



A Pictorial History

The **MARINES**
in the
REVOLUTION

HISTORY AND MUSEUMS DIVISION
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The birth of the Marine Corps took place two centuries ago in the midst of the American Revolution. Intervening years, however, have done something to our recollection of the circumstances. The legends and a good body of tradition remain but a good deal of the reality has been filtered out. When we look back we see Marine Captain Samuel Nicholas and his three companies advancing across the fields of Princeton on a cold winter morning in January, or Nicholas singlehandedly directing the capture of the island of New Providence; we see the tall, lanky, enlisted Marine picturesque in a clean, bright, green uniform; but somehow it all seems to be out of a pageant, and neither Nicholas nor the men who followed him quite come alive.

A romantic haze has settled over the whole affair, and when we look through it the facts tend to become blurred. What is most worth remembering — the thing that so often is forgotten — is the fact that like all of history's wars the American Revolution, and Continental Marine participation in it, was a hard, wearing, bloody,

and tragic business — a struggle that we came very close to losing.

But all of this says nothing more than that Continental Marines were human. Most were willing to fight hard and even die for what they believed in order to make the dream of independence and freedom come true. They did not have a very easy time, and it is not surprising that a number of them got confused and discouraged now and then. But behind those who broke rank were others who were just as willing to take their place.

This pictorial history is an attempt to give flesh and blood to that group of men who in a small way helped give us our independence, to get back to the reality beneath the legend — not only in the text written by Charles R. Smith, but also through a series of paintings created by Major Charles H. Waterhouse, USMCR. If the history provides a clearer understanding of what took place on a number of significant dates during the eight hard years, if it breathes a little life into the legend and tradition, it will have served its purpose.

The First Recruits December 1775

A resolution passed by the Continental Congress on 10 November 1775 brought the Marines into existence. Within three weeks officers were appointed and the recruitment of several companies began. By mid-December recruits thus far enlisted were assembled on the Willing and Morris Wharves and assigned the duty of guarding Continental ships and stores on colonial Philadelphia's waterfront.

As the first Marines were assembled Captain Samuel Nicholas and Lieutenant Matthew Parke, dressed in green coats and off-white waistcoats, breeches, and facings, stood by as a sergeant brought his men to order.

Both the sergeant and privates were dressed and equipped as they might have enlisted; the sergeant in a uniform of the French

and Indian War with a British army sword hanging from his waist, and the recruits dressed in hunting shirts, frock coats, petticoat breeches, and carrying homemade powder horns, cartridge boxes, and an assortment of British and French muskets. Then as now, the sight of drilling troops probably attracted a variety of interested spectators.

Partially obscured by the two ranks of privates and the gathered spectators is the stern of the *Alfred* — flagship of the Continental fleet commanded by Commodore Esek Hopkins. In early January 1776, Continental Marines would board her and six other ships of the Hopkins' squadron and within two months, land and occupy the British island of New Providence in the Bahamas.



Landing at New Providence 3 March 1776

Two weeks to the day after leaving Cape Henlopen, Delaware, ships of the Continental Fleet under Esek Hopkins rendezvoused three leagues north of Nassau harbor in the early morning hours of Sunday, 3 March 1776. The sounds of alarm that greeted the Americans' careless show of force argued the wisdom of an indirect attack against Fort Montagu, the weaker of the two forts which guarded the island of New Providence.

A short time before noon, 230 Marines and 50 seamen under the command of Marine Captain Samuel Nicholas jumped from longboats into the surf, about two miles east of the fort. Carrying Tower muskets, cartridge boxes, bayonets, and wearing a variety of civilian coats, white vests and breeches, and hats, the Marines gathered ashore in preparation for their march toward the fort.

The Continental Marines, in their first amphibious assault, captured Fort Montagu in a battle as "bemused as it was bloodless." After resting the night in their prize, the invasion force completed the job of securing the island by taking Fort Nassau and arresting Governor Montfort Browne the next morning.

But Browne and his council had the last laugh, for while the Marines rested in Fort Montagu and the Continental Fleet stood far to the east, Browne managed to deprive the Americans of the gunpowder they had sought by sending it out the unguarded harbor to St. Augustine, Florida, and safety.

Angered by the loss, Hopkins had the forts and town stripped bare of cannon and cartridge before departing the island with the fleet on 17 March 1776.



