict. Buchanan also, "directed me to proceed to Richmond with it and the flag of the Congress, and make a verbal report of the action, condition of the *Virginia*, etc."<sup>24</sup> Wood reported to Mallory and they went to President Davis's office where Wood related the events to the gathered members of the government. "As to the future, I said that in the *Monitor* we had met our equal, and that the results of another engagement would be very doubtful."<sup>25</sup> That Wood was sent to Richmond to report the events showed that his observations were valued by Buchanan. While Wood was excited by the historical significance of the conflict,

he was able to give an even-handed appraisal of the actions. Wood's detachment from the growing excitement about the capabilities of the *Virginia* made his value as a reliable observer for Mallory and Jefferson Davis increasing important.

Wood returned to the *Virginia* and participated in her future actions against the Union fleet. As he observed, the unreliability of the *Virginia*'s engines, the resulting slowness, and her depth of draft limited the ability to bring the *Monitor* into battle. The *Virginia* protected Norfolk, but her survival was dependent upon the Confederate army's continued presence in the city. In April 1862, the threat of McClellan's Peninsula Campaign caused General Joseph E. Johnston to order the abandonment of Norfolk. The *Virginia* was too heavy to proceed up the James River to Richmond. Efforts to lighten her failed; hence, the navy ran the *Virginia* aground near Carney Island and set her ablaze on 11 May 1862.<sup>26</sup> Wood and Lieutenant Catesby R. Jones were the last to leave the ship that had generated such enthusiasm for the Southern cause.

With the loss of the *Virginia*, Wood and the crew became land forces who guarded the James River approaches to Richmond. This service was similar to Wood's experiences at Mazatlan during the Mexican War. On 15 May, the gunners of the *Virginia* engaged the *Monitor* and *Galena* at the first Battle of Drewry's Bluff. Wood was recognized by Lieutenant Catesby Jones for his steadfastness in face of the enemy. The Union navy retreated under heavy fire from the *Virginia* gunners and the water-born threat to Richmond passed. After Robert E. Lee defeated McClellan in desperate battles around Richmond during June and July, Wood became disenchanted with routine service at Drewry's Bluff.<sup>27</sup> His desire for action and advancement led him to look for new ways to strike at the enemy.

In a letter written from Drewry's Bluff, Wood shared his feeling with Catesby Jones about the navy's need to promote officers for bravery and daring in battle and not through seniority alone. He was in agreement with a new law that offered promotion for deeds of valor. Wood viewed the seniority system as stagnation to the efficiency of naval operations. He had seen the effects of the seniority system in the old U.S. Navy, and he supported efforts to remedy its deficiencies in the Confederate Navy. "I am sorry for this, for I believe that promotion as a reward for distinguished service in battle will be the making of our service." Wood continued, "Put as many checks as you please on the law to prevent smuggling, but still promote for fighting; otherwise the Navy never can be kicked in into vitality."<sup>28</sup> Wood was a man of action and not just words. He showed his superiors the merits of decisive action and the results gained through advancing the careers of men who demonstrated this type action.

For recognition of his service on the *Virginia* and as recommended by Secretary Mallory, John Taylor Wood of Louisiana was promoted to first lieutenant on 29 September 1862.<sup>29</sup> Wood saw limited opportunity for action afloat due to the large number of veteran officers who came from the U.S. Navy into the service of the Confederacy. All these officers competed for few available positions. Wood knew that the slow construction of additional ironclads meant that the wait for shipboard service would be lengthy. He may have remembered his days ashore during the Mexican War or he may have heard of the 1846 exploits of Fautleroy's Company of California Dragoons who were organized by the navy as "sailors ashore" or "horse marines."<sup>30</sup>

Wherever Wood came up with the idea to mount-up sailors and boats for attacks on the Union navy in the rivers of eastern Virginia, he found a willing supporter in Stephen Mallory. Wood did not wait for action to come to him; he went to find action and the enemy on his own terms.

Beginning on 1 October 1862, Wood and his hand-picked sailors traveled with whale boats mounted on modified army wagons from Richmond to the Potomac River. Wood determined to use his force in a cutting-out expedition similar to Stephen Decatur's 1804 raid in Tripoli Harbor.<sup>31</sup> Wood found a potential cutting-out victim anchored at Pope's Creek on Maryland side of the river. On the night of 7 October, Wood led his men in an attack on the transport schooner *Frances Elmore*. The commandos were armed with swords and pistols. With the element of surprise, they quickly overpowered the hapless crew and took possession of the schooner. Wood stripped the *Frances Elmore* of useful items, removed the prisoners, and ordered the vessel burned. Wood returned to Richmond with his prisoners, but he was soon on another cutting-out expedition. On the night of 28 October, Wood and his men took a 1,400-ton merchant ship off Gwynn's Island on the Chesapeake. Wood stripped the *Alleghanian* and set the vessel ablaze. He returned to Richmond on 31 October with captured stores and prisoners in tow.<sup>32</sup> The actions of the Confederate raiders brought out warnings from Gideon Wells. Welles forwarded information about the raiders to Commodore A. A. Harwood, Commander Potomac Flotilla. "I transmit herewith a copy of communication from Captain Case, containing information of the designs of the rebels to surprise and capture some of our steamers in the waters of Virginia. The vessels of the flotilla should be cautioned."<sup>33</sup> Wood took the fight to Welles's navy. His attacks alarmed the Federals and gave reason for optimism among the Southern populace.

On 26 January 1863, Jefferson Davis nominated Wood to be an aide on his staff with the rank and pay of a colonel of cavalry. Wood replaced another Davis nephew, Joseph R. Davis. The Senate advised and consented to Wood's nomination as aide-de-camp on 9 February 1863.<sup>34</sup> Wood held rank in both the army and navy and as such served as a liaison between the services. His first assignment was to inspect coastal defenses, determine iron-clad construction progress, and assess personnel at the various locations. Wood was to report his findings directly to President Davis. This freedom to bypass the chain-of-command was unusual; however, Wood never abused his position for self-promotion.

On 10 February, Wood left Richmond bound for Wilmington, North Carolina. According to Royce Gordon Shingleton, Wood's report that Wilmington needed additional heavy ordinance to protect the city was his most valuable contribution to the war effort. During May 1863, Federal blockaders off Fort Fisher reported heavy guns being mounted at the expanding fortifications.<sup>35</sup> In his report submitted to Davis on 14 February, Wood reported a delayed status of the *Raleigh* and the *North Carolina* caused by the yellow fever and continual threat of Union attack. He commented on the deficient engines and lack of iron plating that further delayed completion of the ironclads at Halifax, Tarborough, and Wilmington. Wood continued:

But the great want, the absolute necessity of the place, if it is to be held against naval attack, is heavy guns, larger caliber. With over 100 guns bearing upon the water,

there is but one 10-inch, no 9-inch, and but few 8-inch; 24s and 32s form the armament of most of the batteries. Fort Fisher, at New Inlet, is a series of sand and palmetto works, which with proper weight of metal, could defy any water attack. Fort Caswell, much weaker, is in a transition state; the masonry as far as possible is being covered with sand, and on two faces of the work an inclined shield covered with railroad iron and sandbags is being erected. The steamer *Cornubia*, on her second trip, has left for Bermuda, and this morning the *Giraffe* returned safely. There is a perfect accord between the military and naval commanders; both are working with spirit.<sup>36</sup>

Wood was a master of understatement. In one short report, he reported the efficiency of Whiting and Lamb in preparing the defenses for the busy blockade running port. He reported the need for larger and more numerous guns. Wood continued on his inspection of other southern ports, and he reported insightful observations from all locations. At this point in his career, Wood was among the most influential officers in the navy. Even though Wood was a nephew, Davis had an officer on his staff who spoke directly to the facts as seen by that officer.

After the completion of his inspection tour, Wood organized a third expedition in Virginia waters. Wood targeted Union gunboats because of their actions to suppress Confederate sympathizers among the people of eastern Virginia. Wood planned this expedition under a veil of secrecy to prevent any word reaching the Federals. Typical of Wood's secretive planning, he wrote to Lieutenant Frank L. Hoge on 7 July 1863, "Come up and see me this evening; I have something of importance to communicate."<sup>37</sup> Wood consulted President Davis about the expedition but its planning was kept secret from Mallory or Davis's staff.<sup>38</sup> He slowly gathered the equipment and supplies needed for the expedition. More importantly, he carefully selected the 11 officers and 71 men who would make this raid. Wood selected each member to perform a specific task that was necessary for the success of the mission. On 12 August 1863, Wood moved his special force out of Richmond. He alone knew the destination or purpose of this raid. Unknown to the raiders, Commodore A. A. Harwood, commander of the Potomac Flotilla, heeded Gideon Welles's advice, and the Union gunboats were on alert. Wood established his base on the Piankatank River but the alert commander of the *U.S.S. General Putnam* discovered Wood's camp. The raiders repulsed a Yankee party, but the discovery forced Wood to relocate his camp to the Rappahannock.<sup>39</sup>

On the night of 23 August, Wood found two Union gunboats anchored at the mouth of the Rappahannock. The ships proximity to each other required that both be attacked simultaneously. Wood led two boats against the *U.S.S. Satellite* and Frank Hoge led the other boats against the *U.S.S. Reliance*. Prior to the dangerous attack, Wood led his men in a prayer of deliverance. The raiders boarded the vessels and after hand-to-hand combat secured their capture.<sup>40</sup> Wood removed the Union and Confederate wounded and turned his prisoners over to Colonel Thomas Rosser of the Fifth Virginia Cavalry. Rosser had been secretly ordered to support Wood's raiders and secure Urbanna as a base from which Wood could operate the captured gunboats.<sup>41</sup>

Using the *Satellite* as a raider, Wood ventured into the river

on the night of 24 August. Rosser supplied sharpshooters to *Satellite* to support Wood's sailors. The Confederates captured and returned the merchant schooners, *Golden Rod*, *Coquette*, and *Two Brothers* to Urbanna. Wood coaled the *Satellite* and returned to the bay to search for additional prey. Converging Union gunboats forced Wood to move his captures up river where he stripped and sunk the growing fleet. Wood wisely decided to remove his small force. The raid was welcome news for the Southern people who had endured military reverses during the summer of 1863. Wood received promotion to Commander effective 23 August for his actions associated with the Chesapeake expedition.<sup>42</sup> More importantly, Wood's abilities as a leader of men attracted the notice of many. His careful attention to details and his fierceness in battle helped dispel thoughts of nepotism that resulted from his close association with Jefferson Davis.

