



FORTITUDINE

NEWSLETTER OF THE MARINE CORPS HISTORICAL PROGRAM

MARINES

VOL. II

SPRING 1973

NO. 4



DISTRIBUTION STATEMENT A: Approved for public release; distribution is unlimited.

PCN 10401220100

FORTITUDINE

was the motto of the U. S. Marine Corps
in the 1812 era.

Issuance of this periodical approved in accordance with Department
of the Navy Publications and Printing Regulations NAVEXOS P-35.

Cover The cover illustration is one of a series of pencil sketches done by Col, then-Maj, Donald L. Dickson, USMCR, while on Guadalcanal, British Solomon Islands, in mid 1943. After the war Col Dickson returned to civilian life and was associated with the Curtis Publishing Company. In 1951 he was recalled to active duty to become Editor and Publisher of Leatherneck, a position he held until his retirement in September 1972. Col Dickson's artistic accomplishments are manifold and include a number of works in the Marine Corps Art collection.

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Director's Page



On 1 July both of the incumbent Deputy Directors go on the retired list and two new Deputy Directors will be coming on board.

Col Frank C. Caldwell, USMC (Ret.) leaves the active list after ten years with the Marine Corps historical program. In 1963 he became head of what was then the Marine Corps Historical Branch, G-3 Division, HQMC. He was originally retired in 1967 but was returned to active duty without interruption of service to continue as branch head. In 1969 the Historical Branch became the Historical Division and Col Caldwell became the first Director of Marine Corps History. In the consolidation of Marine Corps historical activities into a single Historical Division that occurred on 1 December 1971, he became the Deputy Director for Marine Corps History. Col Caldwell entered the Marine Corps in 1942 by way of Army ROTC at Davidson College. He was one of the Marine Corps' pioneer parachutists and holds the Navy Cross. During his ten years with the historical program, the World War II and Korean War histories were completed, the lineage and honors program established, the command chronology system instituted, and many other milestones accomplished, too numerous to mention here.

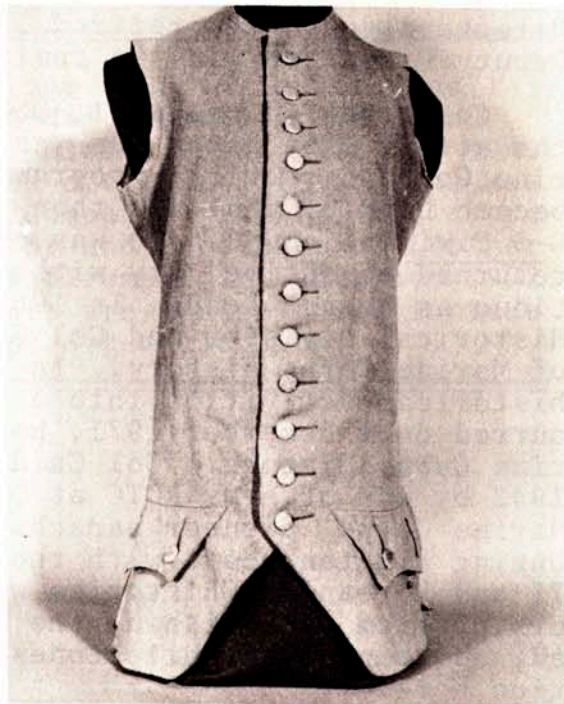
Col David E. Schwulst, USMCR, has had an even longer association with the Marine Corps historical program than Col Caldwell. After active service during the Korean War years, he was recalled to active duty in 1957 to do photographic research for Lynn Montross' Picture History of the Marine Corps. The following year he was assigned to the Marine Corps Museum at Quantico. After Col John H. Magruder's retirement in 1969, then-LtCol Schwulst became Director, Marine Corps Museums. Upon the reorganization of the Marine Corps' historical activities at the end of 1971 he was redesignated the Deputy Director for Marine Corps Museums.

The new Deputy Director for Marine Corps Museums will be Col F. Brooke Nihart, USMC (Ret.). A distinguished Marine (he also holds the Navy Cross), Col Nihart is well-known as a military historian and for his writings on contemporary military affairs.

The new Deputy Director for Marine Corps History will be Col Herbert M. Hart, who served as a private and corporal on the Leatherneck staff in 1946-47, went to Medill School of Journalism, and was commissioned in 1951. He is a widely-published author, specializing in western military history. His most recent assignment has been as Head of the Academic Section, Command and Staff College, Quantico.

LT WALLINGFORD'S VEST

Bona fide Continental Marine artifacts are very rare. The only known Marine uniform item dating back to the Revolutionary War is an officer's green waistcoat which belonged to Lt Samuel Wallingford, John Paul Jones' Marine officer in the Ranger. How the waistcoat or vest survived and how it came to the Marine Corps Museum in Quantico is a story in itself.



In July 1777 John Paul Jones arrived in Portsmouth, New Hampshire, to take command of the new sloop-of-war Ranger. With him to be his senior Marine officer was his old friend and shipmate, Capt Matthew Parke. Parke was told to take "a Drum, Fife, and Colours" and go recruit his Marines. The Ranger was rated at 20-guns and this meant by the rule-of-thumb of one Marine for every gun, plus some supernumeraries, a Marine guard of 22 or 24.

Samuel Wallingford was named lieutenant of the guard. His commission was signed by Jones on 15 July 1777. He was from Somersworth, N. H., and had served as lieutenant and captain in the New Hampshire militia. Twenty-two years old, he had two years of service with the Northern Army behind him, a wife, and a son born in 1776 and named George Washington Wallingford.

The Ranger's first mission was to carry to Dr. Benjamin Franklin in Paris the first dispatches reporting the surrender of Burgoyne at Saratoga. She arrived in France the 1st of December 1777. During the crossing there had been problems with the crew and one of Jones' concessions was to remove Parke from command of the Marines and to replace him with Wallingford who it was felt would get along better with the Portsmouth men.

