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Marines in the Frigate Navy

Fourteen Full-Color Prints



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U.S. DEPOSITORY DOCUMENT

by
Colonel Charles H. Waterhouse, USMCR
with text by
Charles R. Smith
and research assistance by
Richard A. Long

HISTORY AND MUSEUMS DIVISION
HEADQUARTERS, U.S. MARINE CORPS
WASHINGTON, D.C.

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FOR MARINE CORPS ORGANIZATIONS RECEIVING
THIS SERIES OF PRINTS

It is suggested that this series of prints be framed and hung in such areas as recruiting stations, unit offices, recreation rooms, mess halls, and clubs. A Marine Corps directive has been issued recommending this use and citing specifications of a standard frame available through GSA.

To frame the texts contained in this pamphlet, the staples should be removed and the pages separated by cutting carefully along the fold line. Associated prints and texts should be hung together.

Marines in the Frigate Navy 1798-1835

The first half of the 19th century saw little dramatic change in military technology or in military and naval tactics. Marines, formally organized by an act of Congress in 1798, would perform the same functions they had assumed during America's fight for independence.

In May 1798, in response to the depredations of French privateers, President John Adams instructed American frigate captains to make reprisals upon the commerce of France. Initially, Marine units were based upon the size of the ship and appointed directly, but on 11 July 1798, an act of Congress authorized "establishing and organizing a Marine Corps." American ships with Marine detachments soon set sail, landed, and captured a shore battery at Puerto Plata, Santo Domingo, and participated in the capture of more than three-score French vessels before the Treaty of Peace brought an end to the undeclared war.

The renewal of the Barbary Wars in 1801 resulted in orders to the Mediterranean Squadron for many Marines, where they fought alongside sailors at ships' great guns. In 1805, near the war's end, Marine Lieutenant Presley N. O'Bannon, with six privates, and a motley force of Arabs and Greeks, marched 500 miles across the desert from Egypt. Reaching Derna, the Marines led a charge through the town, captured its fort, and raised the flag for the first time over Old World territory.

From 1806 to 1811, Marines served with small detachments scattered throughout the world on board ship, guarded naval yards, harassed the Spanish in East Florida, clashed with hostile Indians, and landed on distant shores to defend American diplomatic missions and endangered citizens.

In the second war with England, first priority was given to providing Marine detachments for ships of the blue-water Navy. There were not enough Marines to do even this, let alone provide Marines for the equally critical Great Lakes squadrons. Company-sized Marine units fought heroically at Bladensburg, on the land approach to the nation's capital; at Craney Island, near Norfolk, Virginia; and at New Orleans, but apparently no thought was given to forming an amphibious force or even a permanent battalion structure. Nor, indeed, did the nature of the war offer any particularly inviting amphibious targets.

During the next 20 years, the Corps, under the able leadership of Lieutenant Colonel Commandant Archibald Henderson, established its place within the American military system by "showing the flag" in punitive actions against pirates and hostile governments from the West Indies to Sumatra, in suppressing the illicit slave trade, on the ships and shore stations of the Navy, and in handling domestic disturbances. The small Corps repeatedly demonstrated its efficiency, discipline, and usefulness.

About These Prints

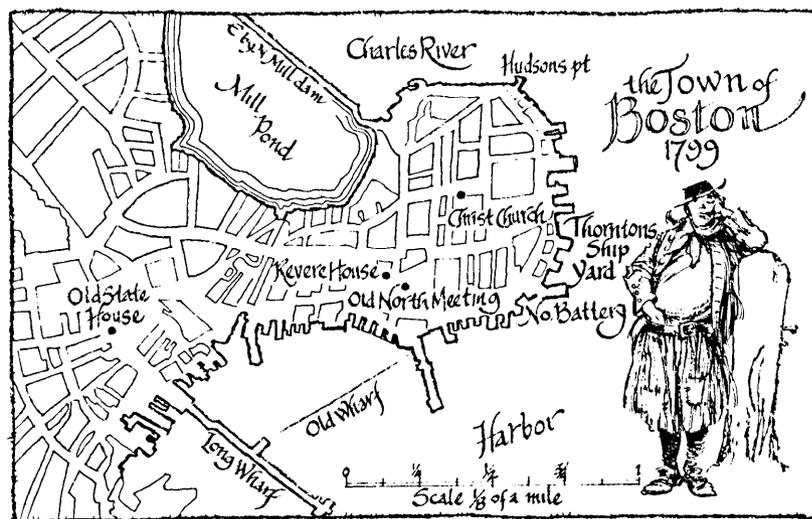
The artist, Colonel Charles H. Waterhouse, United States Marine Corps Reserve, is a World War II veteran and noted illustrator. As a combat artist, he depicted scenes in Vietnam, Alaska, the Western Pacific, and the Atlantic which resulted in two published works. Returning to active duty in 1973, Colonel Waterhouse began work on a series of paintings of Marine Corps activities during the American Revolution, conquest of California, and the federal period, 1798 to 1835.

The paintings highlighting Marine activities from 1798 to 1835 form a part of a larger project now underway which will result in the publication of a definitive history covering the period. The history is to be written by Charles R. Smith, author of *Marines in the Revolution* and a forthcoming volume dealing with Marine activities in Vietnam, with the research assistance of Richard A. Long, who also assisted in the preparation of *Marines in the Revolution*.

The Prints

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Captain Carmick Joins the *Constitution* Boston 9 July 1799



The 9th of July 1799 was a bright summery day in Boston as Marine Captain Daniel Carmick alighted from the coach which had carried him from Newport, Rhode Island. Despite the year-old undeclared war with France, the harbor was choked with ships and the waterfront bustling with activity, a portion of which was absorbed in illicit trade with the French West Indies. At the long wharf in Edmund Hartt's shipyard stood the *Constitution*, fitted out for a West Indian cruise. All that was wanting was a full complement of seamen and Marines.

For months, the frigate's small Marine detachment, composed of recruits, had suffered the abuse of the *Constitution's* captain, Samuel Nicholson. Despite the pleas of Marine Captain Lemuel Clark, a personal friend and appointee of President John Adams, Nicholson had refused to allow them to drill on board, thinking Marines of no use except as guards ashore. In May, Nicholson was replaced by Silas Talbot, who held a similar view of Marines. Disgraced at not being able to command his men, Captain Clark requested relief a short time later, outwardly complaining of ill health and the severe financial burden of supporting a large family. Not wanting to appoint Reuben Lilley, the "decripid" senior lieutenant, to command the Marines, Major Commandant William Ward Burrows instead ordered Captain Carmick, then at New York, to Boston.

Stepping down from the coach shortly before noon, Carmick was presented with a disturbing picture. Before him stood a sergeant and three privates, their hats slightly tipped in the customary salute; elsewhere, recruits out of uniform were scattered about, watering the ship. His sword slung by his side, the Marine sergeant wore the prescribed 1797 short, Navy-buttoned, blue coat, edged, turned-up, and belted with red; a red vest; blue, red-edged pantaloons; a black wool hat, cocked on one side with black cockade; and two yellow epaulets on his shoulders.

Except for the epaulets and hats without bindings or cockades, which Captain Carmick noted were missing, the three privates were similarly uniformed.

As the Corps was but a year old, the prescribed uniform was difficult, if not impossible, to procure. As a result, U.S. Army artillery and riflemen's coats and trousers were re-worked to fit the Marine pattern. It is little wonder that Carmick, in writing to the Commandant after inspecting the detachment, reported that he thought it "not possible to produce such another shabby set of animals in this world."

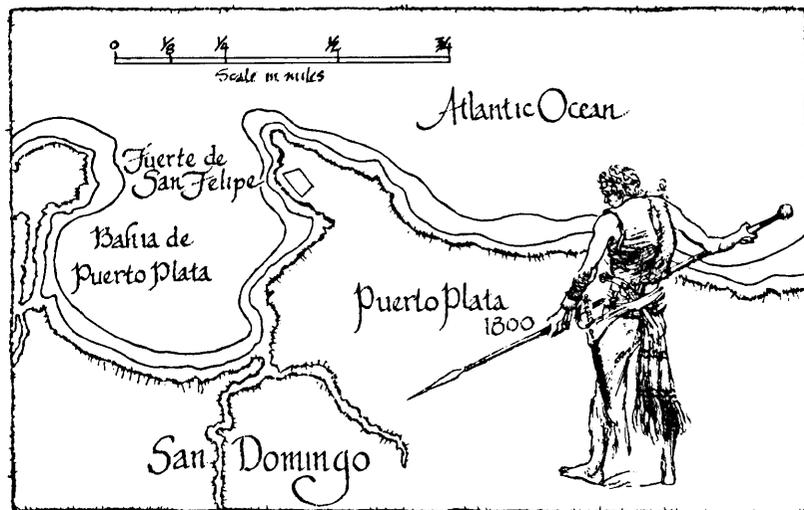
Five days later, Carmick and his 59-man detachment put to sea. During the voyage that would first take them to Norfolk, where they would receive a shipment of uniforms, and then to the West Indies, the Marines were continually drilled on deck, 15 men at a time, while the remainder were trained on the great guns. By late August, Carmick was able to report that his men were decently dressed, despite the rigors of shipboard duty, and were becoming adept in the use of firelocks.

