

MUSKETS & BROADSWORD

Orange County Chapter Sons of the American Revolution
October 2011

Editor-James F. Blauer

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MEETING INFORMATION

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Where: Sizzler Restaurant
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Fullerton, CA
Time: Social Begins at 11:00am
Website: www.orangecountysar.org

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PRESIDENT'S MESSAGE

Greetings to you all!

October is a month most people associate with Halloween or October-fest. But as history buffs, we remember what occurred at Yorktown, Virginia in October of 1781. It was five years after the Declaration of Independence, and there had been many times during their struggle for freedom that the Americans came close to defeat. But after a three week siege, British General Cornwallis surrendered his forces, effectively ending the military actions of the Revolutionary War. Remembering the British treatment of Americans at Charleston, General Washington refused to allow the traditional Honors of War surrender. He required the British to march without flags flying, as they surrendered their arms.

Legend claims the musicians played *The World Turned Up-Side Down*, but there was no record of that at the time. There were several military bands and numerous fife and drum corps in attendance, so a variety of music was played throughout the day. Songs performed would have included The Girl I Left Behind Me, The British Grenadiers, Chester, Yankee Doodle, Paul Jones's Victory, Cornwallis Burgoyne and dance music such as Irish jigs and Virginia reels. As British troops marched between parallel columns of French and American troops, they turned their heads toward the French line, insulting the Americans. In reprisal, Lafayette ordered musicians to play Yankee Doodle, the most popular song throughout the war. (Can you tell I'm a music teacher?)

Yankee Doodle is still one of my favorite songs! I hope to see you at our next meeting.

Ken Gregory

SPEAKER MICHAEL CLIMO

Michael Climo is the owner of the website design company Small Biz Grapevine and he is a proud member of the Greater Corona Valley Chamber of Commerce. The company has designed and is managing several various websites for small businesses and non-profit organizations located all over the United States of America. Michael is also a five year member of the Sons of Confederate Veterans(SCV) and is currently the webmaster for the SCV California and Texas State Division websites. He is also the Signals Officer for SCV Inland Empire Camp 1742. He is the Great-Great Grandson of Corporal John Kincaid of Company F, 9th Cavalry Regiment Kentucky CSA. Michael has won many awards during his time with the SCV: 2009

SCV California Division Honor Roll, 2010 SCV California Division Rebel of the Year, 2011 SCV National Commendation Medal, 2011 SCV National Meritorious Service Award, 2011 SCV National Distinguished Service Award,

Michael also participates in many of the War Between the States reenactments in the Southern California area, as a living historian often dressed in period attire. He offers the visiting public a presentation regarding the first submarine to ever sink an enemy battleship, the H.L. Hunley. He also uses these platforms to teach the truth about the War and the Confederate States of America and recruits new members for the SCV.

Michael has been married to the same wonderful woman, Mary for almost 24 years. We do not have children but we do have several nieces, nephews and an Australian Shepard we like to spoil.

GOING GREEN

The Green Thing

In the line at the store, the cashier told an older woman that she should bring her own grocery bags because plastic bags weren't good for the environment. The woman apologized to him and explained, "We didn't have the green thing back in my day. The clerk responded, "That's our problem today. Your generation did not care enough to save our environment. He was right -- our generation didn't have the green thing in its day. Back then, we returned milk bottles, soda bottles and beer bottles to the store. The store sent them back to the plant to be washed and sterilized and refilled, so it could use the same bottles over and over. So they really were recycled. But we didn't have the green thing back in our day. We walked up stairs, because we didn't have an escalator in every store and office building. We walked to the grocery store and didn't climb into a 300-horsepower machine every time we had to go two blocks. But she was right. We didn't have the

green thing in our day. Back then, we washed the baby's diapers because we didn't have the throw-away kind. We dried clothes on a line, not in an energy gobbling machine burning up 220 volts -- wind and solar power really did dry the clothes. Kids got hand-me-down clothes from their brothers or sisters, not always brand-new clothing. But that old lady is right; we didn't have the green thing back in our day. Back then, we had one TV, or radio, in the house -- not a TV in every room. And the TV had a small screen the size of a handkerchief (remember them?), not a screen the size of the state of Montana. In the kitchen, we blended and stirred by hand because we didn't have electric machines to do everything for us. When we packaged a fragile item to send in the mail, we used a wadded up old newspaper to cushion it, not Styrofoam or plastic bubble wrap. Back then, we didn't fire up an engine and burn gasoline just to cut the lawn. We used a push mower that ran on human power. We exercised by working so we didn't need to go to a health club to run on treadmills that operate on electricity. But she's right; we didn't have the green thing back then. We drank from a fountain when we were thirsty instead of using a cup or a plastic bottle every time we had a drink of water. We refilled writing pens with ink instead of buying a new pen, and we replaced the razor blades in a razor instead of throwing away the whole razor just because the blade got dull. But we didn't have the green thing back then. Back then, people took the streetcar or a bus and kids rode their bikes to school or walked instead of turning their moms into a 24-hour taxi service. We had one electrical outlet in a room, not an entire bank of sockets to power a dozen appliances. And we didn't need a computerized gadget to receive a signal beamed from satellites 2,000 miles out in space in order to find the nearest pizza joint. But isn't it sad the current generation laments how wasteful we old

folks were just because we didn't have the green thing back then?

