



# The CDSG Newsletter



The Coast Defense Study Group, Inc. – November 2015



## Chairman's Message

The Coast Defense Study Group at 30(or Maybe 38?)  
Quentin W. Schillare

This is an anniversary year. Although initiated in 1978 by a few hardy souls (hence the 38), the CDSG was established in 1985 by those with a common interest in the history, architecture, technology, and employment of the seacoast defenses of the United States and its overseas possessions. The mission was to educate, interpret, and preserve. A tall order! How have we done as we celebrate our 30<sup>th</sup> anniversary?

We've done a lot. Since 1985, the CDSG has provided over 50 organized and curated opportunities to visit former coast defense facilities in the United States and elsewhere. Thirty annual conferences have taken us from the coast of Maine around to Puget Sound, with a foray to the Great Lakes. Twenty-two special tours to smaller US sites and 13 overseas locations have allowed us to gain an appreciation for defending places like Manila Bay, the coast of Norway, and the Panama Canal. Without the coordination and support of these events many of us would not have visited these sites, or not have experienced them to the depth provided during a conference or special tour.

Our educational mission remains multifaceted. The annual conference is a tutorial with many components beyond visits to old bricks, rusted metal, and stained concrete. Conference notes, daily orientation briefings, and nightly presentations enable a fuller understanding of the sites and their artifacts. And because many CDSG members have acquired expert knowledge on coast defense, someone is always near at hand to tell us that, for example, this 3-inch gun block had an M1902 pedestal mount as opposed to an M1903 pedestal mount because it has 10 mounting bolts instead of 12. So obvious!

Our 30-year paper trail has added value to the study of American military history. Beginning with Volume 1, Number 1, of the *Coast Defense Study Group News* in November 1985, the quarterly *Coast Defense Journal* and the *CDSG Newsletter* have provided readers with rigorously edited original scholarship on the people and places of coast and harbor defense and information to keep us up-to-date. CDSG reprints of US Government publications from the heyday of coast artillery in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries have kept important reference works in print. Also, the personal archives of our members obtained from multiple sources over many years facilitate historical research.

Perhaps the most significant contribution to this field of study is *American Seacoast Defenses* from the Coast Defense Study Group Press, now in its third edition. Since it first appeared in 1999, the ASD is the single most authoritative and comprehensive publication on an important aspect of America's strategic defense. The ASD ought to be in every CDSG member's personal library.

## CDSG Meeting and Tour Calendar

Please advise Terry McGovern of any additions or changes at [tcmcgovern@att.net](mailto:tcmcgovern@att.net)

CDSG Special Tour  
February 27 - March 5, 2016  
Panama Canal Zone  
Terry McGovern, [tcmcgovern@att.net](mailto:tcmcgovern@att.net)

2016 CDSG Annual Conference  
September 14 - 18, 2016  
HD Portsmouth NH  
Craig Lentz, [windsorgroup@msn.com](mailto:windsorgroup@msn.com)

2017 CDSG Annual Conference  
April 2017  
New York  
N. Scarpulla & S. Welch, [nands.scarpulla@verizon.net](mailto:nands.scarpulla@verizon.net)

CDSG Special Tour  
June 2017  
Defenses of Switzerland  
Terry McGovern, [tcmcgovern@att.net](mailto:tcmcgovern@att.net)

2018 CDSG Conference  
April 2018  
Columbia River, OR/WA

## Other Meetings and Tours

April 2 & 11, 2016  
Menno van Coehoorn Meeting and Tour  
Bunnik - Netherlands  
Fritz van Horn, [fritsvanhorn@xs4all.nl](mailto:fritsvanhorn@xs4all.nl)

April 9 - 19, 2016  
FORTE CULTURA Pilot Tour  
Antwerp - Belgium  
Hans-Rudolf Neuman, [hrv.neumann@t-online.de](mailto:hrv.neumann@t-online.de)

May 7 - 14, 2016  
Fortress Study Group Overseas Tour  
Menorca/Majorca  
TBA, [casemate@fsgfort.com](mailto:casemate@fsgfort.com)