The painting and plate description are based upon the following source materials: "Uniforms for the Navy of the United States of America," dtd 24Aug1797 (Area File, Area 11, RG 45, National Archives, Washington, D.C.); Captain Daniel Carmick ltrs to Major Commandant William Ward Burrows, dtd 9Jul1799, 12Jul1799, 16Jul1799, 19Aug1799, and 24Aug1799 (Commandant's Letters Received, RG 127, National Archives, Washington, D.C.); Captain Lemuel Clark ltr to Major Commandant William Ward Burrows, dtd 9Jul1799, (Commandant's Letters Received, RG 127, National Archives, Washington, D.C.); Samuel Adams Drake, *Old Landmarks and Historic Personages of Boston* (Boston: Little, Brown and Co., 1900).

Cutting Out of the *Sandwich*

Puerto Plata,
Santo Domingo

11 May 1800



The American frigate *Constitution*, under the command of Commodore Silas Talbot, stood off Puerto Plata, Santo Domingo, on the afternoon of 10 May 1800. She had been cruising nearby for some time in order to protect American merchantmen from privateers during the period of open hostilities with France, and Talbot had been informed that a former British packet, now the notorious French 14-gun privateer *Sandwich*, was anchored within the harbor. Having detained, a few days before, the sloop *Sally*, which was scheduled to re-enter the port before sailing for America, Talbot conceived of a plan to man the sloop with a large contingent of sailors and Marines, to enter the harbor, take the Frenchman by surprise, and put an end to her raiding activities.

Shortly after sunset, the *Sally* was brought alongside the *Constitution* and about 90 sailors and Marines climbed on board. Talbot's first lieutenant, Isaac Hull, was put in charge of the raiding party and command of the Marines was given to Captain Daniel Carmick and Lieutenant William Amory. Their mission, Talbot told Hull, was to enter the harbor, board the *Sandwich*, and carry her off; if that proved impossible, they were either to sink or burn her. Like the Greeks in the wooden horse at Troy, the men were to remain below during the entire voyage. Only Hull, the *Sally*'s captain, and six sailors, enough to work the sloop, would stay on deck.

In the morning, the sloop was still a distance from Puerto Plata, but a fresh sea breeze sprang up, and by 1000 she succeeded in entering the harbor. Not a man was on the *Sally*'s deck as she silently moved along the *Sandwich*'s starboard side. As the anchor was released, the signal was given, and the *Constitution*'s sailors and Marines sprang from the hold and boarded the privateer "like devils . . . carrying all before them and taking possession of the Corvette without the loss of a man."

Standing on a deck littered with canvas, guns, roping,

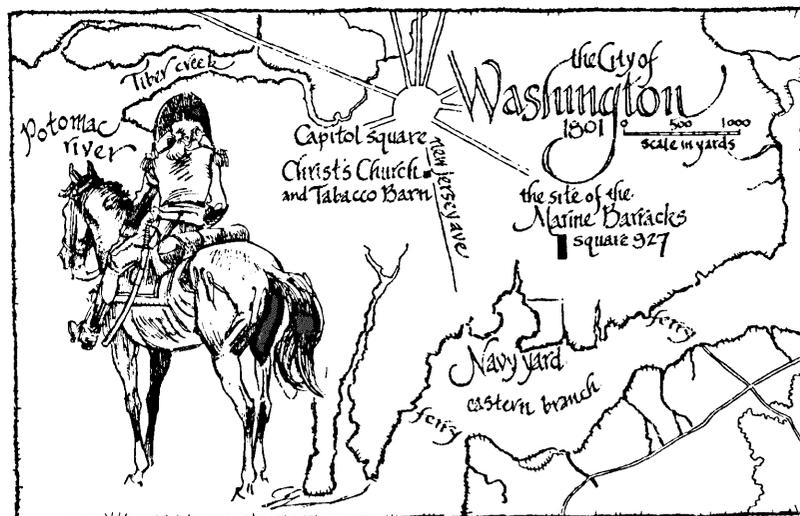
and spars, Captain Carmick, dressed in a uniform that had not changed since that prescribed in 1797, orders the last Frenchmen out of the hold to which they had retreated. Nearby, Lieutenant Hull, wearing the blue naval uniform of the period and holding a pistol, endeavors to restrain his men, eager to have their revenge for French actions against American ships and seamen. Surrounded by the *Constitution*'s crew, the corvette's captain, hat in hand, awaits his fate along with his surprised men.

After tying up their prisoners, Captain Carmick, Lieutenant Amory, and the Marines took the *Sandwich*'s boat and headed for the Spanish fort. With muskets over their heads and water up to their necks, they landed, took possession of the fort, spiked the cannon, and returned to the ship, all "before the commanding officer had time to recollect and prepare himself for defense." During the rest of the day, the *Sandwich* was rigged, her guns scaled and reloaded, and her royal yards set aloft. By midnight, all was ready and with a strong breeze off the land, the corvette got underway and stood out of the harbor.

The painting and plate description are based upon the following source materials: "Capture of the French privateer *Sandwich* in the harbor of Puerto Plata, S.D., May 11, 1800, by a cutting-out expedition under Lieutenant Isaac Hull, U.S. Navy, from the U.S. Frigate *Constitution*, Captain Silas Talbot, U.S. Navy," oil painting by R. A. Salmon (Boston Athenaeum); on-site research of fortification and harbor by resident military attaché Lieutenant Colonel Dominik G. Nargele, USMC (Ret); Captain Daniel Carmick ltr to a friend, dtd 12May1800, in *Gazette of the United States* (Philadelphia), 2Jun1800; Captain Silas Talbot ltr to Secretary of the Navy, 11May1800, in Captain Dudley W. Knox, ed., *Naval Documents Related to the Quasi-War Between the United States and France: Naval Operations from January 1800 to May 1800* (Washington, Government Printing Office, 1937), pp. 503-504.

Placing the Marine Barracks Washington, D.C.

31 March 1801



On 16 March 1801, an unemployed Washington bricklayer, Benjamin Bryan, wrote to President Thomas Jefferson asking his assistance in obtaining work on the "Barracks to be built for the Marine Corps of the United States." While it is unknown whether Bryan received the President's favor, work could not proceed on the barracks for no site had been selected.

Since moving to the new capital with the government almost a year before, the Marines had been shunted from one encampment to another, finally ending up in rented War Department buildings for the winter after spending the summer months in tents on a hill overlooking the Potomac River. Always persistent in his attempts to obtain permanent accommodations for his men, Lieutenant Colonel Commandant William Ward Burrows was overjoyed in early March when he learned from the Secretary of the Navy, Benjamin Stoddert, that Congress had appropriated \$20,000 for the purchase of land and the construction of barracks. But, where to build? "Having no predilection for any particular spot of ground," the Secretary continued, "I leave that point to be determined by yourself," but he hoped Burrows' decision would be made quickly so as to relieve the public of future rental expenses.

An avid horseman and a personal friend but political opponent of the President, Burrows joined Jefferson, who had always taken a keen interest in the development of the capital city, on Sunday morning, the last day of March 1801, as the latter took his daily exercise. Together they rode from the White House down treeless Pennsylvania Avenue to Capitol Hill, and then toward the Eastern Branch (Anacostia River) and the Navy Yard.

Riding among the emerging tulip poplars, magnolias, hawthorn, and azaleas, down what is now New Jersey Avenue, the two passed Christ's Church, an old tobacco barn used by Washington Episcopalians for Sunday ser-

vices. Mounted on "Wildair," his favorite bay, Jefferson is dressed in his customary suit of black. His carriage equally erect, the 43-year-old, South Carolina-born Commandant wears the blue officers' breeches and coat, the latter with long red lapels embroidered with nine common naval buttons, a standing collar of red, and two gold epaulets. The gold epaulets on each shoulder signify an officer above the rank of captain, there being no other distinguishing mark of rank separating a major, lieutenant colonel, or colonel. In full-dress uniform, according to the 1797 regulation promulgated by Secretary of War James McHenry, Burrows carries a small naval sword and wears a black chapeau adorned with black cockade.