This article was received via the internet. Author is unknown, but it hopefully gets the message across.

Remember if you have any empty ink cartridges your editor can have them recycled and get money to help defray the cost of printing the newsletter to those who need hard copies. That is a savings of \$20-\$40 per month depending on the length of the newsletter. That is \$240-\$480 per year!!! So, send your empty cartridges to Jim Blauer, 418 Pirate Road, Newport Beach, Ca 92663, or come to the meeting and give them to him in person.

An Investment in the Future: Enrolling your Grandchildren in C.A.R.

by Tom Adams, CASSAR C.A.R. Liaison

I do not think of myself as being terribly political.

Although on the issue of what America is, where it is heading, and how it should change, I end up on the side that feels our Founding Fathers had a very unique vision and solution. Before we tinker too much with our fundamental values and principles we need to thoroughly understand what we might be giving up.

I have lived my life and I will not be around for the many attempts ahead to redefine America – but my grandchildren will. I would like to leave them with a deep sense of national ownership. When someone comes along and wants to change our republic model, I want them to say, *"Wait a minute. Not so fast. This is my Country!"*

What steps can I take to make that a reality? Our two sons are paid up SAR members; our two daughters are paid up DAR members – but they are not active, they have their heads down working to build their own young lives. So with their blessing, I have reached past them and enrolled their children into the Children of the American Revolution (C.A.R.).

I invest by paying their C.A.R. dues, and when feasible I offer to take them to C.A.R. meetings and functions. In addition I did something else that you might want to consider. In California, you can make the child's enrollment especially memorable, thanks to the efforts of one remarkable lady, Billie Spence, a Past California Society C.A.R. Senior President. For a very modest fee

you can purchase for your grandchild an Heirloom Certificate which Billie personally fashioned into a replica of a beautiful 100 year old C.A.R. Certificate. What I have also learned is that an unframed certificate ends up in a drawer long forgotten. On the other hand, an attractive framed certificate ends up on a wall – maybe in the child's bedroom, or in a well trafficked hallway. So purchase a simple frame.

I chose a special day, Thanksgiving, as the day I gave all nine of our grandchildren their C.A.R. Heirloom Certificates. I told them we have much to be thankful for in this land. Now let this certificate, with their name on it; forever remind them of their heritage: *"You are a Child of the American Revolution. This is your land!"*

Need some help in exploring how to enroll your grandchildren in the C.A.R.? In Northern California, contact Tom Adams, tomadams@iname.com 916.600.7211 cell. In Southern California, contact Sean Moore, scm2900@gmail.com 626.253.4295 cell.

HAPPY BIRTHDAY

I must apologize for not announcing the birthdays of our members in the last several months. The last one was in April so I will start with May and work through October.

May--6--Dan McKelvie

10--Jim Oakes

14--Richard Antoine

16--Lou Carlson

18--Christopher Turner

25--Ronald Dodds

June--6--Stuart Dow

16--Jim Quinnelly

20--Jon Vreeland

July--1--M. Kent Gregory

3--Charles Lee Clifton

7--Richard A. Watkins

11--Donald L. Webb, Jr.

14--Paul F. Moore

15--H. Jess Senecal

15--Terry M. Goodridge

15--Arthur A. Koehler

17--Hugh Richards

20--Jim Blauer

21--James F. Quinnelly

27--Jack L. Hawn

August--3--Ed C. Hill

9--Danny Cox

16--Rick H. Boone

17--Walter L. Davis

22--Neil D. Stenton

24--Ed L. Stephenson

24--Charles E. Maier

24--Wade R. Shannon

26--Rex B. Shannon

28--Travis W. Winsor

September--3--Daniel J. Henry

4-- Jesse D. Knowles

8--Darrel E. Miller

8-- Robert J. Blauer

12--James L. Wallace

16-- Robert S. Francis

19--Glenn W. Newbrander

28-- James C. Fosdyck

October--3--David R. Winsor

9--John P. Qualls

10--Bryan P. Patridge

12--Richard H. Otto--

17--Larry A. Gentry

17--R. Matthew Shannon

27--Ralph W. Shannon

29--David R. Siler

FALL BOARD OF MANAGERS MEETING

The Fall Board of Managers Meeting will be held from November 3-6, 2011 at the Town & Country Resort, 500 Hotel Circle South, San Diego, CA 92108. The registration form can be obtained from the California website at www.californiasar.org.

