

# THE OLD HICKORY CHRONICLE

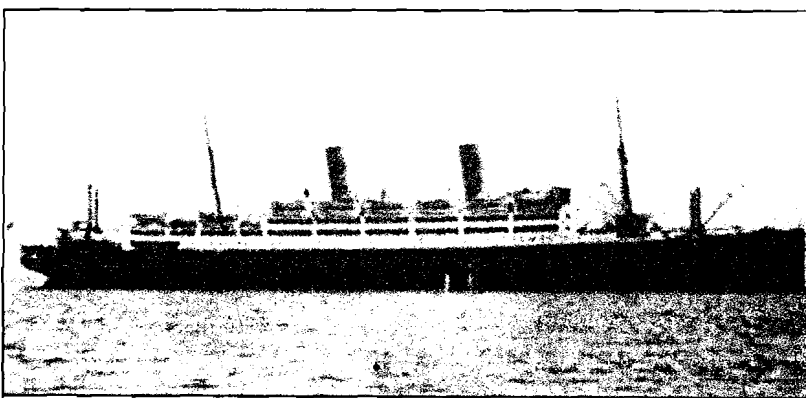
Newsletter of the Old Hickory Association

November/December 2002

## Three Ships in One The story of the Kungsholm, John Ericsson and Italia

In the 1920<sup>s</sup>, there was a great number of shipping companies operating on the lucrative North Atlantic run. One of the recent newcomers was the Swedish American Line (SAL), which had started its regular sailings with their first *Stockholm*, formerly the Holland-Amerika liner *Potsdam*, back in 1915. The company had actually been formed to profit on the great number of people emigrating to America, but by the time line was established, the great emigration wave was decreasing. But, in the early 1920<sup>s</sup>, a few years of poor economic climate resulted in what was to be known as 'the final wave' of Swedish emigrants. And as Swedes naturally preferred to cross on Swedish ships with Swedish crews, the company was able to earn a small share of the mass migration to the New World. The line's fleet grew when Canadian Pacific's *Virginian* was purchased and renamed *Drottningholm* in 1920 and Holland-Amerika's *Noordam* was chartered to sail under the name *Kungsholm* in 1923. The latter ship would however only serve the company for a year before she was returned to the Holland-Amerika Line. As the Twenties neared its end, it was evident to the directors of SAL that the great emigration had ended. The Swedish American Line had by now instead established itself as a link between former emigrants and their old homeland and relatives who had stayed behind. But this traffic was not enough to earn the money needed, and so the company turned its attention towards the cruising business.

With these plans in mind, two new ships were ordered for the fleet in the late Twenties. The first of them was the *Gripsholm*, which was delivered from the Newcastle-upon-Tyne yards of Armstrong, Whitworth & Co. in 1925. She was in many ways a very innovative ship. Fitted with Diesel engines, the *Gripsholm* became the very first motor ship on the North Atlantic run. Equally notable, the *Gripsholm*'s interiors had been done in a fashion that would be suitable also for cruises. The *Gripsholm* was an immediate success, and this opted for yet another new build. This time, the order was placed at the shipyards of Blohm & Voss in Hamburg. And so, on March 17<sup>th</sup> 1928, the latest addition to the Swedish American Line's fleet was launched and christened *Kungsholm*.



The lovely profile of Sweden's Kungsholm.

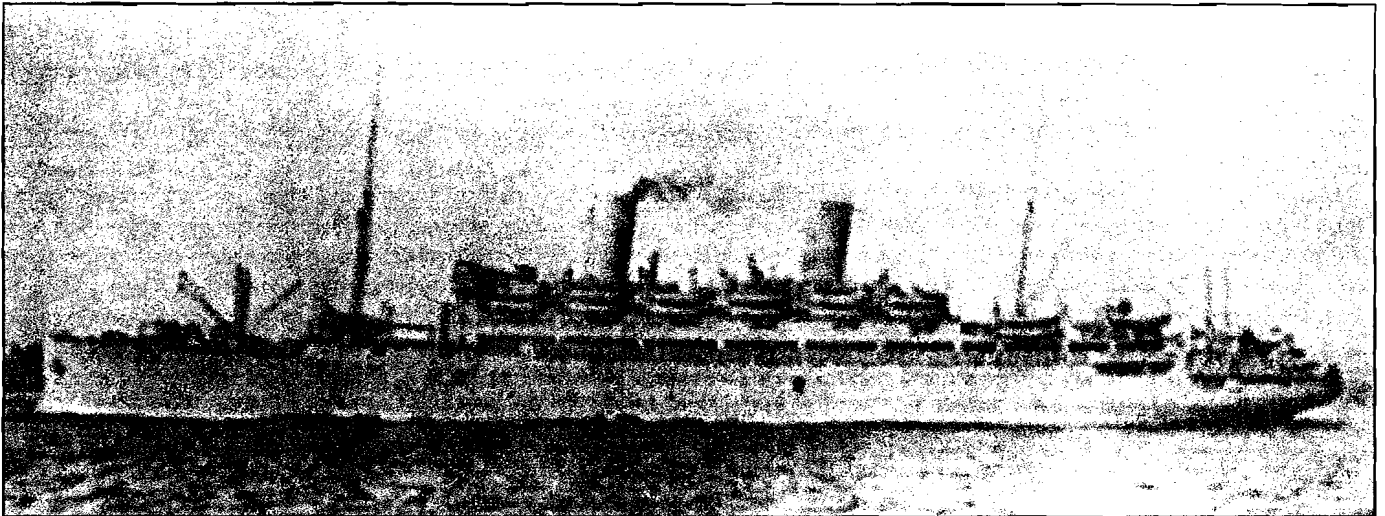
After seven months of fitting out and decoration, the new *Kungsholm* was ready to enter SAL service. She was a much anticipated liner, and the company directors were hoping for a new success. Like *Gripsholm*, *Kungsholm* was equipped with Burmeister & Wain Diesel engines, but in many ways she differed from her older running mate. For one thing, she was about 3,000 gross tons larger. Furthermore, her interior design was very unique. The company wanted the *Kungsholm* to be somewhat of a showcase for Sweden, and so contemporary Swedish art and architecture had been used to full extent in the ship's decoration.

