



DEPARTMENT OF THE ARMY  
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Reply to  
Attention Of:


29 August 2006

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In response to your request of August 23<sup>rd</sup>, enclosed are extracts which reflect the role of the 6<sup>th</sup> Infantry Division in the post war occupation of Japan and Korea. The item taken from *The 6<sup>th</sup> Infantry Division in World War II 1939-1945*, page 152 & map reflects the Division's assignment to Korea for occupation duty. Additionally, the criteria established for the award of the Army of Occupation Medal reflects that duty in Korea from 1945-1949 is accepted. The enclosed extract from *A Complete Guide to All United States Military Medals...* is provided for reference. Per your request a copy of this letter and the referenced items are being forwarded to the recipient below.

You are invited to visit the Institute to see and study more about the history of the U.S. Army. Except for Federal holidays, we open from 9:00 AM to 4:45 PM, Monday through Friday.

  
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U.S. Army Military History Institute

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U.S. Army, 6th Infantry Division

# THE 6TH INFANTRY DIVISION

*In World War II*

1939-1945



By

THE DIVISION PUBLIC RELATIONS SECTION

~~440.41273~~

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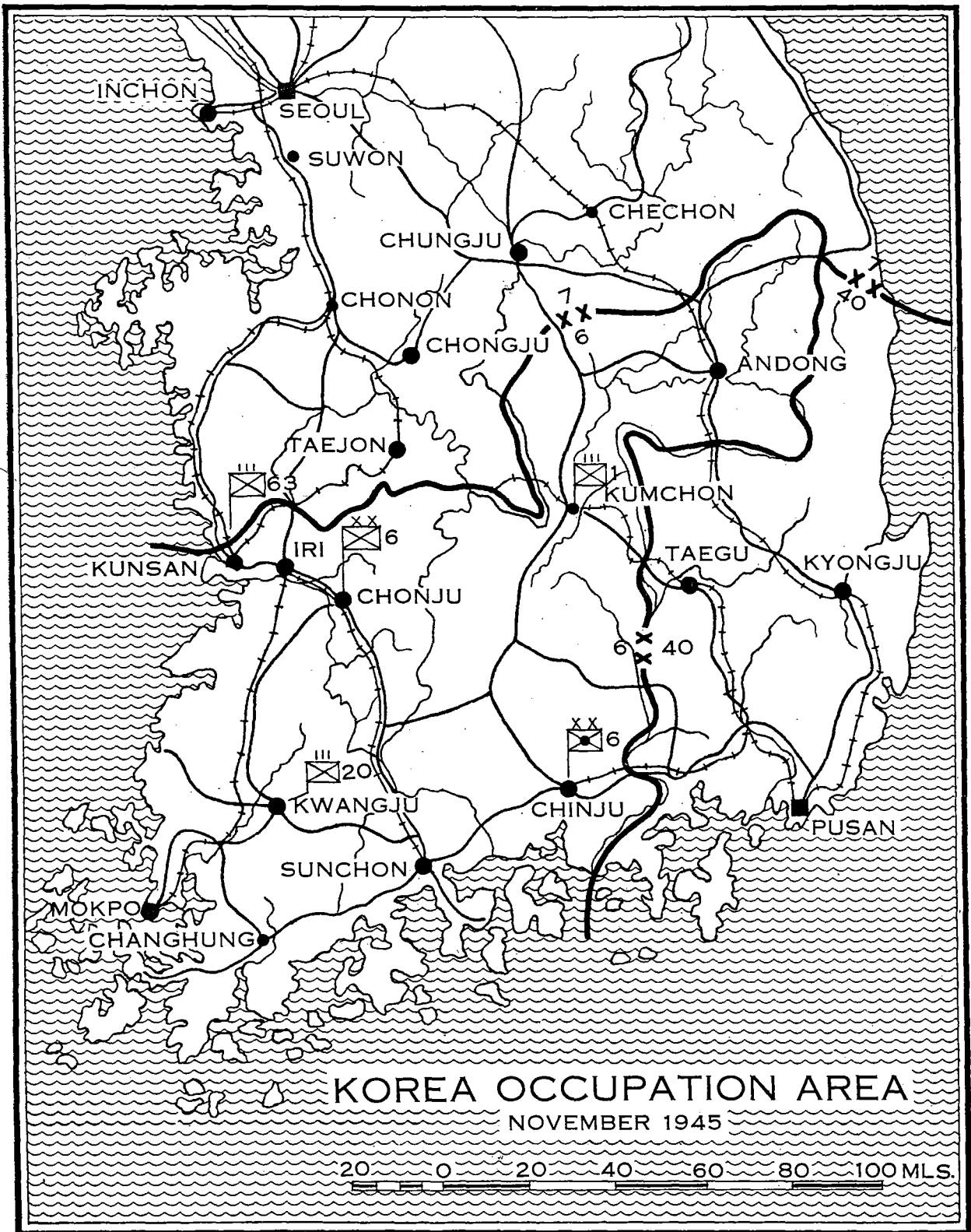