On 10 April 1778, Jones sailed from Brest for the Irish Sea. His intention was a raid against British shipping at Whitehaven in Solway Firth. The raid was launched at midnight on 22 April. In Jones' words, "[I] despatched one boat under the direction

of Mr. Hill and Lieutenant Wallingsford [sic], with the necessary combustibles, to set fire to the shipping on the north side of the harbor, while I went with the other party to attempt the south side."

Only one British ship, the collier Thompson, was set afire, but the very fact that "Yankee pirates" had landed on the English coast was enough to cause consternation. Jones now crossed Solway Firth to St. Mary's Isle which was the manor of the Earl of Selkirk. His plan was to carry off Lord Selkirk as a hostage who could be exchanged for American prisoners. He landed mid-morning on 23 April with Wallingford, his sailing master, and a dozen hands. The earl was away so he escaped capture. Jones did not himself enter the house but the sailing master and Wallingford were sent in to appropriate the family silver.

Lady Selkirk next day wrote to her husband, "...of the two officers, one was a civil young man, in a green uniform, an anchor on his buttons, which were white, he came to the house in a blue greatcoat..."

That same day, 24 April 1778, the Ranger engaged the Drake, also a 20-gun sloop. As it was remembered sixty years later by a very old man, "...Wallingford came on deck looking very pale and was dressed in his regimentals that some other officer asked him why he came on deck for a mark to shoot at that he had better return and dress in sailors dress which he did, but soon fell..." A musket shot had struck him in the head. His friend, Surgeon Ezra Green, made a diary entry on 25 April that he "was committed...to the deep with the Honours due to so brave an Officer."

The Ranger after capturing the Drake proceeded safely to France. From there, Jones exchanged letters with the Selkirks arranging for the return of the silver. On 9 June, Lord Selkirk wrote to Jones, "We were all sorry to hear afterwards that the younger officer in green uniform was killed in your engagement with the Drake, for he in particular showed so much civility, & so apparent a dislike at the business he was then on, that it is surprising how he should have been one of the composers of it."

At summer's end, Ranger sailed for home and on 16 October 1778 reached Portsmouth. Her log for Monday, 19 October, shows that the officer-of-the-deck "sent Lieutenant Wallingford's trunks, etc. ashore." In the Probate Court records at Dover, N. H. there is an "Inventory of the Personal Estate of the Late Captain Samuel Wallingford Deceased," made by Lydia

Wallingford, his widow, which was recorded on 22 November 1787. In the listing, along with the household goods, farm implements, livestock, and sundry items of clothing is "One Green vest & Breeches," valued at 12 shillings, 6 pence.

Last summer, Mr. Richard A. Long, of the Marine Corps Museums staff, in researching the life and career of Samuel Wallingford learned, almost incidentally, that a green vest belonging to Wallingford had been donated in 1971 to the Maine State Museum by Mrs. Roswell P. Averill of Old Town, Maine. Mrs. Averill's deceased husband, Roger Wallingford Wood, was a great-great grandson of Lt Samuel Wallingford.

Arrangements were made with Mrs. Averill and the Maine State Museum Commission for the transfer of the vest on indefinite loan to the Marine Corps Museums. Mr. Ronald J. Kley, Head, Research and Collections, Maine State Museum Commission conveyed the vest to the Director of Marine Corps History and Museums on 6 November 1972. Accompanying the vest was a pen-and-ink caption, apparently used in a mid-19th Century exhibit, identifying it as a "Naval Military Vest. Worn by Lieut. Samuel Wallingford."

In March 1973 the vest was delivered to Mr. Donald Kloster of the Smithsonian Institution for further analysis and study. The vest or waistcoat is made of plain-woven moss-green woolen broadcloth lined with twill-weave buff wool worsted. The buttons have a wood core covered with silver thread in a basket-weave design. Technical analysis of the fibers confirmed that the vest was almost certainly of the period of the American Revolution. The pattern and construction coincided with civilian vest or waistcoat construction of those times with one notable exception: the back was made of the same material as the front. Then, as now, the backs of men's vests were usually made of lighter-weight material. The same material for back and front, however, also appears in two other military vests of the Revolutionary era in the Smithsonian collection, one of which belonged to George Washington. The supposition, supported by con-

Naval Military Vest.

Worn by

Lieut. Samuel Wallingford.

*He was killed in the battle fought by the
United States against the Stanger (commanded by
John Paul Jones)*

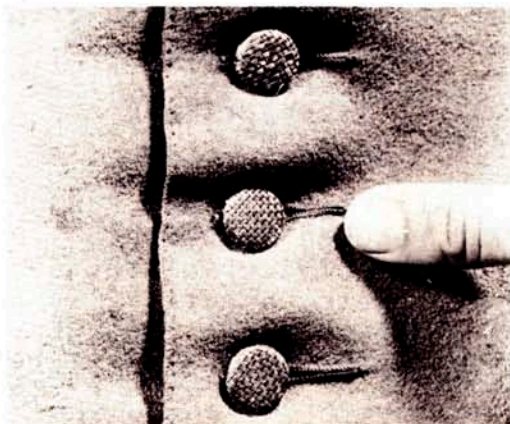
and the British Ship of war Drake

The battle was fought off the coast of England.

April 19th 1778.

Mr. Wallingford was Scout of America, on board the Stanger

Presented by his grandson, Geo. H. Wallingford



temporary accounts, is that these waistcoats were sometimes worn as outer garments without the coat and the same material, back and front, lent a more uniform appearance.