On 20 January 1864, R. E. Lee presented to George E. Pickett, R. F. Hoke, W. H. C. Whiting, and J. Taylor Wood a combined-operations plan to take the Union garrison at New Berne, North Carolina. The goal was the return of eastern North Carolina with its agricultural bounty to Confederate control. The army was to launch a multi-pronged assault that would be supported by the navy. Lee called for Wood and his assembled force of 33 officers and 220 enlisted men to descend the Neuse River from Kinston and capture Union gunboats guarding the enemy forts along the river. Wood was to turn the gunboats against the fort garrisons and drive them from their defenses. Lee warned Pickett that success depended upon "secrecy, expedition, and boldness of your movements." Lee also assured Pickett that Wood "will attend his part."<sup>43</sup>

Daniel B. Conrad, surgeon CSN, left an account of the naval expedition to seize Union gunboats at New Berne. Naval detachments from the Richmond, Charleston, and Wilmington stations received orders in January 1864 to detail provisions and report to J. Taylor Wood in North Carolina for further orders. Wood directed all units to converge on Kinston. Per Conrad, the naval units had no idea the object of the raid. Because of Wood's reputation, it was expected to be "nervous work" associated with a cutting-out expedition. On Sunday, 1 February 1864, Wood moved his raiders down the Neuse toward New Berne. The men camped on a small island in the river at about sunset. Wood gave orders to the officers and men as to what was to be their objective. They were to capture a Union gunboat at New Berne and use that vessel to approach and capture other gunboats. "It was a grand scheme, and was received by the older men with looks of admiration and with rapture by the young midshipmen, all of whom would have broken out in loud cheers but for the fact that the strictest silence was essential to the success of the daring undertaking. In concluding his talk, Commander Wood solemnly said: "We will now pray."<sup>44</sup> Conrad's account provided a description of Wood's growing skills as a daring leader of men.

At 4 a.m. on the night of 1 February, Wood and his men searched the estuary at New Berne for enemy gunboats, but none were found. With the approach of daylight, Wood ordered his force back up the Neuse to seek cover, rest, and await darkness. As night neared, the raiders made out the shape of a gunboat as it anchored off Foster's Wharf. At about the same time, Lieutenant George Gift's detachment arrived after being delayed in Kinston. With his force now at full strength, Wood assembled his men and prepared each crew for its task in the attack. Wood again closed

with a prayer. Palmer Saunders, a passed midshipmen from Norfolk, made a sobering comment about the coming attack, "I wonder how many of us will be up in those stars by tomorrow morning?"<sup>45</sup> They waited with the firm knowledge that their commander had prepared them for the attack.

Wood split his force into three commands: Wood and Lieutenant Benjamin Loyall commanded two attack columns while Lieutenant George Gift commanded the reserves. At 2:30 a.m., the raiders silently approached the *U.S.S. Underwriter*. An *Underwriter* lookout hailed the approaching boats, and the Confederates pulled hard to reach the vessel. Armed with cutlasses and pistols, the men under Wood and Loyall boarded the gunboat and began a furious battle to secure its capture. Surgeon Conrad described the hand-to-hand fighting and its deadly horror. "I could hear Wood's stentorian voice giving orders and encouraging the men, and then, in less than five minutes, I could distinguish a strange synchronous roar, but did not understand what it meant at first; but it became plain: 'She's ours,' everybody crying at the top of their voices."<sup>46</sup> The fighting had been vicious. Six raiders lay dead on the decks; among them was Passed Midshipman Palmer Saunders. He no longer wondered how many would join the stars before the morning.<sup>47</sup>

Wood sent engineers below to get the *Underwriter* underway. They returned with news that the fires were too low to get up steam within an hour. Federal gunners in nearby Forts Anderson and Dutton turned their guns on the *Underwriter*. Wood could not pull the 350-ton *Underwriter* with his boats and was forced to burn her.<sup>48</sup> The loss of the *Underwriter* did not deter Wood from confidently believing New Berne could be taken with a combined assault.<sup>49</sup> Ultimately the attack failed because of poor coordination between the multi-pronged army units to attack with energy and promptness. Hoke and J. G. Martin displayed enthusiasm and skill in their attacks; however, the Confederates' wings commanded by Barton and Dearing displayed little offensive enthusiasm or skill. Pickett failed to heed Lee's direction to move his entire force with expedition and boldness of movement. When the cautious Pickett decided to end his attack, Wood ordered his raiders back to their stations.<sup>50</sup>

Even though the raid failed, the capture and burning of the *Underwriter* brought praise for Wood's efforts. The Congress of the Confederate States of America passed a unanimous resolution that extended its thanks to Wood for capture of the *Underwriter* and for the commando raids against the enemy in the waters of Virginia. It recognized Wood for his "daring and brilliantly executed conduct."<sup>51</sup> As cited by Bell, Lee praised Wood for his part in the attack, "Commander Wood who had the hardest part to perform did his part well."<sup>52</sup> Praise from his superiors acknowledged that Wood's judgment could be trusted and he would be relied on for future expeditions. Praise from his subordinates acknowledged his skill as a leader. Lieutenant George W. Gift wrote of the New Berne expedition:

I was with Wood in his late expedition to New Berne, N.C., which resulted in the cutting-out and destruction of the U.S. gunboat *Underwriter*. It was a bold design and well executed, and Wood deserves much credit. All is due to him and Loyall, as the bulk of the work fell upon the two leading boats.

I am all admiration for Wood. He is modesty per-

sonified, conceives boldly and executes with skill and courage.<sup>55</sup>

Modesty personified was a phrase little used to refer to men who risked all in expeditions to strike at their enemies.

Wood returned to Richmond and to his job as an aide-the-camp to President Davis. Jefferson Davis relied on Wood to be his eyes in the field. Wood reported to Davis the success achieved by Hoke with the capture of Plymouth on 21 April 1864. "Heaven has crowned our efforts with success. General Hoke has captured this point with 1,600 prisoners, 25 pieces of artillery, and navy co-operation."<sup>54</sup> Davis's growing confidence in his aide would lead to Wood's involvement with two controversial missions during the summer of 1864: The Point Lookout raid and the voyage of the Tallahassee. These missions were gambles which raised either the hopes or the fears of the leaders of the Southern nation.

In May 1864, Grant moved the Army of the Potomac south across the Rapidan River. This began the overland campaign to take Richmond. Grant and Lee clashed at the Wilderness and Spotsylvania. Grant absorbed heavy casualties but kept moving his army south. On 3 June 1864, Grant launched a determined attack against Lee's entrenched troops at Cold Harbor located just ten miles out of Richmond. Grant lost nearly 7,000 men in a suicidal charge that lasted a mere ten minutes. As cited by Ferguson, Confederate General Evander Law referred to the ensuing slaughter of Union troops with "It was not war, it was murder."<sup>55</sup>

Colonel Joshua Chamberlain, Twentieth Maine, noted that after the defeat at Cold Harbor, Union commanders did not call for reports of strength on hand. When Chamberlain asked why, he was told that if the country knew the true losses, they would not stand for it. "Stanton had laundered and delayed the news, and Grant tried to pretend that what happened was just another bump on the road south." The casualty lists ran for columns and columns in the Northern newspapers. Union morale suffered as casualties from Grant's campaign continued to escalate. Many in the North experienced war weariness as the casualty lists affected more and more homes.<sup>56</sup>

Against this backdrop of increasing Northern disillusionment with the war, Abraham Lincoln faced the possibility that he would lose the November election. The popular George B. McClellan, former commander of the Army of the Potomac, appeared to be the potential candidate of the Democratic Party. The Peace Democrats used the horrors of the battlefield to further their arguments for a negotiated settlement with the Confederacy. During the summer of 1864, Lincoln and the Republican administration faced severe challenges on the battlefield, in the economy, and among home front families.<sup>57</sup> Lincoln's enemies, inside and outside the United States, recognized his vulnerability and sought to gain advantage.

Jefferson Davis recognized the opportunity that Lincoln's difficulties presented for the cause of Southern independence. If Southern arms could inflict significant damages on the Northern home front, Davis thought the Northern populace would react by voting for the Peace Democrats and an end to the war. Davis and his advisors believed that any gamble that would adversely affect Northern public opinion was worth considerable risk. Truthfully, the Confederacy was at a point of near collapse on its own home front. Any successful actions by Southern arms would not only

decrease Northern moral, it would provide a boost to sagging Southern morale. Davis supported an army offensive through the Shenandoah Valley into Maryland and Pennsylvania as well as a naval commerce raid against the northeastern coast.<sup>58</sup> These actions, if successful, were capable of influencing the upcoming election and consequently increasing the possibility of recognition of the sovereignty of the Confederacy by Great Britain. To win his gamble, Davis prepared to inflict damage on the Union with every available military means.

In July 1864, John Taylor Wood and G. W. Custis Lee were given command of a daring expedition to free and arm thousands of Confederate prisoners held at Point Lookout, Maryland. Lee was to command the land forces who would be dispatched from Jubal Early's army that had begun to move north on 5 July. Wood was sent to Wilmington to ready crews and two steamers capable of capturing Union gunboats at Point Lookout. Wood was also to secure weapons to arm the prisoners who would join Early's attack on Washington.<sup>59</sup> On 9 July, the Honorable John Tyler wrote to Confederate General Sterling Price in Arkansas and outlined the complete details of the secret expedition. Tyler, son of the late U.S. president, exclaimed that this was "decidedly the most brilliant idea of the war."<sup>60</sup> After the war, Captain John Wilkinson, of the Confederate navy, offered a different opinion of the Point Lookout expedition. "These futile projects for the release of prisoners, serve to show the desperate straits to which the Confederacy was reduced, for want of soldiers."<sup>61</sup>

Also on 9 July, Wood telegraphed Jefferson Davis, "Will try to get out to-night. Am badly off for officers, but hope for the best." On 10 July, Davis responded to Wood in Wilmington, "Telegram of yesterday received. The object and destination of the expedition have somehow become so generally known that I fear the operations will meet unexpected obstacles. General R. E. Lee has communicated with you and left your action to your discretion."<sup>62</sup> The Point Lookout expedition was compromised and Jubal Early's attack on Washington was turned back. To Wood's credit, Davis and Lee exhibited great confidence in his judgment. Davis and Stephen R. Mallory immediately decided to involve Wood in their most daring gamble.