A special room rate of \$115 per night(single or double) is available until October 15. Room rates are good 3 days prior and 3 days after the meeting. In case you wish to do some sightseeing.

To make your reservations call

1-800-772-8527 and mention "Sons of the American Revolution" or go to

https://resweb.passkey.com/resweb.do?mode=welcome_ei_new&eventID=3294451. Hotel parking is \$1.00/day.

The Registration fee is \$130.00. This covers 2 luncheons and the Saturday night banquet. This is due by October 15th and will be \$160.00 after that date. If you do not want to register, but wish to attend one or more of the meals, they can be purchased individually. Check out the registration form at the California site for details.

Checks should be made payable to "San Diego Chapter SAR" and mailed with the form to Ernest McCulloch, 3121 Plum Tree Lane, Escondido, CA 92027. If you have any questions Ernie can be reached at epmam@cox.net or (760) 743-0034.

Your banquet choices are Sliced Sirloin of Beef with Burgundy or Halibut with Citrus Buerre Blanc. Friday's luncheon is Lemon Caper Chicken. Saturday's luncheon is Chef's Deli Salad. If you need to arrange for a special meal, you need to contact Ernest McCullough to make that arrangement.

Information and forms can be found on the California Society website at www.californiasar.org.

SUBMARINER OF THE AMERICAN REVOLUTION

The only known submariner of the American Revolution, the *American Turtle*, was the first submarine used in warfare.

In the 1770s David Bushnell along with fellow Yale intellectual, Phineas Pratt, had conceived of an underwater bomb with a time delayed flintlock detonator. It was a one-man, hand-propelled submarine, designed to transport a bomb to the enemy vessel.

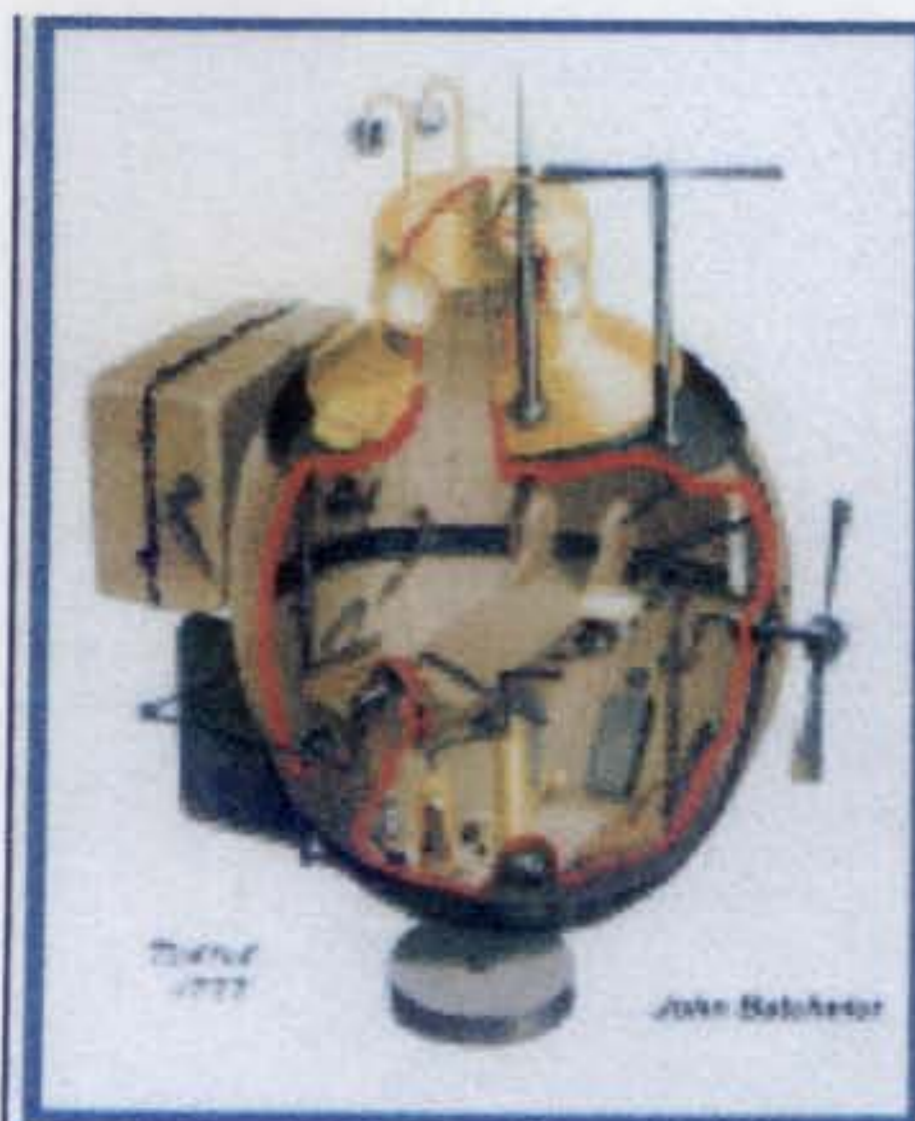
MILITARY JOURNAL - 1778

By Dr. James Thatcher

The *American Turtle* was successfully launched in the dark of night on September 6/7, 1776 in an effort to blow up the British flagship *HMS Eagle*, a 64 gun frigate moored in New York Harbor off what is now Liberty Island (home of the Statue of Liberty).