As a result, the *Kungsholm* emerged with public areas boasting rich colors, hardwoods, artistically worked metals and numerous paintings and artwork by renowned artists. She had also been designed with equality in mind. Although a three-class vessel on the North Atlantic, the

interiors on *Kungsholm* could easily be unified as one for cruising purposes.

However, the ship got to a very auspicious start when on her sea trials in October an explosion occurred in the engine room and killed three men. Indeed, this was a tragedy, but repairs were quickly carried out to avoid any delays.

On November 24<sup>th</sup> 1928, *Kungsholm* set out from Göteborg on her maiden voyage to New York. By now, *Gripsholm* had already inaugurated SAL's cruise program and *Kungsholm* was sent on her very first cruise – in the Caribbean – on January 19<sup>th</sup>, 1929. The Swedish American Line's reputation of offering splendid cruises was rapidly spreading, and it seemed as if this was the business of the future. With the financial situation growing worse by the day, more and more ships were taken off their regular North Atlantic run and sent off to do cheap cruises in warmer waters. The changing times were not least evident in 1932, when *Kungsholm*'s passenger accommodations were rebuilt and Second Class was re-labeled Tourist Class. *Kungsholm* remained on the North Atlantic run during the 1930<sup>s</sup>, making cruises during the off-season. But in September 1939, the Second World War erupted in Europe, and suddenly the waters around the British Isles had been turned into a scene of great danger. To keep her out of harm's way, the *Kungsholm* was instead employed making cruises out of New York. But, after a little more than two years of raging war in Europe, Japanese forces attacked Pearl Harbor on December 7<sup>th</sup> 1941, and thereby prompted the United States to enter the war on the side of the Allied forces.



*The former Kungsholm as the troop transport John Ericsson.*

Now, the need arose for a great number of troopships to transport American forces to the battlefields across the globe. On December 12<sup>th</sup>, the *Kungsholm* was seized by the United States authorities for use as a troop transport. Less than a month later, on January 2<sup>nd</sup>, she was sold to the US War Shipping Administration and renamed *John Ericsson*. When she had been refitted with bunks and provisions for war duties, she entered service managed by the United States Lines. For the duration of the conflict, *John Ericsson* served as an American troopship in the Pacific Ocean and the Mediterranean Sea. (Sailing from the Boston Port of Embarkation on February 12th, 1944, the *John Ericsson* carried the 117th Infantry Regiment of the 30th Infantry Division to Liverpool, England.) She also participated in the invasion of Normandy on D-day, 1944. When the war finally came to an end in 1945, *John Ericsson* was retained in American service for repatriation work. By 1947, these had been carried out and the ship was again available for peacetime passenger service. But she was no longer the ship that she once had been. When the Americans had converted her to a troopship in 1942, she had been practically plundered bare. In addition, in March of 1947 the ship was badly damaged by fire while in New York, thereby making her even more unattractive for passenger service.

In July 1947, the ship was bought back by the Swedish America Line. But the company no longer had any interest in operating her, so she was instead sold to Home Lines after only a few months. The ship's new owners sent her to the Ansaldo shipyards of Genoa for a refit. Renamed *Italia*, she emerged on April 8<sup>th</sup>, 1948.

