

The CDSG Newsletter



The Coast Defense Study Group, Inc. – November 2011



Chairman's Message

Chris Zeeman

I would like to introduce myself to the CDSG membership as your chairperson for the next year. In my first letter to the group, I'd like to address comments in the 2011 Member Survey Responses, as published in the last edition of the newsletter. The comments that struck home with me were ones referring to the need for more action / activity / site contact by the CDSG as an organization. Some quotes: "more preservation activities," "would like to see more activities in my region," "more preservation," "outreach to site owners," "would like to see more active participation by the membership," "more CDSG organized or sponsored work parties... such as was done at Fort Washington," "CDSG needs to impact the local forts".

In response to these kinds of comments, one of the main goals I see for the CDSG is increased activism. It seems that we live in a time of declining park budgets and declining membership in volunteer organizations across the board. Please take time to consider your contributions to preserving history, and make a renewed effort to pitch in. A number of coast defense-related sites on both coasts have active volunteer organizations and active restoration efforts. Please do what you can with your donated time and money to help these efforts. When possible, please try to attend events at your local fort—this is one of the best ways you can say thank-you for all the hard work that goes into organizing an event. I know I love to see "my" fort full of visitors, and nothing is more disappointing than a poor turn-out!

In addition, I would love to see more reports from our members about what is going on around the country. I know a number of sites regularly update their members with each newsletter. Please don't be shy—post your upcoming events in the newsletter and on our website. Let folks know your park is out there! To further that end, I will be contributing an article summarizing all the exciting improvements at Fort Adams in Newport. In addition, the CDSG Fund is always looking for worthwhile projects to fund. What we need are folks with ideas and the drive to see the project through!

Finally—you, the members of CDSG, are our eyes and ears at a local level. Let the rest of us know what is going on in at your local fort! We have a number of ways to share that information: the Newsletter, the CDSG Message Board, and the Yahoo Coast Defense List. Note that information often flows both ways. Often, CDSG members are approached by persons or organizations seeking information—you can serve as a conduit for your local fort to the rest of our membership.

I am certainly grateful for all the support we have gotten at Fort Adams. A number of CDSG members have shown a long-term commitment to hard, physical labor at the fort. In addition, we were able to successfully complete the Advanced Redoubt Staircase stabilization project, a partnership between the members of CDSG, the

CDSG Meeting and Tour Calendar

Please advise Terry McGovern of any additions or changes at tcmcgovern@att.net.

Coast Defense Study Group Annual Conference
May 10-15, 2012
Great Lake Forts
John Weaver, jrweaver@purdue.edu

Coast Defense Study Group Annual Conference
May 2013
Pensacola/Mobile
David Ogden, david_ogden@nps.gov

Coast Defense Study Group Special Tour
June 2013
Norway
Terry McGovern, tcmcgovern@att.net

Other Meetings and Tours

April 20-30, 2012
Great Fortress Tour Romania
Private Fortress/Bunker Tour
Hans-Rudolf Neumann, hrv.neumann@t-online.de

May 12-20, 2012
The Netherlands
Fortress Study Group Overseas Tour
bill_clements@btinternet.com

June 14-17, 2012
Lexington, VA USA
Council on America's Military Past Annual Conference
Martin Gordon, martinkgordon@gmail.com

Sept. 13 - 17, 2012
Channel Islands
Assn Saint Maurice d'Etudes Militaire Tour
Luc Fellay, lucfellay@bluewin.ch

Sept 2012
Koblentz
Deutsche Gesellschaft für Festungsforschung Annual Meeting
Andreas Kupka, anja.reichert@uni-trier.de

Sept 2012
S.W. England, UK
Fortress Study Group Annual Conference
bill.clements@btinternet.com

<p>Feb 2013 Great Fortress Tour to India/Rajasthan Private Fortress/Bunker Tour Hans-Rudolf Neumann, hrv.neumann@t-online.de</p> <p>May 2013 Defenses of Southern Italy Private Tour Christian Casartelli, casac@netcourrier.com</p>	<p>May 2013 Council on America's Military Past Annual Conference Dayton, OH Martin Gordon, martingordon@gmail.com</p> <p>Sept 2013 Kustrin, Germany Deutsche Gesellschaft fur Festungsf Annual Meeting Andreas Kupka, anja.reichert@uni-trier.de</p> <p>Sept 2013 Fortress Study Group Annual Conference bill.clements@btinternet.com</p>
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CDSG Fund, and the Fort Adams Trust. It is my hope that other, successful partnerships can be established between the CDSG as an organization, local CDSG members, and local sites/parks.

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Preservation Committee Report

Gordon Bliss

The big news is the declaration of Fort Monroe as a national monument under the Antiquities Act. This protects the fort while the bill to make Fort Monroe a National Park proceeds (or not) in Congress when the overall property is fully turned over to the Commonwealth of Virginia (scheduled for early next year). I have not seen the actual boundaries that are included in the national monument, but from the written descriptions it sounds like they are the same as those for the proposed national park. This means that the stone fort, some immediately adjacent areas, and the North Beach area (which includes some of the Endicott batteries) are included. However, this also means that Batteries Parrott and Irwin, directly across from the fort and among the most significant, are not included. We are still working to get these included in the boundaries for the proposed national park. I am also somewhat concerned that all the announcements I have read about the national monument proclamation describe the history of the fort as though it stopped at the Civil War and nothing after that is even mentioned.

On other fronts, work on the San Francisco Presidio Parkway project continues and their website (www.presidioparkway.org) has photos, including aerials, of the progress in their photo gallery section. So far there has been no activity yet around the batteries next to the existing highway, as work is occurring on the other side.

The Friends of Pulpit Rock Tower have sent out a new newsletter announcing the warrant passed in the Town of Rye authorizing the transfer of the tower to the town. However, this is dependent on raising \$120,000 for major repairs and upkeep. Fortunately, NH State Fish & Wildlife (the current owners) are willing to allow some time for this to happen. Meanwhile they are continuing to have open houses to allow people to visit the tower, while raising funds for smaller repairs and fixes to the structure. Information can be found on their website at www.friendsofpulpitrocktower.org.

I have not yet confirmed if the demolition and stabilization work at Fort Andrews in Boston harbor has been fully completed yet, but I expect that the demolition part is or will be shortly finished

before winter sets in. The area was reopened to the public this summer, with some areas marked off to prevent entry. It remains to be seen how much stabilization and repair on the remaining structures will occur. I hope that I will be able to visit it in the first part of next year to be able to give a more detailed report.

If you have a preservation issue, or for further information on any of the items I've mentioned, contact Preservation Committee Chair Gordon Bliss at preservation@cdsg.org.

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CDSG Electronic Documents Update

Mark Berhow

The electronic publishing revolution is progressing at a furious pace; with the advent of electronic reader pads such as the Kindle and the iPad and more electronic publication on the internet, the demand for electronic publications is rapidly increasing. Books, newspapers, and magazines are converting to electronic format in ever increasing numbers. While the demand for conventionally published books and magazines is still relatively high, the trend is towards more electronic reading media.

In talking to other members of the group about electronic media, I get the impression that most of our members still prefer a printed book or magazine in their hands to read and are not comfortable reading a lot of material on the computer screen. I feel the electronic reading pad revolution is going to change that and more readers are going to turn to these reading pads for their books, magazines, and news.