May 23 - 27, 2016  
ICOFORT Annual Conference  
Northern Norway  
Milagros Flores, [milagoesflores44@aol.com](mailto:milagoesflores44@aol.com)

<p>May 27 - 28, 2016 Menno van Coehoorn Meeting and Tour Maastricht - Netherlands Fritz van Horn, fritsvanhorn@xs4all.nl</p>	<p>October 2016 International Fortress Council Annual Meeting Toulon, France Kees Neisingh, secretariat@internationalfortresscouncil.org</p>
<p>May 2016 Council on America's Military Past Annual Conference Baltimore, MD Marylou Gjernes, mgjernes@earthlink.net</p>	<p>November 5, 2016 Menno van Coehoorn Meeting and Tour Vught - Netherlands Fritz van Horn, fritsvanhorn@xs4all.nl</p>
<p>September 2016 Association Saint-Maurice d'Etudes Militaries Tour Italian Alps - Dolmiten Col. Pascal Bruchez, president@www.asmem.ch</p>	<p>February 2017 INTERFEST Tour Maharashtra, Mumbai, Goa - India Hans-Rudolf Neuman, hrv.neumann@t-online.de</p>
<p>September 23 - 25, 2016 Deutsche Gesellschaft fur Festung Annual Conference Saarlouis - Germany Andrea Theissen, anja.reichert@uni-trier.de</p>	<p>May 2017 Fortress Study Group Overseas Tour Lake Garda - Italy TBA, casemate@fsgfort.com</p>
<p>October 1 - 11, 2016 INTERFEST Tour Edirne, Gallipoli, Istanbul - Turkey Hans-Rudolf Neuman, hrv.neumann@t-online.de</p>	<p>September 2017 Deutsche Gesellschaft fur Festung Annual Conference Ingolstadt - Germany Andrea Theissen, anja.reichert@uni-trier.de</p>
<p>October 1 - 8, 2016 Menno van Coehoorn Meeting and Tour Wesel - Germany Fritz van Horn, fritsvanhorn@xs4all.nl</p>	

As we begin our 31<sup>st</sup> year as a formal organization, our strength remains the people in the group, especially those who volunteer in ways big and small. The most valuable asset of the Coast Defense Study Group remains the collective knowledge of its members; including the 16 members whose names appear in the first volume of the *Coast Defense Study Group News* and remain in the membership directory today.

Happy Anniversary!

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### 2016 Annual Conference

Harbor Defenses of Portsmouth, NH, & North Boston  
September 14 to 18, 2016  
Craig Lentz

We have selected Wednesday, Sept. 14 to Sunday, Sept. 18, as the dates for the 2016 annual conference. The conference will be based at the Holiday Inn Portsmouth, just outside downtown. The hotel offers a good location for our daily field trips. Our longest day trip will be to Nahant, MA, a distance of about 50 miles, but we will be doing this on a weekend, and it seemed reasonable to avoid having to change hotels.

The hotel offers good quality rooms, a large meeting facility under our control, and we have tentatively agreed on a daily rate of \$109 single or double occupancy, plus applicable tax. More details regarding reservations under the CDSG rate will be forthcoming. For those flying to the conference both the Boston and Manchester, NH, should be considered for best air fares.

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### CDSG Tour to the Defenses of Panama

February 27 to March 5, 2016  
Terrance McGovern

Paolo Sanfilippo and Terry McGovern have organized a CDSG special tour to the Defenses of the Panama Canal from February 27 to March 5, 2016. The first and last CDSG tour to Panama was in 1993, so it has been 22 years since the CDSG has toured these defenses. We have received authorization to visit all the planned sites, including all named coast artillery batteries. We have 21 tour members currently signed up, but we can accommodate more tour members. Given it's been more than 20 years since our last tour, you should not wait until the next CDSG tour if you want to see these defenses. We plan to stay at the *Amador Ocean View Hotel* on the Pacific side and the *Hotel Meliá Panama Canal* on the Atlantic side. Both are located on former US Army bases. The estimated in-country cost is \$1,500 per person (hotels - single or double - meals, transportation, guides, & fees). The current cost of airfare from Washington, DC to Panama City is about \$600 round trip. You will need to make your own flight and hotel reservations. We have deposits from 21 CDSG members so the tour is a "go." We can accommodate up to about 28 tour members on the chartered bus. Questions to Terry at [tcmcgovern@att.net](mailto:tcmcgovern@att.net).