The Marine Committee of the Continental Congress in September 1776 had prescribed the Marine officer's uniform as follows:

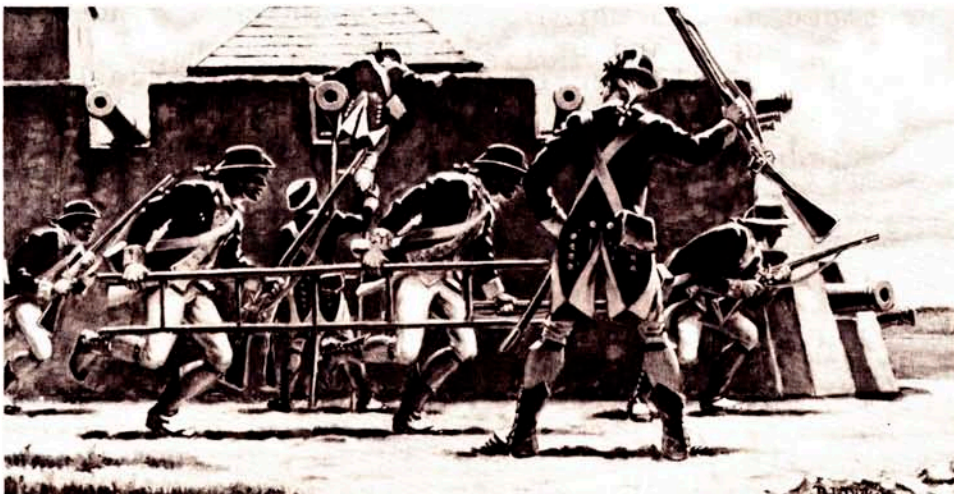
A Green Coat faced with white, Round Cuffs, Slash'd Sleeves and Pockets; with Buttons round the Cuff, Silver Epaulett on the right Shoulder -- Skirts turn'd back, Buttons to suit the Faceings.

White waistcoat and Breeches edged with Green, Black Gaiters & Garters

Regulations thus prescribe that the waistcoat be white. Why then was Wallingford's waistcoat green? The answer seems to be that the uniform regulations prescribed in Philadelphia were not particularly binding upon a Marine guard being fitted out in Portsmouth. Here, as was usual practice during the Revolution, the uniforms were probably tailored locally and individual preferences as well as the availability of materials entered into it.

Also, interestingly enough, the inventory of Wallingford's personal possessions includes "Two pr.white Bd. Cloth vest and Breeches worne etc" Perhaps these were his "regulation" waistcoats. Also in the inventory are "Two green Bd.Cloth Coats worne etc" as well as other pieces that might have been uniform items. Included too in the inventory are "One small Sea Bed..." and "one Silver mounted Hangar etc" valued at three pounds. The last item, by definition, would seem to have been his naval model sword.

1960 interpretation of the Continental Marine uniform by
Colonel Donald L. Dickson, USMC (Ret.)



BIGFOOT BROWN HISTORY CONFERENCE

"The Role of the Military in Modern World Affairs" was the theme of the Gen Wilburt S. Brown Memorial History Conference conducted at the University of Alabama on 5 May 1973. The first such conference to be held at the University of Alabama, it was named in honor of MajGen "Bigfoot" Brown, who went to the Tuscaloosa campus in 1953 after his retirement from the Marine Corps. In rapid succession he took his A.B., M.A., and Ph.D. degrees in history and, before his death in 1968, equally rapidly progressed through the academic ranks from instructor to associate professor.



The conference was jointly sponsored by the Division of Continuing Education and the Department of History in cooperation with the Alabama Reserve Officers Association and the 322d Military History Detachment, U. S. Army Reserve. Guest of honor was Gen Brown's widow, Martha Stennis Brown. Mrs. Brown was introduced to the conference by Dr. Charles G. Summersell who also gave an affectionate sketch of MajGen Brown's years at the University.

Professor John L. B. Atkinson of Mississippi State College for Women presided at the morning session which included papers by Dr. Forrest C. Pogue and Dr. Robert E. Johnson. Dr. Pogue, Executive Director of the George C. Marshall Research Foundation, hypothesized that Gen Marshall was the quintessential U. S. soldier and leader of the first half of the 20th century. Dr. Johnson, a member of the Alabama faculty, discussed the role of sea power in the modern world in terms, primarily, of changing ship types and missions. Moderator at the morning session was Col Roger Willock, USMCR.

At luncheon, BGen Edwin H. Simmons, who had served with Gen Brown on four different occasions (most notably in the 1st Marines in Korea), outlined Brown's Marine Corps career from the time of his under-age enlistment in 1918 until his retirement as Commanding General, Force Troops, FMFPac, in 1953. BGen Simmons drew his remarks largely from the transcript of the

oral history interviews conducted by Mr. Benis M. Frank with Gen Brown in 1967. Included was the playing of a tape segment in which Gen Brown told of how he got the nickname "Bigfoot" as a second lieutenant.

He wore a size 14F shoe, a size which gave the quartermaster problems. All of his own made-to-measure shoes having been worn out in extensive foot patrolling in Nicaragua in 1927, a pair to fit was located in Panama and delivered to him at San Albino mines near Jicaro by air drop from a Marine Fokker tri-motor. The story was embellished as the years passed, but Gen Brown vigorously denied the version that alleged the aircraft required two trips to make the delivery.

Bound copies of the total transcript were presented to Mrs. Brown and to the University Library. Also presented were copies of the Wilburt Scott Brown manuscript register recently completed by Martin K. Gordon. This register catalogs in detail Gen Brown's personal papers held by the Historical Division.

BGen Simmons was followed by Dr. John S. Pancake of the Alabama history faculty who reviewed Gen Brown's doctoral dissertation, "The Amphibious Campaign for West Florida and Louisiana, 1814-1815." The dissertation was published by the University of Alabama Press in 1968. The book is credited with providing a new perspective and with dispelling some of the myths and misconceptions that have been embedded in the traditional accounts of the British combined naval and ground offensive which ended with the British defeat at New Orleans.

During the afternoon session, Dr. K. R. Whiting of the Air University faculty gave a rapid-fire summary of the development of the Russian armed forces and concomitant changes in Soviet Strategy from 1917 until the present. He was followed by LtCol J. H. Napier, also of the Air War College faculty, who addressed "The U. S. Military After Vietnam" in terms of force levels and future missions, posing questions rather than attempting to give answers.

Gen Leonard F. Chapman, Jr., former Commandant of the Marine Corps, was the principal speaker at the evening banquet sponsored by the Reserve Officers Association. Gen Chapman, who commanded the 4th Battalion, 11th Marines, under then-Col Brown at Okinawa, cited Gen Brown as a champion of freedom.