On 23 July 1864, Stephen R. Mallory ordered John Taylor Wood to take command of the converted blockade runner, *Atlanta*, and conduct a raid on Union commerce along the coastline of the United States. Mallory's orders were in agreement with Jefferson Davis's plan to adversely influence the Northern public opinion in an attempt to deny Abraham Lincoln reelection in the 1864 presidential election.

Proceed to Wilmington N.C. and take command of the Confederate States Steamer *Tallahassee*, formerly *Atlanta*, which has been fitted out at that place for a cruise against the enemy.

Relying confidently upon your judgment and ability, and believing that the untrammelled exercise of your own wise discretion will contribute to your success, it is deemed unnecessary to give instructions in detail for your cruise. The character and force of your vessel point to the enemy's commerce as her most appropriate field of action, and it is hoped that her speed and capacity for carrying fuel will enable her to pay proper attention to the shores of New England and its fisheries.

Mallory continued the order, and within it was an important directive that presented Wood with an important criteria for the mission of the *Tallahassee*.

The strictest regard for the rights of neutrals must be sedulously observed, and upon all proper occasions you will endeavor to cultivate friendly relations with their naval and other authorities, and to present the character of our struggle in its true light.<sup>63</sup>

Mallory, Wood, and the Confederacy needed the "wink and nod" of Great Britain's neutrality policies to continue as it had during 1861-1863. Without access to the port and provisions at Halifax, Nova Scotia, Wood's cruise would meet limited overall success.

The cruise of the *Tallahassee* began on 4 August 1864 when Wood took the vessel to New Inlet to attempt to run the blockade. In his report to Mallory, Wood provided the following account of the *Tallahassee's* actions until it reached Halifax.

After two days' ineffectual effort, on account of the water, to get to sea at the eastern bar on New Inlet, we succeeded in getting out on the night of the 6th instant at the western bar. Sighted five of the blockaders and were fired on by two.

The next day were chased at different times by four of the offshore fleet and fired upon by one; did not return it, as it would betray the ship.

Spoke and overhauled a number of vessels, but they were all European.

Not until the 11th, within 80 miles of Sandy Hook, did we fall in with a Yankee. I enclose a list of the captures.

Remained off New York two days; then ran to the eastward, around Georges Banks, to the coast of Maine, going into the mouth of the Penobscot; thence to Halifax, Nova Scotia, for coal, where I arrived on the 18 with only 40 tons on board.

Again, Wood was a master of the understatement. He downplayed the action encountered by the *Tallahassee* in running the blockade, avoiding Union ships, and capturing Yankee vessels. He enclosed nothing but a simple list of the 33 ships taken during the cruise. Wood did provide considerable detail on his interactions with British admiral, Sir James Hope, and lieutenant-governor, Sir Richard MacDonnell. He noted that the initial meeting with Hope was uncivil and cold. MacDonnell displayed a more accommodating attitude toward Wood's request to take on coal and undertake repairs. MacDonnell's attitude grew quickly cold and unhelpful the next day. The *Tallahassee* received only sufficient coal to make a return cruise to Wilmington. Wood perceived the intention of the British authorities as rigid enforcement of the Queen's proclamation on neutrality. There was to be no "wink and nod." Wood sailed on the night of 19 August after being in port a mere 40 hours.

Had I procured the coal needed, I intended to have struck the coast at the capes of the Delaware and followed it down to the Cape Fear; but I had only coal enough to reach Wilmington on the night of the 26th.<sup>64</sup>

The reaction to the cruise of the *Tallahassee* was swift in the newspapers of the South and the North. The *Wilmington Daily Journal* boasted of the status of the *Tallahassee* as a “ship armed, equipped, manned, and sailed from a Confederate port,” and “commanded by the dashing and heroic Wood.”<sup>65</sup> The *New York Times* reported on “a rebel pirate off the coast,” the “depredations of the *Tallahassee*,” and of the “cowardly bravado of the pirates.” The outrages committed by the rebel raider were reported daily in the *Times*, and these reports continued until the vessel surrendered in Liverpool during April 1865. The *Times* venomously attacked the actions of copperheads who “entertain an Englishman or Frenchman with abuse of Lincoln and the war, on the ground that it is pecuniarily damaging.” Wood’s exploits did create tension and animosity among the populace of the North. The *Times* reprinted a complete history of the *Tallahassee* from accounts published in the *Richmond Dispatch*.<sup>66</sup> The *Tallahassee* and its commander were news and they elicited strong reaction from friend and foe.

Wood received much praise for the cruise of the *Tallahassee*. The feat vindicated some of the stigma associated with the loss of the *Alabama* and the fall of Mobile Bay. Mrs. Anna Sanders in a letter to Jefferson Davis remarked, “I rejoice with you in the brilliant success of your brave and high-toned nephew. J. Taylor Wood.”<sup>67</sup> Edward Crenshaw, Confederate Marine officer who served on the *Tallahassee*, recorded in his diary the manner in which Wood exercised command of his ship. Crenshaw reported that Wood maintained strict “man-of-war discipline” and that Wood conducted frequent religious services during the cruise. Mary Chesnut, wife of Davis aide James Chesnut, kept an extensive diary that recorded the intimate details of life among the Confederate leadership. On 23 August 1864, Mary made the following entry concerning Wood, “John Taylor Wood, fine fellow in his fine ship, *Tallahassee*. He is all right.”<sup>69</sup>

All were not enthusiastic about the voyage of the *Tallahassee*. Wood felt the sting of criticism directed at Davis and Mallory for authorizing the use of commerce raiders from the last remaining port open to blockade runners. The cruise of the *Tallahassee* began a flood of correspondence between Davis, Mallory, and their detractors. W. H. C. Whiting, Zebulon Vance, Samuel J. Person, and even Robert E. Lee voiced their concerns with the use of commerce raiders out of Wilmington. These men were convinced that the policy of sending raiders from this port would draw increased Union diligence that would end the efficiency of the blockade runners. The detractors concluded that the fall of Wilmington and the end of blockade running would seal the fate of the Confederacy. Whiting harped about the real value of the ships taken by the *Tallahassee* and the urgent need to convert the raiders into defensive vessels to defend the river. North Carolina governor Zebulon B. Vance was especially agitated about the use of Wilmington for *Tallahassee* and *Chickamauga* as commerce raiders.<sup>70</sup>

I beg leave to enter my most respectful and earnest remonstrance against the sailing of the two privateers from the port of Wilmington. Ten or twelve valuable steamers have already been lost in consequence of the cruise of the *Tallahassee*, and among them the noble steamer *A.D. Vance*, which alone, I respectfully submit, has been of far more value to the Confederacy than all

our privateers combined. For these and other obvious reasons I hope these two vessels may remain in the Cape Fear to assist in its defense.<sup>71</sup>

Since the beginning of the war, Stephen Mallory developed a strategy to use commerce raiders against the North’s merchant fleet. The voyages of the *Sumter*, *Nashville*, *Alabama*, *Florida*, *Georgia*, *Rappahannock*, *Chickamauga* and the *Tallahassee/Olustee* had virtually destroyed the merchant shipping under the U.S. flag.<sup>72</sup> Davis supported Mallory in this overall strategy; however, the voyage of Wood and the *Tallahassee* were especially important to the gamble to influence the election of 1864. Davis responded to Vance’s remonstrance with a defense of Taylor and the *Tallahassee*:

Our cruisers, though few in number, have almost swept the enemy’s foreign commerce from the sea. Though the *Tallahassee* captured thirty-one vessels her service is not measured by, nor limited to, the value of these ships and cargoes and the number of prisoners, but it must be estimated in connections with other results: the consequent\ insecurity of the United States coastwise commerce...<sup>73</sup>

The unceasing criticism from his detractors led Davis to expend considerable efforts to defend this policy and his gamble. In a response to Samuel J. Person, member of the North Carolina Legislature, Davis responded in detail to the criticisms of Vance, Whiting, Lee, and others. Davis objected to the reference to the destruction of “a few insignificant Smacks.” Davis concluded with reference to the difficulties faced by the government and the peril to its citizens in denouncing the necessary policies to provide:

... hope of safety from the untold horrors of Yankee despotism. And if now, gentlemen like yourself, who are true friends to the Government and the cause, shall, from any misapprehension, indirectly lend their countenance to these unhappy differences, it is easy to foresee the sad and disastrous results which must ensue.<sup>74</sup>

The reaction to the *Tallahassee* was also forthcoming on the Union side. Gideon Welles and the United States Navy moved to strengthen the blockade at Wilmington. He was stung by criticism in the Northern press but continued his policy of blockade. Welles looked upon Wilmington with equal value as Richmond to the Confederate cause. He also renewed his efforts to get the War Department to endorse a combined operation to close Wilmington. The cruise of the *Tallahassee* was pushed into the background by the Northern press when Atlanta fell of 2 September 1864. The discontent with Lincoln’s administration abated as Union victories mounted. “Rather than securing Confederate independence, the cruise of the *Tallahassee* helped make Wilmington a target of Union forces, fully supported by Northern politicians and people.”<sup>75</sup>

One question remained about the cruise of the *Tallahassee*. Davis, Mallory, and Wood had taken the gamble on the first voyage of the *Tallahassee*. They still believed in the correctness of their policy to send commerce raiders from Wilmington. The

*Tallahassee*, renamed *C.S.S. Olustee*, made a second voyage from Wilmington. Why was John Taylor Wood not in command of that vessel?