The *American Turtle* had undergone extensive testing with trial runs done in the safe colonial waters of the Connecticut River, off Old Saybrook, Connecticut. It was piloted by David Bushnell's brother Ezra. On the eve of the first combat mission, the unfortunate circumstances of Ezra's death altered the plans a bit. Though a less practiced pilot, Ezra Lee of Old Lyme Connecticut, was recruited. The *American Turtle* made its way underwater to the rudder of the *HMS Eagle*'s hull. Misfortune continued when on the first attempt Lee first struck metal rather than wood with the screw intended to attach the bomb to the hull of the *Eagle*. When a second attempt failed, Lee piloted the *American Turtle* away. In doing so he was discovered and chased. He released the bomb and moved away. The resulting explosion was so frightening to the British that they moved their fleet away from the area. A successful attack was prevented by weather conditions and operating difficulties that made it possible for the British to scuttle the submarine while it was being transported.

February 10th.-I have now obtained a particular description of the American Torpedo, and other ingenious submarine machinery, invented by Mr. David Bushnell, for the purpose of destroying shipping while at anchor, some account of which may be found in this Journal. The external appearance of the torpedo bears some resemblance to two upper tortoise shells, of equal size, placed in contact, leaving at that part which represents the head of the animal, a flue or opening, sufficiently capacious to contain the operator, and air to support him thirty minutes. At the bottom, opposite to the entrance, is placed a quantity of lead for ballast. The operator sits upright, and holds an oar for rowing forward or backward, and is furnished with a rudder for steering. An aperture at the bottom, with its valve, admits water for the purpose of descending, and two brass forcing pumps serve to eject the water within, when necessary for ascending. The vessel is made completely water-tight, furnished with glass windows for the admission of light, with ventilators and air-pipes, and is so ballasted, with lead fixed at the bottom, as to render it solid, and obviate all danger of upsetting. Behind the submarine vessel, is a place above the rudder for carrying a large powder magazine; this is made of two pieces of oak timber, large enough, when hollowed out, to contain one hundred and fifty pounds of powder, with the