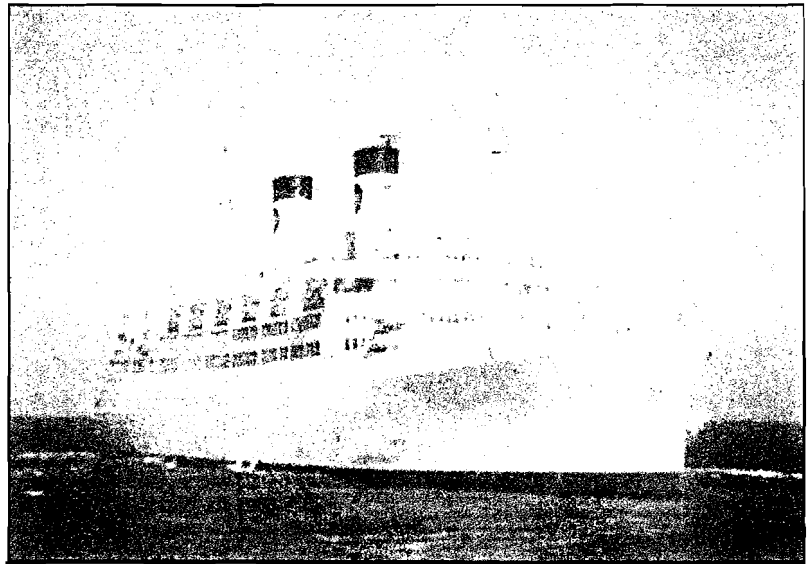
Sporting the bright colors of the Home Lines, the *Italia* was now ready to start a new career. On July 27<sup>th</sup> 1948, she made her premiere voyage with the company from Genoa to South America. She remained on this run for about a year until 1949, when in June she was instead placed on the Genoa-New York route.

In 1952, the *Italia* was removed from the Mediterranean and was instead put on the Hamburg-New York run, with Hamburg-Amerika Line as managers. Two years later, she was involved in an accident. On October 6<sup>th</sup> 1954, whilst docking at Steubenhöft, Cuxhaven, the tug *Fairplay 1* suddenly got caught under the *Italia*'s bow and was pushed underwater. The accident resulted in the loss of two lives. *Italia* remained on the Hamburg-New York run as the 1950<sup>s</sup> neared its end. She was now pushing towards her 30<sup>th</sup> birthday, and was beginning to show signs of age. In 1958, the *Italia* was sent to the yards of Howaldt Hamburg to have her passenger accommodations refitted. When she returned to service in March of 1959, she was placed on the Hamburg-Quebec run with a capacity for 140 people in First Class and 1,150 people in Tourist Class. In 1961, the *Italia* was once again re-deployed, this time to the New York-Nassau run. In addition, she was also used for cruises in the Caribbean. But by now the end of her career was approaching rapidly. In 1964 she was sold Freeport Bahama Enterprises. They renamed her *Imperial Bahama*, but as such she would never see passenger service. Instead, she was used as a floating hotel. However, not even this last task would last very long. The following year, she was sold for scrap. On September 8<sup>th</sup> 1965, the former *Kungsholm* arrived at Bilbao, where she would spend her dying days.

**Henrik Ljungström**

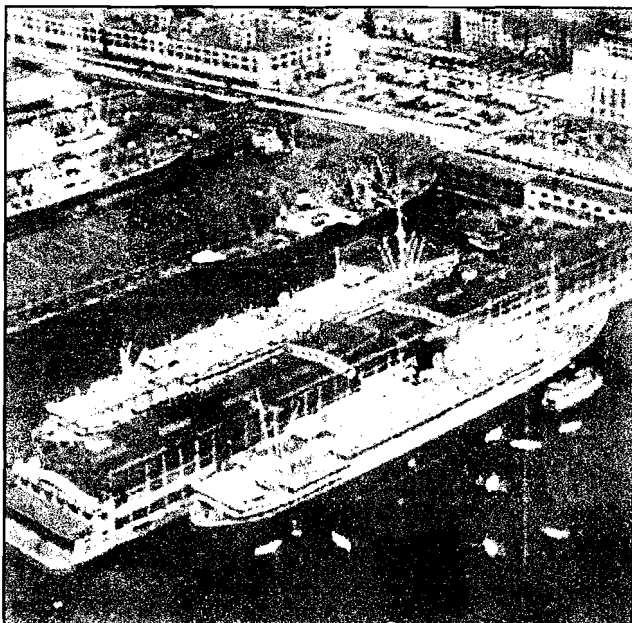
### The Kungsholm/Italia - Specifications:

Length: **609 feet** (186.1 m)  
 Beam: **78.1 feet** (23.9 m)  
 Tonnage: **20,223 gross tons**  
 Engines: **Burmeister & Wain Diesels turning two propellers.**  
 Service speed: **17.5 knots**  
 Passengers: **1,575 people**



In 1948, the former Kungsholm emerged as Home Lines' Italia

This ships history was found at the following website: <http://www.greatoceanliners.net/>



The two ships pictured at left are the sister ships Brazil and Argentina. The Argentina carried the 120th and the Brazil the 119th.

# *Tool Identification Guide*

submitted by Galen Dilworth

**HAMMER:** Originally employed as a weapon of war, the hammer nowadays is used as a divining rod to locate expensive parts not far from the object we are trying to hit.

**MECHANIC'S KNIFE:** Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on boxes containing tonneaus, soft tops, and leather upholstery kits.

**HAND ELECTRIC DRILL:** Normally used for spinning steel Pop rivets in their holes until you die of old age, but it also works great for drilling mounting holes in fenders just above the brake line that goes to the rear wheel.