The answer to the above question can be found in part in Mary Elizabeth Thomas's article, "The *CSS Tallahassee*: A Factor in Anglo-American Relations - 1864-1866."<sup>76</sup> The lack of encouragement encountered in Halifax by the government officials indicated the British attitudes and actions would not support the resupply of Confederate commerce raiders. Without a "wink and nod" to Confederate resupply, the limited range of the *Tallahassee* made future raids more problematic. This idea was substantiated by the diminished success of the *Olustee* and the *Chickamauga*. Wood was aware that the *Tallahassee's* cruise was a boost to Southern morale, a cause of alarm among Yankee shipping, but it had not been the demoralizing agent that Davis and Mallory had hoped. Wood was also aware that he was seen as a pirate by the Northern politicians and military leaders. The realization of diminishing chances of raider success and the possibility of strong reaction by Federal officials if the raider was caught probably influenced Wood's involvement in future cruises. As a dutiful and loyal officer, Wood would have followed orders. Was it possible that Davis and Mallory did not order Wood on a subsequent cruise because they too realized that if Wood saw the reduced chances of success they must also admit that their strategic gamble had failed?

Wood remained in his role as aide to President Davis. He was involved in the battles around Richmond until the very end of the war. Wood was with Davis in church on the Sunday morning when Lee sent word that he could no longer hold his lines as Petersburg. Wood faithfully stayed with Davis as the Confederacy came apart. He continued to assist Davis as the government fled from Richmond and moved to escape to the west. On 10 May, Wood was with Davis when Union cavalry caught up with the fleeing party. Wood took actions to assist Davis in a final escape, but the presence of Davis's wife led the president to surrender to the Yankees. The Confederacy had ended in the woods of southern Georgia.

Wood, ever the man of action, asked his uncle for permission to attempt an escape. Wood was able to bribe a guard and make good his try for freedom. After a harrowing journey, Wood, John C. Breckinridge, and a small party traveled the length of Florida and crossed the waters to Cuba to freedom. From Cuba, Wood went to Halifax, Nova Scotia, and a new life.<sup>78</sup>

What further can be said of John Taylor Wood? David Dixon Porter wrote after the war about the Confederate raid on the *Underwriter* in February 1864:

This was rather a mortifying affair for the Navy, however fearless on the part of the Confederates ... The gallant expedition was led by John Taylor Wood, of the Confederate Navy ... Had the enemy attacked the forts, the chances are they would have been successful, as the garrison were unprepared for an attack from the river, their most vulnerable side.<sup>79</sup>

To Wood, the master of understatement, this accolade from the master of the overstatement would have been too much. Rudyard Kipling described John Taylor Wood as well as anyone in his poem:

## If

If you can keep your head when all about you  
Are losing theirs and blaming it on you,  
If you can trust yourself when all men doubt you,  
But make allowance for their doubting too;  
If you can wait and not be tired by waiting,  
Or being lied about, don't deal in lies,  
Or being hated, don't give way to hating,  
And yet don't look too good, nor talk too wise:

If you can dream—and not make dreams your master;  
If you can think—and not make thoughts your aim;  
If you can meet with Triumph and Disaster  
And treat those two impostors just the same;  
If you can bear to hear the truth you've spoken  
Twisted by knaves to make a trap for fools,  
Or watch the things you gave your life to, broken,  
And stoop and build 'em up with worn-out tools:

If you can make one heap of all your winnings  
And risk it on one turn of pitch-and-toss,  
And lose, and start again at your beginnings  
And never breathe a word about your loss;  
If you can force your heart and nerve and sinew  
To serve your turn long after they are gone,  
And so hold on when there is nothing in you  
Except the Will which says to them: 'Hold on!'

If you can talk with crowds and keep your virtue,  
Or walk with Kings—nor lose the common touch,  
If neither foes nor loving friends can hurt you,  
If all men count with you, but none too much;  
If you can fill the unforgiving minute  
With sixty seconds' worth of distance run,  
Yours is the Earth and everything that's in it,  
And—which is more—you'll be a Man, my son!

—RUDYARD KIPLING

Wood would have found this too much. To him he was just:  
John Taylor Wood: Man of Action, Man of Honor

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# Flying on an Airline that Doesn't Exist

Boyce Barbee thought he was through with combat after 25 missions

By Ken Samuelson

After Boyce Barbee completed his 25th combat mission in a B-24 Liberator bomber, his military career would take a most unusual turn. He became involved in a top secret “airline” that delivered men and information to and from the Soviet Union via Sweden. His aircraft also brought aircrews back to fight again after a forced landing in Sweden because of lack of fuel or aircraft malfunction. If the unmarked and defenseless B-24 on which he was a crewmember had been shot down, the outside world would never know the facts and, if captured, he would have been shot as a spy, because he carried no identification and was dressed in civilian clothes.

Barbee was born in Concord and graduated from Stoney Point High School near Taylorsville. His father was a disabled WWI veteran who had been wounded and gassed. Through his father’s condition, Barbee became familiar with the aftermath of combat at an early age. After graduating from high school, Barbee worked in a textile mill until drafted 24 October 1942. He was sent to Statesville for testing, but did not leave for Fort Bragg for indoctrination until 11 November.

He did well on a test for “code work” and was assigned to the Army Air Force base in Atlantic City for basic training. Barbee went on to Scott Field, IL, for five months, studying Morse code and communication skills in preparation for his work as radioman on a bomber.

After radio school, he went to Harlingen, TX, to air gunnery school. The training included shooting at target sleeves towed by a tow plane. He found out quickly that you had better not put a bullet hole in the tow plane, or you would wash out immediately. Barbee passed with flying colors. Upon completion of the course in early 1943, he was promoted to sergeant and sent to Tucson, AZ, for assignment to a bomber crew as a radio operator. With Lt. Carnine as pilot, the crew flew day and night in preparation for combat—then on to Lincoln, NB, for assignment overseas.

At Lincoln, his crew was assigned as a replacement crew for planes and crews lost in combat. Soon his crew was flown to North Africa, but was still without its own plane. After a short time, his crew was returned to England and joined the 392d Bomb Group, flying some missions in other crew’s planes.

Lt. Carnine learned of a B-24 that had run out of fuel and landed in a nearby field. It was to be dismantled for parts because it was thought there was not room to take off from the field. Carnine said, “Let me see it!” Regulations required at least a pilot and radioman to be aboard any airborne B-24.

Carnine and Barbee went to the field, had a minimum amount of fuel added to the tanks, all extraneous material removed, climbed in, and ran up the engines to full power until the braked wheels slid on the ground. Carnine released brakes and they took off, pulling up sharply to clear an apartment building at the end of the field, almost stalling, and then leveling off. Carnine had his B-24 with just a little fuselage damage from the forced landing

but with a shaken pilot and radioman on board.

The combat routine began—thirteen missions in 37 days. In one instance, Captain Jimmy Stewart, the Hollywood actor, was the lead pilot of a bombing mission.

On most missions, the bomb groups had to fight their way into and out from the target. It was too early in the war for long-range fighter escorts to be available. It was bombers against fighters! Flak and German fighters were in abundance. The Germans also used a technique of dropping steel cables from fighter planes to drag through the bomber formations and this was effective in entangling and bringing down many of our aircraft.

During Barbee’s tour of 25 combat missions in the worst air combat period of the war, over 700 crew members and about 70 aircraft were lost from his base alone.

Barbee’s station in the bomber was his radioman desk. On one high altitude mission, it was 50 degrees below zero in the plane. Barbee’s right electrically heated glove and his facemask shorted out as he was in process of decoding a message from Bomber Command. He lost consciousness and fell from his seat. The flight engineer noticed it and put another facemask on Barbee so he could breathe. It saved Barbee’s life and the lives of

many of the crews as the message Barbee decoded instructed the Bomb Group to turn back immediately because jet stream wind changes would prevent them from making it back to base if they continued on the mission.

Upon return from another mission, Barbee’s plane was very low on fuel. Just as Lt. Carnine found a fighter strip under construction for a possible landing site, all four engines quit! He landed with little room to spare. As the crew got out of their plane, a P-47 fighter, also low on fuel, landed. The fighter pilot said to Lt. Carnine, “I did not think I could land here, but if a B-24 can land, I knew I could.”

Flight plans for bombing missions were designed to avoid flak where possible. However, as the Germans moved their anti-aircraft guns on railcars from place to place, flak was difficult to avoid. On the bomb run, the bombers were sitting ducks for flak, and many planes were lost during this phase of a bombing mission.

One of Barbee’s duties after the bomb run was to see that all bombs had dropped and the bomb bay was clear before closing the bomb bay doors. In one case, Barbee did not notice that one 500-pound bomb did not drop but was hanging precariously in the bomb bay. Barbee signaled the bombardier to close the bomb bay doors. After closing the doors, the bomb dropped. It went through the bomb bay door but fortunately did not hit any aircraft below Barbee’s plane. If the bomb had stayed in the bomb bay, it would have exploded when the B-24 landed with disastrous consequences.

A most unusual event happened on Barbee’s 25th and final

*Top Secret clearance  
and a Russian visa  
got him a new job*

bomb mission. As the Liberator neared the coast of France just before crossing the English Channel, the tail gunner said, "There is a strange B-24 pulling up behind us. Their life vests are not like ours and it just does not look right." Carmine told the tail, top turret, and ball turret gunners: "Train your guns on the pilot of that plane, and if there is one false move, blow that plane out of the sky." As Barbee's plane reached the English Channel, the strange B-24 turned back. It was Germans operating a captured B-24 with the intent of getting into our formation and shooting down our planes from the rear. This tactic of the Germans worked many times.

In March 1944, Barbee could not return home although he had completed his 25 missions. He was asked to report to his Commanding Officer who told him to pack up and leave the base in two hours for a top-secret assignment. He was given authority to obtain two sets of civilian clothes at Harrod's Department Store in London. He had earlier received a letter from his mother asking what he had done, because the FBI had been asking questions about him in his home town.

Barbee was sent to Leuchers RAF base, Scotland, where, incidentally, he met his wife to be, Ann. His new commanding officer was Colonel Bernt Balchen, a world famous arctic explorer who had accompanied Admiral Byrd on Arctic Expeditions and was the first pilot to land a plane in the Arctic.