A Marine Lieutenant Dies 6 April 1776

The voyage northward following the raid on New Providence was routine. An hour into the midnight watch on 6 April 1776, however, the situation changed; two unidentified sails were sighted to the southeast. All hands were called to quarters as the distance closed, and it became clear that one of the vessels was a ship of considerable size. She proved to be the *Glasgow*, a 20-gun ship of the Royal Navy, accompanied by her tender.

On board the *Alfred*, Marine Captain Samuel Nicholas was roused out of bed and his company ordered to assemble. Once collected and outfitted for action the Marines were divided into two groups; one group under First Lieutenant Matthew Parke taking the main deck, and the other under Captain Nicholas and Second Lieutenant John Fitzpatrick manning the quarter deck.

As the *Cabot* reeled away under the weight of the *Glasgow's* cannon, the *Alfred* was brought into action. In one of the first exchanges, Captain Nicholas' second lieutenant, John Fitzpatrick, was felled by a musket ball. "In him," Nicholas later wrote, "I have lost a worthy officer, sincere friend and companion, that was beloved by all the ship's company."

After several more broadsides a lucky shot from the *Glasgow* carried away the *Alfred's* wheel block and lines making the ship unmanageable and causing her to broach to. As her crew attempted to bring her under control other ships of the fleet managed to work their way into the fight before the *Glasgow* turned about and made all possible sail for Newport harbor, her stern guns firing all the while.



Defeat on Lake Champlain 13 October 1776

In the fall of 1776, the American Revolution appeared doomed to the ignominious fate of a suppressed insurrection. The invasion of Canada had collapsed with the assault on Quebec, where General Richard Montgomery was slain, and the other colonial commander, Benedict Arnold, severely wounded, was forced to flee southward with his men.

Determined to thrust southward up Lake Champlain, capture Albany, and split rebellious New England from the remaining colonies, Sir Guy Carleton, Governor General of Canada and the British commander, spurred the construction of a large fleet at St. Johns on the Richelieu River.

Upon hearing rumors that the British fleet had been completed and was in motion up the lake, Arnold ordered his fleet at Crown

Point to set sail. Late on 11 October 1776, the two fleets met off Valcour Island. Hour after hour throughout the long afternoon the fight continued until the superior British fleet drew out of range, concluding that the following day would see the destruction of its adversary. Resolved that there would be no surrender, Arnold guided the fleet silently by the slumbering British and made his escape up the lake.

On 13 October, two days after the battle, the two fleets met again. As the British closed in, Arnold ordered the five remaining galleys beached. Soon after the boats were grounded, the Marines were directed to jump over board, ascend a bank on shore, and form a line in order to provide covering fire against the British while Arnold put the torch to the five vessels.



Marines with Washington at Princeton 3 January 1777

Encouraged by his success against the Hessian garrison at Trenton on Christmas night 1776, General George Washington determined upon a further stroke. Crossing the Delaware River again on 30 December, he reoccupied Trenton. General Charles Cornwallis, who commanded a large British force occupying the town of Princeton, at once responded by marching toward Trenton to give battle. After a rather indecisive skirmish at Assanpink Creek on 2 January 1777, Washington withdrew a short distance to the eastward and set up camp.

Full of confidence, the British commander made his camp, believing that at last he had caught the elusive American general, and that with the dawn of the next day, he would be able to scatter or crush the opposing army. Washington, however, had other ideas. When night had fallen he gathered his forces, leaving guards to keep his camp fires burning throughout the night, and set out to force his way through the rough country to his rear, around to the Princeton road.

At sunrise on the 3d, the British 17th and 55th Regiments just

outside Princeton on their way to reinforce Cornwallis were startled to see an American army rapidly approaching. Quickly ordering up the 40th, the guard at Princeton, British Colonel Charles Mawhood opened up with his cannon and sent the 17th forward with fixed bayonets.

The violent charge hurled the Americans under General Hugh Mercer back in disorder. Pennsylvania troops under General John Cadwalader and Marines under Captain Samuel Nicholas quickly took over the fight, but they too were repulsed. Washington, fearing a rout, rode up and personally reformed the Virginians, Pennsylvanians, and Marines.

Appealing to their patriotic fervor, Washington led the Americans in an extended line to within 30 yards of Mawhood's redcoats. "Fire," he shouted. An American volley, then a British — smoke enveloped both forces. But the Americans had the better of it, and as the red line broke and scattered, Washington urged his men on, exclaiming, "It's a fine fox chase, my boys!"