**PLIERS:** An adjustable tool used to round off bolt heads.

**CRESCENT WRENCH:** See PLIERS

**HACKSAW:** One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

**AVIATION METAL SNIPS:** See hacksaw.

**WISE-GRIPS:** Used to round off bolt heads. If nothing else is available, they can also be used to rapidly transfer intense welding heat to the palm of your hand.

**OXYACETYLENE TORCH:** Used almost entirely for lighting various flammable objects in your garage on fire. Also handy for igniting the grease inside a brake drum you're trying to get the bearing race out of.

**WHITWORTH SOCKETS:** Once used for working on older British cars and motorcycles, they are now used mainly for impersonating that 9/16 or 1/2 socket you've been searching for the last 15 minutes.

**DRILL PRESS:** A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against that freshly painted part you were drying.

**WIRE BRUSH WHEEL:** Cleans rust off old bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprint whorls and hard-earned guitar string calluses in about the time it takes you to say, "Ouch..."

**HYDRAULIC FLOOR JACK:** A device used for raising a vehicle off of the ground.

When RAISING - The first stopping point will ALWAYS be 1/2 inch below the top of the Jack Stand. When LOWERING - The stopping point of the Jack will ALWAYS be 1/2 inch above the height needed to remove the Jack.

**EIGHT-FOOT LONG DOUGLAS FIR 2X4:** Used as a long lever with crushable ends.

**TWEEZERS:** A tool for removing wood splinters caused by the above.

**PHONE:** Tool for calling your neighbor to see if he has another hydraulic floor jack.

**GASKET SCRAPER:** Theoretically useful as a sandwich tool for spreading mayonnaise or peanut butter. Used mainly for getting dog-doo off your boot.

**PUTTY KNIFE:** A shorter and wider version of a GASKET SCRAPER (above).

Who the heck uses putty anymore anyway

**E-Z OUT BOLT AND STUD EXTRACTOR:** A tool that snaps off in bolt holes and is ten times harder than any known center punch or drill bit.

**TIMING LIGHT:** A stroboscopic instrument for illuminating the grease that has built up on a harmonic balancer.

**TWO-TON HYDRAULIC ENGINE HOIST:** A handy tool for testing the tensile strength of ground straps and fuel lines you may have forgotten to disconnect.

**1/2 x 16-INCH SCREWDRIVER:** A large motor mount prying tool that inexplicably has an accurately machined screwdriver tip on the end without the handle.

**PHILLIPS SCREWDRIVER:** Normally used as a non-drifting drift to ALMOST align motor-mount holes. Can also be used, as the name implies, to round off Phillips screw heads.

**BATTERY ELECTROLYTE TESTER:** A handy tool for transferring sulfuric acid from a car battery to the inside of your toolbox after determining that your battery is dead as a doornail, just as you thought.

**TROUBLE LIGHT:** The mechanic's own tanning booth. Accurately called a "drop" light. It is a good source of vitamin D, "the sunshine vitamin," which is not otherwise found under automobiles at night. Health benefits aside, its main purpose is to consume 60-watt light bulbs at about the same rate that 105-mm howitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading. Makes a tinkling sound and a whisp of smoke when splashed with radiator coolant.

**AIR COMPRESSOR:** A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a Chicago Pneumatic impact wrench that grips rusty bolts last tightened 50 years ago by someone in Michigan, Germany, or England and twists them off.

**PRY BAR:** A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

**TUBING CUTTER:** A very accurate tool used to cut brake and fuel lines exactly 1/2 inch too short.

**6-FOOT STEEL TAPE:** A long slender steel ribbon with inch marks. Steel tapes ALWAYS break-away and bend downwards just before you reach the point

to which you are measuring.

**BEAM-TYPE TORQUE WRENCH:** A long tool used for precisely tightening nuts and bolts. Chief characteristic of using = The handle will ALWAYS contact firewall or fender-well just BEFORE the required torque value is reached.

**CLICK-TYPE TORQUE WRENCH:** A long tool used for precisely tightening nuts and bolts. May also be used as a very accurate and expensive BREAKER BAR

**BREAKER BAR:** A long tool for loosening and tightening nuts and bolts. May substitute for TORQUE WRENCH. When used to tighten nuts and bolts, the rule of thumb is "Tighten Until It Strips - Then Back It Off 1/4 Turn".

**FLASHLIGHT:** A GREAT holder for dead batteries.

# Now This is Reenacting!

For all of you that are seeking the adventure of the WW2 combat soldier by going to reenactments, you are barking up the wrong tree. You see, over the Christmas holiday I got a real feel for their life, particularly the engineers and light maintenance ordnance soldiers.

This whole adventure, snafu, fubar, whatever name you want to put on it, actually started a little over two years ago. Dave Curtin had talked Russell Pratt into selling him his WW2 CCKW 352. For you non-vehicle polishers that is a short wheelbase 2 ½ ton GMC truck used primarily as a prime mover for 105MM howitzers. Russell had started the restoration on the truck but his focus had shifted to Mustangs and from OD to Kelly green MGB's. David was hot to get the done, so two years ago, over the Christmas Holiday, he and I spent a cold day doing a check out on the truck. We lubricated everything, charged up the cooling system, rigged up a temporary fuel system, hooked up a battery and fired that baby up. And with out too much work, fire up it did. Feeling quite confident, we shut her back down, covered her up with brand new tarps to await transportation to either Anthony Dawkins over in Butner or up to Dave's home in Virginia.