The CDSG Publications, Press, and Projects Committees have been diligently incorporating current electronic publication methodology into the preparation of CDSG publications, the CDSG website, and the recent CDSG Press offerings. The software used to prepare the newsletter and journal was also used to prepare the Wade thesis on 1st and 2nd-System fortifications for publication and is being used in the preparation of the 3rd edition of *American Seacoast Defenses*. This software produces electronic data files that can be used for print or as electronic document files in PDF format or the new EPUB formats.

The time has come to begin offering our publications and books as electronic publications. We will still provide a print format for both the publications and press, especially now with the print-on-demand options offered by lulu.com and other presses.

We have already presided over the conversion of much of the paper archive document collections into a digital format. We now offer an excellent collection of books, manuals, reports, maps, proceedings, reprints, training regulations, documents, and histories as PDFs, now all on a single DVD for \$50. For me this is a much better way to store and access this information than the old file cabinet method of yards of paper. We also have a fairly complete collection of archive documentation on individual harbor defenses and forts, including RCBs, RCWs, maps, engineer notebooks, annexes/supplements, quartermaster building records, and aerial photos. We are currently offering these collections for \$50 per harbor defense DVD (\$10 for smaller harbors on CD). The charge for these collections raises money to cover our expenses in obtaining copies of these documents and maintains the CDSG organization. This is still a great bargain compared to the expense of going to the Archives, finding, and making copies of these documents yourself.

The complete harbor defense document collection fits on 10 DVDs, which would normally market for \$500. The CDSG ePress is now offering the complete collection for a discount price of \$250 as a membership benefit.

As for offering our Press publications as a electronic documents, the CDSG will now offer the 3rd Edition of *American Seacoast Defenses, A Reference Guide* as a PDF publication. I feel it is a better format for this guide than hardcopy. It can be updated at no expense, and it can be printed in sections as needed. Once the second edition is sold out, we can even offer it for sale as print-on-demand from lulu or another press at no cost to the CDSG. In the mean time it is now on sale for those that are interested.

I would encourage the membership to weigh in with opinions on this subject. I think with epublication and print-on-demand technology we can offer our publications both as hard copy and as electronic documents to compliment our ePress document offerings.

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Electronic Version of the Third Edition of American Seacoast Defenses

The CDSG ePress is now offering the third edition of *American Seacoast Defenses, a Reference Guide* (ASD3) as an electronic PDF document. The third edition features updated and enhanced photographs throughout the book, with an extensive revision of the uniform and insignia sections. This makes it great for searching and viewing sections with a great zoom for looking at details, especially on the new pad portable readers. Pages or sections can be printed as needed. The file format is PDF, not an ePub format, so a reader that is compatible with adobe acrobat is required.

The CDSG ePress is offering this electronic version for \$40, the same price as the hard copy. To order please contact Mark Berhow at berhowma@comcast.net or send a check or money order to him. Once he receives your order he will send you the file electronically by FTP transfer.

Mark Berhow
CDSG ePress
PO Box 6124
Peoria, IL 61601

We are still offering the hard copy version of ASD2, which has the basically the same content as ASD3 for those that want hard copy.

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Special Offer on Harbor Defense Documentation

The CDSG ePress has revamped the harbor defense document PDF collection and are now offering a complete set for the US harbors in a 10 DVD collection for \$250. This set includes the RCWs and quartermaster building records (now organized by fort/location), the RCBs, the engineer notebooks, maps, the annexes to the harbor defense projects and sets of aerial photos taken in the 1920s-1930s. Some harbors have complete set of all these documents, some have less items, such as the Alaska defenses and the harbors eliminated in 1928. This is a great way to update your harbor defense document collection. Contact Mark Berhow at berhowma@comcast.net for ordering information.

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Fort Adams Redoubt Stairs Stabilized

Chris Zeeman

I would like to update CDSG members and trustees of the CDSG Fund on the staircase stabilization project at the Advanced Redoubt of Fort Adams, in Newport, RI. As you know, Fort Adams has the most extensive land defenses of any third system fortification. As part of the outer-most defenses, the Advance Redoubt was its own fort, with multiple defense lines. This type of work is rare among American seacoast defenses and is one of the last remaining examples of a classically defined redoubt. The redoubt itself is composed of two walls, two ditches, and a central defensive tower. At the heart of the redoubt, in the center of the tower, is a beautiful double spiral staircase. This architectural element is unique in American seacoast defenses, and is very rare overall. John R. Weaver II, in his excellent book *A Legacy in Brick and Stone*, says:

“A unique feature of this redoubt was the beautifully designed double spiral staircases that wound to the ramparts. This is the only place that the author has seen two spiral staircases winding over each other and providing access to the same place...the remains of this magnificent piece of construction gives a clear indication of the original design.”

Since there are two individual staircases, they will be referred to as the “Northern” and “Southern” Staircases. The Southern Staircase, unfortunately, has partially collapsed, and the top third of the staircase is already missing. This leaves the northern staircase as the only means of access to the roof of the redoubt. At some unknown point in the past, attempts were made to secure the Northern Staircase with metal support poles, rebar, and concrete, but this attempt was unsuccessful and the northern staircase was in immediate danger of collapse. Several stone stair threads appeared to only be held in place by one of the metal poles, and many others had cracked.

While many dedicated volunteers and I spent this winter clearing brush in the outer ditch of the redoubt—we decided that it would be too dangerous for volunteers to attempt repairs

to the staircase. At my request, the Fort Adams Trust obtained an estimate from a local engineering/construction company already doing stabilization and restoration work at the main fort.



North staircase before



North staircase after



They envisioned bracing ten of the stair treads on the Northern Staircase with pressure treated posts and headers. Three of the stair treads on the remaining portion of the Southern Staircase would also be braced against collapse. This would buy time for this special double staircase until the day when permanent repairs can be made.

In response to this threat, a partnership was established between the CDSG Fund, the Fort Adams Trust, and the individual members of the CDSG. Enough funds were raised to implement the plan to stabilize the unique double staircase. Earlier this year, masons from the Damon Company carefully levered several of the massive stone steps back into their proper positions. They also canted each to the proper angle to shed the rain water run-off. Finally, Damon's master craftsmen installed the bracing under both staircases. As a side benefit of securing the staircase, it is now possible to once again use the Northern Staircase to access the roof of the redoubt proper. Our volunteers have already started to clear it of brush.

I would like to personally thank the CDSG Fund and all the CDSG members that made this happen. I hope the attached photos will help illustrate the highly successful labors of the Damon Company!



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Lee Davenport Dies at 95. Developed Battlefront Radar

By RICHARD GOLDSTEIN

The New York Times

Sept. 30, 2011

Lee Davenport, a physicist who developed a radar device that helped bring Allied victories on major World War II battlefronts in Europe and the Pacific, died Friday in Greenwich, Conn. He was 95.

The cause was cancer, his daughter, Carol Davenport, said.

Mr. Davenport was working toward a doctorate in physics at the University of Pittsburgh when he joined the secret Radiation Laboratory at the Massachusetts Institute of Technology in February 1941. Bringing together leading scientists and financed by the federal government, the Rad Lab, as it came to be known, forged technology for America's anticipated entry into the war.

He oversaw the day-to-day work and the testing that created the SCR-584 (for Signal Corps Radio), a microwave radar device with a sophisticated scanning technique to track an enemy plane and a computer to adjust automatically the angle of anti-aircraft guns to shoot it down.