A secret "airline," under the command of Balchen and the auspices of the Office of Strategic Services, was being formed to carry men and information to and from Sweden in collaboration with the Russians. The airline, flying war weary, unmarked, unarmed B-24s, only flew in bad weather so the Germans would not see them. The plane was configured to hold as many as 30 passengers lined up on its sidewalls. Barbee was issued a Russian visa, just in case he had need of it. Officially, the airline did not exist.

Most of the people the airline carried were unknown to

Barbee but there were some high profile persons occasionally, including Count Bernadotte from Sweden. While in Stockholm, it was common to be seated near German or Japanese patrons in a restaurant or hotel—probably on secret missions themselves. Stockholm was an international hotbed of spies. Barbee also experienced his hotel room being searched by persons unknown while he was out for dinner.

After the war ended in Europe, the airline was disbanded. Then Barbee was involved in ferrying Navy crews to Germany to operate captured German naval vessels. The Potsdam conference with President Truman, Prime Minister Churchill, and Russian leader Joseph Stalin was about to take place, and Barbee was notified to be available to accompany President Truman's entourage if a flight to Moscow were necessary. Barbee was involved because he was the only radioman stationed in Europe with a Top Secret clearance *and* Russian visa, plus he was good at his job. The trip to Moscow did not take place.

Barbee married Ann and was transferred to the US for discharge, but Ann had to do a lot of paperwork to get here. Finally, she arrived in the US in March 1946—one of thousands of "war brides." When she arrived by ship in New York, Boyce Barbee was there to meet her. He jumped over the restraining fence to reach her as soon as he saw her come down the gang plank. This was a great reunion and the end to his WW II odyssey.

Barbee commented that his WWII experience showed him one person could make a difference even though only part of a huge endeavor. He has particularly high respect for the British Royal Air Force pilots who were outnumbered and outmanned yet won a great victory in the Battle of Britain in 1940. The remembrance of many friends lost in combat is a burden he still carries.

Boyce and Ann Barbee have one son, one daughter, and one grandson. He and Ann enjoy their family, time at the beach and still lead active lives.



# Thomas Lane Cathey

*U.S. Army Reserve / Bronze Star with Valor*

His convoy outnumbered by insurgents, this colonel risked his life to save 10 Iraqi soldiers

**By Peter Slavin**

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The Iraqi army soldiers had holed up in an abandoned house on the morning of 10 April 2007, taking refuge from the barrage of gunfire.

Their battalion's move to seal off the Baghdad neighborhood for a building-to-building search had not gone well, as they were met by heavy resistance. Security had collapsed, and the Iraqis were down to their last magazines of ammunition.

Col. Tom Cathey, who headed the battalion's U.S. advisory team, feared that the squad would be overrun. "There's just no way we could let that happen," said Cathey.

He knew extracting the squad would be difficult and that as soon as his rescue team left its position, "we would be surround-

ed 360 degrees by insurgents." Indeed, there were several hundred.

The convoy of advisers—13 Americans and two Iraqis in four heavily armored Humvees—set out to reclaim the trapped unit. They had barely started through the streets when they surprised about 10 insurgents taking a break in an alley.

Cathey's vehicle was in the lead, and his machine gunner wiped out the insurgents. At the same time, however, a grenade from a second-floor window bounced and detonated under the Humvee, blowing out the power steering and at least two tires.

The Humvee backed up so the gunner could reload. Then it pulled back into the alley's entrance, shielding the rest of the con-

voy and suppressing enemy fire as the other vehicles sped by.

More trouble loomed as Cathey's vehicle again took the lead. Streetwise insurgents had hurried to a second alley and set up an ambush.

"The second our bumper turned into the alleyway, the whole alley turned red with tracers," Cathey recalled. Again his gunner ended the battle.

Cathey located the trapped Iraqi squad, sorted through the confusion and loaded 10 Iraqi soldiers into the Humvees. They were stacked across the back seats "like cordwood," said Cathey's driver, Master Sgt. Jack Crossman.

By now, Crossman's vehicle had lost all its tires, power steering and transmission line. Somehow, he kept it moving.

An Iraqi waved down the vehicles to report that another squad of Iraqi soldiers was pinned down in a nearby school, so Cathey's convoy responded. He positioned the Humvees to shield the front of the school, then radioed the Iraqi army to send more vehicles to evacuate the second squad.

Two Iraqi army attempts to reach the school were turned back under heavy fire. Cathey and his men had held their ground for 20 minutes but drew more insurgents the longer they lingered.

"We were probably outnumbered at least 20 to 1 down the alleyway," Cathey said. "We were completely encircled."

Unable to hold position much longer, Cathey gave the Iraqi squad leader a choice: His men could try to escape on foot alongside the convoy or sit tight and await reinforcements. The squad leader chose to stay.

As the convoy headed back toward base, it again ran a gauntlet of enemy fire, including another grenade that exploded under Cathey's limping Humvee. After eight hours of battle, the advisory team's vehicles were battered, but its personnel returned unscathed.

Cathey offered to return to the school with fresh vehicles to pick up the squad left behind. Seemingly inspired by the Americans' willingness to risk their lives, however, the Iraqi officer in charge sent his troops for the rescue. Cathey felt rewarded.

After eight months advising the Iraqi army, he said its taking responsibility in that episode was a "turning point."

Throughout the rescue, Cathey thought of the consequences if it had failed—if the marooned Iraqi soldiers had been killed, even beheaded. "Can you imagine how the insurgents would have played that up?" he said.

And to him, the life of an Iraqi private was as important as that of a general: "They've got families, too," he said.

Crossman found Cathey remarkably calm during the fighting. Cathey said he was never scared, because his team's experience and aggressive spirit made him believe they could "fight our way through almost anything."

Cathey earned a Bronze Star with Valor for combat bravery for saving the lives of 10 Iraqi soldiers. His commendation reads in part: "He exhibited uncommon heroism, valor, courage, selfless service, a relentless offensive spirit to find and fix the enemy, and a common ethos among fighting men that no soldier will be left behind."

### THOMAS LANE CATHEY

Born 15 September 1962 in Waynesville, N.C., a lifelong resident of the state. Wife, Amy; sons Joshua, 18, and twins Seth and Jared, 13.

Joined reserve unit in August 1980 and received second lieutenant commission in May 1982. Deployed to Iraq in June 2006 with 2d Brigade Combat Team, 2d Infantry Division; also served as Chief, Military Transition Team (advisory) to 4th Brigade, 1st Iraqi Army Division.

*WHAT HE DID:* Led a convoy through a series of battles in the streets of Baghdad to rescue 10 Iraqi soldiers trapped under fire in an abandoned building.

*WHERE HE IS NOW:* Lives in Asheville, where he is a salesman for Vulcan Materials Co. His reserve duty is with the 108th Training Command.

PETER SLAVIN, a freelance writer based outside Washington, D.C., did a tour in Army intelligence in Vietnam and is a former features writer for the *Army, Navy and Air Force Times*.

# THE FACTS ON OUR WWII VETERANS

BY LTC. (RET) SION H. HARRINGTON III

We've heard a great deal about "The Greatest Generation" over the last few years and what they meant to the free world. But how much do we really know about this all too rapidly vanishing group of heroes that preserved our freedom and paved the way to a better world for countless generations to come?

Taken from information gathered circa 2004-2005, the U.S. Department of Veterans Affairs has compiled some very interesting statistics on the American men and women who helped fight and win World War II. A careful study of the facts and figures paints a vivid picture of the life and times of "The Greatest Generation."

According to an undated Office of Public Affairs VA Fact Sheet, which appears to have been published circa 2004-2005, approximately 16.5 million American men and women served in

the armed forces during the World War II period, which is officially considered to have extended from 16 September 1940 through 25 July 1947. This figure represented approximately one-third of the male population aged 15 or older at the time.

Of these 16.5 million service members, 70% served in the United States Army, including the Army Air Corps (and later Army Air Force). Some 26% of America's fighters wore the blue and white of the United States Navy, while 4% wore the forest green of the United States Marine Corps. No separate figures were provided for men and women who served in the United States Coast Guard, which is consolidated into the Navy in times of war. Not everyone who wore a uniform saw direct combat, or even served overseas. According to the VA's figures, approximately 73% served overseas.

Of the 16.5 million under arms during the war, approximately 407,000 American men and women died while in service. Battle deaths accounted for 292,000 while 115,000 died of other causes.

**Total Number serving in the United States Armed Forces during WWII:**

ARMY (includes Army Air Corps and Force): 8,300,000 in uniform, with 223,215 killed in action, 571,679 wounded in action, and 12,752 missing. Total Army casualties: 807,646.

NAVY: 4,204,662 in uniform, with 34,702 killed in action, 1,783 died of wounds, and 26,793 deaths from other causes for a grand total of Navy deaths from all causes of 63,278; plus 33,670 wounded and 28 missing. Total Navy casualties: 96,976.

MARINES: 599,693 in uniform, with 15,460 killed in action, 3,163 died of wounds, and 5,863 other deaths for a grand total of Marine deaths of 24,486; plus 67,134 wounded. Total Marine casualties: 91,620

COAST GUARD: 172,952 in uniform, with 1,917 deaths, of which 572 were killed in action.

**Grand totals of U.S. personnel** (all services): 13,104,355 in uniform, with 273,377 killed in action, 4,946 died of wounds, and 32,656 died from other causes, for a grand total for U.S. deaths during World War II of 310,979. To these figures must be added 12,780 missing and 672,483 wounded, yielding a grand total of casualties of all types and for all branches of service of 996,242.

Interestingly enough, among males age 15 years or older in each state and the District of Columbia, the percentage of World War II participants was highest in the District of Columbia and Nevada with 43% each, followed by Utah with 41%, New Mexico with 39%, Arizona with 38%, and California with 37%. In considering these percentages, one must take into account the high rejection rates for service due to the deleterious effects on general health and education of generations of poverty and the Great Depression on volunteers and draftees from the South.