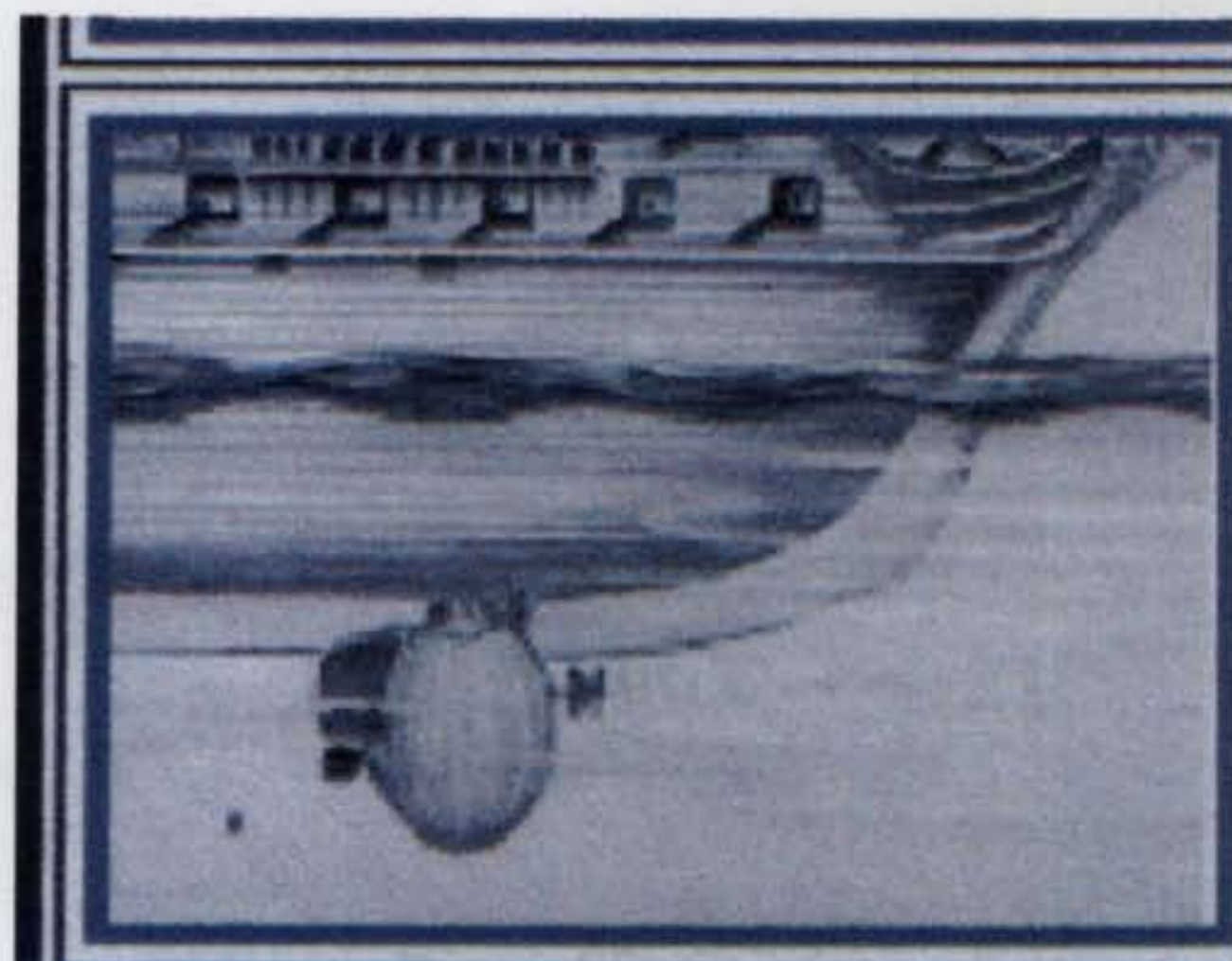
This is a more recent drawing of the American Turtle. It is based on David Bushnell's own description and is more accurate than the 1875 drawing by Lt. Barber. The most notable difference is the propeller. In Barber's drawing it is a helical screw, and here it is shown as a crude propeller. Also note that this drawing does not show ballast tanks. To submerge, the operator simply flooded water into the craft until it was negatively buoyant. This left the operator knee deep in water. A hand pump was used to remove the water for returning to the surface.

apparatus used for firing it, and is secured in its place by a screw turned by the operator. It is lighter than water, that it may rise against the object to which it is intended to be fastened. Within the magazine, is an apparatus constructed to run any proposed length of time under twelve hours; when it has run out its time, it unpinions a strong lock, resembling a gun-lock, which gives fire to the powder. This apparatus is so pinioned, that it cannot possibly move, till, by casting off the magazine from the vessel, it is set in motion. The skilful operator can swim so low on the surface of the water, as to approach very near a ship in the night, without fear of being discovered; and may, if he choose, approach the stern or stem, above water, with very little danger. He can sink very quickly, keep at any necessary depth, and row a great distance in any direction he desires without coming to the surface. When he rises to the surface, he can soon obtain a fresh supply of air, and, if necessary, he may then descend again and pursue his course. Mr. Bushnell found that it required many trials and considerable instruction to make a man of common ingenuity a skilful operator. The first person, his brother, whom he employed, was very ingenious, and made himself master of the business, but was taken sick before he had an opportunity to make use of his skill. Having procured a substitute, and given him such instruction as time would allow, he was directed to try an experiment on the Eagle, a sixty-four-gun ship, on board of which Lord Howe commanded, lying in the harbor of New York. He went under the ship, and attempted to fix the wooden screw into her bottom, but struck, as he supposes, a bar of iron which passes from the rudder hinge, and is spiked under the ship's quarter. Had he moved a few inches, he might have done without rowing, there is no doubt he would have found wood where he might have fixed the screw; or if the ship had been sheathed with copper, he

might easily have pierced it. But not being well skilled in the management of the vessel, in attempting to move to another place, he lost the ship. After seeking her in vain, for some time, he rowed some distance, and rose to the surface of the water, but found day-light had advanced so far, that he durst not renew the attempt. He says that he could easily have fastened the magazine under the stern of the ship, above water, as he rowed up to the stern and touched it before he descended. Had he fastened it there, the explosion of one hundred and fifty pounds of powder, the quantity contained in the magazine, must have been fatal to the ship. In his return from the ship to New York, he passed near Governor's Island, and thought he was discovered by the enemy on the island. Being in haste to avoid the danger he feared, he cast off the magazine, as he imagined it retarded him in the swell, which was very considerable. After the magazine had been cast off one hour, the time the internal apparatus was set to run, it blew up with great violence, throwing a vast column of water to an amazing height in the air, and leaving the enemy to conjecture whether the stupendous noise was produced by a bomb, a meteor, a water-spout, or an earthquake. Some other attempts were made in Hudson's river, in one of which the operator, in going towards the ship, lost sight of her and went a great distance beyond her, and the tide ran so strong as to baffle all his efforts. Mr. Bushnell being in ill health, and destitute of resources, was obliged to abandon his pursuit at that time, and wait for a more favorable opportunity, which never occurred. In the year 1777, Mr. Bushnell made an attempt from a whale-boat, against the Cerberus frigate lying at anchor, by drawing a machine against her side, by means of a line. The machine was loaded with powder, to be exploded by a gun-lock, which was to be unpinioned by an apparatus to be turned by being brought alongside of the frigate. This machine fell