Attendance at the conference and banquet numbered about 100 and included numerous regular, Reserve, and retired Marine officers who had served with or under Gen Brown. Mr. George M. Faulk, Division of Continuing Education, was the administrator of the conference.

NAVAL HISTORY SYMPOSIUM

The second symposium on naval history sponsored by the History Department of the U.S. Naval Academy convened at Annapolis on 27-28 April 1973. More elaborate than last year's initial effort, the symposium attracted several hundred participants, including most of the civilian historians of the Historical Division and Gen Simmons. The program included a Friday morning session at Mitscher Hall with papers on the Navy's adaptation to an age of change. Presenting a discussion of two operational innovators, Adms Reeves and Moffett, was Ernest Andrade, Jr. of the University of Colorado; his effort was complimented by a paper by Harvey Sapolsky of M.I.T., who considered a pair of technological innovators, Adms Raborn and Rickover. Comment on the two papers was offered by Eugene M. Emme, Chief Historian of NASA and Gerald E. Wheeler of California State University at San Jose.

The afternoon session was devoted to a discussion of NATO as a naval deterrent with MajGen J. L. Moulton, Royal Marines (Retired), editor of Brassey's Annual, considering the northern seas and North Atlantic, and J. C. Hurewitz of Columbia University turning his attention to the Mediterranean. The comment on both papers was ably made by David P. Calleo of John Hopkins School of Advanced International Studies. As in the morning session, there was spirited discussion of the points raised by the speakers from the audience.

Poor weather and limited time forced the cancellation of an attractive portion of the afternoon's program which had included walking tours of the academy grounds and a cruise on Chesapeake Bay, but the participants seemed just as interested in talking to each other in the corridors of Mitscher Hall, drinking excellent Navy coffee, and viewing the publication exhibits provided by the various service historical agencies, the U. S. Naval Institute, and the History Department. The evening, with the rain fortunately abating, was climaxed by a reception at the Superintendent's quarters and an excellent banquet in historic Bancroft Hall.

The evening's speaker was Walter Lord who addressed "On Writing Naval History: Techniques and Experiences." It was most interesting to hear him explain how he had gone about his many interviews, although he gave pause to many oral historians in the audience when he pointed out that he did not take notes or use a tape recorder but relied on careful preparation of a list of pertinent questions and immediate post-interview setting down of the responses. While his method is certainly not one that most historians would want to emulate, judging from the

discussions which followed his talk, there can be no arguing with his results as his books are generally accorded to be accurate and highly informative re-creations of historical events.

The real highlight of the symposium occurred on Saturday morning when the participants had the unique opportunity of hearing two former Chiefs of Naval Operations, Adms Arleigh Burke and George Anderson, discuss the Navy's role in the decision-making process in diplomatic crises. Adm Burke discussed his own and his service's part in the Lebanon crisis in 1958 and Adm Anderson gave a similar treatment in his remarks to the Cuban missile crisis in 1962.

Adm Burke emphasized that the crucial event leading up to the intervention in Lebanon was the Suez crisis of July 1956, where the British and French occupied the upper canal area and did it without adequate preparation and with an unjustified hope, at least on the British part, that somehow the U.S. would support the move. The admiral made it clear that President Eisenhower had made the decision that we would not get involved and was firmly backed by the Joint Chiefs. Adm Burke noted that the British-French experience impressed American planners with "what not to do," should it become necessary for the U. S. to intervene in the Near East. We would operate from strength; consequently, in the spring of 1958 when the situation began to heat up, the Sixth Fleet was unobtrusively reinforced. American naval maneuvers in the eastern Mediterranean became a common occurrence, and Marine landing forces were increased. If a show of force was necessary, it could not be a sham. And it wasn't.

Adm Burke pointed out that the Joint Chiefs, the President, and the Secretary of State conferred daily as the crisis deepened and that all were fully aware of the state of preparations. In contrast to the command system that prevailed when Adm Anderson was CNO, Adm Burke had sufficient flexibility to make preparations ahead on his own for possible contingencies. When the landing came, it was almost anti-climatic and the resulting brief intervention had the desired effect of cooling down the over-heated situation. Burke noted that his operational preparations met with objections from many government experts but the command structure permitted him to go on with the preparations he deemed necessary. He indicated that it was largely this command freedom which enabled the U.S. to bring the Lebanon crisis to a successful conclusion. He also emphasized the critical importance of giving operational commanders as much information as possible.

The U. S. preparations were made over a relatively long period in the light of increasing evidence of Cuban missile build-up and thus, when called to blockade Cuba, the Navy was

in a state of accelerated readiness.

Much of what happened during the Cuban crisis is still classified, but Adm Anderson was able to give a vivid picture of the heightening crisis and the resulting confrontation with the USSR. While the Chairman of the Joint Chiefs of Staff represented the Chiefs on the National Security Council, they met both individually and collectively with President Kennedy throughout the situation. It was the President who made the limited objective decision to get the missiles out of Cuba and the various services who gave him the bargaining power to make that objective a reality. U. S. preparations to blockade and invade Cuba were deliberately made evident to the Russians so that there could be a trade-off, the evacuation of the missiles in return for a promise not to invade Cuba. Adm Anderson stressed the limited objectives and suggested that although the immediate success of this decision has been widely applauded, the long term effects have yet to be fully appreciated and may well be far from beneficial to the U. S. national interest.

Adm Anderson noted that in 1962 the U. S. negotiated from a position of strategic strength vis-a-vis the USSR. He sagely predicted that the Soviet Union would never again allow itself to be in a position of relative weakness. One of the most important lessons learned from the Cuban crisis mentioned by Adm Anderson was the critical necessity for an experienced staff at all levels of command. In the remarks and questions that followed the talks, it was evident that most of the audience shared a considerable concern with the admirals about the present and future state of U. S. military and naval power.

Hopefully, with programs of similar stimulating nature, the Naval Academy will continue to sponsor history symposiums on a regular basis.