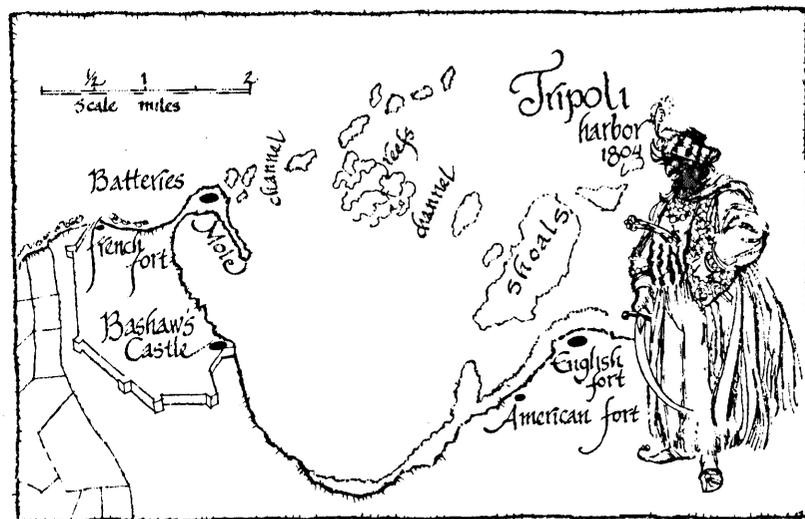
Close to midday, Lieutenant Colonel Burrows took leave of the President, who expressed a desire that the barracks be located near the Navy Yard within easy marching distance of the Capitol. The only undeveloped tract of land meeting the President's wishes lay between Eighth and Ninth and "G" and "I" Streets in the southeast quadrant of the city. Two months after their ride, President Jefferson authorized purchase of the square. Construction began that fall on the barracks and a home for the Commandant. Burrows would not see their completion, however. In 1804, political intrigue and ill health forced his resignation and within a year he was dead.

Among the sources used in the preparation of the painting and plate description were: Lieutenant Colonel William Ward Burrows ltr to Captain Franklin Wharton, dtd 31Mar1801 (Commandant's Letterbook, RG 127, National Archives, Washington, D.C.); Benjamin Bryan ltr to Thomas Jefferson, dtd 16Mar1801 (Jefferson Papers, Library of Congress, Washington, D.C.); Benjamin Stoddert ltr to Lieutenant Colonel William Ward Burrows, dtd 6Mar1801 (Miscellaneous Letters Sent, RG 45, National Archives); Sarah N. Randolph, *The Domestic Life of Thomas Jefferson* (Cambridge: University Press, 1939); Gaillard Hunt, ed., *The First Forty Years of Washington Society in the Family Letters of Margaret Bayard Smith* (New York: Frederick Unger Publishing Co., 1965).

Marines at the Great Guns

Off Tripoli

3 August 1804



The Bashaw of Tripoli, regarding as trifling the proposed annual payment of \$10,000 for his friendship, again refused the American offer of a peace treaty to end his war on Yankee merchantmen in the Mediterranean and to ransom captives. Not content with continuing to punish Tripolitan intransigence with a passive blockade, Navy Captain Edward Preble now thought it "absolutely necessary to our National and Naval Character in the Eastern World, that we humble that Regency and bring the Bashaw to our own terms." To accomplish this, Preble decided on "a bold stroke against Tripoli—One successful dash at them [which] will effect a peace, and make them remember the war."

On the afternoon of 3 August 1804, a small American squadron of brigs and schooners led by the frigate *Constitution*, under the command of Captain Preble, launched the first of a series of five attacks against the port of Tripoli. Mounting only thirty 24-pounders on her gun deck and six borrowed long 24-pounders on her spar deck, the *Constitution* and her consorts faced a walled city protected by forts and shore batteries that mounted 115 heavy guns. These were supplemented by numerous gunboats, each armed with a single 24-pounder. Under cover of the frigate, the smaller American vessels advanced within point-blank range of the shore batteries and engaged the enemy's gunboat flotilla. In an action that lasted two hours, the smaller craft engaged the Tripolitan flotilla in heavy fighting, which at times involved hand-to-hand encounters with heavily armed enemy seamen.

On board the flagship, while seamen on the gun deck fired broadside after broadside into the city, Marines under Captain John Hall and Lieutenant Robert Greenleaf left their normal battle stations in the fighting tops to man the long 24-pounders on the spar deck. In the painting, stripped of coats and muskets, Marines ready the long guns for another shot as the frigate tacks into position. Their ac-

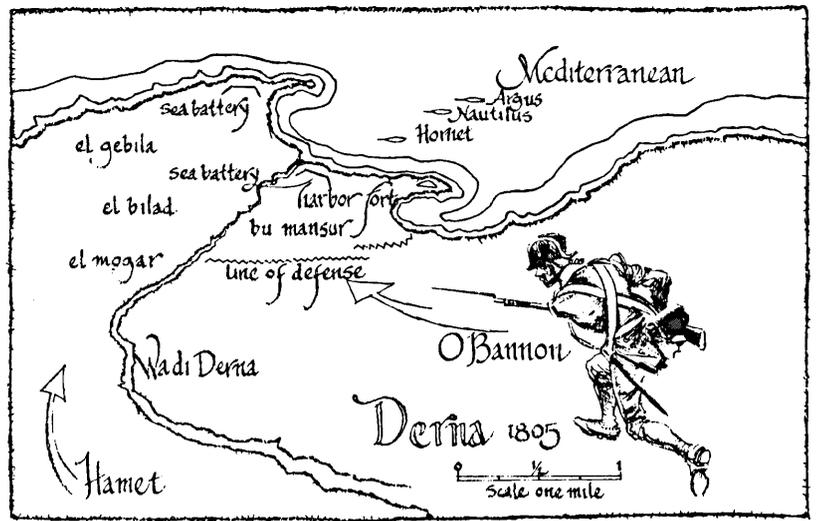
curate fire, which—Preble noted—helped drive the "Tripolines out of the castle and brought down the steeple of a mosque," merited the "highest encomiums."

With every cannon ball hurled against the crumbling walls of Tripoli during the remainder of August, the Bashaw's demands seemed to tumble. But Preble, who was not disposed to make any payment whatever, was soon replaced by newly arrived Captain Samuel Barron who, with the aid of Tobias Lear, chief American diplomatic representative in the area, negotiated a treaty with the Bashaw that called for the payment of \$60,000 in exchange for friendship and the release of American prisoners.

The sources for the painting and plate description were: detailed research by the artist into ship construction to ensure the accurate portrayal of the *Constitution's* spar deck; Captain Edward Preble ltr to Tobias Lear, dtd 3May1804 and Captain Edward Preble ltr to Secretary of the Navy, dtd 18Sep1804 in Office of Naval Records and Library, *Naval Documents Related to the United States Wars with the Barbary Powers: Naval Operations From April to September 6, 1804* (Washington: Government Printing Office, 1942), pp. 82, 293-310.

The Assault on Derna Tripoli

27 April 1805



A mile from the Mediterranean Sea, the Tripolitan city of Derna looked quiet in the morning light of 27 April 1805. From atop the hills which ringed the city, Navy Agent William Eaton could look down on Governor Mustifa's defenses: a shore battery of eight 9-pounders, temporary breastworks to the northeast, and a 10-inch howitzer mounted on the palace terrace. On the horizon Eaton could see the 10-gun American sloop *Hornet*, the 12-gun sloop *Nautilus*, and the 16-gun brig *Argus*, under the command of Captain Isaac Hull. Around him was his motley 400-man army, which had marched more than 500 miles across the desert from Alexandria. The main element, apart from Eaton, consisted of seven Marines and one midshipman from the *Argus*, under Marine Lieutenant Presley N. O'Bannon. Together with a number of Greek mercenaries and a band of restive Arabs and Bedouins led by the half-reluctant Bashaw Hamet, they stood before the city, awaiting the governor's reply to their demand of free passage through the town.

As the day progressed, a fieldpiece was landed from the *Argus* and a letter arrived from the governor: His answer, "My head or yours, Mustifa." After the flag of truce returned, Eaton signaled the squadron to move closer and open fire on the shore battery. Eaton's army, divided into two columns, the first led by O'Bannon and his Marines and the second by Hamet's Bedouin horsemen, then moved against the town. By three in the afternoon, the shore battery was silenced, then abandoned by its gun crews, who joined the defenders facing Eaton. Already outnumbered, and with the enemy's fire becoming increasingly effective, Eaton's line, except for the Marines, was thrown into confusion. With failure staring him in the face, the American Navy Agent daringly ordered a charge.

It is assumed that the Marines at Derna had not yet received the new uniforms authorized in 1804, therefore,

they are wearing the 1797 uniform: a blue cloth coat, lapelled and faced in red, with two rows of Navy buttons; a red vest; shirt; white summer linen overalls; and a "common hat" trimmed in yellow, and turned up on the left side with a leather cockade.

Lieutenant O'Bannon, leading the charge, wears the pre-1804 officer's undress uniform: plain blue cloth coat, laped and faced with red, with eagle, shield, and foul anchor buttons; a white vest; shirt; white linen overalls; and the common hat. As a first lieutenant, he wears one gold epaulet on the right shoulder. Instead of a musket, Lieutenant O'Bannon wields a naval sword.