in with a schooner at anchor astern of the frigate, and concealed from his sight. By some means it became fixed and exploding, demolished the schooner. Commodore Simmons, being on board the *Cerberus*, addressed an official letter to Sir Peter Parker, describing this singular disaster. Being at anchor to the westward of New London, with a schooner which he had taken, discovered about eleven o'clock in the evening a line towing astern from the bows. He believed that some person had veered away by it, and immediately began to haul in. A sailor, belonging to the schooner, taking it for a fishing-line, laid hold of it, and drew in about fifteen fathoms. It was buoyed up by small pieces of wood tied to it at stated distances. At the end of the rope a machine was fastened, too heavy for one man to pull up, for it exceeded one hundred pounds in weight. The other people of the schooner coming to his assistance, they drew it on deck. While the men were examining the machine, about five minutes from the time the wheel had been put in motion, it exploded, blew the vessel into pieces, and set her on fire. Three men were killed, and the fourth blown into the water, much injured. On examining round the ship, after this accident, the other part of the line was discovered, buoyed up in the same manner. This the commodore ordered to be instantly cut away, for fear of hauling up another of the infernals, as he termed it. These machines were constructed with wheels, furnished with irons sharpened at the end, and projecting about an inch, in order to strike the sides of the vessel when hauling them up, thereby setting the wheels in motion, which in the space of five minutes causes the explosion. Had the whole apparatus been brought to operate on a ship at the same time, it must have occasioned prodigious destruction. Mr. Bushnell contrived another ingenious expedient to effect his favorite object. He fixed a large number of kegs under water, charged with powder, to

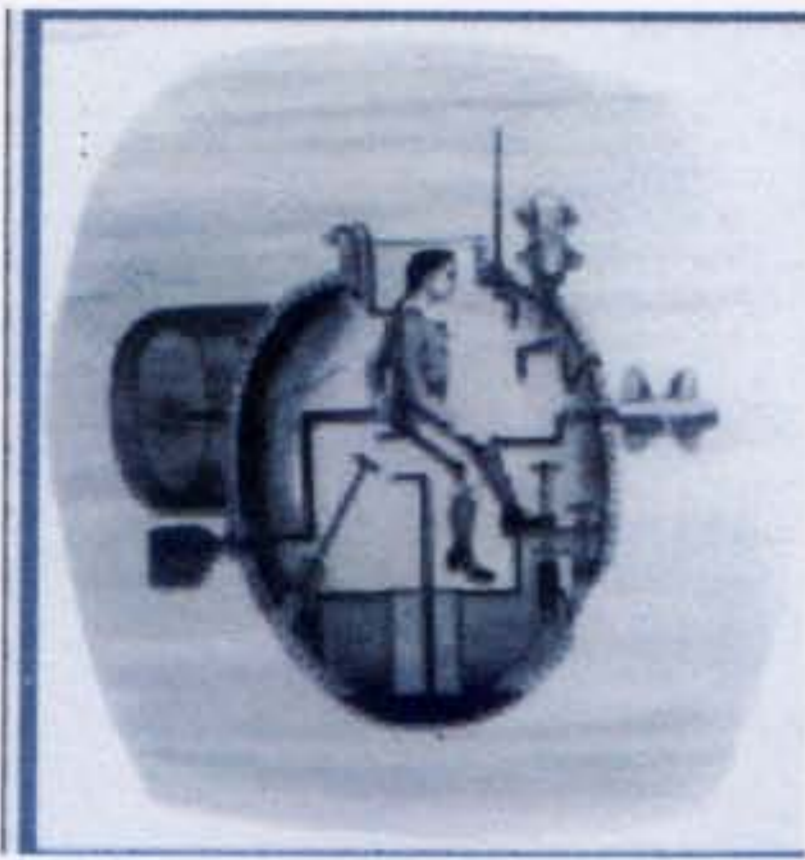
explode on coming in conflict with any thing while floating along with the tide. He set his squadron of kegs afloat in the Delaware, above the English shipping, in December, 1777. The kegs were in the night set adrift, to fall with the ebb, on the shipping; but the proper distance could not be well ascertained, and they were set adrift at too great a distance from the vessels, by which means they were obstructed and dispersed by the ice. They approached, however, in the day time, one of them blew up a boat, and others exploded, which occasioned among the British seamen the greatest alarm and consternation. They actually manned the wharves and shipping at Philadelphia, and discharged their small arms and cannon at every thing they could see floating in the river, during the ebb tide. This incident has received the name of the *Battle of the Kegs*, and furnished a subject for an excellent and humorous song by the Honorable Francis Hopkinson, which is inserted in the Appendix.***



A drawing of the *American Turtle* attacking the *HMS Eagle*.
Drawing is courtesy of
nautilus571.com.