The Evacuation of Billingsport 2 October 1777

Defenses along the Delaware River were planned to protect Philadelphia, the capital of the new republic, against a possible invading naval force. Aware of these defenses, the British entered the Chesapeake and took the capital by the land route.

By late September 1777, the enemy was in the rear of these defenses and could bring up cannon along the Pennsylvania shore. The fort at Billingsport, on the New Jersey side of the river, was part of these defenses, but because all the breastworks faced down-river, the fort was unprepared to resist an assault from the rear. With an attack on Billingsport more than a possibility, General George Washington ordered the garrison evacuated to Fort Mifflin on 28 September, but it was already too late.

That very night the British 10th and 42d (Black Watch) Regiments marched out of Germantown destined to take Billingsport. During the next two days they moved down to Chester, crossed the

Delaware near Marcus Hook, and marched up the New Jersey side toward the fort. Along the way they twice routed New Jersey militia forces under Brigadier General Silas Newcomb.

With news of the Jersey militia in retreat, Colonel William Bradford ordered the immediate evacuation of the 112-man Billingsport garrison to Fort Mifflin on the morning of 2 October. Guard boats officered by Continental Marine Lieutenants Dennis Leary and William Barney of the brig *Andrew Doria* worked feverishly until most of the ammunition and men were transferred to safety. A few Marines remained behind to spike the guns and set fire to the fort's buildings.

By noon all had been completed and there were several exchanges of shot as the last of the evacuation force jumped into the one remaining guard boat and started rowing out to the *Andrew Doria*.



Flag Raising at New Providence 28 January 1778

Shortly after his arrival at Georgetown, South Carolina, Captain John Peck Rathbun of the sloop *Providence* was informed by a merchant captain who had just returned from the Bahamas that the *Mary* had put into Nassau for repairs. The news immediately brought back memories of his brief encounter with the enemy brig off New York several months before. In the short but heated battle, Rathbun's well-liked sailing master, George Sinkins, was killed. Now, wrote his captain of Marines, John Trevett, "we ware. . . Determind to Take Fort Nassau and then we Could Have Command of the Town and Harber and take What we Pleased."

About midnight on 27 January 1778, after a month's sailing, the *Providence* dropped anchor off the western point of Hog Island, and the sloop's barge was lowered into the water. Twenty-six Marines, under Marine Captain Trevett, filled their pockets with extra cartridges and went ashore, landing a mile west of Fort Nassau.

Cautioning his men to remain silent, he and his Marines made their way through an opening in the palisade, over the fort's stone wall, and quickly captured the two-man British garrison. At daybreak the following morning, Trevett had the Stars and Stripes hoisted over the decaying fort.

After capturing the *Mary* and two other schooners in the harbor, Trevett maintained an elaborate scheme to convince the islanders that there was a large force in the fort throughout the next two days. By the 30th of January, the captured vessels were manned and ready for sea. Only Trevett and a few Marines remained ashore to complete the evacuation. As soon as Trevett and his men were on board, the *Providence* and her captives put to sea for New Bedford, Massachusetts.



Willing's Marine Expedition February 1778

In the period prior to the Revolution, James Willing, scion of a prominent Philadelphia family, had engaged in trade at Natchez. In the fall of 1777, he received, through the influence of his brother Thomas and a close friend, Robert Morris, a commission from Congress that authorized him to organize a volunteer company of Marines to be drawn from the hardened soldiers then stationed at Fort Pitt; secure and arm a large boat; proceed down the Ohio and Mississippi Rivers, winning the assistance or forcing the neutrality of all the inhabitants along the river's east bank; and then return to Fort Pitt, conveying five boats loaded with dry goods and arms for the cause.

With matters of supply and organization quickly settled, Willing and his 34-man company departed the fort in the armed boat *Rattletrap* on the night of 10 January 1778. Recruiting more men as he went, Willing succeeded in slipping by British outposts along the Ohio and upper Mississippi Rivers.

By mid-February, his flotilla had reached the plantation of Colonel Anthony Hutchins, a short distance above Natchez. Under

the cover of darkness a party was sent out to seize the prominent loyalist, his property, and slaves which were loaded on board the armed galley *Rattletrap*.