To the Marines' rear are Navy Agent Eaton, Midshipman George Washington Mann, and a collection of Arab and Greek mercenaries. Eaton, who fancied himself a general, is dressed accordingly, and carries an American long rifle. Midshipman Mann waves a dirk. In the background lay the *Hornet*, *Nautilus*, and *Argus*.

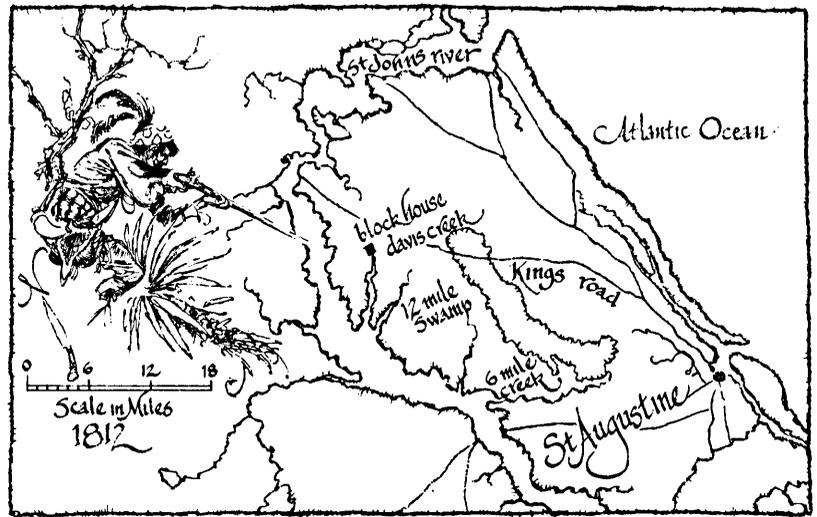
Taken by surprise, Mustifa's line broke, most men running while others kept up a sporadic fire. Passing through a shower of musketry, the Marines, Greeks, and Arab footmen pressed the attack toward the waterfront battery. Within an hour and a half of beginning the attack, the Tripolitan colors were hauled down, and Lieutenant O'Bannon, with Midshipman Mann at his side, raised the American flag over the city of Derna.

The source materials used in the preparation of the painting and plate description were: contemporary portraits of William Eaton; details of the painting "The Bombardment of Tripoli," dtd 1805, by Michael F. Corne (Naval Academy Museum); "Uniform for the Navy of the United States of America," *Columbian Centinel* (Boston) 13Sep1797; Charles Prentiss, *The Life of the Late Gen. William Eaton* (Brookfield: E. Merriam & Co., 1813); and Glenn Tucker, *Dawn Like Thunder: The Barbary Wars and the Birth of the U.S. Navy* (Indianapolis: Bobbs-Merrill Co., 1963).

Swamp Ambush

St. Augustine

11 September 1812



Twelve-Mile Swamp, named for its approximate distance from St. Augustine, Florida, is even now a forbidding area of cypress bogs and palmetto thickets. Through this heavily wooded wilderness on the evening of 11 September 1812, passed a ragged column of 20 Marines and Georgia militiamen, led by Marine Captain John Williams, a sensitive, 47-year-old Virginian. His mission was to escort a pair of supply wagons from the main camp of the Patriot Army near St. Augustine to the blockhouse on Davis Creek, about 22 miles to the northwest. Williams and his detachment had come to East Florida to join an expedition intent on annexing the Spanish province, out of fears that the British would use Florida as an advance base for an invasion, and that escaped slaves would inspire insurrection in the southern states.

The Marines, half-starved, ill with fever, their dress uniforms tattered from months of frustrating shore duty with the Army, were more than a little uneasy as they eyed the surrounding thickets. They were well aware that bands of armed Seminole Indians and runaway slaves were active in the area. Anxious to reach the safety of Davis Creek before sunset, they hurried the blue military supply wagons through the gloomy swamp as twilight deepened.

Suddenly, the woods along the trail erupt with a blaze of musket fire as a large band of Indians and blacks fires a pointblank volley into the column. Williams, his sergeant, and the lead team of horses are downed by the first shots. The wounded captain is quickly assisted off the trail by one of his men. His uniform is that prescribed in the 1810 regulations—navy blue coat faced with red, buttoned and laced in front with a gold epaulet on the right shoulder and counterstrap on the left; white vest and pantaloons with a scarlet sash; black knee-high boots; and, at his side, a sword and cocked hat with cockade and plume.

Distinguishable in their blue coats, white pantaloons, and high crowned hats, Williams' Marines took up defen-

sive positions along the trail and returned fire with their standard-issue 1808 smoothbore, muzzle-loading flintlock muskets. The badly wounded Captain Williams watched as Captain Tomlinson Fort, his militia counterpart from Milledgeville, Georgia, took over command, exhorting the troops to continue the fight until the last cartridge. At length, he too was wounded and ordered a retreat further into the swamp. As the fighting ended, the enemy band destroyed one wagon and drove the other off with their own wounded inside.

During the night, part of the detachment made its way to the blockhouse, while Williams, too severely wounded to be moved, hid himself among the palmetto thickets. The next morning, a rescue force found the Marine captain—his left arm and right leg broken, and his right arm, left leg, and abdomen pierced by musket fire. Searching further, they found six more wounded in the brush, in addition to Williams' sergeant, stripped and scalped.

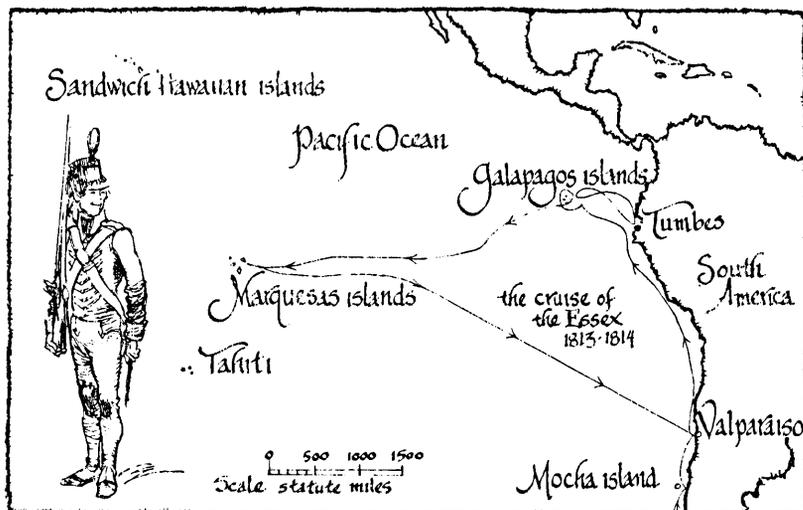
"You may expect," Williams wrote to Lieutenant Colonel Commandant Franklin Wharton four days later, "that I am in a dreadful situation, tho' I yet hope I shall recover in a few months." Despite being moved to the relative comfort of a nearby plantation house, Williams died on 29 September. The ambush in Twelve-Mile Swamp and Marine Captain John Williams' subsequent death proved to be the catalyst which brought an end to an ill-conceived and diplomatically embarrassing American scheme to annex Spanish East Florida by force.

Among the source materials used in the preparation of the painting and plate description were: sketches and photographs made by the artist on a visit to Twelve-Mile Swamp; Captain John Williams ltr to Lieutenant Colonel Commandant Franklin Wharton, dtd 15Sep1812 (Commandant's Letters Received, RG 127, National Archives, Washington, D.C.); J. H. Alexander, "The Ambush of Captain John Williams, U.S.M.C.: Failure of the East Florida Invasion, 1812-1813," *The Florida Historical Quarterly* 56 (Jan1978), pp. 280-296.

Parley at Nukuhiva

Marquesas Islands

8 January 1814



In early December 1813, the American frigate *Essex*, commanded by Captain David Porter, and a prize ship, renamed the *Essex Junior*, sailed eastward from the island of Nukuhiva toward the South American coast. Seven weeks before, Porter and five prizes had come to the Marquesas Islands to make repairs and to find “some relaxation and amusement” after five long months of raiding the British whale fishery in the Pacific. He and his crew, in addition to enjoying themselves, found time to erect a small hilltop fort and to put an end to an ongoing civil war between the coastal natives and hill people. Despite the pleasures the island afforded and the crew’s desire to remain, Porter finally decided it was time to leave and on 13 December the two ships weighed anchor. He left behind four prize ships with Marine Lieutenant John M. Gamble, 22 sailors and Marines, and six British prisoners, under orders to remain until May the following year. If no word had come they were to abandon the island.