Photo Album

October 2011-2

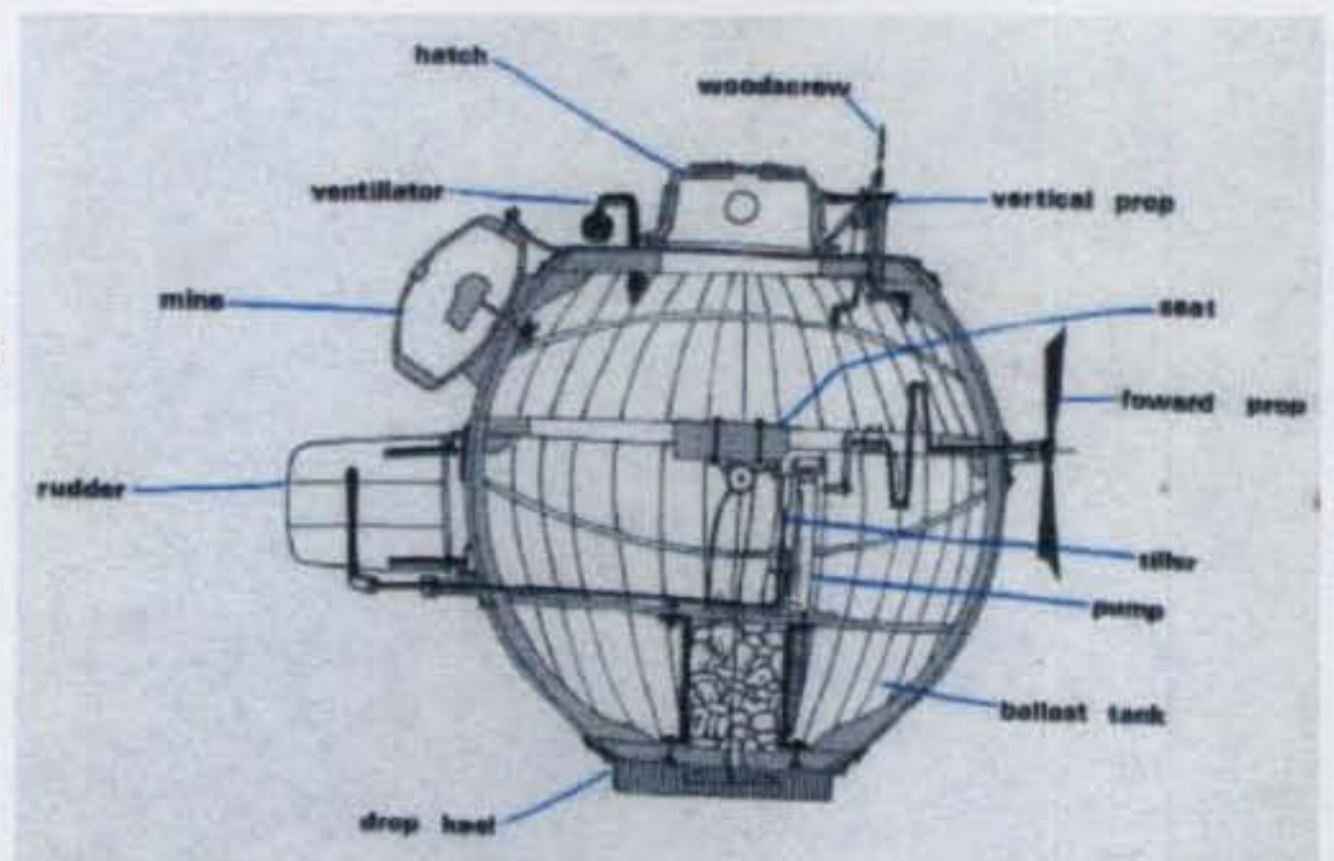


David Bushnell's **American Turtle**, was the first American Submarine. Built in 1775, its intended purpose was to break the British naval blockade of New York Harbor during the American Revolution. With slight bouyancy, **American Turtle** normally floated with approximately six inches of exposed surface. **American Turtle** was powered by a hand-driven propeller. The operator would submerge under the target, and using a screw projecting from the top of the **American Turtle**, he would attach an explosive charge. This 1875 drawing by Lt. Francis Barber is the most familiar rendering of the **American Turtle**. However it contains several errors, including internal ballast tanks and helical screw propellers.