MOVE TO WASHINGTON NAVY YARD BEGINS

After two years of anticipation the Marine Corps Museum has begun a move to the Washington Navy Yard which will see the Personal Papers Section housed in quarters much more accessible to the researcher. This move will also permit the consolidation of the Marine Corps Art Section, Museum photographic collection, Museum Exhibit and Design Section, and the office of the Curator of the Commandant's House and Marine Barracks, 8th and I Streets. A later issue of FORTITUDE will announce the opening of the new facilities.

AMPHIBIOUS EXERCISE 1861

From 1858 to 1860, in what was known as the "War of the Reform," two factions struggled for control of Mexico. One side, headed by Benito Juarez, was liberal, republican, anti-clerical, and friendly to the United States. The other faction, supported by the landed aristocracy and church hierarchy, was conservative, and sympathetic toward several European Powers. The war was bitterly fought, and often foreign nationals suffered the same hardships and losses as its participants. Therefore, to protect American citizens and their property, President James Buchanan ordered the Home Squadron stationed off Veracruz.

By late December 1860, the Conservatives were decisively defeated and the Liberals took possession of Mexico City. The five ships of the Home Squadron, however, remained in place despite the fact that only five persons claimed to be United States citizens.

With the election of Abraham Lincoln in November 1860, South Carolina seceded from the Union; Mississippi, Florida, Alabama, and Louisiana soon followed. During his last months in office one of the most pressing problems faced by President Buchanan was the retention of Federal forts and property located in the seceding states. Of the forts on the Gulf coast, Fort Pickens in Pensacola Bay was the most important. Since it was strategically located, a decision was made to hold the fort. Thus in late December, Secretary of the Navy Isaac Toucey ordered the sloop St. Louis of the Home Squadron to proceed to Pensacola Bay and await further orders.

As the sloop prepared for sea in early January 1861, Capt Garrett J. Pendergrast, commander of the squadron, requested permission to use temporarily the island of Sacrificios off Veracruz as an area of quarantine for seamen with small-pox. On the 4th, the Mexican authorities in Veracruz granted his request. Three days later, on his own initiative, Capt Pendergrast conducted a combined naval/Marine amphibious landing exercise.

The following letter from Samuel Mercer, captain of the Powhatan and commander of the



landing force, to Capt Pendergrast of 21 January describes the exercise:

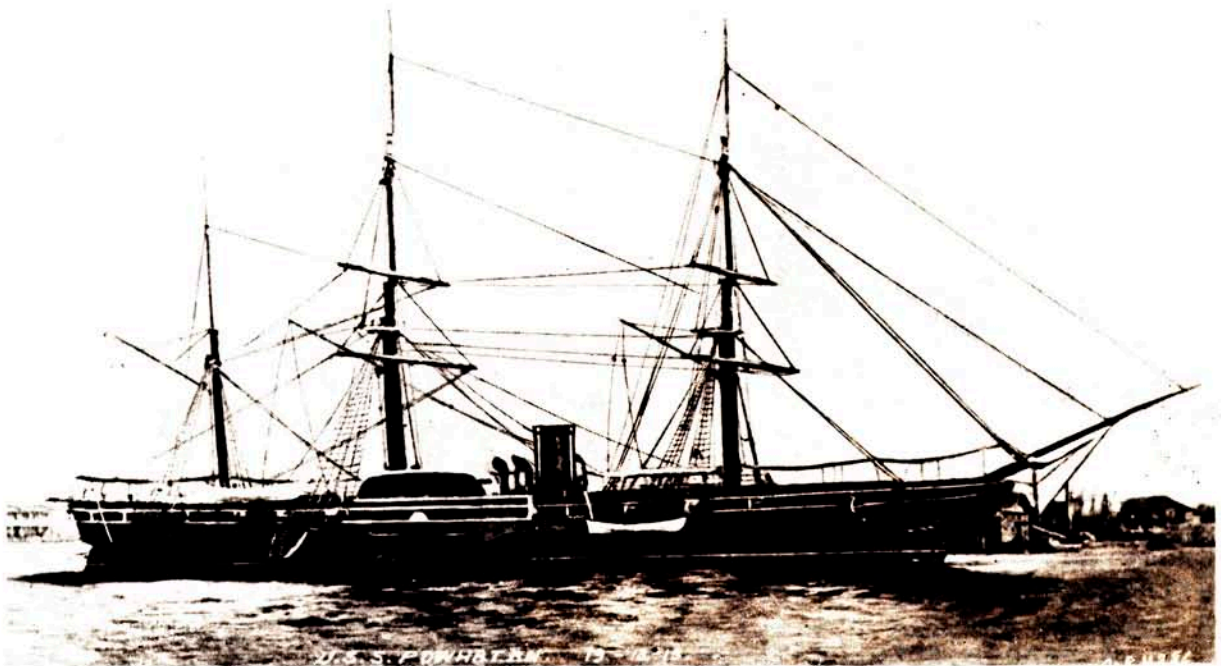
On the 6th inst about 9 P.M. You directed me to make arrangements for hoisting out the Boats of the Squadron on the following morning and having them armed and manned in readiness to land upon the Island of Sacrificios. Agreeably to this order on the morning of the 7th inst at 10 A.M. the boats of the Squadron, twenty one in number, armed and equipped started for the Island of Sacrificios, and were arranged in line of Battle opposite that island with their bows towards the island in the following order -Viz- The two Wheel House Boats of this Ship took the centre position in the front line -- Three Boats of the Cumberland immediately on the right of the Powhatans with their Howitzers -- Three Boats of the Sabine on the left of the Powhatans with their Howitzers -- The St Louis' launch on the right of the Cumberlands Howitzer Boats with her Howitzer, and the Pocahontis's [sic] Launch on the left of the Sabine's Howitzer Boats with her Howitzer.