As the M.I.T. laboratory deputy to the physicist Ivan Getting, a major figure in developing GPS, the Global Positioning System, in the postwar years, Mr. Davenport worked with companies like General Electric, Westinghouse and Bell Laboratories to produce more than 3,000 SCR-584 sets for the armed forces.

The device, far more complex than the radar used by the British to down German planes during the 1940 blitz, faced its first combat test when it helped gun crews shoot down German planes at Italy's Anzio beachhead in early 1944.

Mr. Davenport, meanwhile, had gone to England, where he waterproofed SCR-584 units for the D-Day invasion of Normandy on June 6, 1944. Soon after the landings, he went to France to oversee use of the SCR-584 there.

"They issued papers for me to be known as a captain in the Signal Corps," he told *The Greenwich Citizen*, a weekly newspaper, last year. "I had all the dog tags and identification." He said that if the Germans had captured him and known he was a civilian, he would have been "shot as a spy."

In mid-June 1944, the Germans began using pilotless aircraft known as "buzz bombs," which crashed and exploded in London and surrounding areas.

Mr. Davenport returned to England to put his radar units into action against the barrage, only to find that some gun crews had not learned how to operate them. American soldiers at one anti-aircraft battery were reading instructional manuals to figure out how to use the radar while the bombs flew overhead.

"Seven or eight buzz bombs came within range while I was there," he told Robert Buderer, recounting that moment in "The Invention That Changed the World: How a Small Group of Radar Pioneers Won the Second World War and Launched a Technological Revolution" (1996). "And the crew never got a single shot off at any one of them."

But the SCR-584s eventually proved highly effective in downing the buzz bombs. In the Pacific, they aided ground crews

in shooting down Japanese planes during the retaking of the Philippines.

At the Battle of the Bulge in Europe, the radar pinpointed enemy vehicles for Allied fighter-bomber pilots who found it difficult to distinguish them from Allied transport in the snowy terrain.

Lee Losee Davenport was born on Dec. 31, 1915, in Schenectady, N.Y., where his father, Harry, taught high school mathematics. As a youngster, he built small electric motors out of paper clips, copper wire and one-and-a-half-volt batteries.

He graduated from Union College in Schenectady and earned a master's degree from the University of Pittsburgh before joining the M.I.T. research center. After receiving his doctorate from Pittsburgh in 1946, he helped design a cyclotron at Harvard. He later worked in private industry, becoming the chief scientist at GTE Laboratories before retiring in 1980.

He had lived in Greenwich since 1960.

In addition to his daughter, from his marriage to his first wife, Anne Stephenson, who died in 2004, Mr. Davenport is survived by his second wife, Doris Moss; two stepsons, Craig and Clark Moss; three grandchildren; and five step-grandchildren.

When Mr. Davenport arrived at the M.I.T. laboratory, he said, he was bewildered by visions of a new generation of radar.

"It appeared to me that this project was the most complex system that one could ever dream of for knocking an airplane out of the sky," he recalled in a 1991 interview with the Institute of Electrical and Electronics Engineers.

"It required a combination of radios and computers and guns and all sorts of paraphernalia," he said. "As far as I was concerned, you ought to be able to aim a gun at an airplane without a big computer and shoot it out of the sky. Little did I know."

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Golden Gate National Recreation Area Battery Townsley Volunteers To Receive Hartzog Award

From *InsideNPS*

Imagine the passion and intensity of a group of volunteers dedicated to preserving World War II seacoast military fortifications who refused to let a site fall into ruins. That was the case with some park volunteers at Battery Townsley, the prototype of the largest type of seacoast artillery battery ever built by the United States and the very first one test fired (in 1940).

Inspired by the \$250,000 generous bequest by volunteer Chuck Wofford, work began in 2005 on opening the long-closed battery, which although identified in the park's general management plan as a fundamental historic resource, had little preservation and had fallen into neglect. Eleven highly dedicated volunteers, led by volunteer John Martini, a retired NPS ranger and noted author, undertook the project. These volunteers include a retired fire captain, a retired special investigator, an FAA electrician, a professional house painter, and military personnel and veterans.

With a lot of determination and direction from park personnel, these volunteers set about to restore the battery, including removal of graffiti and hazardous materials, repainting all

interior surfaces, restoring the historic landscaping, and preserving delicate historic stenciling. The volunteers opened up their pocketbooks, buying supplies that they needed instead of going through the government procurement process. The lasting nature of this project is demonstrated by a recent donation of funds by volunteer Sam Stokes to install a wheelchair accessible door to make Battery Townsley available to all, and by volunteer Chuck Graff to install solar panels to replace gasoline generators that were the previous power source.

Battery Townsley is open to the public today for visitation and interpretive tours because of the driving force of these dedicated volunteers, but the work continues. The volunteers create work parties for continuing rehabilitation of the site and they continue to research and document information about the time period and site. Through this research, they helped the NPS secure a 16 inch gun which was mounted aboard the USS Missouri when the Japanese surrendered in August 1945, saving this gun from the scrap heap. This will replace the original 16 inch gun that had been in Battery Townsley but was cut up and sold for scrap metal. The Battery Townsley volunteers are also currently working with park education partners to train them to use the site for educational programming.

The Battery Townsley volunteers have been recognized for their outstanding contributions by being awarded both the 2011 Pacific West Region George and Helen Hartzog Volunteer Group Award, and the 2011 Servicewide George and Helen Hartzog Volunteer Group Award. Two of the volunteers will represent the group at the NPS awards ceremony in Washington, DC, on October 26th.

For more photos of the site and the volunteers, visit the website below. <http://www.pbase.com/jamartini/townsleypreservation&page=all>

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William A. Allcorn, 1942–2011

Terrance McGovern

Bill Allcorn, a long-time member of both the Coast Defense Study Group (CDSG) and the Fortress Study Group (FSG), passed away on August 26, 2011, in Mission Viejo, CA. He had a lifelong interest in fortifications of all eras, and over the years visited and photographed many forts, especially those in Europe. Bill graduated from the University of California – Berkeley before serving as a U.S. Army officer in Vietnam. After his military service he received a master's degree from the University of Oregon and worked for many years as systems analyst for Unisys Corporation, a multinational hardware and software firm. His work assignments for Unisys had him located in Luxembourg and Munich, Germany, during the 1970s and 1980s. His work then brought him to Orange County, California. After leaving Unisys in the 1990s he undertook independent consulting assignments, while continuing his passion of researching and writing about fortifications. He is survived by his sister, Sue Bay.

Bill's European work assignments allowed him the opportunity to visit many defense works in northwest Europe, especially the Maginot Line in France. He joined the FSG at this time and



attended many of their special tours. Through these events he became friends with Quentin Hughes, the long-serving editor of FSG's annual journal, *Fort*. This relationship resulted in Bill writing several articles for *Fort* on the Maginot Line and publishing *A Guide to the Fortifications of Northwestern Europe* in 1983. Bill continued his research on fortifications upon his return to the United States, which led him to join the CDSG and write several articles and book reviews for the *Coast Defense Journal*. He appeared in, and served as a consultant for, a number of fortification-related programs in the History Channel's *Modern Marvels* series. His lifelong interest in the Maginot Line led to his authorship of Osprey's best-selling Fortress Series book, *The Maginot Line 1928–45* in 2003. Recently he wrote several articles on the forts of the Niagara Frontier for *Fort*.