**Please send Terry McGovern at 1700 Oak Lane, McLean, VA 22101, a \$100 deposit (made out to Terry McGovern – Panama Tour) along with your contact information if you want to attend this 8-day special tour to Panama.**

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## Update on Fort Howard

David Ruebsamen  
CDSG Representative

This first report on the status of the Baltimore forts will only cover Fort Howard. Baltimore County Department of Recreation and Parks owns the park land which includes the remaining batteries. The department works through its local offices with geographically-based volunteer recreation and parks councils. In this case the Edgemere-Sparrows Point Recreation Office serves the Edgemere-Sparrows Point Recreation Council, which has initiated a program called Friends of Fort Howard Park (FoFHP). The intent of the program is to improve the park grounds, expand the range of activities, and to make visitors aware of the historical significance of the property. (<http://esprec.com/FOFHP.html>) This friends group is the most likely partner on the ground for the CDSG as it consists of people interested in the history of the coast defense fort and the military presence in the area.

FoFHP President Ray Scott is a new member to CDSG. I would like to thank Terry McGovern and Elliot Deutsch for including me in their arrangements to meet with the FoFHP in July. The three of us provided some personal resources on forts as well as advice on how to proceed. Elliot discussed the history of previous efforts and Terry brought up what successful parks with coast defense batteries have done. The local state delegate was in attendance, so our presence and story did resonate.

The following came out of that meeting. Park maintenance is the responsibility of the county. The park receives a minimal level of care related to the recreation and pavilion structures and such things as grass cutting. The battery structures receive no maintenance, though there is evidence of some concern for safety, as there is cyclone fencing on some of them. There is no onsite manager for the park and security is minimal. Several of the structures on the ex-VA hospital property have been destroyed or damaged by fire, so a level of security was observed there during the visit.

For those who attended the 2009 CDSG Baltimore – Washington conference, there is nothing dramatically different in the status of the battery structures. FoFHP and possibly others have undertaken initiatives on their own to make the military story better known, opened up sight lines, cleared trails, and put together an online self-guided tour of the fort to educate visitors. The FoFHP initiative to put up signage is progressing. FoFHP operates off of support from the Recreation Council. The council makes its money off of things such as running a Halloween Haunted House in the mortar battery structures.

Other interested organizations in the area: The Fort Howard Community Association has launched the “Keeping the Promise for Another Hundred Years,” restoration project of the US Army field artillery pieces from 1906 displayed in the park. The association and its auxiliary group, Friends of Fort Howard, are spearheading fund raising. The Maryland National Guard and county have shown interest in that project.

The local history association, the Dundalk-Patapsco Neck Historical Society & Museum, Inc., sponsors the events around Defenders Day, the commemoration and reenactment of the

British invasion of Baltimore during the War of 1812 that uses the Park.

By the next newsletter I hope to have met with the owners/government officials and friends groups of one or more of the other of the forts in Baltimore and report on them.



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## Miller Field Fire Control Tower

Norm Scarpulla

On May 30, 2015, I was on Staten Island, NY, and saw the fire control tower at the former Miller Field Army Air Field. Miller Field is now part of the Staten Island unit of the National Park Service Gateway National Recreation Area.

Part of the WW2 Harbor Defenses of New York, the tower is a 54-foot concrete tower with a square cross section and five levels, facing southeast toward the Lower Bay of New York Harbor.