moments that had relieved the deadly monotony of combat: the company barber who turned to find a bedraggled Nip soldier smiling and bowing, shaved him, and put up a sign offering free shaves to any Japs who surrendered; the Red Star officer who captured a Nip lieutenant and suddenly recognized him as a fellow member of the Oxford University baseball team of his college days; the rescue of a small colony of Belgian priests and nuns who had been hiding in the hills among the Ifugao tribesmen; the constant firing of trigger-happy guerrillas who lined the supply roads with an impenetrable wall of lead; the fresh eager look of replacements who landed in Manila one morning and were fighting in the hills of the Shimbu Line that same night; the medics who delivered Filipino babies between combat missions; the pack trains made up of captured Jap horses and saddles that filed past stalled or marooned vehicles to carry supplies beyond the Ibulao gorge; the girls and whiskey, both bad, that seemed to be Manila's two chief industries during the first few weeks in the liberated city; the Division Rest Camp that provided several days of relaxation and bunk fatigue for weary veterans pulled out of the front lines a few at a time; the Jap artillery shell that landed in the middle of the first beer ration that one of the 63d's companies had received on Luzon; the exorbitant prices that Filipinos and Chinese learned to charge for worthless souvenirs and the GIs who cheerfully paid same; the "dorty clodes" women who swarmed around every command post; and the five-minute furloughs enjoyed by the