Bill took great joy in his study of fortifications and was very giving of his time to help others interested in this subject. It was through his guidebook on fortifications in Europe that I first contacted Bill in 1989 to help me plan a European tour, and we were good friends from that point forward. Over the years I called upon Bill's great knowledge to guide me to fortifications in Europe, to review my own research, and to write numerous book reviews for CDSG. I will always remember his great delight in working on the *Modern Marvels* television documentary series (and his efforts for the program to get the history right), especially when he in appeared as a fortification historian for the episode called "Bunkers." We will miss Bill and his knowledge of and love for European fortifications.





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Busy Times at Fort Monroe

Terrance McGovern

On November 1, 2011, President Barack Obama used his authority under a century-old law and signed a proclamation designating Fort Monroe (or at least parts of it) a national monument. Obama's decision to turn Fort Monroe into a national monument marked the first use of his authority under the Antiquities Act. Presidents dating to Theodore Roosevelt have used the 1906 law to protect sites deemed to have natural, historic, or scientific significance, including the Grand Canyon, the Statue of Liberty, and Ellis Island. At a signing ceremony in the Oval Office, Obama said the fort had played a "remarkable role in the history of our nation." He said he looked forward to visiting and taking daughters Malia and Sasha along to get "a sense of their history." It not clear at this time if the House and Senate bills to create the "Fort Monroe National Historical Park" that are currently before Congress will also be passed in law or whether Obama's action will make passing these bills redundant.

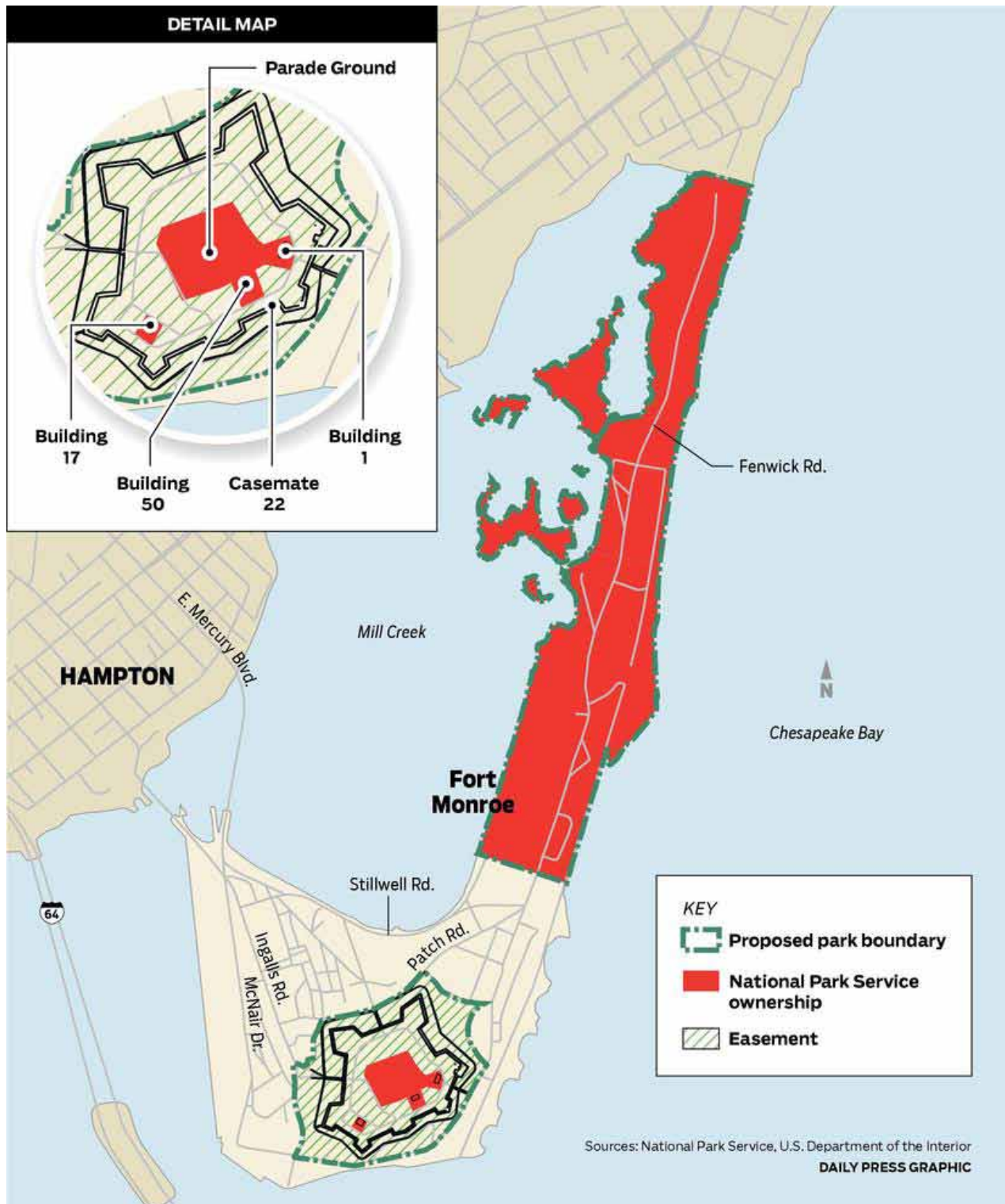
The day after President Obama created the national monument, the National Park Service announced that Kirsten Talken-Spaulding will serve as the site's first superintendent. She is a 20-year park service veteran who grew up in Williamsburg and has a biology degree from the College of William and Mary. In coming months, Talken-Spaulding said, the park service will ask for public input on what types of services and programming people want offered at Fort Monroe. The park service will manage 325 acres of the 565-acre property, while a Commonwealth of Virginia entity, the Fort Monroe Authority (FMA), will oversee the rest of the former U.S. Army post.

On September 15, 2011, the U.S. Army handed over responsibility for managing historic Fort Monroe to Virginia (although the actual transfer will not happen until 2012 when the Federal government and the Commonwealth of Virginia resolve certain land ownership issues). "The Army's departure opens these doors to a much broader audience—the American people," Gen. Robert W. Cone, commanding general of the U.S. Army's Training and Doctrine Command (TRADOC), said in a deactivation ceremony. The fort has been in continuous operation since 1823 and in recent decades served as the home of TRADOC. Many of the fort's personnel are transferring to nearby Fort Eustis, and the fort is being placed under the control of the state's Fort Monroe Authority. Army officials handed over a giant key to the fort to Gov. Bob McDonnell, symbolizing the transfer. "The fort is now open," said the authority's new executive director (appointed in August 2011), Glenn Oder, after the ceremony. "It's going to be a very safe and secure and enjoyable place to visit. There will not be an ID check anymore. It'll be free access to the public."

Of special interest to the CDSG and its members is the status of key coast artillery sites and artifacts at Fort Monroe. A formal agreement between the U.S. Army and FMA will allow the Casemate Museum to remain open after the U.S. Army departs Fort Monroe. TRADOC will provide museum personnel to curate the display collection while FMA will manage the facility (utilities, security, landscaping, etc.). The agreement is binding for 2 years with a possible two-year extension. The Casemate Museum foundation will continue to support the museum. The museum's archives, to include the Coast Artillery collection (photographs, documents, journals, maps, etc.) will remain intact at Fort Monroe and continue to be used by researchers and museum staff. The 90 mm and 3-inch guns at Battery Parrott and Irwin will remain

in place. The stored artifacts related to the Coast Artillery have been transferred to various Army museums (Field Artillery Museum, Air-Defense Artillery Museum, Harbor Defense Museum) that will tell the Coast Artillery story, as well as to the Museum Support Center at Fort Belvoir, VA. Paul Morando is no longer the director for the Casemate Museum. The U.S. Army's Center for Military History has reassigned Paul as the new director of the U.S. Army Quartermaster Museum at Fort Lee, VA.

