



**The Florida Society of the
Sons of the American Revolution
Fort Lauderdale Chapter Newsletter**
website: www.learnwebskills.com/sar/index.html



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Ft. Lauderdale Chapter SAR
Meeting Minutes of November 4, 2006
by Ed Spencer

Chapter President Ted Duay called the meeting to order.

We were reminded that the Chapter will be having a joint meeting with the Lighthouse Point DAR and the Swamp Fox CAR at the Lighthouse Point Yacht Club on December 2, 2006 at 10:45am and that if we decided to contribute to Toys for Tots, to bring along an unwrapped gift.

The Chapter Secretary, William E. Spencer, submitted the past meeting minutes. The past meeting minutes were accepted unanimously. Treasurer Joe Motes presented a brief overview of the Chapter's financial standing.

President Duay, as Registrar, presented a report of current applications and noted that there were seven applications at National awaiting approval. He then proceeded to give a brief on the Fall FLSSAR BOM meeting where the FLSSAR Web Site Review Committee made recommendations to revise the current FLSSAR website. President Duay, being a State Trustee, also presented the Chapter with the FLSSAR Trust Reports and explained the purpose of each trust fund, noting that the FLSSAR was in sound financial condition.

The Fort Lauderdale Chapter SAR will be participating in the North Lauderdale Christmas Parade on December 16 at 1:00 pm. We will have a color guard and will have DAR and CAR members joining in with us. Colonial attire is NOT required. For those willing to join in, please contact Ed Spencer at (954) 566-3719.

President Duay then proceeded to announce the slate of officers for next year.

Nominations for 2007 officers were:

President: Jim Lohmeyer
Vice Pres/ Registrar/Genealogist: Ted Duay
Treasurer/Sergeant at Arms: Joe Motes
Chaplain: Robert Joynt
Chancellor: Ed Sullivan
Secretary: **NEED** Volunteer

President Duay then asked those in attendance three times if there were any other nominations. There were no additional nominations and the slate of officers was elected.

President Duay then introduced our guest speaker, Debbie Duay, to present her talk on historical preservation projects.

Debbie presented the group with her online website, Broward County Cemetery Records, which documents gravestones and burials in local historic cemeteries. This project was conducted by the Ft. Lauderdale Chapter SAR and the Lighthouse Point Chapter DAR and has fully documented Evergreen Cemetery, where most of the founding families of Fort Lauderdale are buried.

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NEXT MEETING - January 2nd, 2006
"Lighthouse Point Yacht Club"
Please see insert for details

PRESIDENT'S MESSAGE

In her research of the individuals who are buried in Evergreen cemetery, she discovered many interesting stories of the early years of Broward County, such as the Broward Sheriff's officers being arrested and illegal alcohol importation at Ft. Lauderdale Beach.

On November 17 & 18, we will be working on the Pompano Cemetery. Everyone is invited to assist in this project. Bring your digital camera if you have one. We will be starting at 10:30am on both days. If you have any questions, please contact Ted Duay at (954) 473-2754.

Debbie also announced that she and the Lighthouse Point Chapter DAR have been working on Broward County marriage records and Broward County WW I records as part of their historic preservation projects. All of this work can be accessed on line by visiting the Fort Lauderdale Chapter SAR website and clicking on the "Links" page. All of these projects are listed at the bottom of the page under "Local Links on Interest."

There being no further business, President Duay adjourned the meeting.

As a reminder, dues payments need to be paid by December 1, 2006.



Dear Compatriots:

It has been my pleasure to serve this year as President of the Fort Lauderdale Chapter.

We have had a number of successes this year as a Chapter. We have had speakers at every meeting who have presented interesting topics on a variety of subjects including combat in WW II, Tuskegee Airmen, the Florida Patriot magazine, genealogy, and historical preservation projects. We have had ten new member applications approved this year and seven more are at SAR National awaiting approval. We have presented numerous JROTC medals to deserving Broward County high school students and supported our local CAR Chapter with both money and our time. We honored our veterans by marching in the Pompano Memorial Day Parade.