The Congressional Medal of Honor was awarded 464 times for acts of extraordinary bravery during the Second World War. Broken down by branch of service, the nation's highest award for bravery was as follows: Army (286), Marine Corps (82), Navy (57), Army Air Corps (38), and Coast Guard (1). Fifty of these brave former service members were still living as of mid-April 2004. It is interesting to note that 22 of the Congressional Medals of Honor awarded to Marine Corps personnel, 30% of those awarded to Marines during the entirety of World War II were awarded for actions during the two months of fighting on Iwo Jima.

One of those was awarded to PFC Jacklyn Lucas of Plymouth, NC, who, having lied about his age to enlist, at the age of 17 years and five days became the youngest American awarded the honor since the American Civil War. Another Tar Heel recipient of the Congressional Medal of Honor for heroism at Iwo Jima was Navy Lieutenant (Junior Grade) Rufus Geddie Herring of Sampson County, NC, who, though severely wounded, kept his heavily damaged gunboat landing ship, USS LCI (G)-449, firing in support of Navy Underwater Demolition Team members ashore engaged in pre-invasion demotions work.

During World War II, the United States had 130,201 of its service members held as Prisoners of War (POW), of whom 14,072 died while in captivity. Approximately 33,050 former American POWs were estimated to be living at the end of 2003.

In 2003, there were approximately 4,370,000 living American World War II veterans. They accounted for 17% of the total of 25,179,000 veterans living in the United States. For 90%, World War II was the only war in which they participated. In 2003, their median age was 80.1 years, with 1,689,000 age 80 to 84, 607,000 age 85 to 90, 113,000 age 90 to 94, and 15,000 age 95 and over. There were 4,173,000 male and 197,000 female veterans of World War II living. At the time these statistics were compiled, World War II veterans were estimated to be passing away at the rate of 1,000 a day nationwide. Figures today (2010) are closer to 1,500 a day, or well over 40,000 a month.

Among all males in the United States over the age of 75 years in 2005, 50% were World War II veterans, while 1.5% of all women of that age were veterans of that colossal conflict.

The five states in 2003 with the largest World War II veteran populations were California (434,600), Florida (405,000), New York (257,800), Pennsylvania (256,600), and Texas (224,200).

Conversely, the five states with the smallest number of World War II veterans living within their borders in 2003 were Alaska (4,400), Wyoming (8,100), North Dakota (9,200), Vermont (9,600), and South Dakota (12,100). The state with the highest percentage of World War II veterans was New Jersey with 23%.

Examining the socio-demographic characteristics of World War II veterans, we find that in 2000 93% of living World War II were white, 5% were black, and 2% were of other races. That same census showed that approximately 73% were married at the time, 1% were separated, 3% had never married, 6% were divorced and 17% were widowed.

According to the 2000 Census, 40% of World War II veterans had at least some college education, and that more than half of the veterans who had attended college earned at least a bachelor's degree.

In the category of health care, a 2001 VA Survey of Veterans revealed that about 42% of World War II veterans had used VA health care at some time since their release from service. By FY 2003, more than 21% of discharges from VA health facilities were for World War II veterans. A 1987 VA Survey of Veterans of World War II age 65 or older showed that 32% of veterans with personal income of less than \$15,000 had used VA inpatient services, while 21% of those at the \$15,000 to \$29,999, and 17% of those with incomes over \$30,000 had used them.

As of 30 September 2003, 413,689 World War II veterans were receiving service-connected compensation payments, while 132,105 were receiving VA benefits for non-service-connected conditions. Statistics show that World War II veterans living in the southern United States and the Dakotas are far more likely than their peers in other regions to be in receipt of non-service connected low income pension benefits.

According to the 2001 VA Survey of Veterans, about 32% of World War II veterans have used the Veterans Administration to finance a home loan. About 7.8 million veterans, approximately half the number eligible, used the G.I. Bill after the war for education or training.

The impact made on history by the self-less men and women of America who served in the armed forces of the United States of America in her greatest hour of need can never be fully comprehended. What we can say for sure is that without their sense of duty and sacrifice, the country in which we live today and the world in which we find ourselves would be a much different place, likely a far less free and more dangerous place.

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Dennis Faye: SP 09 1  
Tom: SP 09 1  
Thomas W "Doc": SP 09 4  
DIVISION  
1st Cavalry: FA 09 23  
28th Infantry: SP 09 6,7  
30th Infantry Division: SP 09 4;  
FA 09 22  
34th: SP 09 1,2,3,4  
5th Marine Division: SP 09 5,24  
6th Marine: FA 09 11,13  
6th Marines: FA 0 2nd Batt  
112th Inf Reg 28th Inf Div:  
SP 09 6  
Iowa National Guard: SP 09 1  
Doerner John A: FA 09 5  
Dorsey Tommy: SP 09 24  
DuPont Samuel F: FA 09 19

## E

Earp Harris E 1Lt: SP 09 15  
Elliott Jesse D Commodore: FA 09  
18  
Ellis Dick: SP 09 24  
John Gov: SP 09 17  
England King: FA 09 1  
English Parliament: FA 09 3

## F

FILI: SP 09 24  
Fisher Charles F: SP 09 17  
Flag Morris Guard: SP 09 8  
Fort Sanders Regional Medical

Center: SP 09 6  
Fox Harvey A: FA 09 5  
James Earl: FA 09 3  
Franklin Benjamin: FA 09 2,3  
Fraser Trenholm and Company:  
FA 09 20  
Fremont Col: SP 09 18  
Mary Elizabeth: SP 09 18  
S L: SP 09 18  
Sewell Lawrence: SP 09 16,17  
French: SP 09 12  
FORT  
McCoy: SP 09 6  
Abraham Lincoln: FA 09 4,5  
Adams Rhode Island: SP 09 16  
Benning GA: SP 09 6  
Bragg: SP 09 1,4;FA 09 10  
Camp Gordon GA: FA 09 22  
Camp Lejeune: FA 09 16  
Camp Pendleton CA: SP 09 5;  
Camp Sevier SC: FA 09 22  
Camp Sudbury: FA 09 23  
Camp Tarawa: SP 09 5  
Camp Walters, Texas: SP 09 1  
Caswell: FA 09 21  
Columbus New York Harbor:  
SP 09 8  
Fort Delaware DE: SP 09 15  
Fort Fisher: SP 09 9,17,18;FA  
09 20  
Fort Hood TX: FA 09 23  
Fort Sill Okla: FA 09 22  
Hatteras Inlet: SP 09 8  
Jefferson: FA 09 19  
Johnston Smithville: SP 09 16,17  
McCoy: SP 09 6  
McHenry MD Delaware DE  
Point Lookout MD: SP 09 14  
Morgan Alabama: SP 09 16  
Morgan: SP 09 15; FA 09 21  
Okracoke Inlet: SP 09 8  
Pulaski GA: SP 09 15  
Sumter: SP 09 15; FA 09 19  
Taylor: FA 09 19  
Ticonderoga: FA 09 2  
Totten Dakota Territory: FA 09 6  
Warren Boston Harbor: SP 09 8

## G

Gatling Richard Dr: FA 09 5  
George III King: FA 09 1,2,3  
Georgia Tech: FA 09 7  
Germans: FA 09 22  
Gowan Benjamin A: SP 09 15  
Granger George Col: SP 09 18  
Grant U S Gen: SP 09 10  
Gray Benjamin: SP 09 5  
Great Depression: FA 09 16  
Green Key: FA 09 20  
Greenbrier Resort Hotel: SP 09 6  
Greene Nathanael Gen: FA 09 3  
Gustav Line: SP 09 3

## H

Hampton Wade: FA 09 4  
Harrell Carlton: SP 09 1,24  
Harrington Sion H III LtC(Ret) :  
SP 09 5,24; FA 09 22, FA 09  
4,24  
Helms Charles J: FA 09 20  
Herring Rufus Getty Lt(jg): SP 09 4

Hessian Mercenaries: FA 09 3  
Hicks Faye: SP 09 4  
Hill Henry House: SP 09 13  
Hipp 1st Lt: SP 09 7  
2nd Lt Dottie: SP 09 7  
Charles: SP 09 6  
Dorothy Duff: SP 09 6  
Ed: SP 09 8  
Edward Branch Cpt: SP 09 6  
Louie: SP 09 6  
Hirohito Emperor: FA 09 12  
Hoey Clyde R Gov: FA 09 22  
Holt Vance: SP 09 24  
Hooker "Fightin' Joe" Gen: SP 09  
13  
Hooker's right flank: SP 09 14  
HOSP  
23rd General Hosp in Naples  
Italy: SP 09 2  
Howe brothers: FA 09 3  
Howe William Gen: FA 09 2

## I

INDIAN  
112th Infantry: SP 09 8  
119th Infantry: SP 09 4  
168th Regiment 34th Infantry:  
SP 09 1  
176th: SP 09 6  
20th NC: SP 09 15  
22nd NC Infantry: SP 09 15  
23rd NC: SP 09 15  
24th NC: SP 09 15  
33rd NC Infantry: SP 09 15  
3rd NC Infantry: SP 09 15  
3rd NC: SP 09 15  
INDIANS  
American Indians: FA 09 4  
Cheyenne: FA 09 4  
Hunkpapa Lakota: FA 09 4  
Sioux: FA 09 4,5  
Interolerable Acts: FA 09 1  
ISLAND  
Beacon Island: SP 09 8  
British Isles: SP 09 11  
Guam: FA 09 16  
Hilton Island: SP 09 15  
Iwo Jima: SP 09 5,24  
Japan: FA 09 16  
Midway: FA 09 11  
Morris Island Charleston : SP  
09 15  
Oak Island NC: SP 09 12  
Okracoke: SP 09 8  
Parris Island: FA 09 10  
Ryukyu: FA 09 14  
Solomon: FA 09 10  
Sullivan's Island: FA 09 3  
Issen Gorin: FA 09 15

## J

Jackson Andrew Pres: FA 09 17  
General: SP 09 14  
Thomas "Stonewall": SP 09 13  
Japanese Navy: FA 09 8  
Jefferson Thomas: FA 09 3  
Johnston Gen: SP 09 10  
Judah Benjamin P: FA 09 20