With Porter gone, Lieutenant Gamble, an energetic New Yorker, endeavored to carry on the policy, laid down by his commander, of maintaining peace on the island. On 8 January 1814, after several days of torrential rains, Gamble and a few of his men gather on the shore of Taiohae Bay to hear a courier from a nearby coastal village. Wearing comfortable, but non-regulation dress—summer service Navy trousers, shirt, unbuttoned summer enlisted coat with captain’s rank attached, sword belt, sash, and chapeau—Gamble listens as a young tattooed Nukuhivan tells him that a tribe in the next bay is again at war. Behind the lieutenant stands a Marine in a tattered uniform, a sailor, and an assortment of natives. Three drunk and surly British prisoners watch from a distance.

Eager to keep the peace, not only for his own safety, but for “the harmony and advantage of the natives themselves,” Gamble later set out for the village with two boats and 12 armed men. On landing, the Marine lieute-

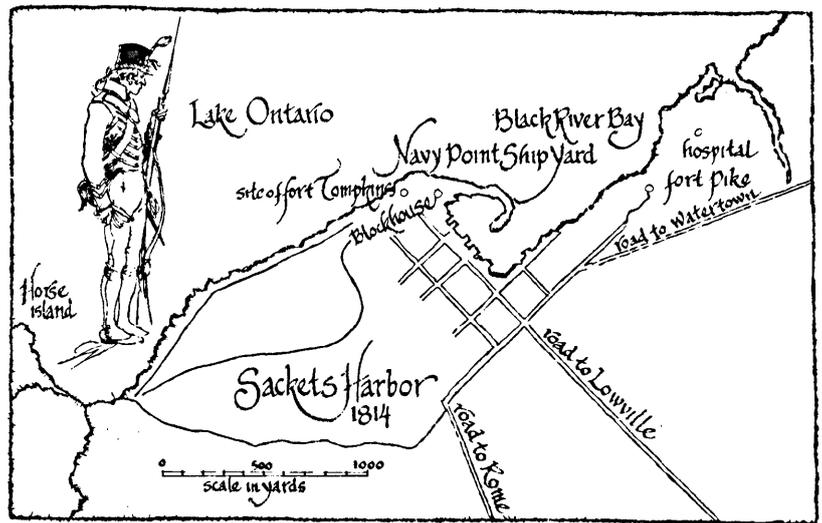
nant demanded to know the reason for the conflict. He reminded the villagers of the promise they had made to Captain Porter to live in peace, and endeavored again to convince them of the disadvantages of war. The village chiefs answered that while they were averse to war, the life of an innocent man had been taken. Gamble quickly put an end to the quarrel by demanding that the man’s killer be brought to him within two days, or the villages would be faced with an attack by his whole force.

While his peacemaking efforts succeeded among the natives, Gamble’s efforts at maintaining a semblance of discipline among his men began to fail. Sparked by petty jealousies, a desire to return home, and numerous provocations by the English prisoners, desertions increased and the garrison became mutinous. On 7 May, rebellion flared as English-led mutineers took one of the prize ships and put to sea. With his position on the island precarious, Gamble and the few loyal men remaining decided to make a run for it. Raising sail in the *Sir Andrew Hammond*, he and six crewman drifted northeastward without charts or navigational instruments. Fifteen days later they reached Oahu, where they were received warmly by the Hawaiians and American traders. To repay the Hawaiians’ kindness, Gamble agreed to take several chiefs to a nearby island, but while enroute they were captured by HMS *Cherub* and subsequently taken to Rio de Janeiro. Paroled in November 1814, Gamble, broken in health, finally reached the United States in August 1815.

Among the source materials used in the preparation of the painting and plate description were: David Porter, *Journal of a Cruise made to the Pacific Ocean, by Captain David Porter, in the United States Frigate Essex, in the Years 1812, 1813, and 1814*, 2d ed. (New York: J. & J. Harper, 1822); George H. Von Langsdorff, *Voyages and Travels in Various Parts of the World, during the Years 1803, 1804, 1805, 1806, and 1807* (London: Henry Colburn, 1813); Edwin H. Simmons, “The First Island Commander,” *Marine Corps Gazette*, Mar48, pp. iv cover.

Shipbuilding at Sackets Harbor New York

11 January 1814



Ten days before leaving Sackets Harbor, New York, for Washington in late December 1813, Commodore Isaac Chauncey wrote to the Secretary of the Navy that deaths among his men and those of the Army were rising at an alarming rate. "It is really disheartening," he sadly reported, "to see so many fine fellows sinking under disease with scarcely a possibility for saving them." The cold wintry weather was taking a toll. Of the 215 Marines under Captain Richard Smith stationed at Sackets Harbor, 32 were in the hospital, suffering from various illnesses ranging from frostbite to pneumonia. Despite all that the place could afford to make them comfortable, and the best medical assistance available, most would be dead within two to three days. Yet work on three vessels continued.

With the small squadron laid up and Lake Ontario frozen for the winter, the keels of two brigs and a frigate were laid in late December in an effort to maintain control of the lake and halt an expected British advance. Working feverishly despite the cold wind off the lake, civilian shipwrights, under the leadership of Henry Eckford, had nearly finished planking one of the two smaller vessels and were beginning to caulk by mid-January. At the same time, the inexperienced seamen and Marines from the fleet altered the blockhouse and increased its armament, while constructing bastions, platforms, messrooms, pickets, and a magazine for Fort Tompkins, should the British again attempt to attack and destroy the garrison as they had done in the spring of 1813.

On 11 January, following his return from New York with a load of supplies, Henry Eckford, with naval Master Commandant William Crane and Marine Captain Richard Smith, survey the final planking of the brig *Jefferson*; on either side stand the keels of the brig *Jones* and frigate *Superior*. As teams of oxen bring in the last loads of timber, under the shadow of the yet to be completed Fort Tompkins blockhouse, the three men discuss the progress

of construction and news received earlier in the morning from an American spy. The British at Kingston were preparing to attack, having requisitioned all sleighs in the Canadian province of Ontario for the purpose. The decision is made to continue work on the three vessels and build yet another fort at the main crossroads, a short distance inland. "You may rest assured," Crane writes Chauncey later in the day, "that we will not yield up the ships whilst men are left to man the guns."

The British attack never materialized, and upon the Commodore's return in late February, the three ships, as he reported to the Secretary of the Navy, were "in a great state of forwardness," and were expected to be launched about the first of May. This success was tempered, however, by the continued state of his men. "They suffer," he reported, "much beyond what anyone can form an idea of, unless they witness it . . . we have buried seven Marines out of a Corps of 180 and have this day on the sick report of the same corps 40 and our seamen in nearly the same proportion."

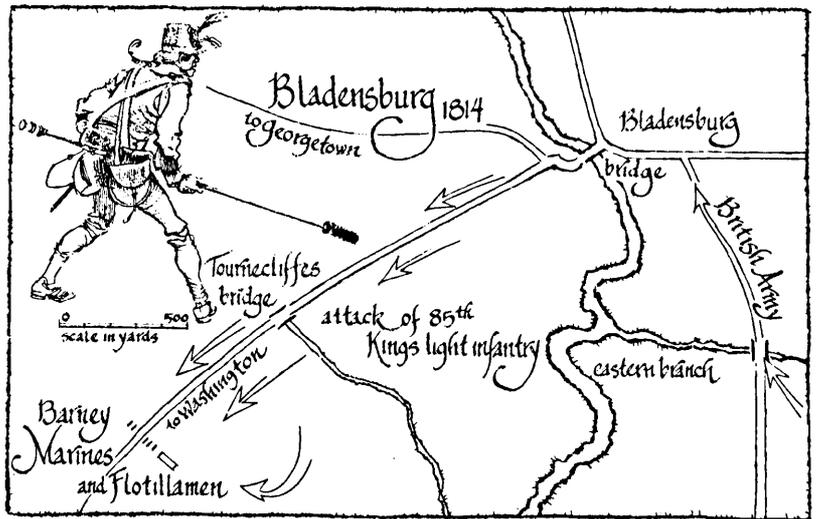
With the spring thaw and warmer weather, the winter illnesses slowly disappeared and work on the three vessels quickened. During the first week of April, the *Jefferson* and then the *Jones* were launched. Within a month the frigate *Superior* was also launched, and by late summer all three vessels joined the lake squadron in blockading British bases at Kingston and Niagara.

The following were among the sources used in the preparation of the painting and plate description: on-site sketches and photographs made by the artist; Commodore Isaac Chauncey ltrs to the Secretary of the Navy, dtd 19Dec1813, 20Dec1813, 24Feb1814, and 6Mar1814, (Captain's Letters, RG 45, National Archives, Washington, D.C.); Master Commandant William Crane ltrs to Commodore Isaac Chauncey, dtd 11Jan1814 and 1Feb1814 (Master Commandant's Letters, RG 45, National Archives, Washington, D.C.).

