The Japanese Language School Project

The Interpreter

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*Remember September 11, 2001*  
June 15, 2002

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**Crispin’s experience in the JLS and afterward, as he must have been in Norton's class or close to it. I think I mentioned before that he was teaching German when I was an undergraduate in the German department. We found Dan Williams's account of his trip to Nanjing very moving. The Interpreter is wonderful-- we look forward to every issue!**

*Marylou Williams  
JLS 1944*

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**Sosho & BoBo**

The eagle has landed with ruffles and flourishes! Never knew there was a Nagannuma Sosho text. Our group didn't get it. We got sorobun and bungotai, and occasional sosho forms to go with those elegant of stylistics – like uketamawari soraeba...I can't thank you enough for the trouble you took to get me started writing right (:-o). Or maybe there is a way:

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**On Crispin’s Response To “Summer Group”**

Aptos, California  
February 22, 2002

Concerning Robert Crispin’s very interesting letter in The Interpreter (No. 39, Feb. 15, 2002), the name of the small Japanese naval air station north of Yokosuka where he reported at the end of the war was Oppama. The date of the operation which he believed was August 25, 1945, could not have been before August 28, the date of the initial U.S. naval presence in Tokyo Bay, and very probably was August 30, the first day of the U.S. and Allied Occupation of Japan.

I landed in the first boat ashore at Yokosuka with Marine Brigadier-General Clement at approximately 0900 hours on the 30th, within 30 minutes of MacArthur’s arrival at Atsugi. As far as I know, it was the first boat ashore anywhere in Tokyo Bay. Here is a little background.

Many of us JLOs at JICPOA in Pearl Harbor, at least 50 of us, were sent by air to Guam, via the so-called “CINCPAC Special,” very soon after August 10, possibly even before August 15, to await distribution to various ships in the 5th and 7th Fleets. After a few days I was sent with a small group of JLOs to the Fifth Fleet, first by aircraft to Iwo, then by destroyer to the fleet off Japan. Willard Elsbree and Dick Hyman, both like me from the early Winter Group (W1-W4 classes beginning in December,1942), were with me in the small group of JLS graduates on the destroyer which was so crowded with assorted people being delivered to the fleet many of us slept on deck under the torpedo tubes. The next morning, Dick Hyman and I were transferred by breeches buyo to the USS San Diego, a handsome new light cruiser, the flagship of Admiral Badger who was to be in charge of the landing at Yokosuka.

We were assigned to the staff of Commodore Smoot of the battle of Surigao Straits fame in the larger battle of Leyte Gulf, who with a selection of men from his destroyer crews was to be the initial Port Director for Yokosuka, in charge of berthing the entire fleet in Tokyo Bay in the coming days. On one of the days in the week after we left Iwo (all those days seem indistinguishable except for the ones when certain clearly defined landmark events occurred)--it must have been about the 22nd or 23rd--I was transferred (by breeches buyo again) to the USS Grimes, an APA which carried the Marine Landing Force under General Clement’s command destined to land at Yokosuka on August 30, the first day of the Occupation.

By the 27th, the fleet was concentrated in Sagami Bay, almost under the late afternoon shadow of Mt. Fuji, where our chief preoccupation was looking
back at the crowds of Japanese gathered on the long beach stretching from Atami past Enoshima to Kamakura. No later than the 27th, I was told by then Marine 1st Lieutenant Glen Slaughter, a Boulder sempai whom I did not know at the JLS (“summer group,” I believe) who was the JLO on General Clement’s staff, that I would accompany Gen. Clement to the San Diego in the early morning of August 28 to enter Tokyo Bay for a pre-landing conference that day between the respective staffs of Admiral Badger and the Japanese admiral commanding Yokosuka Naval Base. Gen. Clement and I (and probably the general’s aide, too, but I don’t clearly recall it) went by landing craft to the San Diego at the appointed time; once we were aboard, the ship started to move slowly around the Miura peninsula to the entrance of Tokyo Bay where it paused to take aboard a Japanese naval officer, Lieutenant Commander Kusudo, to guide us in through the channel. The San Diego was the first major U.S. ship into Tokyo Bay; it was preceded by a mine sweeper, and I suppose mine sweepers had been through the same course the day before, though no one told me that. We anchored off Yokosuka, the Japanese staff came aboard and resist adding, though, that the Japanese had a very young midshipman (minaraishikan) interpreter who spoke far better the meeting to discuss final details of the landing began, but that is another story. I can’t English than I did Japanese. After the meeting, the San Diego remained in Tokyo Bay and Gen. Clement (his aide?) and I went by whaleboat to a waiting destroyer and were taken back to the Grimes in Sagami Bay for the main act which was to follow early on the morning of the 30th, when most of the fleet, led by the Grimes (which was boarded by the same LCDR Kusudo who had boarded the San Diego two days earlier), entered Tokyo Bay for the landings at Yokosuka and elsewhere.

Sincerely yours,

Harris I. Martin
JLS 1944

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