Well we all know that life doesn't always go as planned, or should I say "never" goes as planned. As you can guess the truck never got moved. With renewed vigor (probably having something to do with the recent completion of his new shop), Dave decided that this Christmas holiday he was going to get the job done and made arrangements for Anthony and I to give him a hand.

We started the day with a nice breakfast in Butner and then loaded into Dave's FourRunner and proceeded over to Russell's in Bahama. Russell was wisely heading out of town for the day leaving us with the job of getting the truck running and moved up to his house where it would be loaded onto a trailer on Sunday. For those of you who are unfamiliar with Russell's place, he owns a considerable amount of land, starting on high ground, sloping down to flat land and then gradually rising again. I believe Russell had a deal with his wife that he could own all the military vehicles he wanted as long as she couldn't see them. You can guess where the truck was, right, at the far end of the flat land. Also there is a term for flat land that is located between two rises, "damp" would be a polite word for it.

We drove on down to the truck, taking care to park on the highest ground we could find as it was soft and slick. It was pretty cold when we got there but this shouldn't take long. We pulled off the worn tarps, again checked the lubricants and cooling system, hooked up a fuel supply and battery and we were ready to fire it up. And fire up it wouldn't. Since it was a 6 volt system, Dave had brought a freshly charged 6 volt battery. The truck wouldn't turn over. We hooked up a 12 volt power pack and although it would turn over the truck wouldn't start. While trying to troubleshoot it we drained the 12 volt power pack so we maneuvered Dave's Toyota over so we could try to jump start with that. Still no luck. At this point we decided it was time to make a run over to the auto parts store for points, plugs, spark plug wires, condenser, and starting fluid. We climbed into Dave's Toyota and even in four-wheel drive we had trouble getting traction. Remember I said "damp" was a polite word for it. We also decided to swing by Anthony's and pick up a spare starter, distributor cap and a M-37 ¾ ton weapons carrier that a friend of Anthony's had brought over for Anthony to work on and foolishly had left there.

By the time we got back over to Russell's it was starting to warm up a bit and the ground was getting even softer. After installing all the new ignition parts we still couldn't the old girl to start. We were starting to run out of daylight and the transport for the truck was coming the next day. The command decision was made that we would use the M-37 to tow the truck up to the house where we could continue to try to get it running and if necessary it could be winched onto the trailer.

At this point I starting to get visuals of what it must have been like for the WW2 soldiers for just maneuvering the M-37 into position to hook up to the truck turned the ground into soup. We got the tow chain hooked up and started to pull and the M-37 was just spinning the tires. We tried short pulls, long pulls, and jerking it out but nothing worked. While trying to figure out what to do next, I remember that Russell had some old pieces of Marston matting piled up over on the edge of the tree line. He had salvaged these pieces when they were being ripped up from behind the National Guard Armory over in Butner. Marston matting is the perforated steel mats used to construct landing strips during the war. Each piece is 10 feet long by 15 inches wide and heavy.

We found 6 pieces of matting that were fairly straight and carried them over and placed them in front of the M-37. Once it was up on the matting the M-37 had no trouble pulling the CCKW out of its spot. Then slogging through the mud, we unhooked the chain and repositioned the M-37 to the front of the truck so we could tow it across the flat land and up to the house. After hooking up the chain we started pulling but again the tires were spinning. So we had to pull up the matting which now had a hundred pounds of mud stuck to each piece and move them back in front of the M-37. Again it was successful in getting the CCKW moving and continued to pull through the narrow tree line and out into the next flat field. As soon as it cleared the tree line it started to slip again. We then unhooked the tow chain, drove back to where we started, loaded up the matting in the back of the M-37, brought it back to the CCKW and started the whole process over again. We ended up have to place that matting three more times until we finally got on to firm enough ground that the M-37 could get enough traction to finish towing the CCKW up to the house. It's amazing how each time I dragged a section of matting it got heavier and heavier until I couldn't drag a piece by myself and had to call for help. As we stood there, wet, cold, covered in mud the comment was made, "now this is reenacting what the war was really like for a lot of the guys!"

## **GET READY FOR THE GAP!** *by Mark Burfete*

*This is a repeat of the GAP article from last year but there are enough new people attending that we feel that it was appropriate to rerun it.*

The annual Battle of the Bulge Re-enactment takes place January 22 through 26 at Fort Indiantown Gap in Pennsylvania. OHA members who participate will be part of 1<sup>st</sup> or 2<sup>nd</sup> squads, 3<sup>rd</sup> Platoon, K Company. Most have been to this event before as members of Company K, but a few will be participating for the first time. These first-timers, as well as some veterans of past "Bulge" re-enactments, may find the following summary helpful.

### **THE SCENARIO**

The time period of this event is December 1944. Your time will be spent mostly in a W.W.II-period barracks, at the flea market, in the mess hall, or in the fields and wooded hills of Pennsylvania (which look very much like the Ardennes, as we understand it).