According to the Corps of Engineers Report of Completed Works, it has two instrument rooms at the 4<sup>th</sup> and 5<sup>th</sup> floor levels. Each room has two viewing slits open to the front and along 2/3 of each side. The floor of the rear half of each instrument room is six inches higher than the front. Each room can accommodate two observation stations, one on each side, with two DPF instruments forward on the lower floor level and two azimuth instruments at the rear on the higher floor level. The instrument rooms were assigned as follows:

4<sup>th</sup> floor – Spares

5<sup>th</sup> floor – B<sup>1</sup>S<sup>1</sup> for Battery 218 at Fort Wadsworth and B<sup>1</sup>S<sup>1</sup> for Battery Livingston at Fort Hamilton. Both batteries were for 6-inch guns. (Battery 218 was completed but not armed.)

There is a single observation slit across the front at the 3<sup>rd</sup> floor level. Access to each floor was by ladder rungs embedded in the inside back wall. The tower entrance now is sealed, and the exterior concrete is showing considerable deterioration, with large areas of rebar exposed.

Miller Field was originally constructed in 1919 as an army air field to support the Harbor Defenses of New York. Between WW1 and WW2, various army reserve units were based at Miller Field. During WW2, in addition to the fire control tower, other harbor defense facilities at Miller Field included AMTB 11 (2 x 90 mm), a 100 ft. tower for an SCR-296 radar, and a 60 in. searchlight. I did not see any remains of these other structures, although the 90 mm gun blocks could be in the brush somewhere. During the Cold War era, a four-gun 120 mm AA battery was there, and Miller Field later became a Nike missile maintenance facility. In 1960, it became newsworthy when two airliners collided over Staten Island, with one falling on the field.



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### Appledore Island Fire Control Tower

Norm Scarpulla

On July 22, 2015, CDSG member Mike Fiorini and I took a tour boat from Portsmouth, NH, to the Isle of Shoals, a group of islands about seven miles offshore. One of these, Appledore Island, is the site of a WW2 fire control tower, Location 141, part of the Harbor Defenses of Portsmouth. Currently, the island is the Shoals Marine Laboratory, jointly operated by Cornell University and the University of New Hampshire. Public tour boats do not stop at Appledore Island, but Mike and I had a clear view of the tower from the boat. The tower is well maintained and used by the lab.

According to the RCW, the tower is a seven-story concrete structure, approximately 68 feet high with square cross section, facing southeast toward the open ocean. It has observation levels at the 5<sup>th</sup>, 6<sup>th</sup>, and 7<sup>th</sup> floor levels, each with viewing slits on three sides. The observation levels were assigned as follows:

B<sup>2</sup>S<sup>2</sup> for Battery 205, 2 x 6 in. at Fort Foster.

B<sup>3</sup>S<sup>3</sup> for Battery 204, 2 x 6 in. at Fort Dearborn.

B<sup>7</sup>S<sup>7</sup> for Battery Seaman, Battery 103, 2 x 16" at Fort Dearborn. Battery 204 was complete and armed, while Battery 205 had carriages but apparently not gun tubes installed. Battery 103 was complete and armed.

The RCW shows the Battery Seaman station on the 7<sup>th</sup> floor and the Battery 205 station on the 5<sup>th</sup> floor, while the harbor defense annex shows the reverse assignments. The tower also had a 50-foot steel tower with an 11-foot radar antenna house on top, which is no longer extant. The SCR-296 radar, Tactical Number 2, was primarily assigned to Battery Seaman, with secondary assignment to Batteries 204 and 205.

Although there is no general public access to Appledore Island, there are occasional bird watching and history tours, and marine science open house events, both one-day and overnight. Information is on the Cornell University website at <http://www.sml.cornell.edu> under the "Public Education" tab.



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### East Point Military Reservation

Norm Scarpulla

On October 3, 2015, I attended the public open house event at the Marine Science Laboratory of Northeastern University, located at the former East Point Military Reservation in Nahant, MA. As part of the event, Carole McCauley, Outreach Program Coordinator, arranged for former CDSG member, author, and Nahant resident Gerald Butler to give a talk about the military

history of East Point. When he was unable to attend, I gave a walking tour to five people who had planned to attend Jerry's talk, and explained the gun batteries, fire control towers, and Nike missile launch site. Carole posted some CDSG posters on the lab's bulletin boards.