While the boundaries of the new Fort Monroe National Park (see accompanying map) includes Batteries DeRussey, Church, and Anderson-Ruggles in the North Beach area, Batteries Parrott and Irwin remain outside the park. These two historic (they were the key training and VIP display batteries for the Coast Artillery Corps) remain the responsibility of the FMA. They also occupy a very prominent location (see accompanying photograph) that effects the entire viewshed for the old stone fort onto the shipping



channel into Hampton Roads. These emplacements are in the best physical condition at Fort Monroe and they mount several rare surviving coast artillery guns. It is hoped that the NPS will include this two batteries and the 3.5 acres they occupy into the new park once they understand their historical value and prominent location, but if not, the CDSG will work with FMA to insure that they are preserved and interpreted.

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Dispatches from Fort Wayne, Detroit

Jonathan A. Mycek

Fort Wayne survived the worst that time and neglect could do, but this summer, the old ramparts could not hold out against Mother Nature. In July and August, storms brought down trees, knocked out power, and severely disrupted the Historic Fort Wayne Coalition's Civil War Sesquicentennial event schedule. "The bad weather caused us some issues and problems," said one HFWC Volunteer, "but there will always be a next year." Though the elements were uncooperative, the Coalition was not idle.

In the last few months, the HFWC concluded negotiations with the City of Detroit for increased access to on-site office, storage, and fabrication facilities. The contract, according to a message from the Coalition Chairman, requires the group to staff the main gate, collect entrance and parking fees, and conduct tours. Fortunately, these are duties the coalition members are expert at. The extra space and equipment will give the group a more professional face and allow for expanded volunteer opportunities during the winter months.

This December, a Civil War commemorative Christmas returns to Fort Wayne. On December 10, 2011, military and civilian reenactors will showcase battlefront and homefront holiday traditions from both the North and South. Admission is \$5 for adults, \$3 for children under 15 years of age, and \$5 for secure parking for this exclusive, one-time event. Visit the HFWC Events Webpage for more information or to make a group reservation. (<http://www.historicfortwaynecoalition.com/christmas.html>).

As Fort Wayne moves into its 171st year, the post is slowly returning. The City of Detroit and all those participating in the fort's resurgence do so with a renewed vigor – an energized nostalgia for the past combined with a spirit of bold curiosity for the adventure ahead. With 2012, Fort Wayne looks forward to the continuation of the Civil War Sesquicentennial, the Bicentennial of the War of 1812, and most importantly, a visit from the CDSG during John Weaver's Great Lakes Fort Tours.



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Surviving U.S. Coast Artillery in Canada

Terrance McGovern

I recently had the opportunity to visit Newfoundland and Nova Scotia in Canada, including the three sites that contain rare surviving US coast artillery. At the former Fort McAndrews at Argentia, Newfoundland, two World War II 200-series batteries were constructed to defend the U.S. advance naval base. Batteries Construction Numbers 281 and 282 each mounted two 6-inch guns on shielded barbette carriages. Battery 281's guns were moved to Fort Columbia, WA, when the naval station closed in 1994, but the guns of Battery 282 have remained on site. They are 6-inch M1905A2 guns (#13 & #8) on M1 barbette carriages (#44 & #45). I toured the site with several CDSG members on September 17, 2002, and found the battery in an abandoned condition, although the property is owned by the Argentia Management Authority (AMA). We talked with a representative of the AMA about their future plans for these two guns. While they hope to turn the battery into a museum about the World War II history of the base, they have no resources to do so, and it does not appear that they will have any anytime soon. We offered the help of the CDSG Fund in carrying out basic preservation as the guns. As can be seen in the accompanying photographs, they have not received any care in a long time.



BCN 282

The second site I visited was Cape Spear (considered the easternmost point in North America), near to St. John's, Newfoundland, on September 18, 2011. During World War II, the United States provided two 10-inch disappearing guns to supplement the coast defenses here. Although Newfoundland was not part of Canada at that time, the guns were manned by the Canadian army. The two disappearing guns came from Battery Harker, Fort Mott, NJ. The Canadian Army constructed two concrete emplacements for these guns, but at the end of the war the guns were to be scrapped. Due their large size the 10-inch barrels remained at the site, while the carriages were removed. Today, the two 10-inch M1888 guns (#41 & #3 Watervliet) still lie within their emplacements. As you can see in the accompanying photographs, the barrels and emplacements are being maintained and interpreted by the Parks Canada.

* * * * *

CDSG Special Tour to Nova Scotia, Canada

September 19–24, 2011

Article and photos by Charles H. Bogart



Cape Spear Battery

The third site I visited was McNutt Island, near Shelburne, Nova Scotia, as part of the CDSG special tour to Nova Scotia. A lobster boat transported us to the island on September 22, 2011. During World War II, the U.S. Army supplied the Canadians two 10-inch guns on barbette carriages to provide coast defense for the anchorage at Shelburne as ships assembling here for convoys to Europe. The two barbette guns came from Battery Quarles, Fort Worden, WA. The Canadian Army constructed two concrete emplacements for these guns, but at the end of the war the batteries were abandoned. Several years later, efforts were made to scrap the guns, and one gun was cut into chunks before these efforts were abandoned. Today, the two 10-inch M1888 guns (#12 & #37 Watervliet) on M1892 barbette carriages (#11 & #1 Watertown) remain abandoned within their emplacements. As you can see in the accompanying photographs, one gun with its carriage remains intact (but with most of its small pieces removed), while the other gun and carriage are in pieces (and several of those pieces are missing). Ownership of the site is not clear, but mostly likely it is owned by the provincial government.



Fort McNutt

Thirteen members of CDSG spent September 19–24, 2011, touring the coastal defenses on the southern and eastern coasts of Nova Scotia, Canada. Thanks to outstanding assistance and coordination by Parks Canada, we were able to visit all remaining sites within the Halifax area. During our stay at Halifax, we were chaperoned from site to site by Hal Thompson, William Naftel, and Kevin Robins.

Mary Ann and I came to Halifax a few days before the start of the tour to visit some other fortifications in Nova Scotia. We thus drove to the northwest side of the province to see two colonial coast defense sites; Fort Anne at Annapolis Royal and Fort Edward at Windsor. Annapolis Royal under the French had been known as Port-Royal, a name they inherited from even earlier Scottish settlers. To defend the port, they built a fort. The fort was captured by the British twice in 1654 and in 1690. Rebuilt by the French in 1702, the fort held off British attacks again in 1704 and 1708, but finally fell to the British in 1710. The British renamed the fortification Fort Anne and the city Annapolis Royal. The city was the capital of Nova Scotia until 1749, when the capital was transferred to Halifax. The fort was garrisoned by the British during the American Revolution and during the War of 1812. The earthen fort is in remarkably good condition today, managed by Parks Canada.