Several days later the expedition arrived at Natchez where several more prominent pro-British residents were seized. As soon as Willing passed the southern boundary of the Natchez district, his progress became an orgy of plunder — plate, slaves, and provisions were seized, and much other property was burned. A period of inactivity followed the expedition's arrival at New Orleans — then more forays were made into the countryside against British sympathizers.

After several more unsuccessful attempts to enforce neutrality, the Marines started up the west side of the Mississippi under Lieutenant Robert George in order to join General George Rogers Clark in the Illinois territory, while Willing himself departed by sea for the east.



Launching of the Whitehaven Raid 22 April 1778

Early in April 1778, Captain John Paul Jones in the 20-gun Continental sloop *Ranger* sailed from Brest in France for the Irish Sea. His intention was to “end the barbarous ravages perpetuated by the British in America.” To accomplish this seemingly impossible task, he proposed to descend upon an English port, destroy merchant shipping, and carry away a person of distinction to be held as a hostage for the release of American prisoners.

April 22 dawned fair and cold; snow covered both sides of Solway Firth and the Isle of Man. After several days at prize taking, Jones now decided to carry out his planned descent upon the English coast. Of the numerous seaports which dotted the inlets and coves, the *Ranger's* captain settled upon the port of Whitehaven, partly because he knew it well, having sailed from there for Virginia at the age of 13, and partly because of information which placed a large number of vessels within its harbor.

By midnight, the *Ranger* had crossed the Firth but was still miles away from the port. Wishing not to lose the advantage of darkness, Jones ordered two boats lowered and 30 volunteer Marines and seamen over the side. Jones took command of one boat, while Marine Lieutenant Samuel Wallingford of Somersworth, New Hampshire, officered the other.

The early morning raid on Whitehaven, a second raid later in the day at St. Mary's Isle, accomplished little. Indignation, however, ran high. British ports along the coast were alerted and militiamen mobilized.

Although the raid on Whitehaven had been bloodless and the affair at St. Mary's Isle in the nature of an outing, the battle with HMS *Drake* the following morning tested the *Ranger's* crew. Within one hour of the first broadside, the *Drake* was a badly beaten ship; beaten at a cost of three lives, among them Marine Lieutenant Samuel Wallingford.



John Adams Reviews Jones Marines 13 May 1779

On 13 May 1779, soon after John Adams, American Commissioner to France, arrived at the port of L'Orient, France, on board the Continental frigate *Alliance*, he and 16 other officers and gentlemen were given an elegant dinner by John Paul Jones at L'Epee Royal, a fashionable inn situated on the port's waterfront. The dinner conversation, according to Adams, was not very instructive, but "we practiced the old American Custom of drinking to each other, which I confess is always agreeable to me."

After the repast Adams was escorted by Jones outside the inn to view the commodore's Marines. According to the American Commissioner, they were "dressed in the English Uniform, red and white," instead of the green prescribed by Congress in 1776.

However, the Marines, particularly the officers, were wearing the proper uniform of a red coat with white waistcoat and breeches. They were members of the *Infanterie Irlandaise*, Regiment de Walsh-Serrant, who had volunteered for service as American Marines on board the *Bonhomme Richard*.

In the months following the Adams review, Jones and his Marines carried the war to Britain's shores. On 23 September off Flamborough Head they met the two-decked *Serapis* of 44 guns and the *Countess of Scarborough* of 20 guns. Commanding a vessel hardly seaworthy, Jones and his seamen and Marines fought and won in little more than three hours one of the most desperate and bloody battles in American naval history.



Assault at Penobscot 28 July 1779

In spring of 1779 the British commander-in-chief in North America, General Sir Henry Clinton, directed that a strong outpost be established on the tip of the Bagaduce Peninsula in Penobscot Bay, Maine. Brigadier General Francis McLean, military commander of Nova Scotia, led 700 troops of the 74th Foot (Argyle Highlanders) and 82d Foot (Hamilton Regiment) ashore in mid-June to begin work on what became Fort George.

Word of the British intrusion into what was then Massachusetts territory soon spread southward. At Boston militia troops were quickly assembled under the command of Brigadier General Solomon Lovell. Captain Dudley Saltonstall of the Continental frigate *Warren* brought together an impressive array of Continental, Massachusetts state, and privateer vessels.