men when mail was delivered to front-line positions.

The Red Star had another month to spend on Luzon after the cessation of hostilities. After moving to San Juan on the shore of Lingayen Gulf, only a few miles from where they had first set foot on Philippine soil, the Division reorganized, rested, discharged its high-point men for the happy journey home, trained ever-growing numbers of replacements, and prepared for its next mission, which had been changed at the last moment to the occupation of Korea. On 10 October the bulk of the Division steamed out of Lingayen Gulf, through the China Sea and into Inch'on on Korea's west coast. By 19 October the command posts were established in the assigned areas and the Sightseeing Sixth had added another job and another area to its long list of successful missions in far-off lands.

Overseas for more than two years, the Division had spent a total of 306 days in actual combat—87 days in New Guinea and 219 consecutive days in Luzon. Casualties among the Sightseers for the entire period of combat totalled 1,174 dead, 3,876 wounded and 9 missing, while the enemy lost over 23,000 dead and 1,700 captured.

Ahead for the Red Star Division were only peacetime duties and further opportunities for peaceful sightseeing. Veterans leaving for home and discharge, men who had seen wartime sights that would grow dim with the passing years, would soon remember most clearly the friendships they formed and the experiences they shared with the fighting men of the 6th Infantry Division.





## ARMY OF OCCUPATION MEDAL

Service: Army/Air Force      Instituted: 1946

Dates: 1945-55 (Berlin: 1945-90)

Criteria: 30 consecutive days of service in occupied territories of former enemies during above period

Devices: Gold airplane

Bars: "Germany", "Japan"



Germany Clasp



Japan Clasp



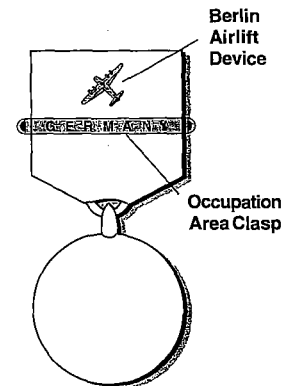
Gold Airplane



Authorized on June 7, 1946 and awarded to both Army, and Army Air Force personnel for at least 30 consecutive days of service in formerly held enemy territories, including Germany (1945-1955), Berlin (1945-1990), Austria (1945-1955), Italy (1945-1947), Japan (1945-1952) and Korea (1945-1949).

The front of the medal depicts the Remagen Bridge on the Rhine River with the inscription: ARMY OF OCCUPATION at the top. The reverse depicts Mount Fujiyama in Japan with two Japanese junks in front of the mountain. Although not specifically authorized by regulations, many veterans received Occupation Medals with reversed medallions, apparently to indicate the theater of occupation service (i.e. if occupation service was in Japan, the reverse side showing Mount Fujiyama became the front of the medal). The white and black colors of the ribbon represent Germany and the white and red colors represent Japan.

A gold-colored C-54 airplane device is authorized to denote participation in the Berlin airlift. Medal clasps inscribed: GERMANY and JAPAN are authorized for the suspension ribbon of the medal for occupation service in those respective territories. An individual who performed occupational service in both areas is authorized to wear both clasps with the upper clasp representing the area where occupation was first performed. However, regardless of the clasp configuration, no attachment is authorized for the ribbon bar.



WWII Occupation Medals



## NAVY OCCUPATION SERVICE MEDAL

Service: Navy, Marine Corps, Coast Guard

Instituted: 1948

Dates: 1945-55 (Berlin: 1945-90)

Criteria: 30 consecutive days of service in occupied territories of former enemies during above period

Devices: Gold airplane

Bars: "Europe", "Asia"



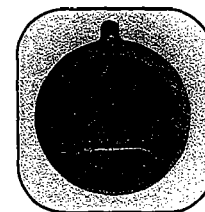
Europe Clasp



Asia Clasp



Gold Airplane



For thirty consecutive days of service in occupied zones following World War II. The Navy Occupation Service Medal is worn after the World War II Victory Medal and before the Medal for Humane Action.

The Navy Occupation Service Medal was authorized by ALNAV 24 on 22 January 1947 and Navy Department GO on 28 January 1948. The medal was awarded for occupation duty in Japan and Korea from 2 September 1945 to 27 April 1952. The medal was also awarded for occupation service in Germany, Italy, Trieste and Austria.

The Navy Occupation Service Medal was designed by the Army's Institute of Heraldry. The medal is a circular bronze disc showing Neptune, god of the sea, riding a sea serpent with the head and front legs of a horse. Neptune is holding a trident in his right hand and is pointing to an image of land, at the left of the medal, with his left hand. The lower front of the medal depicts the ocean with the words: OCCUPATION SERVICE in two lines. The reverse of the medal shows an American eagle perched on an anchor and laurel branches. On either side of the eagle are the words: FOR SERVICE. Above, in a semicircle is a raised inscription: UNITED STATES NAVY or UNITED STATES MARINE CORPS. The ribbon has two wide stripes of red and black in the center with border stripes of white. Clasps, similar to those used on the World War I Victory Medal, are used to denote service in EUROPE and ASIA, which are authorized for wear with the medal. There are no devices to represent these clasps authorized for wear on the ribbon bar. In addition, Navy and Marine personnel who served 90 consecutive days in support of the Berlin Airlift (1948-1949) are authorized to wear the Berlin Airlift device, a three-eighths inch gold C-54 airplane, on the ribbon bar and suspension ribbon.