### **Barracks and Post**

Our barracks impression is one of a rest and refitment camp, a temporary break from combat. As such, our quarters must be essentially "GI," but will have that "lived-in" look. Usually there are no inspections, except for informal authenticity and cleanliness checks by the NCO's. The company commander (or even possibly our own platoon leader, Heaven forbid) may order an inspection of quarters and equipment, but this is unlikely as long as things are consistent with good order and discipline.

Basically, there are two rules: 1) your bunk must be made when you are not in it, and 2) everything in sight must be W.W.II-period. This is important because ours is usually the display barracks for the public and visiting vets and other VIP's.

Uniform of the day while not in the field is usually the OD wool service uniform-- shirt and trousers. Leggings need not be worn when not in the field or under arms. You must be covered -- wool overseas hat or jeep cap will do most of the time. Helmet liners will also do. While on post, try to wear cotton HBT's only for fatigue (work, i.e. KP, latrine duty, etc.), unless you do not have the wool uniform. Issue or homefront-made sweaters are fine. Current issue Army highneck sweaters are OK if you replace or remove the buttons.

Footwear around post should be ankle high service shoes, double buckle boots, rough-out shoes, or, if snow is heavy, overshoes or shoepacs. Wear GI or GI-looking socks—pass on the ringtail tubesocks.

Acceptable outerwear are '41 field jacket, '43 field jacket, mackinaw, wool overcoat, tanker's jacket, raincoat, or any combination thereof.

Here is something to keep in mind. Two years ago, the company commander ordered a formation at 1800 on Friday night on the company street. We were ordered to fall in with neckties, overseas hats, field jackets, cartridge belts, and rifles. Try to be prepared for such a "request."

Your clothing and gear will be stowed in a metal wall locker.

Additional items can be stored in a footlocker or W.W.II-era duffle bag. As far as footlockers go, a wartime or pre-war contract footlocker is fine, be it fiber or plywood. Post-war plywood footlockers are also OK, as long as the dates and/or contract numbers don't show. If the thing had been a kid's toybox or something similar, make sure you paint it to whatever you can best determine is W.W.II color. Don't show up with a blue footlocker, or your squad leaders or platoon strippers will see red!

Some guys have their footlockers open to public inspection. If you plan on doing this, make sure that everything in view is W.W.II and appropriate to be in a soldier's possession. The layout need not be GI-prescribed, unless you want it that way. If so, there are numerous footlocker layouts that your platoon and/or squad NCO's can provide to you in advance of the event.

All the bunks in 3<sup>rd</sup> platoon will be made up in the same fashion. To do this, you will need two flat white sheets (single size works best), one pillow, one white pillowcase, and at least one W.W.II U.S. Army issue wool blanket. If you don't have the blanket and can't get one between now and when you arrive on post, notify your squad leader and he will get with someone who can loan you one. You can probably find one at the flea market there, but don't depend on it. If you are unfamiliar with bunk-making, any number of your platoon-mates will be glad to show you when you arrive.

The only other noncombat clothing consideration is the uniform for Saturday night's USO Show/Dance. Most guys try to wear a Class A uniform -- four-pocket wool service coat (tunic) or "Ike" jacket, khaki wool or cotton tie, overseas or service cap ("visor hat"), and service shoes. If you don't have all of this, wear whatever you have that is clean and presentable. Don't look like you slept in your uniform. Do bring a necktie (or buy one there). Clean up your shoes; shine them, if possible. If you wear a service coat, you may wear campaign ribbons, good conduct award, marksmanship badge, etc. Don't wear combat infantry badges, purple heart ribbons, or decorations for valor unless you have earned them in real life. Insignia of rank are not generally of concern. If you've got a nice W.W.II uniform that you want to show off, have at it. If, however, you outrank the platoon leader, just have a good reason -- he's a pushover at the dance!

### **Field**

We have all seen enough photos and documentaries about the Battle of the Bulge to give us a pretty good idea of how we should look and act. It is 1944, somewhere in the vicinity of the Ardennes. You are cold, tired, and hungry. Your main concerns are having an operational weapon and ammunition, food, keeping warm, and staying alive. So, you will need a weapon, ammunition, food, water, clothing, and something to dig with. These things are the minimum requirements that you will carry. Rather than go into a wordy description of the items that you will need, an abbreviated list is given below.

*(Continued on page 9)*

# UNIT NEWS

## Granville County Museum -Update

As reported in the last newsletter we are again giving the Granville County Museum in Oxford, NC assistance with an exhibit they are putting together. This time they are honoring the veterans of the Korean War and even though that isn't the time period we concentrate on, we have enough items that we can help them out. On Friday January 3rd we delivered the first of several truck loads of equipment to them as they expect it will take the whole month of January to put the exhibit together. If any of our members have anything they would like to loan to them through the month of July, in particular U.S. Navy or Air Force from that period please contact Don Shupe.