On board ships of the Continental and Massachusetts navies were slightly over 300 Marines commanded by the senior Marine officer of the fleet, Captain John Welsh of the *Warren*. On 19 July,

less than a month after news of the British occupation, the American expedition cleared Boston harbor.

Two days after their arrival in Penobscot Bay (28 July 1779) 200 Marines under Captain Welch and an equal number of militiamen scrambled out of ships boats and climbed the steep, heavily forested bluff guarding the peninsula's western approaches, initiating a drive that was intended to rid the area of the red-uniformed British troops.

The bold Marine-led assault was successful in gaining the bluff and securing a foothold on the peninsula, but the expedition failed in its objective. After two weeks of skirmishes and abortive attacks, the American fleet was forced by the appearance of a large British relief squadron to retire up the Penobscot River. There the Americans burned their ships and retreated southward through the Maine wilderness. The landing at Bagaduce proved to be the last amphibious assault conducted by Marines until the War with Mexico in 1846.



Fighting Tops 29 May 1781

Early in May 1781, the Continental frigate *Alliance* sailed home from France. Between the Newfoundland Banks and the American coast she moved cautiously for that stretch of water was dominated by the enemy. The weather, however, proved to be more destructive. Amid booming rolls of thunder and a heavy sea on the 17th, a bolt of lightning struck the main topmast, carrying away the mainyard and springing the foremast. A new topmast was stepped in and the foremast fished, and the *Alliance* continued her course.

His Majesty's sloops-of-war *Atalanta* and *Trepassey* cleared St. John's, Newfoundland, early in May on a cruise against the rebels. On the afternoon of 28 May, they observed a large sail four leagues to the southwest. With darkness coming on, the two sloops hauled their wind, and sailed within sight of her all night. At sunrise on the 29th, they hoisted English colors and their drummers beat the crew to quarters.

Across a league of mirror-smooth water, Captain John Barry in the *Alliance* did likewise. As the distance between the opponents dwindled, he opened the engagement with a thundering broadside.

Floating in a sea of smoke, Marines in the fighting tops attempted to find their mark. Below the roar of cannon fire was almost incessant, punctuated by the crack of Marine muskets, the screams of the wounded and dying, the shouts of sweaty, powder-covered combatants — “a living hell on the face of the placid ocean.”

Shortly before three in the afternoon, a wind sprang up which slowly swung the *Alliance* about. The entire starboard battery was then brought to bear upon the enemy. The *Trepassey's* colors came down after one blistering broadside. The *Atalanta* still showed fight, but one more broadside ended her resistance.



Ohio River Row Galley Summer 1782

As the American Revolution drew to a close General George Rogers Clark was faced with the monumental task of maintaining military control over the Ohio River valley. With few men at his disposal, he decided to construct an armed row galley for use in securing the navigation of the Ohio, particularly at the mouths of the Miami River and Licking Creek.

By early May 1782, Clark was able to report that the galley would be completed with 20 days. She had a 73-foot keel, carried 46 oars, and would mount eight cannon. The *Miami*, as she was later called, had gunwales four feet high and thick enough to stop both arrow and bullet while traversing narrow parts of the river.

It was no easy task to assemble the 110-man complement required, for few men had the nautical skills needed. Among the first steps taken by Clark was to authorize the recruitment of a company of Virginia State Marines. Placed under the command of Captain

Jacob Pyeatt, the Marines constituted the vessel's gun crew and were expected to guard the ship's magazine.

The services performed by the *Miami* galley and the Marines on board her are vague but impressive. Her summer patrol of the Ohio adjacent to Shawnee Territory caused alarm among the Indians who thought General Clark was preparing for an incursion. Although they had planned to strike at Wheeling, the Indians instead broke off the march in order to defend their own territory.

The *Miami* had a rather short career. According to the report of a private who served on board her, she was sunk at Bear Grass not far from the Falls of the Ohio (Louisville, Kentucky) in September 1782. The remaining men of Pyeatt's Marine company were then transferred to the Illinois Regiment where they served until the end of the war.



Mustering Out 1 April 1783

News of the treaty of peace reached the *Alliance*, the last Continental frigate in active service, on 31 March 1783. It found her anchored off Petuxet, some five miles below Providence, Rhode Island. With the war's end and the decision to use the frigate as a cargo vessel made, a majority of the crew was discharged; included among those released from duty were 33 out of the last 41 Marines.