Fort Anne

Fort Edward, located at Windsor, was built in 1750, a wooden blockhouse surrounded by an earthen fort. The blockhouse still stands, the oldest surviving blockhouse in North America. The fort was garrisoned during the Revolutionary War and the War of 1812 and used as a recruiting camp during World War I. The blockhouse and earthen fort are in good repair, and is part of the local park system.

Our tour at Halifax started on Monday, September 19, with a visit to the massive Halifax Citadel built 1828 and 1856. The granite and brick citadel was occupied by British troops until turned over to the Canadian military in 1906. The citadel served as headquarters for the defense of Halifax during both World



Fort Edward

Wars. This site is managed by Parks Canada and staffed by reenactors in period costume. It is also home to the local military history museum, which includes a timeline of the defense of Halifax. One interesting display is a diorama showing how the fort would have

withstood an attack by the Americans. The walls of the fort are lined with various period muzzleloading rifled and smoothbore cannon. Besides exploring both the interior and exterior of the citadel, CDSG members were allowed to peruse photographs, maps, and reference materials in the Citadel's library. Our guides made a particular point to allow us to examine all of the various guns on display within the Citadel. During the course of our visit, Dave Danskin, the Parks Canada official who coordinated our visit, was commissioned by Kentucky Governor Steve Beshear as a colonel in the Kentucky Militia, with the duty of raising a company of soldiers, at his own expense, to help turn back malicious Canadians and their Indian allies raiding the Commonwealth of Kentucky.

The afternoon was spent driving south along the west shore of Halifax Harbour to visit four defensive positions: York Redoubt, Sandwich Battery, Chebucto Head Battery, and Connaught Battery.

The first site visited was York Redoubt, first fortified in 1794 with a blockhouse. In 1798, this was replaced with the Duke of York Martello Tower, which was incorporated into an eight-gun (9-inch and 10-inch RML – rifled muzzleloaders) coast defense battery built circa 1870. The guns are still in place. The redoubt was upgraded before World War I with a fortress observation post. While we were there, work was being undertaken to stabilize the Martello tower. Next to the tower were emplacements for two 6-pounders. With the outbreak of World War II, York Shore Battery was built on the shoreline below the old fortifications. A recent chain link fence to protect visitors enclosed the heavily deteriorating battery, but we circumvented it by climbing around the ends of the fence. At the start of the war, the battery was armed with two 12-pounder guns from Fort Ives, which were



Halifax Citadel



York Redoubt

later replaced with two twin 6-pounder mounts in an enclosed concrete emplacement... This battery was emplaced above the anti-submarine net anchorage. Three searchlight emplacements were nearby, and controlled from the Martello tower. Due to time constraints and rain, we did not visit the Spion Kop Fortress Command and Fire Control Centre dating from the late 1880s, York Redoubt was abandoned by the military in 1956 and is now managed by Parks Canada. Our Parks Canada hosts did a great job showing us around the site and letting us inside various structures in the rain.

We then traveled to Sandwich Battery on the grounds of the Royal Canadian Navy Damage Control School. The RCN went out of their way to make us welcome, even though we were not quite sure they understood why we came so far to view broken concrete. The battery, built before World War I, contained two 9.2-inch BLR and two 6-inch BLR. This battery, along with Fort McNabb, were Halifax's principal defense works during World War I. Both batteries were disarmed during World War II and replaced with more modern artillery. The concrete firing platforms and magazines have deteriorated badly, with the concrete breaking off in large chunks, as the batteries, until recently, were used for fire suppression training.



Sandwich Battery

The next battery we visited was Chebucto Head. Built in 1943 and in operation until 1956, when the guns were transferred to Portugal as part of a NATO military assistance program, it consisted of three 6-inch MK24 guns on MK5 mounts. A number of searchlight positions stretched along the coast from the nearby lighthouse to beyond the gun battery. The concrete gun positions are now the foundations of some expensive homes which are located at the end of a private road, but we had permission to visit. The battery observation post and fire control station has also been turned into a private residence. One searchlight position has been made into a patio area for viewing ships entering and leaving the harbor.

Finally on the way back to Halifax we saw Connaught Battery, built in 1910. It was the first coast defense battery constructed by the Government of Canada. The battery for three 4.7-inch quick-firing (QF) guns in a single emplacement, abandoned by the Canadian Army after WWII. The unarmed battery is in a local park.



Chebutco Head



Connaught Battery

On Tuesday, September 20, Parks Canada arranged for us to use an ex-US Army LARC (Lighter Amphibious Resupply Cargo) to negotiate the water between Halifax and Georges Island, home of Fort Charlotte. The LARC landed on the island, driving up onto the beach. Our Parks Canada host was Carla Wheaton. The island was first fortified in 1815 with a Martello tower that was torn down in 1877 after modernization of the island's defenses 1864–1870. The modernization saw the installation of a casemated battery of four 10-inch RMLs and a barbette battery of eight 9-inch RMLs on the south end of the island. At the turn of the century, part of the barbette battery was modified for three 4.7-inch emplacements. During World War I, a submarine mine defense depot was established on the north end of the island. During World War II, an anti-aircraft gun was mounted on the island. The island was abandoned by the Canadian Army in 1960 and in 1965 came under Parks Canada. The 1864–1870 fortifications are armed and in remarkable shape, but the torpedo station is little more than a ruin. Access to the island is presently limited due to damage to the island's dock, thus the LARC.



Georges Island



Georges Island

Upon our return to the mainland at noon, we traveled to city-owned Point Pleasant Park, home of the Prince of Wales Martello Tower, Cambridge Battery, Northwest Arm Battery, Chain Rock Battery, Fort Ogilvie, and Point Pleasant Battery. Prince of Wales Martello Tower, built in 1792 and is 26 feet high and 72 feet in diameter, was in remarkable good condition. In 1813, the tower's upper level mounted two 24-pounder guns on traversing platforms, with four 6-pounder guns on the barrack floor. The tower has been recently closed to the public due to budget cuts, however, our three Parks Canada guides opened it for us to explore. We were able to explore all three floors, but it was quite evident that mildew was attacking the lower level due to lack of daily ventilation.



Prince of Wales Tower

The other five batteries within Point Pleasant Park belong to the Halifax City Park system. Cambridge Battery had been armed with several 10-inch RML when built in 1868, but at the turn of the century, they were replaced with two 6-inch BL (breechloading) guns (removed in 1918). The battery sits in the open near Prince of Wales Martello Tower and is in reasonably good condition, but unarmed. Point Pleasant Battery located along the park's waterline, with waves undercutting its foundation. Although it is protected by a chain fence, we were able to visit the battery via the shoreline. The battery had been armed with two 12-pounder QF guns. We were also able to view the remains of the searchlight emplacement and its power room. We then walked to the remains

of earthen Northwest Arm Battery, where a few muzzleloading cannon remain. Further up the Northwest Arm was the Chain Rock Battery which once mounted two 12-pounders. Crossing over the peninsula, we visited Fort Ogilvie, built to mount several 8 and 10-inch RML in an enclosed battery. Around 1900 the fort received two 6-inch guns (later replaced with two 4.7-inch guns during World War II). Presently the fort has several RML on hand with one displayed in 6-inch emplacement. A large "blockhouse-style" battery observation station was also within the fort's perimeter.