But we must do more! In order for our Chapter to continue its successes, participation from all members is necessary. I challenge everyone to attend meetings and contribute their skills and talents to the Chapter. We have two upcoming events that would benefit from your participation: the Pompano Cemetery preservation project on November 17 & 18, and the North Lauderdale Christmas Parade on December 16. For information on the Pompano Cemetery project, please contact me; for information on the North Lauderdale Christmas Parade, please contact Ed Spencer.

Happy Thanksgiving to everyone!

In patriotism,

Ted Duay
President

continued from last month

Israel Putman was suppose to be in command within the Brooklyn Heights main garrison. John Sullivan was a Major General who commanded what was known as the American Left in Brooklyn, and the Right Sector (Western Brooklyn) was given to a New Jersian, William Alexander. Sullivan and Putman feuded as to their respective responsibilities. The entire operations in Brooklyn was supposed to be overseen by General Greene (as in Fort Greene). Greene, however, became ill just prior to the beginning of Howe's move from Staten Island to Brooklyn. The command structure had to be adjusted to compensate for Greene's absence. Hence, the three General command structure was implemented using Putman, Sullivan and Williams.

It was on August 22nd, 1776 when Howe began to move. Rather than face Knox' artillery at the Battery, Howe smartly navigated 88 frigates across the narrows where the Verrazano Bridge now stands, to land in Graves End. Each frigate was filled with German and English troops. Some of the English companies included the 17th Light Dragoons (as they spelled it) and the Black Watch Brigade (A Scottish brigade with Black Kilts). 15,000 men landed on Brooklyn from Staten Island, along with Commanders Clinton, Cornwallis and the Hessian (German) Count von Donop.

While the move across the Narrows went smoothly for the British, the winds of New York Harbor favored Washington throughout the campaign and all but prevented Howe from **sailing war ships** up the East River. Washington quickly reinforced Brooklyn by ferrying by row boat more troops to the Brooklyn side of the River. On the 25th of August, after 3 days, winds shifted further in Washington's favor and Howe was unable to add more troops to Brooklyn's south shore. But by the 26th Howe was able to move the many German Troops to the theater of the Brooklyn War. Washington had split his Army in two, half of the Continental Army in Brooklyn, its back to the East River and vulnerable to naval assault, and half in New York City, with Knox' cannons *facing the wrong direction*.

In Boston the English made the mistake of underestimating the rebels and marched their columns directly in front of fortified American positions on Breed Hill. In Brooklyn, Howe was not going to make the same mistake. The terrain of Brooklyn is such that a large hill runs down the center of its spine from the terminal moraine which runs up Sunset Park, through Prospect Park and Lookout Hill, Mount Prospect behind the Brooklyn Museum, and out along Eastern Parkway. Washington fortified the hill tops and the southern slopes in Red Hook and Flatbush. 10,000 British troops simply marched around the American fortifications in what is called a **flanking maneuver**. After camping for 5 days in Flatbush, they marched east on what was called Jamaica Pass, which ran approximately along present day Empire Blvd., and was unguarded by the Americans. Unopposed they marched into New Lots and Brownsville. They stopped for drinks (yup - drinks) at a tavern called the Rising Sun Tavern and forced the tavern owner to show them a northern passage called Rockaway Path in today's Evergreen Cemetery, north to what today is the Eastern Parkway area, to the township of Bedford.

They then surprised the American troops, attacking behind their wall of fortified positions, hitting them from the side on the northern slope of the Heights. Sullivan's Left Wing was crushed and sent into turmoil. The American Rifle, superior in most respects to the common musket, was unable to fire more than one round at a time without reloading it and repacking it. Muskets, similarly needed to be reloaded after each shot. But Muskets, especially British Muskets, were fitted with bayonets, and as the British advanced, they would lay down firing column after firing column until in bayonet range at which point they rushed the American lines in a form of organized hand to hand combat. The American's simply couldn't combat this style of open warfare.

In essence, the British attacked the Americans from **behind**. In Prospect Park there is a marker for what is known as Battle Pass. Battle Pass had a large oak tree known as Dongal Oak.