On the first day of April, the Marines gathered ashore for their final pay. Under the watchful eye of Marine Lieutenant Thomas Elwood, the Marines were paid in coin and given a certificate of service as the company clerk read the roll. A bit worn-looking after a rather long and circuitous cruise from France, they eagerly stowed away their gear and headed for home.

With the discharge of Lieutenant Elwood six months later, Continental Marines passed from the scene. For more than seven

years this small force did its part to achieve final victory against the British.

Writing in 1839, James Fenimore Cooper gave the American Marine his much deserved, and long overdue recognition: "At no period of the naval history of the world, is it probable that marines were more important than during the war of the Revolution."

Existing records indicate that approximately 131 officers held Continental Marine commissions. The number of non-commissioned officers and enlisted men is not exactly known, but probably did not exceed 2,000. In comparison with the Army and Navy, the corps of Continental Marines was relatively small, but it contributed measurably to the British defeat.





About the Paintings and the Artist

When it was decided that a book on Marines in the Revolution was to be researched and written for the Bicentennial the matter of proper illustrations for the work was considered. Illustrations preferably should be in color. They should be meticulously researched in every detail. And, they should be painted by an artist with a feel and a flair for recording military and naval activities, an abiding interest in history and historical reconstruction, and a master of romantic realism. Such an artist was found in Charles Waterhouse.

Waterhouse had been a Marine in World War II where he had been wounded at Iwo Jima fighting with the 5th Marine Division. Inspired towards an art career by the Marine drawings of Colonel John W. Thomason and Colonel Donald L. Dickson he returned from the war to study art at the Newark School of Fine and Industrial Art.

In the years after graduating from the Newark School, Charles Waterhouse produced a tremendous volume of work for national magazines in a wide range of media, techniques, subjects, and audiences. This career was extended during the Vietnam years to on-the-scene military art as Waterhouse, under the auspices successively of the Marine Corps, Navy, Air Force, and Army visited Vietnam, Alaska, the Western Pacific, and the Atlantic as a combat artist.

For the past 17 years Waterhouse also served as lecturer-instructor for illustration at his alma mater, the Newark School. Then in 1973 he returned to active duty as a Marine Reserve major to execute this series of painstakingly researched and empathetically painted scenes of Marine activities in the American Revolution as part of the Marine Corps' Bicentennial observance. The research and painting of the 14 works occupied Major Waterhouse for the better part of 18 months.

Major Waterhouse's series of "Marines in the Revolution" paintings are being used a multitude of ways during the Bicentennial years. The original 40" x 60" acrylic paintings are being shown widely in public galleries and museums. Beginning in January 1975 — the Marines' Bicentennial Year — they are appearing as wrap-around covers for the Corps' professional journal, the *Marine Corps Gazette*, and also in a color reproduction portfolio of the 14 paintings. They have been used in color to illustrate *Marines in the American Revolution*, a major historical work which is being published by the Government Printing Office, as well as in black and white in this short pictorial history. They are also being used as the basis for a slide show in the Marine Corps vans of the Armed Forces Bicentennial Exhibit Van caravans and in the Marine Corps Museum and Memorial in New Hall in Philadelphia's National Independence Historical Park.

Sources

The fourteen original paintings created by Major Charles H. Waterhouse, USMCR, are based upon extensive research. Much time and effort was spent consulting contemporary 18th century documents and artwork in an attempt to represent accurately those events selected to be portrayed from the eight-year existence of Continental Marines.

The First Recruits: The painting includes two Marine officers, a sergeant, and two ranks of privates. The two officers represent Captain Samuel Nicholas and Lieutenant Matthew Parke, whose portraits were taken from existing miniatures. The ship stern pictured in the background is that of the *Alfred*. It is based upon advice and the extensive research of Dr. John J. McCusker, Jr., of the University of Maryland and other experts in the field of 18th century ship construction at the Smithsonian Institution.

Landing at New Providence: The ship *Alfred* appears once again in the background of this painting. It is based upon the extensive research of Dr. John J. McCusker, Jr., and upon a recent painting of the ship by Colonel Phillips Melville, USAF (Ret.), a noted naval artist.

A Marine Lieutenant Dies: Contemporary American and British ship models were the basis upon which the artist recreated the sea battle between the Continental ship *Alfred* and HMS *Glasgow*.