This cutaway model of the **American Turtle** is in the submarine museum at Groton, CT. The cask on the back of the submarine is its weapon, containing 150lbs of black powder with a clockwork time fuse, for the delay of up to 12 hours. Aft the vertical propeller atop the hull is the screw by which means the bomb(which was roped to it) would have been attached to the hull of the target. Once the screw was firmly attached the boat was expected to submerge to release it and the bomb. The operator's hands hold cranks for both propellers, there were also foot pedals. Visible in the lower part of the boat are the forcing pump for water ballast and the rudder control rod (depressed for port and raised for starboard). Visible atop the hull is the hatch with its deadlights and, on the left a ventillation pipe with a valve that would seal underwater.

This drawing of the **American Turtle** is at the Connecticut River Museum in Essex, CT. They own the only working full-scale model of David Bushnell's 1776 invention.



This Print shows views of the **American Turtle**, a one manned submarine designed and built by David Bushnell to attach bombs to British warships during the American Revolution.

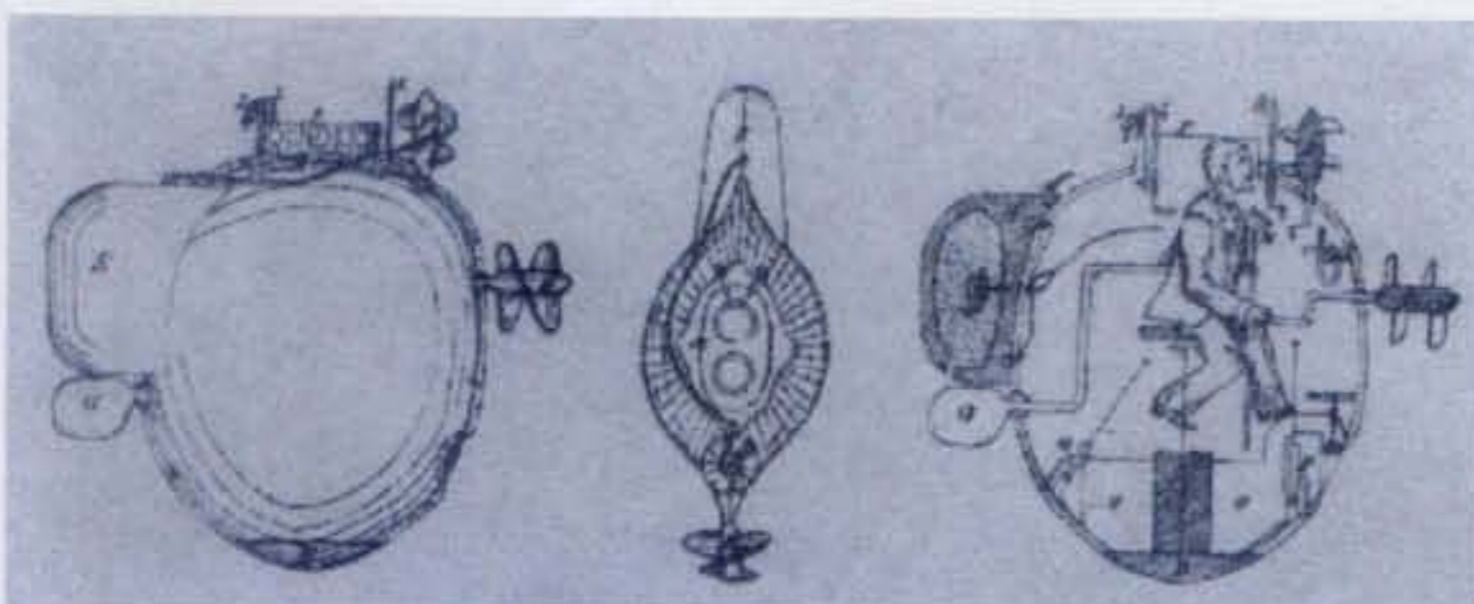


Photo Album

October 2011



Our Speaker Debra McIntosh(Pvt. Deborah Sampson) receives a Certificate of Appreciation from President Kent Gregory. State Color Guard Commander Jim Fosdyck presents State President John Dodd with two streamers the State received at the recent Congress.



Newest member Dan Shippey, with family, receives his Membership Certificate from President Kent Gregory.

Danny Cox, right, receives a Supplemental Certificate for a recently approved ancestor.



Paul Moore(left) receives the Bronze Good Citizenship Medal & Certificate for his 40 years as an educator in Whittier. Below-The annual OCCSAR barbecue is attended my members from around the state with President General Larry Magerkurth in attendance.(Center).