## K

Kanipe: FA 09 6

Daniel A: FA 09 5,6  
Wyskoff Missouri Anne: FA 09 6  
Kendall Co: FA 09 8  
Key Green: FA 09 20  
Kiger Hugh C: SP 09 5  
King and Queen of Greece: FA 09  
18  
King Dan B Capt: FA 09 22  
John E 2Lt: SP 09 15  
Henry: FA 09 2

## L

Lane Christopher 3Lt: SP 09 15  
Langdon Mary Elizabeth: SP 09 16  
Lee  
Charles Maj Gen: FA 09 3  
Richard Henry: FA 09 3  
Robert E Gen: SP 09 10,13,14, 7;  
FA 09 19,21  
Lillington Col: FA 09 2  
Lincoln Abraham: FA 09 19  
President: SP 09 13  
Locke John: FA 09 2,3  
Love Sidney A Pvt: SP 09 10  
Low John: FA 09 20  
Lucas John Maj Gen: SP 09 3

## M

McArthur Douglas Gen: SP 09 8  
Maffin John N Rev: FA 09 18,21  
Maffitt  
John Newland Sr: FA 09 17  
John Newland: FA 09 17,20  
William Dr: FA 09 17,19  
Mallory Stephen R: FA 09 19; FA  
09 20  
Manhattan Project: FA 09 8  
Marine Corps: FA 09 9  
Martin Josiah Gov: FA 09 2  
Martini Giovanni: FA 09 6  
Maryland Dry Dock Company: FA  
09 7,8  
McDonald Donald: FA 09 2  
McDougall Thomas M Capt: FA  
09 4,6  
Meade General: SP 09 13  
Medal of Honor CN Soviet Union:  
SP 09 4  
Meigs Montgomery C: FA 09 19  
MILITIA  
110th and 157th Ohio Militia:  
SP 09 15  
North Carolina: SP 09 17; FA  
09 6  
Military Collection of the State  
Archives: FA 09 6,24  
Mill John Stuart: SP 09 18  
Mooney Ann: SP 09 11  
Moore James Col: FA 09 2  
Moultrie William: FA 09 3  
MRES: FA 09 8  
MOUNT  
Cassino: SP 09 3  
Mount Pantano: SP 09 2  
Mount Trocchio: SP 09 3  
Mullis Anna: SP 09 14  
John Jackson: SP 09 14  
Murrell Mary Florence: FA 09 18  
Mussolini Benito: SP 09 3

## N

### NAVY

Confederate States Navy: SP 09 5; FA 09 17  
 United States: FA 09 17  
 Napoleon Hospital: SP 09 7  
 National Guard NC: FA 09 6  
 Nautilus: or Cruising under Canvas: FA 09 18  
 New Zealanders: SP 09 12  
 Norfolk Navy Yard: FA 09 7  
**NORTH CAROLINA**  
 National Guard: SP 09 4  
 National Guard Military Museum: SP 09 9  
 Shipbuilding Co: FA 09 17  
 North James: FA 09 20

## O

Oakdale Cemetery: SP 09 18  
**OCEAN**  
 Atlantic: FA 09 17  
 Caribbean: FA 09 1  
 Coral Sea: FA 09 11  
 Gulf of Mexico: FA 09 18  
 Mediterranean: FA 09 1  
 Ohio State University: SP 09 7  
 Operation Iceberg: FA 09 10,11

## P

P-38 can opener: FA 09 8  
 Page Walter Hines: SP 09 19  
 Paine Thomas: FA 09 1,2,3  
 Palmer Innis N BGen: FA 09 21  
**PARKER**  
 "Punch": FA 09 9,12,13,14  
 Ann Kluttz: FA 09 15  
 David: FA 09 9  
 Eddie: FA 09 9,17  
 Herb: FA 09 9  
 J Edgar: FA 09 16  
 J Edward: FA 09 9  
 Junior Edgar: FA 09 10  
 Louisa Jennings: FA 09 16  
 Mazie: FA 09 9  
 Mike: FA 09 9  
 Robert Linwood: FA 09 16  
 Patton George S Gen: SP 09 8  
 Pershing John J Gen: FA 09 22  
**PICTURE**

Barbee Ann Mooney: SP 09 11  
 Sitting Bull: FA 09 5  
 7th Cav patch: FA 09 4  
 Barbee Ann and Boyce: SP 09 12  
 Crow Indian Reservation: FA 09 5  
 Custer Geo Armstrong: FA 09 4  
 Demolition crew: FA 09 13  
 Doughboys WW I: SP 09 19  
 Flag Morris Guard: SP 09 8  
 Hagushi beaches: FA 09 12  
 Holland Brad: SP 09 9  
 Japanese prisoners: FA 09 15  
 Kiger Hugh C USMC: SP 09 5  
 Military Museum: SP 09 9  
 Pictures Pacific Marines: FA 09 11  
 Recruiting Poster: SP 09 19  
 Regimental guidon 7th Cavalry: FA 09 4

Sgt Daniel A Kanipe: FA 09 6  
 Sgt Maj Tom Dennis: SP 09 1,2  
 Shepherd Lemuel Maj Gen: FA 09 11

### PLACE NAME

"Galapagos of the Orient": FA 09 14  
 "Last Stand Hill": FA 09 5  
 "Sugar Loaf Hill": FA 09 13  
 Anzio Beach: SP 09 1,3  
 Appomattox: SP 09 10  
 Arc de Triomphe: SP 09 6  
 Arlington Cemetery: SP 09 10  
 Baltimore: SP 09 10  
 Beaufort Harbor: FA 09 18  
 Beaufort National Cemetery SC: SP 09 15  
 Beaufort SC: SP 09 15  
 Bermuda: FA 09 20  
 Bikini Atoll: FA 09 8  
 Black Hills: FA 09 4  
 Bois de Boulogne: SP 09 6  
 Brook's Station: SP 09 13  
 Bull Run: SP 09 13  
 Caiazzo: SP 09 1  
 Cape Fear: FA 09 17,18  
 Cape Hatteras: FA 09 18  
 Carolina Beach: SP 09 9  
 Caserta: SP 09 1  
 Cassino: SP 09 1,2,4  
 Point Lookout MD: SP 09 10,15  
 Port Royal SC: SP 09 15  
 Resaca-de-la-Palma: SP 09 16  
 Richmond: SP 09 10  
 Romsey Hampshire England: FA 09 23  
 Salerno: SP 09 1  
 Savannah: SP 09 10  
 Saylor's Creek: SP 09 10  
 Shuri Castle: FA 09 12  
 Shuri Heights: FA 09 15  
 Shuri-Yonaburu Line: FA 09 12  
 Sidi Bel Abbeg: SP 09 1  
 Smithville: FA 09 18  
 Southampton England: FA 09 23  
 Southern Italy: SP 09 2  
 Spotsylvania: SP 09 10  
 Sunny Italy: SP 09 1,2  
 Tarawa: FA 09 11  
 Tobaccoville Forsyth Co NC: SP 09 5  
 Tunisia: SP 09 1  
 Vietnam: FA 09 8,16,24  
 Wana Draw: FA 09 13  
 Washington DC: SP 09 10  
 Polish: SP 09 12  
 Poole Robert Jr: FA 09 9  
 Punch: FA 09 15,17  
**Purser**  
 Charles of Garner NC: SP 09 14,15  
 Davis: SP 09 14  
 Hugh: Pvt Co H 14 NC Infantry: SP 09 14  
 John Pvt Co J 5 Georgia Reserves: SP 09 14  
 Milas Deberry Pvt Co F 2 NC Junior Reserves: SP 09 14  
 Pryor Green Pvt Co C 19th Batt Ga Cavalry: SP 09 14

Solomon Pvt Co G 46 GA Infantry: SP 09 14

## R

### Railroad

W & W: SP 09 16  
 Wilmington and Raleigh: SP 09 16  
 Wilmington and Weldon: SP 09 16,17  
 Wilmington Charlotte and Rutherfordton: SP 09 18  
 Rall Johann Von: FA 09 3  
 Randolph George W: FA 09 20  
 Reed Joseph: FA 09 2  
**REGIMENT**  
 1,5,6,7 Michigan Cavalry: FA 09 4  
 168th: SP 09 2,3  
 196th Field Artillery: FA 09 22  
 1st Marine: FA 09 12  
 1st North Carolina Infantry Regiment: SP 09 14  
 252nd Coast Artillery : FA 09 22  
 6th Marine: FA 09 12  
 Co A 43rd Regiment: SP 09 15  
 Co A Third Artillery: SP 09 16  
 Troops: SP 09 15  
 Co G Seventeenth Regiment: SP 09 8  
 Co H 17th Regiment: SP 09 8  
 North Carolina First Infantry Regiment: SP 09 13  
 Seventh Regiment NC Volunteers: SP 09 8  
 Third Artillery: SP 09 16  
 6th Marines George Co 22nd Reg: FA 09 15  
 Reed Joseph: FA 09 2  
 Reno Marcus A Maj: FA 09 4,5,6  
 Ringgold Samuel Maj: SP 09 16  
**RIVER**

Arno: SP 09 2  
 Cape Fear River: SP 09 16,17; FA 09 2,20  
 Cape Fear: SP 09 18  
 Delaware: FA 09 3  
 James River: FA 09 18  
 Kall River Gorge: SP 09 7  
 Mersey: FA 09 21  
 Mississippi: FA 09 10  
 Rapidan: SP 09 13,14  
 Rapido: SP 09 2,3  
 Rappahannock River: SP 09 13  
 Rhine: SP 09 7; FA 09 23  
 Roanoke: SP 09 16  
 Rohr River Dams: SP 09 7  
 Savannah: SP 09 18  
 St Mary's: FA 09 18  
 Volturmo: SP 09 1,2  
 Ringgold Samuel Maj: SP 09 16  
 Riper Neil Van Sgt: FA 09 13  
 Ripley Richard M: SP 09 24;FA 09 24  
 Robers Johnathan: FA 09 5  
 Rodes General: SP 09 14  
 Rommel Erwin Gen: SP 09 11  
 Field Marshall: SP 09 1  
 Roosevelt Franklin D Pres: FA 09 16, 22