The Final Stand at Bladensburg

Maryland

24 August 1814



The battle had already been lost on the afternoon of 24 August: the “Bladensburg Races” were being run. Brigadier General William H. Winder’s 6,000 militiamen, facing British Major General Robert Ross’ regulars, had melted away, making retreat towards the capital as had President James Madison and his cabinet; only Commodore Joshua Barney’s stranded flotillamen and Captain Samuel Miller’s 103 Marines remained. Dust and smoke covered much of the action on the right flank where the Marines manned two of the three 12-pound “Gribeauval” field guns, hauled five miles from the Washington barracks to the little Maryland town that morning. The civilian drivers, in panic, had also departed with the ammunition wagons, leaving the guns with only enough charge and shot for two or three more rounds.

With the red jackets of the attacking 85th Foot barely visible through the smoke, Captain Miller, in uniform little changed since 1810, stands between two of the guns, guarded by Marine Sergeant Hilliday. A sore-footed sailor and a wounded Marine lay amid uniform coats, equipment, and weapons discarded in the heat of action. To the captain’s left, a bareheaded Marine rams a shot home, as another, still wearing his knapsack and priming horn, readies the vent; and two others, their shakos covered with soot, shift the gun with a handspike. The Marine crew of the other field gun, whose load of grape shot has just ripped through Ross’ lines, let out a cheer. Young T. P. Andrews, an adventuresome Washington schoolboy, bending over an ammunition box, readies another charge. On the crest of the hill and beyond, the row of Marine sharpshooters and flotillamen, including Commodore Barney’s black cook, Charles Ball, lay down a blanket of fire with their standard 1808 muskets.

A short time later, as Captain Miller’s 12-pounders again roared into action, Commodore Barney ordered a charge. In a hesitant surge, the line swept forward, forc-

ing the British light infantry to falter momentarily. But the Americans did not press the advantage; instead they returned to the guns. Eventually, the 85th gained the high ground on the right and poured musket fire on Miller’s gun crews as their marksmen crept closer. All at once, Captain Miller found himself locked in a duel with a British infantryman. Each fired and missed. Both reloaded, but while Miller was setting his flint, the Englishman fired again, shattering the captain’s left arm.

Deserted by their militia compatriots, flanked on the right, and with no ammunition, Commodore Barney, wounded in the thigh, ordered the guns spiked and his men to retreat. As they scattered, Barney, supported by his own lieutenants and accompanied by Miller and two other Marines—Captain Alexander Sevier, slightly wounded in the neck, and Lieutenant Benjamin Richardson—staggered a few yards and collapsed. Ordering his friends make their escape, Barney waited as the British overran the last American defense before Washington.

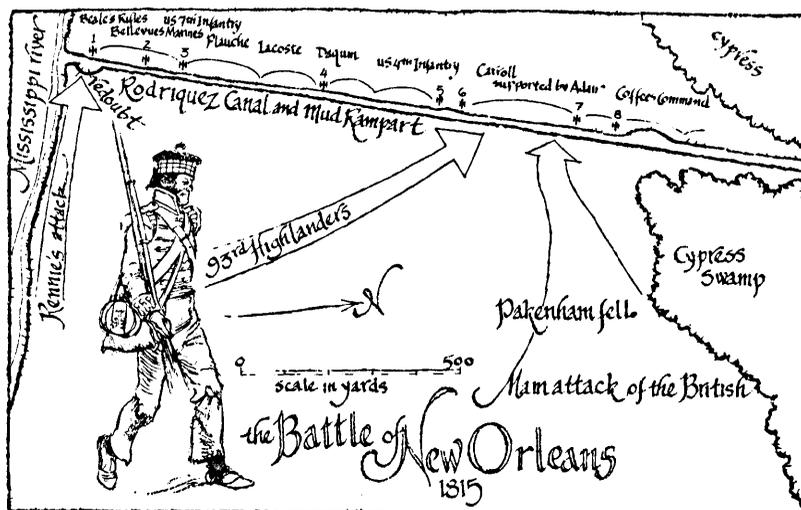
General Ross, with a force of 2,600 crack Peninsular veterans, had routed a raw American army of 6,000. Yet the triumph had its price. The British general lost over 250 killed and wounded, including 18 junior officers, most of whom had faced the defiant Marines and flotillamen under Commodore Joshua Barney and Marine Captain Samuel Miller.

Among the sources used in the preparation of the painting and plate description were: Major Edwin N. McClellan, *History of the United States Marine Corps*, 2 vols (Washington: HQMC Historical Section, 1925-1932); U.S. Congress, House, Special Committee, *Documents Accompanying the Report of the Committee Appointed on the Twenty-Third of September last, to Inquire into the Causes and Particulars of the Invasion of the City of Washington by the British Forces in the Month of August, 1814*. 13th Cong., 3d sess., Doc. No. 24, 1814; Walter Lord, *The Dawn’s Early Light* (New York: W. W. Norton & Co., 1972); H. L. Peterson, *Encyclopaedia of Firearms* (New York: Dutton, 1964).

Repulse of the Highlanders

New Orleans

8 January 1815



Major General Andrew Jackson and his 4,000 troops were ready. There was no hope of a British surprise on that cold, drizzly Sunday morning, five miles downriver from New Orleans. The Americans had Lieutenant General Sir Edward Pakenham's British camp, with its 5,000 troops, under observation. Jackson, outmatched in numbers by Pakenham, chose a position which left his enemy no choice but to advance some 2,000 yards across open ground under fire, while his own troops were sheltered by a mud rampart between 14 and 20 feet thick.

As light streamed across the fog-shrouded battlefield, the 56-man Marine detachment under the command of Lieutenants Francis de Bellevue and Philip de Grandpre scrambled into position next to Captain Thomas Beale's New Orleans Rifles. They were within the lines of the 7th U.S. Infantry, not far from the Mississippi. Their wait was short, as Brevet Lieutenant Colonel Robert Rennie's three light infantry companies of the 21st (Royal North British Fusiliers) Regiment, 43d (Monmouth) Regiment, and the 93d (Sutherland Highland) Regiment, in an effort to draw fire away from the main attack, stormed the artillery redoubt in front of their position.

Pressing his advantage, Rennie and the 93d Highlanders leap into the ditch separating the redoubt from the main breastwork and attempt to claw their way to the top without the aid of fascines and scaling ladders. Atop the breastwork, the Marines, dressed in the prescribed uniform for 1810, fire into the advancing attackers, bringing down two of every three.

Below, the Highlanders continued to push forward. Their dress for the campaign was unusual for a Scottish regiment. The headgear was not the typical Kilmarnock bonnet, but the Highland regiment's fatigue cap, the "hummell" bonnet. It had a high band of red and white dicing, and a small dark-blue crown with a small "tourie"—green for the light infantry. At the back were

two black ribbons tied in a "beau" knot.

The jacket was the regular infantry style of scarlet for the officers and brick red for the rank and file. The facing color for the ranks was lemon yellow, with the regimental braid of white with yellow worm, turnbacks of white, and flat pewter buttons, with a crowned "93." The trousers were tartan, but it is assumed that large numbers wore blue-gray pantaloons, with a red side-seam for the officers, as they were a part of the uniform from the winter of 1806 until the regiment's departure for America. Field officers of the flank companies normally wore buff or white britches and Hessian boots, and carried a regular infantry saber when not wearing a kilt.

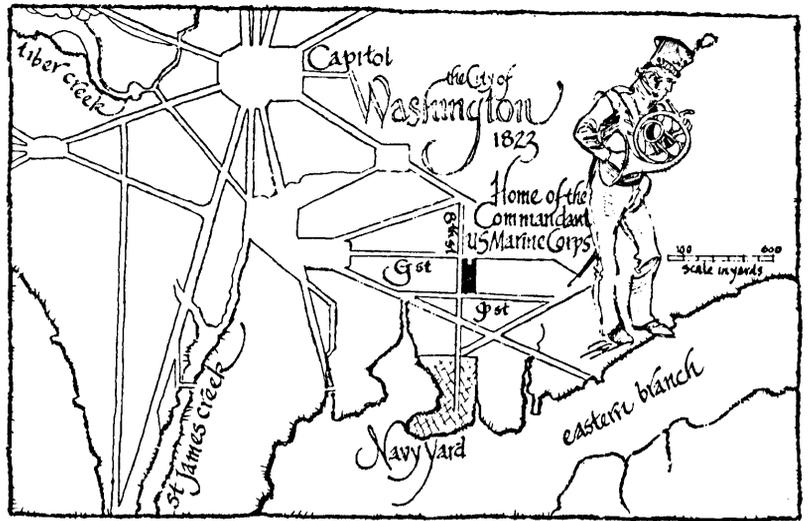
Despite their attempt, the Highlanders failed to breach the breastwork; Lieutenant Colonel Rennie was killed by one of Beale's riflemen. In the end, their numbers became too few without the reinforcement, and the Scots retired from the ditch and redoubt. The light companies had lost two-thirds of their officers and men; Lieutenants de Bellevue and de Grandpre's Marines lost not a single man.