Fort Ogilvie

On Day Three, Wednesday, September 21, we traveled by launch from downtown Halifax to McNabs Island to visit and Forts McNab, Ives, and Hugonin. Only Ft. McNab belongs to Parks Canada; most of the island, along with the other fortifications is under provincial, was turned over to Provincial control. Upon arriving on the island, we viewed the site of Sherbrooke Tower, a Martello tower built between 1815 and 1828 on the seaward tip of Maugher Beach. The tower was torn down in during World War II, and its location is now occupied by a lighthouse.

Our first visit was to Fort McNab, a walk of a mile. Parks Canada opened all the casemates and other portions of the battery for us to explore. Fort McNab had been built between 1888 and 1892 and it was armed with one 10-inch BL (with a second 10-inch emplacement not armed) and two 6-inch BL guns. The fort is basically a defended battery with a ditch around the emplacements, bombproof casemates for gunners, and un-climbable fence around the rear of the gun line. In 1906, the fort received new guns in the form of one 9.2-inch BL (replacing the 10-inch BL) and two 6-inch BL guns. During World War I, Fort McNab controlled the examination anchorage for ships entering the Halifax Harbour. As a result, a 6-pounder QF "bring-to", quick fire examination gun and searchlight positions were added to the fort. Following World War I, the fort was in caretaker status, although the 9.2-inch gun received a new barrel. The fort was again manned during World War II. In 1942, the 9.2-inch gun was moved to Hartlen Point, the location of the new Devil's Battery. A 75 mm gun replaced the 6-pounder in 1943. In 1944, the older 6-inch guns were taken out and replaced with new guns from Sandwich Battery. In 1940, a new battery command post was constructed atop the casemates and a CDX microwave radar command post was built into the empty 9.2-inch emplacement in 1944. The fort



Fort McNab

was again mothballed after World War II but reactivated with the start of the Korean War. At this time the 6-inch No. 2 gun was replaced with a naval twin 4-inch gun mount. In 1960, the fort was declared surplus to the Canadian Army's needs and let for use as a park. The fort is in excellent condition. The original 10-inch BL barrel is displayed in its emplacement, while a 6-inch MK VII gun on a MK II mount has been installed in the remaining 6-inch emplacement.

Next we walked to Strawberry Battery, which had been built in 1940 to replace Fort Hugonin and armed with two 12-pounder QF, quick fire guns removed from Fort Hugonin. Also constructed were three large searchlight stations below the battery. This battery was emplaced above the anti-submarine net anchorage. The battery was disarmed in 1947, but guns were reinstalled with the start of the Korean War. The gun battery was finally withdrawn from service in 1956. Our excursion to Strawberry Battery required crossing a knee-deep tidal inlet. This battery is also in good condition.

After drying out, we hiked about a mile to visit Fort Hugonin, which was built 1899–1900 for four 12-pounder QF, quick fire guns. The fort was in service during World War I, but following the war, it was allowed to deteriorate. In 1922, two of its guns were moved to a practice battery at Sandwich Point. In 1940, its remaining two guns were moved to Strawberry Battery. The fort supported a naval acoustic range during World War II and was retained until declared surplus circa 1990. The fort is in good condition.

The last fort to be visited was Fort Ives, whose construction started in 1865. The fort was built with two faces, one to cover



Fort Hugonin



Fort Ives

the channel on each side of the island. The west face was armed with six 9-inch RMLs and the southwest face with three 10-inch RMLs. Between 1888 and 1892, the 9-inch RML guns were replaced with two 6-inch BL guns and two 12-pounder QF guns. Next to the 12-pounder a large powerhouse was constructed in 1910 to support the fort's searchlight stations. In addition, the fort received a battery of three 6-pounders to cover the minefield which was to be laid in war time between Fort Ives and Point Pleasant. A mine casemate was built into the fort's southwest face. The fort was manned during World War I with updated shoreline searchlight positions to cover the anti-submarine nets and minefield. Fort Ives was deactivated after World War I, only to return to service in World War II when it served as a barracks area. Two 10-inch RMLs on their original carriages grace the walls of the fort, along with. An impressive collection of RML barrels are laid out in the fort's parade. The fort is in good condition,

although all windows and openings are bricked up. The shoreline searchlight positions are accessible but in poor shape.

We returned to the mainland at 4 PM and drove to Devil's Battery on the golf course of the Royal Canadian Air Force Shearwater Base. We had permission to visit and walked through the golf course rough to find the three emplacements. They had been stripped of all material equipment and are overgrown within the high grass. For some reason, the golfers thought we were bird watchers and were amazed that we were seeking the old gun batteries. The battery consisted of three dispersed 9.2-inch guns, each in its own pit but connected by underground passages that also linked to a command post and power station. All three gun pits were visited and recorded. Considering the benign neglect of the RCAF, these gun emplacements, they are in fair condition.



Devil's Battery

The next day, Thursday, September 22, we drove south to visit McNutts Island, in Shelbourne Harbour. Shelbourne served as an alternate convoy port to Halifax during the early years of WWII World War II. We had chartered a lobster boat and sailed from Gunning Cove. Captain Crowell also provided land transportation for us in the form of a large ATV pulling a farm trailer and an old SUV. While the ride was bumpy in the fog, it was better than the 3-mile walk to the battery for two former US Army 10-inch M1888 guns on M1893 barbette carriages. Gun No. 1 has been dismantled and partly cut up, while Gun No. 2 still rests on its carriage. The site was heavily overgrown, and vegetation is working its slow destruction of the battery's



McNutts Island

concrete emplacement and connecting passageways. However, considering that the battery has lain abandoned since 1945, the site is in fairly good shape.



McNutts Island

After returning to the mainland, we drove to the site of Gunning Cove Fort, built in 1783, but no remains were visible. We then headed for Government Point Battery, which from 1939 to 1944 contained two casemates, each housing a 4.7-inch gun, plus a searchlight position. Both casemates still stand, although in very rough condition, full of junk and hidden in high vegetation. After our visit here, we returned to Halifax.

The next day, Friday, September 23, we drove north to Cape Breton Island and the harbor of Sydney, about a five-hour drive from Halifax. Our first stop at Sydney was Fort Petrie, where the curator opened the fort for our visit. Built during World War I, it housed two 4.7-inch QF guns. In 1917, a 4.7-inch field artillery gun was added to the position. Abandoned after the war, the fort was reactivated in 1939. A two-gun concrete battery was built to house two 6-inch MK2 naval guns. These were replaced by two twin 4-inch MK14 gun mounts in 1944. A 6-pounder Hotchkiss gun was also emplaced in 1943 to serve as an examination gun. Two waterline searchlight positions were emplaced to either side of the gun block circa 1940. A three-story observation tower once, disguised as a steepled church, overlooks the gun battery. Abandoned after World War II, the site was to have been demolished in 1990, but was saved by the Sydney Harbour Fortification Society. The observation tower now houses a museum, and the magazines have been pumped out but are



Fort Petrie



Fort Petrie

still dripping water. The fort's operating costs are met through donations. Considering its age, the above-ground installations are in excellent shape, but one searchlight position has toppled down to the beach.

After Fort Petrie we drove to the east side of the harbor to visit Stubbert's Point Battery, Chapel Point Battery, and Oxford Battery. Stubbert's Point Battery lies adjacent to the highway on a high cliff. In service from 1939 to 1946, the battery contained a twin 6-pounder gun and three searchlight positions. The battery anchored the anti-submarine net that stretched from South Bar to Daly Point. The site is now a refuse pit and graffiti heaven. The concrete is in very poor condition and appears to be in danger of collapsing onto the beach below.