## North Carolina Military through the Ages! Bentonville, NC

The OHA received the following invitation to participate in this program:

We would like to invite members of the Old Hickory Association (30th Div) to set up both WW1 and WW2 displays during our upcoming anniversary program in March. The dates are March 15-16, 2003. I know that this weekend presents several conflicts against Guilford Courthouse and MTA but I'm hoping that our site's close proximity to the Raleigh-Durham area will lure your members to attend the program. Bentonville Battleground is only 45 minutes from Raleigh off of I-40 (exit 343). Members can both camp out or just day trip it during the weekend.

Our program this year focuses on the Evolution of the Common North Carolina Soldier with demonstrations and exhibits ranging from Revolutionary War (hopefully) up to Modern Day. The program runs from 10-4 both days and in years past, our visitation has been between 3,000-4,000 visitors during the two-day weekend.

We are still in the planning stages with this program and I will forward you additional information when it becomes available. Again, I look forward to working with The Old Hickory Association and if you have any questions or concerns, please feel free to contact me via email or at work 910-594-0789.

Sincerely,

Becky Sawyer, Programs Coordinator  
Bentonville Battleground SHS

**"Military through the Ages"  
The Common North Carolina Soldier  
March 15-16, 2003  
Bentonville Battleground State Historic Site**

- ❖ The goal of this program is to show the transition of the common North Carolina soldier through the ages. All demonstrations are subject to change without notice.

- ❖ We are recommending to all units/groups to provide static displays to the public in the assigned areas. Also to explain to the public the role that the particular North Carolina soldier/unit played during the time period that they are representing.

- ❖ Each time period or section will have a scheduled time to present small arms demos/tactics or drill (if they want to or have enough people to present one).

### Time periods represented (hopefully):

Rev War  
Mexican War  
CW (Union and Confederate)  
W.W.I  
W.W.II

### Artillery Demos:

EII gun (?)  
Alamance 6-pounder (?)  
Bentonville's 3-inch Ordnance rifle

### Nighttime Program:

Post Battle of Bentonville – various vignettes in and around the Harper House involving remaining family members, local villagers, and wounded Confederate soldiers.

- Harper Family members cleaning up their home and surrounding yard.
- Mock burials on the grounds
- Wounded Confederate soldiers left behind will be stationed in and around the house.

This will be a good program for us to present the 30th ID's heritage within North Carolina, in particular the 120th National Guard units.

Please contact Don Shupe if you are interested in participating in this program.

## Dues!

Most of you that have been in the OHA for a while must be wondering why there isn't a picture of Uncle Sam on the front page of this newsletter telling you that he wants you to pay your annual dues. If you look at your membership card from 2002 you will see that your membership expires in June of 2003. Because of the Incorporation of The Old Hickory Association in 2002 we change the end of our year from February to June. You can expect to see the picture of Uncle Sam on the front page of the May/June issue of The Old Hickory Chronicle. You

can also expect him to be asking for a little bit extra to cover newsletter expenses since your 2002 membership was extended by four months.

## OHA Training Weekend Maximum Effort Event!!!

We will be holding our annual spring training weekend at Camp Butner on the weekend of March 28/30. This is maximum effort event. What is a maximum effort event you may ask, it is as close to mandatory attendance as you can get. We have never believed in mandatory events but if we list an event as Maximum Effort we expect everyone to do their best to be there. Ask the guys that have been to this event in the past few years and they will tell you that it is not only an educational weekend, it will be one of the best events you will attend all year long. In addition to training sessions and seminars, this year's event will feature original World War II film strips.

This not just for new members either. This is an event that all members of the Association will benefit from. Watch for mailing in February with more information for this event and plan on

attending.

## Busy Year for the OHA!

The calendar year 2002 was a busy one for the OHA. We had members participate in 17 official OHA events plus there were a number of members that attended events that were local to them that weren't on the OHA calendar. The top five events for the year in attendance were Battle of the Bulge (22), Butner Live Fire Shoot (18), Butner Training Event (see above item)(16), Veteran's Day Display in Columbia, SC (15), and the Memorial Day Service at the Old Hickory Monument at the State Capital Grounds in Raleigh, NC (13). The most events attended by one member was 14 and unfortunately we had a number of members that didn't attend any events. Our membership for this calendar year was 49.

We expect an equally busy 2003 so check your calendars and the "Coming Events" section of the newsletter. Thanks all of you that came out and helped to Honor the World War II Veteran's this year.

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*(Continued from page 7)*

**Weapon:** M1 rifle with blank firing adapter. (Blank adapters can be purchased from Ray Oakes at the event.) M1903 rifle or M1 carbine may be used if you don't have rifle. Have accurate M1907 leather or M1 web sling (remove the sling swivel clip it rattles). Bayonets are optional.

**Ammunition:** Crimped or wax plugged blanks only. No wooden tipped type. Minimum load is one cartridge belt and two bandoliers for riflemen.

**Food:** Dinner (lunch) will be in field each battle day. Repro K rations are good. Green painted cans (without pull-tabs – use a P-38 opener or a bayonet) are OK.