The main charge against the center of Jackson's line was met with tremendous, incessant musket fire, compelling the two British columns to retreat after an action of less than an hour. Jackson's casualties were negligible, yet the battlefield was heaped with British dead and wounded. With the retreat and acceptance of defeat, the British in the days following began withdrawing their forces.

Among the sources used in the preparation of the painting and plate description were: Wilburt S. Brown, *The Amphibious Campaign for West Florida and Louisiana, 1814-1815: A Critical Review of Strategy and Tactics at New Orleans* (University of Alabama Press, 1969); R. J. Marrion, "93rd Highland Regiment, 1814-1815" (Plate no. 332), *Military Collector & Historian*, Winter 1969, pp. 126-128; Brigadier General A. E. J. Cavendish, C. M. G., *An Reisineid Chataich: The 93rd Sutherland Highlanders Now 2nd. Bn. The Argyll and Sutherland Highlanders (Princess Louise's), 1799-1927* (Privately Printed, 1928).

Commandant's Wedding Reception Washington Marine Barracks

17 October 1823



On Thursday evening, 16 October 1823, Washington's most eligible bachelor, Lieutenant Colonel Commandant Archibald Henderson was married to Anna Maria, the second daughter of Anthony C. Cazenove, a well-known merchant, in Alexandria, Virginia. The following day, Henderson brought his bride to the Washington barracks, and in the late afternoon, hosted a reception where he formally introduced her to the city's society.

Born in 1783 at Colchester, Virginia, a small seaport on the Potomac River, south of Washington, Henderson was appointed a Marine second lieutenant in June 1806. As a captain, he served on board the *Constitution* and participated in engagements with the British ships *Cyane* and *Levant* in 1815, for which he was subsequently awarded a gold sword by his native state. Three months following the court martial of Lieutenant Colonel Commandant Anthony Gale in September 1820, President James Monroe appointed Brevet Major Henderson to be Lieutenant Colonel Commandant of the Marine Corps.

Gathered in the garden behind the Commandant's residence on the bright fall afternoon, Lieutenant Colonel Henderson and his bride greet the assembled guests. Serenaded by the small Marine Band, dressed in red coats and white linen summer trousers, the new mistress of the barracks welcomes the former Secretary of the Navy, Smith Thompson, followed by Doctor Edward Cutbush, surgeon to the barracks and the nearby Washington Navy Yard, and Marine and Army officers, their wives, and children.

Lieutenant Colonel Henderson and his young bride were to occupy the Commandant's House for more than 36 years, during which time Henderson put the fragmented Corps on a more solid and highly respected footing, while his wife saw to the establishment of a genuinely happy family life. This, for the Commandant, included nine children and the care of the young officers

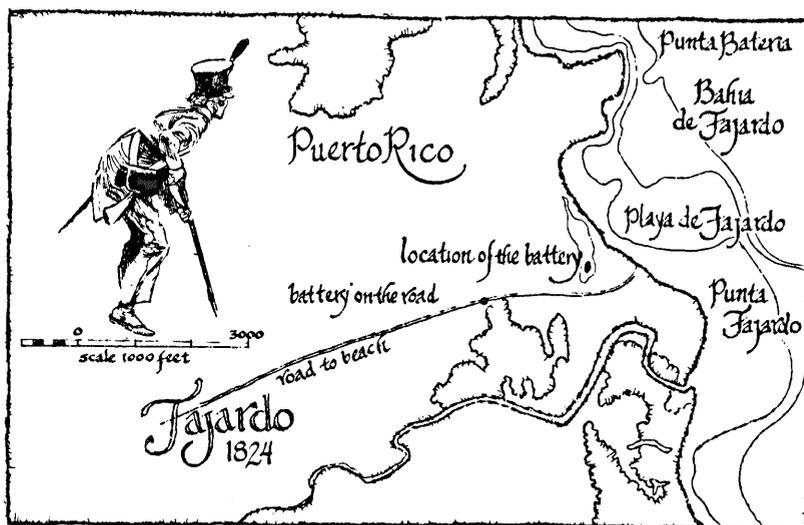
assigned to the barracks. It is rumored that the Commandant who occupied that house for so long now occasionally pays his respects as he watches over the Corps which still retains the spirit and traditions established by Archibald Henderson.

Among the source materials used in the preparation of the painting and plate description were: Karl Schuon, *Home of the Commandants* (Quantico, Virginia: Leatherneck Association, Inc., 1974); *Daily National Intelligencer*, 18 October 1823; and James C. Tily, *The Uniforms of the United States Navy* (New York: Thomas Yoseloff, 1970).

Foray into Fajardo Bay

Puerto Rico

14 November 1824



Being sworn, Marine Lieutenant Thomas B. Barton took the stand on 12 July 1825 at a general court martial being held at Marine Barracks, Washington. Before him was arrayed the cream of the Navy, and at the defendant's table sat his former commanding officer, Navy Captain David Porter, charged with committing hostile acts against Spanish subjects and disobedience of orders. Lieutenant Barton's testimony that July morning would center on the events of 14 January 1824 at Fajardo, Puerto Rico.

About eight in the morning on the 14th, noted the Marine lieutenant, the schooners *Grampus* and *Beagle*, entered Fajardo Bay, on the east end of the island of Puerto Rico, then a possession of Spain and a pirate stronghold. On board were over 200 sailors and Marines under the command of Captain David Porter, who was destined to exact an apology for an insult given Navy Lieutenant Charles T. Platt and the American flag a month before.

The two ships anchored opposite a steep 80-foot cliff overlooking the shallow bay. Atop the Spaniards had erected a makeshift fort that was ringed with gabions (baskets of earth) and that contained two old 18-pounder bronze Spanish cannon. Seeing 15 to 20 people in the battery who were loading and training the guns on the *Grampus*, Captain Porter ordered Barton and the 14-man Marine guard to "proceed in the direction of the two-gun battery, with as little hazard as possible, and take the fort, spike the guns, and destroy the ammunition." An hour after anchoring, the launch containing Barton and his men pulled away from the *Grampus*, headed for shore. Within a short time, he succeeded in flanking the battery.

Without his shako, armed with two pistols, Lieutenant Barton peers over the crest of the cliff where the fuze smolders alongside one unmanned gun. The other Marines, spread out in anticipation of resistance, are dressed in the standard summer-issue white linen cossack overalls, blue single-breasted coats, black beaver shakos with a

plume of red plush, and carry an assortment of weapons — 1817 Hall muskets with bayonets, pistols, and cutlasses.

Once over the top, Barton and his Marines took possession of the abandoned two-gun battery. They found one gun charged with a cartridge of powder, a round shot, a canister filled with grape shot, musket balls, and spikes; the other was partly charged. The guns were spiked with files and, according to orders, the ammunition destroyed. After securing the battery, Barton and his men reembarked and proceeded in the direction of the main body of sailors and Marines, which had landed near the road leading to the town of Fajardo.

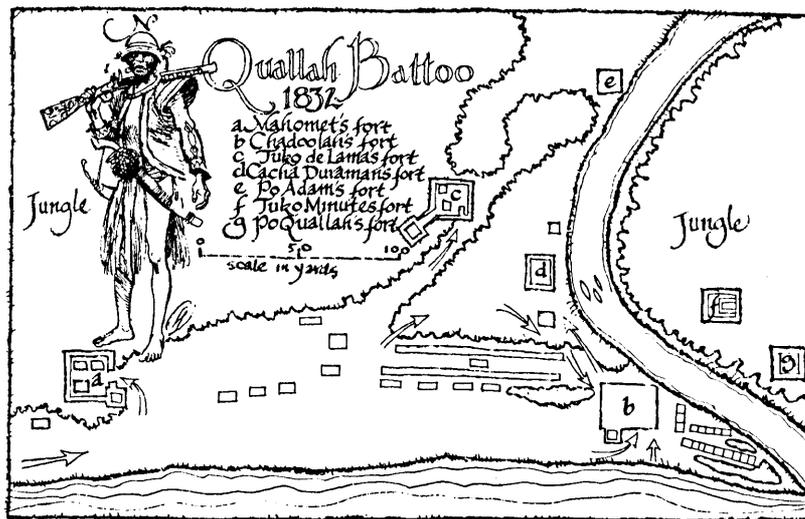
While Barton's Marines protected the boats at the landing, the main body of close to 200 troops, led by Lieutenant Horatio N. Crabbe's 24 Marines and two drummers, made their way under a flag of truce toward Fajardo. Near the town they met the *alcalde* and captain of the port, who, after some discussion, offered Lieutenant Platt an apology and invited Captain Porter and his troops to partake in some refreshment. Afraid that the sailors and Marines might get out of hand, Porter refused the offer and ordered his men to return to the beach.