The Marines of the Squadron and the small arm men took up their positions in Boats from their respective Ships immediately in the rear of their respective Howitzer Boats -- After they were all arranged in the order here presented, at a preconcerted Signal from me, the Boats having Howitzers mounted upon them discharged their pieces twice -- whereupon the Boats with the Marines and small arm men dashed in and landed formed in line immediately and delivered two discharges of musketry -- when the Howitzer Boats pulled in and landed their Howitzers as fast as possible formed in line and fired each piece with a blank cartridge twice. After this the small arm men were exercised, and the Marines of the Squadron were maneuvered by their respective commanding officers. Battalion drill was not attempted for want of time and I believe because there had been no previous practice in that way. After remaining on the Island about an hour, in obedience to Signals from the Flag Ship, the Boats returned to their respective Ships, embarking in the reverse order of landing, the Howitzer Boats taking the

lead and firing their pieces twice each with blank cartridges after they were gotten on board, remounted and the Boats shoved off from the beach.

There was no timing of the landing of the Howitzers or of getting them on board again and remounting, but for a first attempt of the Kind I think the celerity with which all was performed, reflected much credit on all the Vessels -- Of course those ships longest in commission were most expert. But the Cumberland acquitted herself most creditably on this occasion considering the short period she has been in commission. The number of men landed from the Squadron was estimated at about 500--.

The exact purpose of the landing thus far remains unknown. It is most probable, however, that Pendergrast was aware of possible attempts to seize Federal forts throughout the south, and since the St. Louis and later the frigate Sabine (9 January 1861) were ordered to Pensacola, the landing exercise was conducted to prepare the fleet for a possible assault to protect Fort Pickens.



From the Shores of Tripoli to Frankfort, Kentucky

Thanks largely to the efforts of Col George M. Chinn, USMCR (Ret.) the grave site of Lt Presley N. O'Bannon is now distinguished by a State of Kentucky historical marker. The marker, which is of the same pattern as other State historical signs except that it is specially painted in scarlet and gold, was unveiled at a ceremony in Frankfort, Kentucky, on 4 May 1973.



Music for the dedication was provided by the 2d Marine Aircraft Wing band. Maj John D. Steel, OIC, Marine Recruiting Station, Louisville, Ky., introduced Col Chinn who in turn introduced BGen Edwin H. Simmons. The Director of Marine Corps History and Museums, representing the Commandant, commented on O'Bannon's life and characterized him as the "arch-typical Marine lieutenant."

As is well known, it was O'Bannon who with seven Marines marched from Egypt to Tripoli with William Eaton's polyglot "army" of some 500 Arabs and European mercenaries. In storming the fortified city of Derna on 27 April 1805, O'Bannon was the first to raise the U. S. flag over a captured fortress of the Old World, a feat commemorated in the opening lines of the Marine Hymn and by the Mameluke hilt of the Marine officer's sword.

The ceremony was well attended by members of the Presley O'Bannon Detachment, Marine Corps League, Louisville; senior officers of the Kentucky National Guard; representatives of the Daughters of the American Revolution; Marines stationed in the Louisville-Frankfort area; and numerous retired and reserve Marines and their families.

O'Bannon returned from the Mediterranean to the United States



in the fall of 1805. Two years later he resigned from the Marine Corps and in 1809 moved to Kentucky where he lived a full life, active in state politics, until his death at age 74. Reportedly he designed his own gravestone which reads, rather inaccurately:

Lieut. Presley N. O'Banion
Departed this life
Sept. 12, 1850
Aged
74 Years
"The Hero of Derne"
Tripoli Northern Africa
April 27, 1805
As Captain of the
United States Marines
he was the first to plant
the American flag on
foreign soil.



O'Bannon was first buried in a small cemetery in Russellville, Ky. On 14 June 1920 the Daughters of the American Revolution transferred his remains to Kentucky's "Bivouac of the Dead," a State cemetery which also has the re-interred remains of Daniel Boone.

Col Chinn, the driving force in obtaining the new marker, is Director of the Kentucky Historical Society. An ordnance expert and distinguished historian, he is perhaps best known for his four-volume The Machine Gun, which is generally accepted as being the definitive study of the history, evolution, and development of repeating weapons.

DID YOU KNOW?

There are many stories surrounding the origin of the gun salute, but the following seems to be the one of the most commonly accepted. Its beginnings can be traced far back in history. Originally, it took a long time to reload a gun after it was fired. The gun salute by ships or shore batteries would render each defenseless for a while and the salute would be used to show good faith. The British first used a seven gun salute - seven being a lucky or mystical number. Later, since gun powder was more plentiful on shore, forts and batteries were permitted to out-salute ships 3 to 1 (thus the 21 gun salute). In 1875, the United States and Great Britain formally adopted 21 guns as an international salute. Odd numbers are always used for gun salutes because an even number used to mean the death of a captain, master, or master gunner during a voyage.

PEOPLE and PLACES

The second annual Army Museum Conference was held 1-3 May at Fort Sheridan, Illinois and raised the already high standard for meetings of this nature established last year. The conference addressed the common problems and possible solutions native to government museums and discussed at length such subjects as security, personnel, funding, and staff professionalism. Delegates to the conference included representatives of the Army museums, the National Park Service, the U. S. Navy Memorial Museum, the Smithsonian Institution, the Canadian War Museum, and the Marine Corps Museum. Mr. Jack B. Hilliard, Head Curator attended for the museum.

The Company of Military Historians held its annual meeting at the Sheraton Hotel in Philadelphia from 3-5 May 1973. Included in the program were talks on such diverse topics as the operations of special forces troops in Vietnam, the restoration of Ft. Mifflin, the military history of the Australian Army, and an evaluation of the military contributions of Kosciusko and Pulaski to the American cause in the Revolution. A display of the Marine Corps historical program products was provided for the meeting's exhibits and three of the Historical Division's members, Mr. Shaw, Mr. Donnelly, and Mr. Frank attended.

Every session of the Organization of American Historians meeting in Chicago from 12-14 April 1973 included military historical topics. A luncheon meeting of the American Military Institute featured an interesting paper by James Howes of the Office of the Chief of Military History on the development of the U. S. Army general staff prior to World War I. Mr. Shaw, who belongs to both organizations, attended for the Historical Division and subsequently headed up a division seminar which discussed both this meeting and the general format and worth to Marine Corps' historians of such professional gatherings.