In the 1800s, East Point had been the site of a resort hotel, and later became the summer home of the Lodge family. In WW1, the army installed a searchlight on the estate, supporting gun batteries at Winthrop, MA. This was removed after WW1 and no trace of it has been found. In WW2, the army took over the entire point and built 2 x 16 in. Battery Murphy (BCN 104), its PSR, 2 x 6 in. Battery 206, and four nearby fire control structures. As a temporary measure, a two-gun 155 mm battery on Panama mounts was placed in front of Battery Murphy pending completion of BCN 206. In the 1950s, a Nike launch site was constructed in front of Battery Murphy.

Currently, Battery Murphy is clean, heated, lighted inside, and used for laboratory purposes. Battery 206 and the PSR are sealed and overgrown. The buried Nike launch structure is a Town of Nahant park. One Panama mount (No. 2) is visible at the north end of the Nike structure.

The public can walk through the laboratory grounds to the park on top of the Nike structure during daylight hours. However, there is no public parking near East Point for non-residents of Nahant. Some visitors park at the Nahant Beach Massachusetts State Park about 1½ miles away, and walk or bicycle to East Point. The lab's annual open house, usually in September or October, is an opportunity to park on the grounds and view the army structures. This event is announced on the Marine Science Center website at <http://www.northeastern.edu/cos/marinescience/> under the "Events" tab. There are three nearby tall concrete fire control towers, visible from the top of the Nike structure mound; all are on private property.

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### **Update on Finding Good Homes for the 16-inch/50 barrels still at St. Juliens**

Fundraising Key to Transporting the Remaining Barrels to New Homes or they Will Be Scrapped  
Terrance McGovern

In June 2011, the Coast Defense Study Group (CDSG.org) was asked to help find safe homes for eight historic 16-inch/50 Mark 7 barrels located at St. Juliens Creek Naval Annex in Chesapeake, VA, or the barrels would cut into eight feet sections and scrapped. The US Navy is purging all the USS *Iowa*-class materials in their inventory and as the navy felt that they had allowed plenty of time for qualified organizations to claim these barrels it was now the time to liquidate them (as they did for 14 similar barrels in storage at Hawthorne, NV, in June 2011). The CDSG was able to convince the navy to give us more time to find organizations that would both be able to take care of a 16-inch/50 barrel and pay for the cost of moving a 70-foot-long object weighing about 120 tons. As these barrels are similar to the ones that were once located in WWII 16-inch coast defense batteries, we approached the current owners of such sites to see if they would be interested in preserving and interpreting a barrel at their site.

As these barrels also saw wartime service during World War II and the Korean War, we reached out to those who would have interest in displaying a barrel from such famous ships as USS *Missouri*, USS *Iowa*, and USS *New Jersey*. So far we were able to inspire four groups to take up the challenge of raising funds and organize transportation. It was great accomplishment to have four barrels leave St. Juliens and make their way to new homes. One barrel went to the Cape Henlopen, Delaware, State Park (location of former Battery Smith at Fort Miles), the second barrel went to the US Fish and Wildlife Refuge at Cape Charles, VA (location of former Battery Winslow at Fort John Custis), the third barrel was taken by rail to the State Capitol in Arizona to become part of their World War II memorial (where is joined by a 14-inch barrel off USS *Arizona*), and the fourth barrel went by rail to the Hartshorne Woods Park, Monmouth County Parks, NJ, (location of former Battery Lewis at the Navesink Highlands Military Reservation).

The task of finding good homes for the remaining 4 barrels (three off USS *New Jersey* and one off USS *Iowa*) is even more difficult, as many of most likely candidates have already declined to take on the financial and organizational effort to move a 16-inch/50 barrel to their site. The navy has agreed to give us more time find good homes but will review our progress every 6 months to see if there is progress since their last review. If not, then the four barrels will offered for sale as scrap. Currently the best prospects for these barrels are below.