Defeat on Lake Champlain: The five ships of Arnold's Champlain Fleet were recreated from contemporary drawings and the gondola *Philadelphia* which now rests in the Smithsonian Institution.

Marines With Washington at Princeton: The reconstruction of the battle of Princeton is based upon a painting of the same subject completed around 1789 by William Mercer. The portrait of General George Washington is taken from an existing contemporary portrait by Charles Willson Peale.

The Evacuation of Billingsport: Research on the site at Billingsport is based upon contemporary maps and field inspections by the artist and Brigadier General Edwin H. Simmons. The portrait

of Marine Lieutenant William Barney (officer standing in the boat) is broadly based upon an engraving of the subject by Charles St. Memin, completed in 1798.

Flag Raising at New Providence: Contemporary maps and plans were used to reconstruct Fort Nassau, a portion of which appears in this painting.

Willing's Marine Expedition: Contemporary accounts of galleys constructed at Pittsburgh form the basis upon which the armed boat *Rattletrap* was reconstructed for this painting.

Launching of the Whitehaven Raid: Central among the figures portrayed is that of Captain John Paul Jones, whose portrait is based upon the famous Houdon bust.

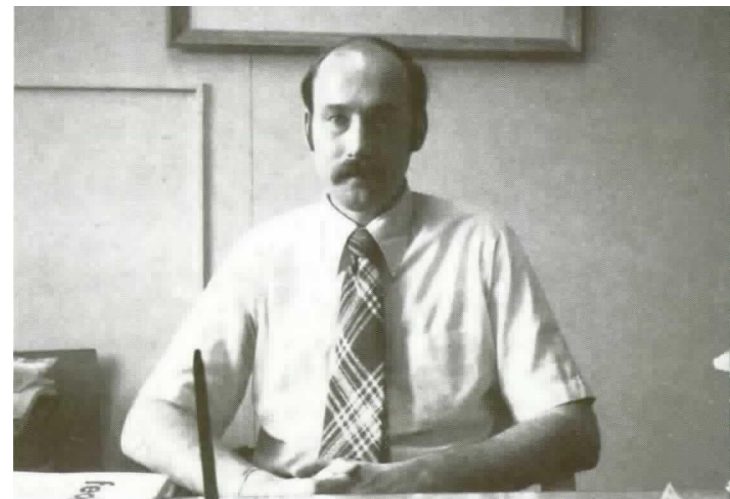
John Adams Reviews Jones' Marines: The uniforms of the *Infanterie Irlandaise*, Regiment de Walsh-Serrant are based upon extensive research into both American and French archives by Mrs. John Nicholas Brown of Providence, Rhode Island, and Mr. Eugene Lelievre of Montrouge, France. The portrait of John Adams is after a painting by John Trumbull, while the John Paul Jones portrait is based upon the Houdon bust.

Assault at Penobscot: Research on the site at Penobscot, Maine, is based upon contemporary maps and field inspections by Mr. Charles L. Updegraph, Jr.

Fighting Tops: The painting of the *Alliance* by Continental Marine Captain Matthew Parke and ship models form the basis upon which the sea fight between the *Alliance* and British sloops *Atalanta* and *Trepassey* was recreated.

Ohio River Row Galley: A contemporary account forms the basis upon which the armed galley *Miami* was reconstructed for this painting.

Mustering Out: The Continental frigate *Alliance* is based upon a painting of the ship by Matthew Parke and British plans of her sister ship the *Confederacy*.



Author

Charles Richard Smith, who wrote the plate descriptions for this booklet, is the author of *Marines in the Revolution: A History of Continental Marines in the American Revolution, 1775-1783* (Government Printing Office, 1975).

Smith, a native of San Mateo, California, was educated in that state's school system and holds an Associate in Arts degree from Foothill College (1964), Bachelor of Arts in Political Science and Bachelor of Arts in History degrees from the University of California (1966), and a Master of Arts degree in History from San Diego State University (1968).

From 1968-1970, Smith served in the U.S. Army as an enlisted man, including a year in Vietnam.

In 1971, he was engaged by the History and Museums Division of Headquarters, U.S. Marine Corps as a civilian historian.

The device reproduced on the back cover is the oldest military insignia in continuous use in the United States. It first appeared, as shown here, on the Marine Corps buttons adopted in 1804. With the stars changed to five points this device has continued on Marine Corps buttons to the present day.