Maj Jack K. Ringler left the Marine Corps after 21-plus years of commendable service. He served in the Division on two separate occasions and spent the latter half of his second tour as Assistant Deputy Director for Marine Corps Museums. After a brief ceremony at which he received the Commandant of the Marine Corps Certificate of Commendation, Maj Ringler left for retirement in his new home in Las Vegas, Nevada where he will teach history at the local community college.

CWO Dennis Egan, Administrative Officer for the Historical Division since December 1970, departed on 23 March for duty with the 1st Marine Aircraft Wing. Recent correspondence locates him in Nam Phong, Thailand very pleased with his assignment.

CWO Joseph R. Fitzgerald joined the Division on 12 March replacing CWO Egan as Administrative Officer. CWO Fitzgerald reported from a 3-year assignment with the 1st Infantry Training Regiment, later Infantry Training Detachment, at Marine Corps Base, Camp Lejeune.

SSgt Earl D. Shawley, NCOIC of the Marine Corps Museum, retired 30 April and returned to his boyhood home in western Pennsylvania. He plans to enjoy a brief respite from the rigors of military life before entering civilian employment.

Sgt Jerry L. Jakes, illustrator for the Division since April 1971, transferred on 16 March for duty with Headquarters, FMFPac, Camp Smith, Hawaii, where he has been assigned to the Graphic Arts Section.

Cpl Robert D. Lambeseder joined the Division on 26 February as illustrator. Cpl Lambeseder reported in from the 3d Marine Division. While in transit he became eligible for promotion to his present rank and was promoted by BGen Simmons shortly after his arrival.

Cpl William Walker was meritoriously promoted from lance corporal to his present rank for his outstanding performance as one of the Museum's security guards.

Cpl Iona Pennick, a member of the museum's administrative staff, was discharged after four years service on 18 May 1973.

Miss Cynthia Brown, new to government service, joined the staff of the Reference Section on 16 April bringing that section to its full complement of personnel. Miss Brown is a native of Lowell, Massachusetts.

Help!

The Historical Division no longer has any stocks of Volume I (Pearl Harbor to Guadalcanal) of the History of U. S. Marine Corps Operations in World War II or of Volumes I (The Pusan Perimeter), II (The Inchon-Seoul Operation), and III (The Chosin Reservoir Campaign) of U. S. Marine Operations in Korea, 1950-1953. There is a pressing need to reconstitute a number of complete sets. Individuals or commanding officers who have unused or duplicate copies of these volumes are requested to return them to the Historical Division (Code HD), Headquarters, U. S. Marine Corps, Washington, D. C. 20380.

MARINE ART at IOWA STATE

A highly effective exhibit of Marine Corps art relating to the Vietnam War was held at the Iowa State University in observance of a week dedicated to "Perspectives On War" from 29 January through 3 February. SSgt James Fairfax, a former combat artist and presently assigned to the Procurement Branch, HQMC accompanied the exhibit to assist participants in fully appreciating the nature and meaning of the Marine Corps displays. Sgt Fairfax and the exhibit were very well received by the university community and the local public to the extent that the university continued the exhibit for an additional 10 days and hopes to see it back again next year. The majority of the art work displayed depicted the background, land, and the people involved in the War in Vietnam; however, a representative selection illustrating Marine Corps training and peacetime activities was also included.



Sgt Fairfax explains exhibit

Of particular interest to the viewing public was a series of paintings by Vietnamese children who were supplied the necessary art materials and given free reign to express themselves. The final products of their efforts ranged widely in context and attitude.