The tree was felled and the Americans took position behind it and along a corridor blocking Battle Pass. The British attacked from Bedford (around Fulton and Bedford Avenue) behind the defensive line. Americans fled in all directions. They were bayoneted near the Atlantic Ave. LIRR train station at Baker's Tavern. They were chased into the woods which are now remolded to up Flatbush Ave., and down on Port Road which was located near 1st street.

On the 26th, Washington came to Brooklyn to oversee the operation. There was little that could be done but to hope that the wind would keep Howe's war fleet out of the East River. Washington must have realized at this point that he had maneuvered his Army into a trap. On the American Right was William Alexander's (a.k.a.: Lord Sterling), and William Smallwood's Marylanders. Accompanying the Marylanders was Haslet's regiment of Delawares. Smallwood's and Haslet's regiments were the real heroes of the Battle of Brooklyn. Aside from the flanking maneuver, the British also drove forward from Brooklyn's western shore line. In a strange quirk of history, and in typical Brooklyn fashion, 2 British soldiers were caught stealing watermelons from a field at the Red Lion Inn at 39th street in Sunset Park. They beat a hasty retreat and in an example of truth being stranger than fiction, returned.....but with 5000 more British troops. General Alexander then met the troops there with 1700 men. They arrived on the morning of the 27th badly outnumbered but prepared to die for America's honor. And die they did.

Under the command of Alexander, Haslet's Delawares and Smallwood's Marylanders were surrounded by the British grenadier and Scottish 42nd Black Watch. The Brits were amazed at the valor of these two groups. But they destroyed them anyway. Alexander tried to save his troops and ordered an organized withdrawal. Through the Gowanus Creek they withdrew, except for 200 Marylanders lead by the war hero, Mordecai Gist. At the Cortelyou House, Gist and his men counter attacked and nearly broke the British lines.

Alexander had ordered his sixth counter attack when fresh British troops arrived. And Gist and his fellow Marylanders had to fight their way back to the American Line. Only 9, including Mordecai Gist survived. But the offensive on what is now known as the , allowed the rest of Alexander's Army to survive. 256 died at the Stone House, in an unmarked grave. General Alexander himself is caught by the British Army. More men came over from Manhattan, and then the rains began.

On August 29th, Washington at the Cornell Mansion on Pierpoint Place decides it is time to retreat from Brooklyn, while he still had the wind in his favor. Those of us who live in Brooklyn know what it is like in late August in a pouring rain. Not the sort of thunder storm that would suddenly appear but the kind of rain where it is overcast and raining for a couple of days, and when fog covers the Harbor. Howe composed a letter to Lord George Germain on his total victory in Brooklyn. He had a clear run to Brooklyn Heights. But in the wake of walking troops into barricaded Americans in Boston and suffering a terrible defeat, he hesitates to enter the Lion's Den of Brooklyn Heights with the weather as heavy as it was. He pulled back east and digs in for a seige. Hoping to push closer and closer to the American troops holed up in Brooklyn Heights from their protection of earthworks, rather than just marching into the American fortifications. In the mists of a full blown Nor'easter, similar to the one that ripped the shore off of Sea Gate a few years back, Howe steadily pushed forward. Washington finally decides to withdraw from Brooklyn. And yet in doing so, he knows that if the British discovered his retreat across the East River, half his Army and most of its command would be caught in a massacre of British fire and bayonets.

Washington's Army in the moment of withdrawal was in deadly peril. John Glover was a leader of a brigade called the Marbleheaders. They were seamen by trade, and along with the Massachusetts 27th regiment lead by Israel Hutchinson they rowed the Continental Army and their equipment, in complete silence across the East River. One British Military critic had said, "Those who are best acquainted with the difficulty, the embarrassment,

noise and tumult which attend even by day, and with no enemy at hand, a movement of this nature...will be the first to acknowledge that this retreat should hold a high place among military transactions. While Washington's misjudgment put the Army in extreme danger, on the strength of his leadership he was able to save the force. When the British arrived at Brooklyn Heights that next morning, they found nothing more than some rusted buckets.