Stubbert's Point Battery

Next we traveled to Chapel Point Battery which is, in layout, almost a mirror image of Fort Petrie, on an abandoned piece of land in back of a subdivision. During World War I the site contained two 4.7-inch field artillery guns. The battery site was abandoned after World War I but reactivated in 1939 when two 4.7-inch MK7 guns were emplaced here. In 1944, these guns were replaced with two twin 4-inch MK16 gun mounts. The four-story concrete fire control observation tower was disguised as a church tower, and several searchlight positions were also constructed. The site today is overgrown with recognizable concrete that has been heavily vandalized. Fort Petrie was visible across the water.

The last site visited this day was Oxford Battery. Construction of this battery started in 1944. It was to be armed with three 9.2-



Chapel Point Battery



Oxford Battery

inch MK15 guns on MK9 carriages in three dispersed pits. Only two of the guns were mounted before the war ended. The site was disarmed in 1948. The battery lies hidden in a scrub wood lot with an ATV mud path leading into it. The gun pits are full of junk, with one containing a burnt-out car; the flying insects are omnipresent; and the concrete is breaking up. All in all, the entire site is in poor condition, but we can say we were there. We ran out of time, so we did not visit the three-story battery command post. After our visit here, we drove to Louisbourg, where we stayed overnight.

Saturday morning, September 24, we first visited the site of the Royal Battery, which was located outside of the fortress. The battery, built between 1724 and 1732, contained 52 guns and, with Island Battery, controlled the entrance to the harbor. We then drove to the visitors' center where we met our Parks Canada guide, Troy Allen. We visited Battery Wolfe, one of the British siege batteries that took part in the 1758 capture of Louisbourg. Following this excursion, we toured the visitors' center museum before taking a bus to Fortress Louisbourg, which is located a



Fortress of Louisbourg

mile from the museum. The fortress is a 1961 reconstruction of one-fourth of the original fortress, as the British destroyed the site when they abandoned it in 1761. Our guide was only interested in telling the military history of the fortress, so we skipped all of the cultural activities to visit the fortress's defensive works and military buildings. We spent four hours with our guide visiting the Dauphin Demi-Bastion, the King's Bastion, Eperon Battery, the Piece de la Grave Battery, Frederic Gate, and Dauphin Gate.

Fortress Louisbourg is a world-class site, well worth visiting as the restoration has been done very well, and the reenactors are very good at portraying their characters. We closed out the tour with a traditional period meal at a tavern within Louisbourg, which was excellent.

With this, our CDSG visit to Nova Scotia ended, and we broke up to go our separate ways. Mary Ann and I, instead of driving onward, returned to Louisbourg to take a tour of the history of its commercial foundation. One needs to understand the commercial and military basis of Louisbourg before one can understand its purpose. The next day, September 25, we headed east to Fort Beausejour in New Brunswick and Fort Amherst on Prince Edward Island. Both were French colonial earthen coast defense fortifications. Fort Beausejour guarded the overland route between the Bay of Fundy and the St. Lawrence River. It was built in 1748 but captured by the British in 1755 and renamed Fort Cumberland. Its capture was one of the events that led to the expulsion of the Acadians. The fort was renamed Fort Cumberland by the British. The fort was attacked by Americans in 1776, but they were unable to take the fort. The fort was abandoned by the British after the Revolutionary War but re-garrisoned during the War of 1812. It is in remarkably good condition and is managed by Parks Canada. Features of both the French and British periods are present and interpreted on the site.



Fort Beausejour

We reached Prince Edward Island via the toll bridge and drove to Rocky Point, site of Fort Amherst. This fortification was built by the French in 1720 to guard Port-la-Joye, now Charlottetown. The fortification was captured by British forces in 1745, recaptured by the French, in 1746, and rebuilt into its present form circa 1750. The fort was retaken by the British in 1758 and renamed Fort Amherst. It was garrisoned by the British until 1770, when it was abandoned. The fort is now located in a city park, and the earthen work is in fair condition; unfortunately, the museum was closed for the season. The next day Mary Ann and I returned to Halifax and caught our flight back home.

Attending the tour were Michael Van Best, Gordon Bliss, Charles Bogart, Mary Ann Bogart, George Cook Jr., Maurice Gehlen, Jack Hays, Penny Hays, Terrance McGovern, Gary Paliwoda, Rolf Thoendel, Glen Williford, and Charles Trollope. I would like to thank Gordon and Terry for organizing our visits to several sites and for keeping me on track. Roger Sarty also played a role in helping us arrange visits to several sites. The Canadians were great hosts and they insured we reached all the sites and had transportation we needed to visit. We would not

have had a successful tour without their help. In recognition of this support by Parks Canada, money was collected from those participating in the tour to purchase various CDSG publications for donation to the Halifax Citadel Library. It should also be noted that before the tour I had purchased a number of CDSG baseball hats for distribution to our tour members and as gifts of acknowledgement for support provided to us by the locals. The hats were well received by all, and I would like to suggest that CDSG consider stocking such hats in the company store for sale and distribution at other CDSG sponsored outings.

* * *

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The CDSG Fund

The CDSG Fund supports the efforts of the Coast Defense Study Group, Inc., by raising funds to support preservation and interpretation efforts concerning seacoast defenses around the United States. The CDSG Fund is seeking donations for preservation projects around the United States consistent with the goals of the CDSG. Donations are tax-deductible for federal tax purposes, and 100% of your gift will go toward the project selected. The CDSG Fund will acknowledge your gift and keep you informed on the status of its projects. Make checks or money orders payable in US funds to The CDSG Fund.

The CDSG Fund is always seeking proposals for the monetary support of preservation and interpretation projects at public parks and museums. A one-page proposal briefly describing the site, the organization doing the work, the project to be done or supported, and how the money would be used, should be sent to the address listed below. Successful proposals, usually one to two per year, are typically funded at \$500 or more. Upon conclusion of project, or the year in which funding was received, a short report suitable for publication in our newsletter is requested.

Send all donations and proposals to:

The CDSG Fund
C/O Alan Hardey, Trustee
1577 Braeburn Road, Altadena, CA 91001-2603
oozlefinch_1@earthlink.net



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Be sure to include your name and shipping address.

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**CDSG Fund Challenge
Meet in Record Time**

Terrance McGovern

In the August 2011 CDSG Newsletter, the CDSG Fund challenged our members to match the Fund's donation to the Fort Miles Historical Association (FMHA) to pay for the relocation of a 16-inch/50 barrel from Portsmouth, VA to Cape Henlopen State Park. Our goal was to double the \$1,000 that the CDSG Fund agreed to provide for the 16-inch/50 project. It's great to report that our members have already meet this challenge by donating \$1,050 so far. We will be send the FMNA a check for \$2,050 for this worthy cause. Currently no 16-inch coast defense battery has a barrel on display to help visitors to be better understand the function of these massive structures. Your donation will make this happen. We are still accepting donations for this project so please send us a donation. Remember your gift is the CDSG Fund is tax-deductible for federal tax purposes and 100% of your gift will go to the 16-inch/50 Project (please indicate this purpose on your check). Please send your check made payable to the CDSG Fund as soon as possible as FMHA needs to move the barrel by March 2012 or the barrel will be scrapped by the Navy. Your check should be mailed to Alan Hardey at 1577 Braeburn Road, Altadena, CA 91001-2603.



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