the small society

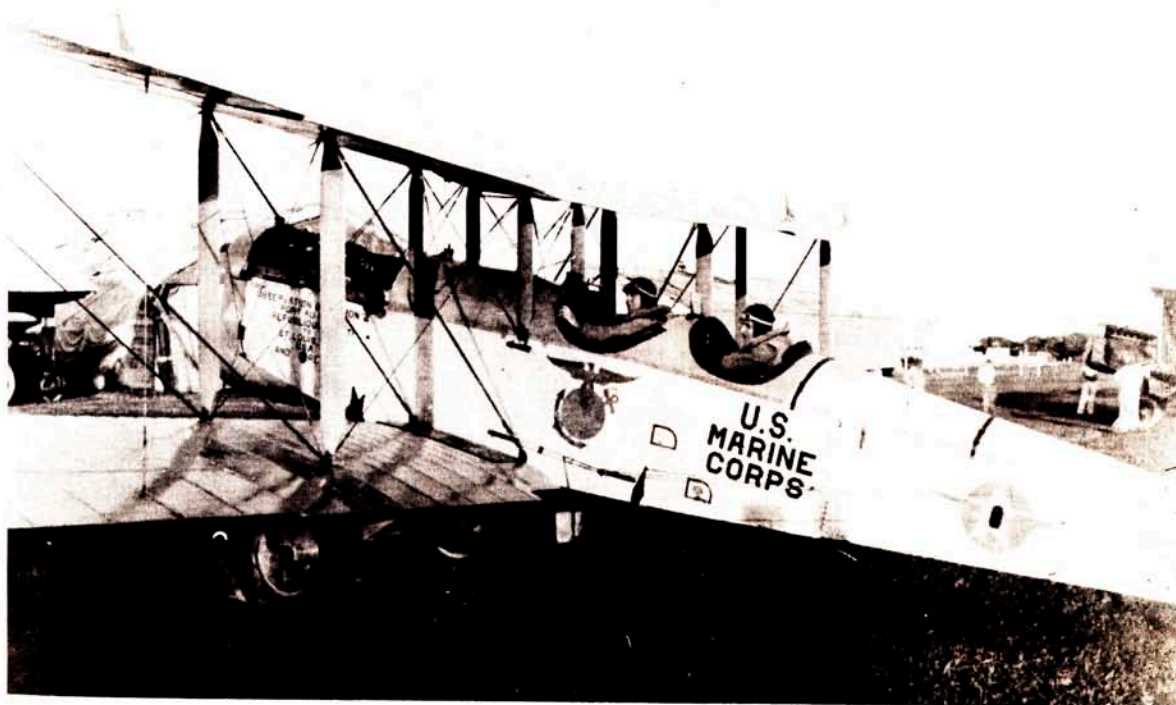
by Brickman



THE DH-4 IN THE MARINE CORPS

In the morning sky over Ocotal, Nicaragua on 16 July 1927, Lt Hayne D. Boyden and MG Michael Wodarczyk flew their DeHavilland bombers on a routine patrol. The two Marine aviators who had taken off earlier from their base at Managua soon discovered that in the village below them, a joint Marine-Nicaraguan Guardia patrol was severely beset by Sandinista bandits. The bandit attack which had begun the previous night was threatening to overrun the Marine position. The two Marine aircraft made repeated strafing runs over the attackers and then returned to Managua, 125 miles distant, to report. Shortly after they arrived, Maj Ross Rowell led a five-plane flight of the ubiquitous DHs to the rescue. Rowell had previously trained his pilots in dive bombing techniques, which he had adapted from early Army and British experiments, and upon arriving at Ocotal "led off the attack and dived out of column from 1500 feet, pulling out at about 600 feet...." Releasing their bombs on the unwary bandits, the Marines returned again and again to strafe and bomb until the attackers were dispersed. This represented what probably was the first organized dive bombing attack to have been carried out in support of ground troops. It was altogether fitting that the DH was the aircraft which was the experimental workhorse in this significant moment in Marine aviation, since it was the machine in which Marine aviators first engaged an enemy in air combat.

A DH-4 in Haiti modified for long distance flying



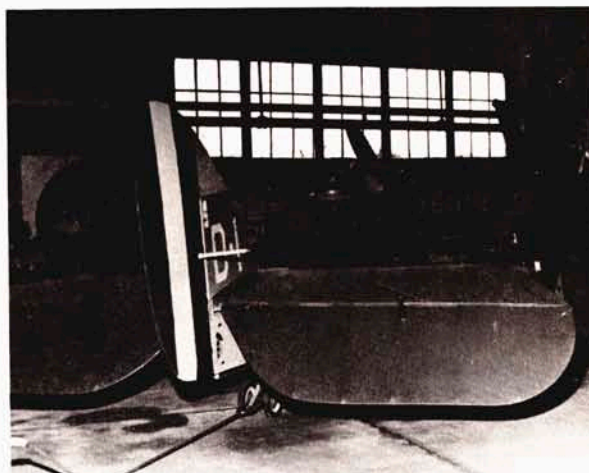
The DH-4 was a product of the intense progress in aircraft technology which accompanied the First World War. It was the first British aircraft designed from scratch as a high-speed day bomber. The DH was immediately successful despite several designed-in defects and so versatile that engines of increasing horsepower were successively installed until the 400-horsepower American-built Liberty was powering a machine originally built for a 160-horsepower British engine. Thus, when the United States began shopping for an already proven aircraft to manufacture as a means of quickly upgrading its under-developed air service, the DH was one of four designs selected. It was the only American-manufactured warplane to reach combat in Europe and among the fighting units which received the DH was the First Marine Aviation Force, the Day Wing of a joint Navy/Marine Corps effort designated the Northern Bombing Group. Since the American-built DHs did not arrive in France until sometime after the aircrews, a number of DH-4s and DH-9s (a less successful modification of the DH-4) were borrowed from the British to equip the fledgling force. Lt Ralph Talbot and his observer/gunner, Cpl Robert G. Robinson, in one of the DH-4s took part in the first all-Marine air combat mission, a bombing raid on Thielt. For their heroism in engaging a superior German force both were awarded the Medal of Honor, the only instances of the nation's highest decoration to be given to Marine aviators during the First World War.

After the war the DH became basic equipment for Marine air squadrons. As late as 1926 nearly half the inventory of Marine Corps aircraft consisted of DH-4s or O2Bs, a Boeing-built derivation.

In addition to being used in an embryonic close support role as in Nicaragua, the DH was modified to serve in a host of tasks, including courier and ambulance.

Also the craft's rugged reliability encouraged its use in long-distance flights and a number of record-setting hops were made including what in 1924 was the longest organized U. S. military flight -- an over 10,000-mile jaunt from Haiti to San Francisco and return. In December 1927, high performance O2Us, the first of Chance-Vought's Corsairs, were received by the Marines in Nicaragua to replace their well-used DHs, but it took

The Museum's DH-4



about two years for the last of the versatile DeHavillands finally to be retired by the Corps. A full decade of service had been rendered by the DH in an era when the aviation technology routinely made quantum jumps in the state of the art. Never the recipient of a "nickname" the DH was nevertheless much loved, much cursed, and in every way a fitting pioneer of today's Marine Aviation.

The Marine Corps Museum's DH-4 was virtually re-created from scratch to provide a representative specimen of this important aircraft. A true DH-4, the craft has the oak frame and plywood fuselage covering of the machines flown by the First Marine Aviation Force in World War I. Later editions, some of the Boeing-built O2Bs which are on display in other museums in the United States, had welded steel tube fuselage frames and were covered with metal. The Museum's specimen is finished in the markings of the aircraft flown by Lt Talbot and Cpl Robinson on their raid on Thielt and incorporates the first aviation insignia used to identify Marine Corps aircraft. At the time of this writing, no wings have been constructed but the fuselage is complete with Liberty engine, instruments, and scarf ring. In future years it is hoped a suitable space will be obtained to exhibit the Museum's collection of historic aircraft and the DH-4 will receive a most honored place.

HOW TO OBTAIN MARINE CORPS HISTORICAL PUBLICATIONS

The Historical Division prepares and publishes a variety of publications including operational histories, unit histories, chronologies, bibliographies, and reference pamphlets on a diversity of subjects relating to Marine Corps history. The Marine Corps Art Section also publishes a limited number of lithographs.

Case-bound books are generally printed in limited numbers by the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402 and are available for public sale as long as copies remain in stock. Most of the others can be obtained gratis from the Historical Division.

To obtain a list of available publications and instructions for ordering copies, address a request to the Director of Marine Corps History and Museums, Headquarters, U. S. Marine Corps, Washington, D. C. 20380.

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