**Water:** one canteen, cup, cover

**Clothing:** '41 field jacket, '43 field jacket, overcoat, or mackinaw (these may need treatment for water repellency). Raincoat. Jeep cap, patrol cap, or '43 jacket hood or gas hood. Scarf (possibly made out of wool blanket). Shirt: Wool OD, under sweater or HBT jacket. Trousers: wool light shade OD, cotton HBT, or cotton M1943. Remember to dress in layers. Start with wool or cotton longjohns.

**Footgear:** service shoes, double buckle boots, roughouts – all treated for water resistance. Shoepacs (W.W.II) or galoshes (cloth top or rubber). Wear at least a couple pairs of socks.

**Gloves:** wool leather- palm, green wool (GI), trigger-finger mittens. GI socks can be used as gloves!

**Web Gear:** Khaki or green cartridge belts or pistol belts (if you are carrying a carbine). First aid pouch. You will need something in which to carrying your spare socks, raincoat, rations, etc. This can be an M1928 haversack or a 1944 pack, a gas mask bag, or a GP ammo bag – whatever is your preference. If you do not carry a pack, you may need M1936 suspenders to support your cartridge belt.

**Intrenching tool:** This is required. Either a T-handle shovel, a 1943 entrenching tool, or an intrenching axe. Worn on the pack or the belt.

**Headgear:** M1 helmet with liner. You will need to wear a jeep

cap, patrol cap, or hood under it for warmth.

## THINGS TO REMEMBER

Bring rifle cleaning equipment. Keep it in something W.W.II period, like a W.W.II ammo can, ditty bag, or GP ammo bag. Be discreet about using modern cleaning stuff when the public is around.

When you arrive at Fort Indiantown Gap and find our barracks, bring in first your rifle and ammunition, so that it can be checked and recorded by the duty NCO. He will give you your bunk assignment. Then you may bring in the rest of your stuff.

Be sure to alert your squad leader or platoon sergeant of any health problems you may have.

Maintain authenticity at all times. Period.

## THINGS YOU SHOULD KNOW

Study School of the Soldier With and Without Arms, Manual of Arms, and Drill for Foot Troops (Close Order) as contained in FM 21-100, Soldier's Handbook, and FM 22-5, Infantry Drill Regulations. We don't have a lot of time to practice falling in, inspection of arms, and marching when we get there, so it is important that you learn all you can before you arrive. Also study military courtesy. We are part of a battalion-size organization. We want all our soldiers to be tops in every way.

You should know how to safely operate your weapon. If you haven't fired it or had it checked out by a qualified weapons technician, do so before you get to the event.

Know how to have a good time while being responsible as well as respectful of the W.W.II soldiers you portray.

## Marketplace

### Reproduction Items:

World War 2 Reproduction Rations  
Complete reproduction of WW2 K ration, C ration, and D bars, as well as other accessories such as Foot Powder, Charms, PK gum, fuel tablets, batteries, and more.

Catalog Available.

[www.angelfire.com/nc/stug](http://www.angelfire.com/nc/stug)

Todd Hogan, 224 S. Melville Street, Graham, NC 27253

email: [thogan@triad.rr.com](mailto:thogan@triad.rr.com)

**World War Two Impressions** - specializing in reproduction U.S. Army uniforms and accessories. Catalog available. 7165 Adwen Street, Downey, CA. 90241.

Fax and phone (562) 927-6922

e-mail: [WWIIIMPRESSIONS@MSN.COM](mailto:WWIIIMPRESSIONS@MSN.COM)

**At The Front** - reproduction W.W.II uniforms, field gear, and equipment.

430 Rose Lane

Columbia, KY 42728

866-213-3946

[www.atthefront.com](http://www.atthefront.com)

### For Sale: Old Hickory Patches

We still have original Thirtieth patches. We are selling them at \$5.00 a piece with a limit of two per member. There will be a \$1.00 shipping fee if you want them mailed to you. Contact Brett Bondurant at (919)431-0984 or [bbondo@bellsouth.net](mailto:bbondo@bellsouth.net).

### For Sale:

M100 1/4 ton trailer - \$700

M416 1/4 ton trailer - \$700

Russell Pratt, (919) 479-1384

## Coming Events

### January 22/26, 2003

Battle of the Bulge  
Ft. Indiantown Gap, PA.

### March 15/16, 2003

The North Carolina Soldier through the Ages  
Bentonville, NC

### March 28/30, 2003

Butner Training Weekend

### April 11/12, 2003

Tar Heel Chapter Reunion  
Raleigh, NC

### May 26, 2003

Memorial Day - Salute to the 30th ID  
Raleigh, NC

### May 31/June 1, 2003

Raleigh Militaria Show  
State Fairgrounds  
Raleigh, NC

### August 29/September 2, 2003

30th Infantry Division Association National Reunion  
Nashville, TN.

The Old Hickory Chronicle is the newsletter of The Old Hickory Association. It is published 6 times a year in January, March, May, July, September, and November. The editor of The Old Hickory Chronicle is Don Shupe and he should be contacted concerning any questions or suggestions. Articles are contributed by members of the association. Other contacts of the Old Hickory Association are:

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