Interesting Reading

Many years ago, Al Capone virtually owned Chicago. Capone wasn't Famous for anything heroic. He was notorious for enmeshing the windy city in everything from bootlegged booze and prostitution to murder. Capone had a lawyer nicknamed "Easy Eddie." He was his lawyer for a good reason. Eddie was very good! In fact, Eddie's skill at legal maneuvering kept Big Al out of jail for a long time. To show his appreciation, Capone paid him very well Not only was the money big, but also Eddie got special dividends. For instance, he and his family occupied a fenced-in mansion with live-in help and all of the conveniences of the day. The estate was so large that it filled an entire Chicago City block. Eddie lived the high life of the Chicago mob and gave little consideration to the atrocity that went on around him.

Eddie did have one soft spot, however. He had a son that he loved dearly. Eddie saw to it that his young son had the best of everything: clothes, cars and a good education. Nothing was withheld. Price was no object. And, despite his involvement with organized crime, Eddie even tried to teach him right from wrong. Eddie wanted his son to be a better man than he was. Yet, with all his wealth and influence, there were two things he couldn't give his son; he couldn't pass on a good name and a good example.

One day, Easy Eddie reached a difficult decision. Easy Eddie wanted to rectify wrongs he had done. He decided he would go to the authorities and tell the truth about Al "Scarface" Capone, clean up his tarnished name and offer his son some semblance of integrity. To do this, he would have to testify against The Mob, and he knew that the cost would be great. ! So, he testified.

Within the year, Easy Eddie's life ended in a blaze of gunfire on a lonely Chicago Street. But in his eyes, he had given his son the greatest gift he had to offer, at the greatest price he would ever pay.

Police removed from his pockets a rosary, a crucifix, a religious medallion and a poem clipped from a magazine.

The poem read:

The clock of life is wound but once
 And no man has the power
 To tell just when the hands will stop
 At late or early hour.
 Now is the only time you own.
 Live, love, toil with a will.
 Place no faith in time.
 For the clock may soon be still.

STORY NUMBER TWO

World War II produced many heroes. One such man was Lieutenant Commander Butch O'Hare. He was a fighter pilot assigned to the aircraft carrier Lexington in the South Pacific.

One day his entire squadron was sent on a mission. After he was airborne, he looked at his fuel gauge and realized that someone had forgotten to top off his fuel tank. He would not have enough fuel to complete his mission and get back to his ship. His flight leader told him to return to the carrier. Reluctantly, he dropped out of formation and headed back to the fleet. As he was returning to the mother ship he saw something that turned his blood cold, a squadron of Japanese aircraft were speeding their way toward the American fleet.

The American fighters were gone on a mission, and the fleet was all but defenseless. He couldn't reach his squadron and bring them back in time to save the fleet. Nor could he warn the fleet of the approaching danger. There was only one thing to do. He must somehow divert them from the fleet.

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Laying aside all thoughts of personal safety, he dove into the formation of Japanese planes. Wing-mounted 50 caliber's blazed as he charged in, attacking one surprised enemy plane and then another. Butch wove in and out of the now broken formation and fired at as many planes as possible until all his ammunition was finally spent. Undaunted, he continued the assault. He dove at the planes, trying to clip a wing or tail in hopes of damaging as many enemy planes as possible and rendering them unfit to fly.

Finally, the exasperated Japanese squadron took off in another direction. Deeply relieved, Butch O'Hare and his tattered fighter limped back to the carrier. Upon arrival he reported in and related the event surrounding his return. The film from the gun-camera mounted on his plane told the tale. It showed the extent of Butch's daring attempt to protect his fleet. He had in fact destroyed five enemy aircraft.

This took place on February 20, 1942, and for that action Butch became the Navy's first Ace of W.W.II, and the first Naval Aviator to win the Congressional Medal of Honor. A year later Butch was killed in aerial combat at the age of 29. His home town would not allow the memory of this WW II hero to fade, and today, O'Hare Airport in Chicago is named in tribute to the courage of this great man.

So the next time you find yourself at O'Hare International, give some thought to visiting Butch's memorial displaying his statue and his Medal of Honor. It's located between Terminals 1 and 2.

SO WHAT DO THESE TWO STORIES HAVE TO DO WITH EACH OTHER?

Butch O'Hare was Easy Eddie's son.