Runstedt von German field marshall: FA 09 23

### Rushing

Anna Mullis Purser: SP 09 14  
 James C Co I 48 NC Infantry: SP 09 14  
 John Culwell: SP 09 14  
 Levina Jane: SP 09 14  
 Shepard Stephen Pvt Co I 48 NC Infantry: SP 09 14  
 William P Pvt Co B 26 NC infantry: SP 09 14

## S

Sailor Joseph W Pvt: SP 09 10  
 Samuelsen Kenneth R: SP 09 11;FA 09 7  
 Schino Hank Sgt: SP 09 3  
 Schmidt: SP 09 7  
 Schuyler Philip: FA 09 2  
 Scott Charles: SP 09 24  
 Winfield Maj Gen: SP 09 16

### SHIP

Albemarle Confederate iron-clad: FA 09 21  
 Bahama: FA 09 20  
 Bogata: FA 09 19  
 Butler: FA 09 21  
 Cecile: FA 09 20  
 Constitution: FA 09 18  
 Crescent City sidewheel steamship: SP 09 15  
 CSS Florida: FA 09 20  
 CSS Savannah: FA 09 19  
 Fawn: FA 09 21  
 Florida: FA 09 21  
 HMS Illustrious British aircraft carrier: FA 09 7  
 Japanese battleship Yamato: FA 09 15  
 Kate: FA 09 20  
 Liberty Ship John N Marritt: FA 09 17  
 Lillian Blockade runner: FA 09 21  
 Nassau Confederate runner: FA 09 20  
 Oreto: FA 09 20  
 Owl ironclad: FA 09 21  
 Prince Albert: FA 09 20  
 USS Alabama battleship: FA 09 7  
 USS Constitution: FA 09 17  
 USS Crawford: FA 09 18  
 USS Crusader: FA 09 19  
 USS Dolphin: FA 09 19  
 USS Echo clipper ship: FA 09 19  
 USS Gallatin: FA 09 18  
 USS Legare: FA 09 18  
 USS Macedonian: FA 09 18  
 USS Missouri: FA 09 16  
 USS RR Cuyler: FA 09 20,21  
 USS Russell destroyer: FA 09 7  
 USS Santee small aircraft carrier: FA 09 7  
 USS St Louis: FA 09 17  
 USS Vandalia: FA 09 18  
 Shell Shock: FA 09 14  
 Shepard Lemuel Maj Gen: FA 09 11  
 Sherman W T Gen: SP 09 16,18

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Please make check payable to NCMHS and mail to: NCHMS, 7410 Chapel Hill Road, Raleigh, NC 27607-5096

Sikhs: SP 09 3  
Sitting Bull: FA 09 4,5,6  
Sledge Eugene B PFC: FA 09 13  
Slocum General: SP 09 13  
STATE  
California: SP 09 16  
Connecticut: FA 09 17  
Florida: SP 09 4,16; FA 09 20  
Georgia: FA 09 22  
Maine: SP 09 18  
Montana: FA 09 5  
New Jersey: FA 09 3  
North Carolina: SP 09 8,13; FA 09 2,5,16  
North Dakota: FA 09 4  
Ohio: FA 09 6  
Pennsylvania: SP 09 6; FA 09 3  
Rhode Island: FA 09 14  
South Carolina: FA 09 3  
Tennessee: FA 09 22  
Vermont: SP 09 16  
Virginia: SP 09 1,17; FA 09 3  
Wisconsin: SP 09 6  
Stamp Act: FA 09 1  
Stancil Moses: SP 09 5  
Stanton Edwin M: SP 09 15  
Stuart JEB: FA 09 4  
Sullivan John Gen: FA 09 3  
Swiss Army Knife: FA 09 8

### T

Tattnail Josiah Capt: FA 09 19  
Terry Alfred Gen: FA 09 4  
Thadus John: FA 09 5  
The American Crisis: FA 09 3  
Tommy Atkins: SP 09 12  
Toombs Robert: FA 09 19  
Toucey Isaac: FA 09 19  
Touristico Hotel: SP 09 3  
TROOP

A 1st Squadron 196th Cavalry:  
FA 09 23  
A, G, M ANKARS: FA 09 4  
B: FA 09 4  
C,E,F,I,L: FA 09 4  
D,H,K: FA 09 4  
K: FA 09 5  
Trenholm George A: FA 09 18,19  
Truman Harry Pres: FA 09 15,16  
Tyler John President: SP 09 16

### U

UN Wilmington Horse Artillery:

SPRING 2010

SP 09 17  
Uncle Tom's Cabin: FA 09 2  
Univ of NC Chapel Hill: SP 09 8  
US Army Infantry School Ft  
Benning GA: SP 09 8  
US Military Academy at West  
Point: SP 09 16  
US Naval Academy: FA 09 7  
Ushijima Mitsuri Gen: FA 09  
12,15

### V

Vereen Mazie Alexander: FA 09 17  
VJ Day: FA 09 16

### W

W & W (Railroad): SP 09 18  
WAR  
American Revolution: FA 09 22  
First World War: FA 09 22  
Great Sioux War of 1876-77:  
FA 09 5  
Korean: SP 09 24  
Mediterranean : SP 09 1  
Mexican: FA 09 22  
New Inlet: SP 09 17  
North Carolina Civil War: SP  
09 8  
North Carolina WW I: FA 09 6  
Pacific: FA 09 9  
Second World War: FA 09 16  
Seminole: SP 09 16  
War Between the States: SP 09  
5,9; FA 09 4,22  
War of 1812: FA 09 22  
War with Mexico: FA 09 18  
World War I: FA 09 6  
World War II: SP 09 6,9,10; FA  
09 7  
Walton William: SP 09 7  
Washington George: FA 09 2,3  
Whiting W H C Maj: SP 09 17  
Wilkins Lucien P: FA 09 23  
Wincoff John: SP 09 24  
Winstead Tim: FA 09 17  
Tom: SP 09 24

### Z

Ziegler: FA 09 8  
George E: FA 09 7



## The President's Message

Tom Belton, President

NORTH CAROLINA MILITARY HISTORICAL SOCIETY

I would like to extend a note of personal thanks to all who contributed articles for this issue of *Recall*. Colonel Richard Ripley does an excellent job as editor, and his hard work is reflected in the publication's quality. Please continue to support *Recall* by submitting articles to Colonel Ripley. Membership support is a necessary part for the success of the North Carolina Military Historical Society.

Like many other non-profit organizations, we have experienced some decline in membership. Our survival depends on the membership renewal of current members plus new growth in membership. I challenge each of you to secure just one new member for the North Carolina Military Historical Society.

Membership dues help fund *Recall*; they provide operating funds for the North Carolina Military Museum at Kure Beach; and membership helps the Society sponsor the annual meeting and symposium with its military-related presentations. Please become a more active member by using the application form in this issue of *Recall* to sign up a new member.

I thank the members of the board along with the general membership for their support during my two years as president. Many of you stepped forward and gave needed support while many others worked to make my job easier.

I will look back at these two years with fond memories. Thank you for your help.



## Special Forces Regimental Insignia

"De Oppresso Libre"

"Free the Oppressed"

The crossed arrows trace back to the insignia of the World War II 1st Special Service Forces, a U.S. Army-Canadian Regiment. The crossed arrows are also the Special Forces Branch Insignia.

# The North Carolina Military Historical Society

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## EDITOR'S TACK ROOM

By Richard M. Ripley

The Spring 2010 *Recall* includes a number of fine articles. I want to thank the authors for their excellent work. Their efforts make *Recall* possible and certainly make for interesting reading.

In each Spring *Recall*, we have included an index to the



*Recall* articles published during the preceding year. Frances H. Wynne initiated the index and has prepared it for a number of years. Recently, she informed me that this will be the last index she can prepare as health difficulties prevent her from working on a computer. We thank her for her many contributions she has made to *Recall*. She and I have worked together since 1995. Frances, thank you for your many contributions.

Congratulations to Barrie Davis for his outstanding World War II story. Someone should make a movie out of it. Barrie, a P-51 fighter pilot and Ace, tells about air combat events leading up to his recent visit to Bucharest where he met the Romanian pilot who destroyed his Mustang during World War II.

Please note the President's Message on page 23. Also plan to attend the NCMHS Annual Meeting, scheduled for Saturday, 15 May 2010, at the North Carolina Museum of History, in Raleigh. The theme this year is "Vietnam Revisited."

### War is an ugly thing

War is an ugly thing, but not the ugliest of things:  
The decayed and degraded state of moral and patriotic feeling which thinks nothing worth a war, is worse...  
A man who has nothing which he cares more about than he does about his personal safety is a miserable creature who has no chance of being free, unless made and kept so by the exertions of better men than himself.

—JOHN STUART MILL

## Photos, Interviews Sought

In 1998, the N.C. Division of Archives and History began Phase III of its effort to better document the state's 20th century military experience. Previous phases have focused on the period from 1900 through the end of the Korean War. Though still actively collecting and preserving items from this era, the Archives is seeking to honor North Carolina veterans who served North Carolina and the nation from 1954 through the present.

The Military History Collection Project also is engaged in an extensive oral history program. People around the state are encouraged to tape interviews with veterans of all time periods and services for deposit in the Military Collection of the State Archives. If you have items to share, please mail them to or contact: Sion Harrington III, Coordinator, Military Collection Project, North Carolina Division of Archives and History, 109 East Jones Street, Raleigh, N.C. 27601-2807; or call 919-807-7314. E-mail: sion.harrington@ncmail.net.

## Contribute Articles to Recall

Readers are invited to submit material to *Recall*. In choosing material for publication, the editor of *Recall* will give preference to articles of unusual significance and transcripts or abstracts of difficult-to-locate records. Material submitted for publication will be reviewed by persons knowledgeable in the areas covered for validity, significance, and appropriateness. All material will be edited for clarity and conciseness. Manuscripts should be sent to the Editor, 4404 Leota Drive, Raleigh, N.C. 27603. Tel. 919-772-7688. E-mail: rripley@nc.rr.com.

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