At the end of his testimony, Lieutenant Barton was excused. But his and others' testimony was not enough to save their captain, who was sentenced to a six month's suspension of his commission and at the same time praised for zeal in dealing with the West Indian pirates.

The sources used as a basis for the painting and plate description were: on-site research by the artist to insure accuracy of topography and vegetation; *Minutes of Proceedings of the Courts of Inquiry and Court Martial, in Relation to Captain David Porter: Convened at Washington, D.C. on Thursday, the Seventh Day of July, A.D. 1825* (Washington: Davis & Force, 1825); Sidney B. Brinckerhoff and Pierce A. Chamberlain, *Spanish Military Weapons in Colonial America, 1700-1821* (Harrisburg: Stackpole, 1972); Harold L. Peterson, *Roundshot and Rammers* (New York: Bonanza Books, 1969).

The Storming of Quallah Battoo Sumatra

6 February 1832



Less than 10 degrees north of the equator on the island of Sumatra lies the rich pepper-growing region of Acheen. Since the late 1790s, New England trading ships had stopped along the island's western coast to exchange Spanish silver for the spice, needed not only to flavor and preserve food, but for the lucrative trans-Atlantic trade with northern Europe. In January 1831, one of these American merchantmen, the *Friendship*, dropped anchor off the Sumatran town of Quallah Battoo to take on a load of pepper; instead, a band of Malay pirates boarded the ship, murdered a large part of the crew, looted the vessel, and drove her ashore. Although the ship was eventually recaptured and returned, her owners sent a vigorous protest to President Andrew Jackson demanding retribution.

At New York, the frigate *Potomac* was rigged and ready to sail. Under orders to proceed to China via Cape Horn and the Pacific, her route, as a result of the protest and public outcry, was changed to the Cape of Good Hope and the Indian Ocean. On 5 February, after five months of hard sailing and a little more than a year after the attack on the *Friendship*, the American frigate, camouflaged as a large Danish East Indiaman, anchored about five miles off Quallah Battoo.

At two the following morning, after a night of busy preparation, 280 sailors and Marines entered the ship's boats and moved off in the attack. Soon after landing, the men of the *Potomac* were divided into groups, each assigned to one of the four forts guarding the town. As the first streaks of daylight appeared, the column, led by the Marines under Lieutenants Alvin Edson and George Terrett, moved forward. A short distance from the town, each division filed off to attack its respective fort; the Marines heading for Tuko de Lima, nestled in the jungle behind the town.

Within minutes of the Americans' approach, the Malays were alerted and the fighting became intense. As

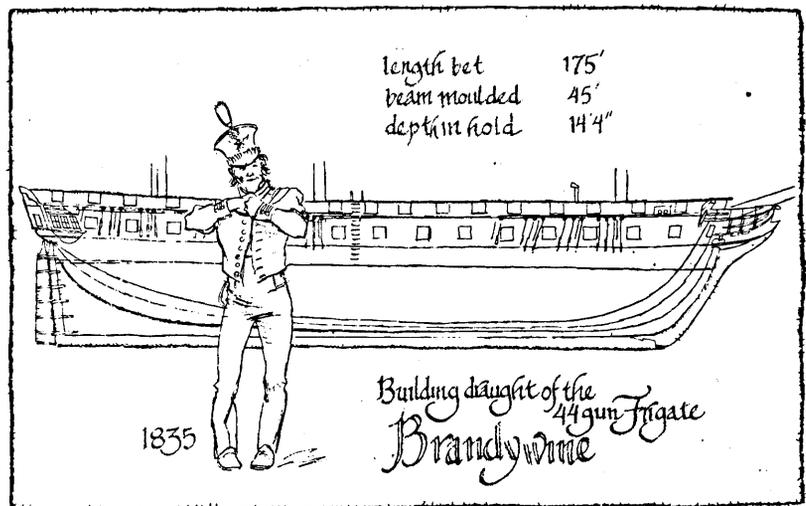
Lieutenants Edson and Terrett and their Marines neared Tuko de Lima, the enemy met them with cannon, muskets, and blunderbusses. Rushing forward, the Marines, whose "superior discipline" and "ardour seemed fully to compensate for their want of numbers," broke through the outer walls and captured the fort. Leaving Terrett in charge, Edson, with a small guard, proceeded through the town to join in the attack on the remaining fort.

As smoke from the other burning forts drifts overhead, Edson, his Marines, and a detachment of sailors smash through the outer bamboo walls of Duramond's fort and engage kris-wielding Malays. Dressed in full uniform, Lieutenant Edson parries the lunge of a defender with his Mameluke sword, while a Marine at his side does the same with his bayonet. Within minutes the fort is taken, and the Malays are forced to retreat into the jungle.

The forts dismantled, the town on fire, the Malays cowering in the jungle, and the surf rising rapidly, the sailors and Marines were recalled. Under cover of a small Marine guard, the boats pulled off from shore and headed for the *Potomac*. The whole raiding party was on board the frigate by 1000. Later in the day, all hands gathered on deck to witness the burial of their three shipmates, one sailor and two Marines, killed in the attack. The next morning, the *Potomac* moved within a mile of Quallah Battoo, ran out her long 32-pounders and bombarded the town, before raising full sail and heading for sea.

The source material used in the preparation of the painting and plate description were: James Duncan Phillips, *Pepper and Pirates: Adventures in the Sumatra Pepper Trade of Salem* (Boston: Houghton Mifflin Company, 1949); J. N. Reynolds, *Voyage of the United States Frigate Potomac, Under the Command of Commodore John Downes, During the Circumnavigation of the Globe, in the Years 1831, 1832, 1833, and 1834* (New York: Harper and Brothers, 1835); Francis Warriner, A.M., *Cruise of the United States Frigate Potomac Round the World, During Years, 1831-34* (New York: Leavitt, Lord & Co., 1835).

Changing Back to Green Off Valparaiso, Chile May 1835



Near the end of May 1835, a supply ship arrived off the Chilean coast and rendezvoused with the frigate *Brandywine*, which with the sloops *Fairfield*, *Vincennes*, and two schooners had been cruising the Pacific for nearly a year. In addition to provisions and new orders from the Secretary of the Navy, she carried several hogsheads and trunks containing new uniforms consigned to the frigate's Marine detachment under the command of Captain Charles C. Tupper, a native of New York, and Second Lieutenant George W. Robbins, of Rhode Island.

When Andrew Jackson became president in 1829, he brought with him a great respect for the military heritage of the young republic. With an eye on tradition, the distinguished old soldier directed, shortly after he began his second term in March 1833, that uniforms worn during the Revolutionary War be restored by the Army and Marine Corps, signaling the first major change in Marine uniforms in 30 years. Within a month, new regulations were issued by Lieutenant Colonel Commandant Archibald Henderson calling for a return to the green and white regimentals of the Continental Marines and designating 4 July 1834 as the date when the order was to take effect. But by January 1834, prospects for procuring green cloth and other accoutrements had dimmed. With a considerable number of old blue uniforms still available, the President authorized a delay in issuing the new uniform "until the clothing now on hand will probably be exhausted . . . 'till the 1st day of January 1835."

Based loosely on the uniform then worn by the Army, the order specified a "grass green," double-breasted coat, edged in buff for officers (single-breasted for enlisted), with two rows of 10 gilt buttons each, and near knee-length turned-backed skirts. Light grey trousers, with a buff stripe down the outer seam, were to be worn by both officers and noncommissioned officers during the colder months, while white linen drilling trousers, without a

stripe, were prescribed for warmer climates and months of the year.

Under the watchful eye of Lieutenant Robbins, the detachment's sergeant, and several smirking seamen, the *Brandywine's* Marines gather on the frigate's berthing deck and begin changing from the old blue into the new green uniform. In the center is the detachment's drummer, kneeling over the trunk, about to exchange his old-style red uniform for the new, also in red.

Although officers commented that "nothing . . . could exceed the beauty of the dress," the Corps' green uniform was subsequently abandoned when it was discovered that the green dye in the coats was subject to noticeable fading after repeated exposure to the sun. Consequently in May 1839, only five years after its adoption, the Secretary of the Navy authorized yet another major uniform change, this time to blue and scarlet. As in the change from blue to green, large quantities of green uniforms remained, and the date for changing from green back to blue was postponed until July 1841. Among the items associated with the green uniform to remain was the distinctive stripe (now red) on the Marine noncommissioned officers' trousers, which eventually applied to dress uniforms of Marines above the rank of private.

The sources for the painting and plate description were: detailed research by the artist into ship construction to insure the accurate portrayal of the *Brandywine's* berthing deck; *Dress of the Officers; Non-Commissioned officers, Musicians and Privates of the Marine Corps of the United States*. (Washington: 10 April 1833); Tom Jones and Richard A. Long, "U.S. Marine Corps, 1835-1840," Plates No. 546 and 547, *Military Collector & Historian*, 1984.