The USS *Iowa* Association wants to move the barrel from USS *Iowa* to the USS *Iowa* Memorial (dedicated to the 47 sailors that died during the ship's turret explosion in 1989) which is onboard the Norfolk Naval Station. While they have official approval from the US Navy to place Barrel No. 270 (which is the very first production Mark 7 to be installed on the *Iowa* class) at the memorial, they need help in raising funds to pay for the transportation (only about 15 miles away, but at 120 tons not a cheap move). Mr. Ken Leff is leading the USS *Iowa* Association's efforts to raise the required funds (they have raised about \$35k to date). He has been working to find funding from crewmates, companies, foundations, government agencies, and about anyone he can think of to make a tax-deductible donation. Please reach out to Ken at [kenl636@hotmail.com](mailto:kenl636@hotmail.com) to help him and the association raise the remaining funds.

The Battleship *New Jersey*, the organization that administrates the USS *New Jersey* as a memorial & museum in Camden, NJ, wants to move all three remaining barrels from USS *New Jersey* to Camden. Each would be used in a different way as displays at the ship, as well as the Philadelphia Navy Yard. Mr. Phil Rowan, CEO of Battleship *New Jersey*, is leading the efforts to raise funds and organize the transport. Please reach out to Phil at [p.rowan@battleshipnewjersey.org](mailto:p.rowan@battleshipnewjersey.org) to help him and the Battleship *New Jersey* organization raise the funds they need to bring three historic barrels to Camden.

As a student of coast defense and seacoast artillery, I would prefer that these remaining barrels find "good homes" at former coast defense batteries to help interpret and preserve these sites. Listed below are the locations (including today's site owners name) that I have selected that once had 16-inch barrels (during WWII) and it would be great if they had one today. I have not



included the West Coast or Hawaii due to the distance, as well as former 16-inch batteries that on private or restricted sites.

**I ask that CDSG members who live near these sites please reach out to these site owners to see if they have an interest in a 16-inch/50 barrel and are willing to raise funds to pay for moving a barrel to their site.**

Preservation Virginia (Cape Henry Lighthouse) – Joint Expeditionary Base Little Creek-Fort Story, Virginia Beach, VA - Batteries Ketchum (BCN 120) and BCN 121 – Fort Story, VA)

Gateway NRA, National Park Service (Battery Harris – Fort Tilden, Rockaway, NY)

Montauk State Park Complex - Battery Dunn (BCN 113) and BCN 112 – Camp Hero, NY)

Fisherman’s Memorial State Park (BCN 109 – Fort Greene, Point Judith, RI)

Odiorne Point State Park (Battery Seaman – Fort Dearborn, Rye, NH)

Peaks Island Land Preserve (Battery Steele – Peaks Island Military Reservation, ME)

Note: I skipped the remaining 16-inch coast batteries due to ownership or access:

Battery Frank S. Long - Ft. Duvall – Boston, MA

Battery John B. Murphy - East Point MR – Boston, MA

Battery Quinn Gray - Ft. Church - Narragansett Bay, RI

Battery Alston Hamilton - Ft. Greene – Point Judith, RI

Battery 111 - Wilderness Point Reservation - Fishers Island, NY

There has also been interest in a barrel from such locations at San Diego, CA, Oklahoma City, OK, and Eglin, FL, but there have been no recent activities from these inquires.

**We need your help in finding and assisting organizations that will take a barrel and give it a good home and we need to do it now.** Please contact Terry McGovern at 703/934-3661 or tcmcgovern@att.net if you have a good home in mind for these 16-inch/50 barrels.

The photographs show the four remaining 16-inch/50 Mark 7 barrels at St. Juliens Creek Naval Annex waiting for a new home.



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### **More Bad News From Fort DUMP (er, H.G. Wright)**

Peter Williamson

Plans were recently announced to consolidate various operations of the Fishers Island Waste Management District (FIWMD) by expanding their use of Batteries Barlow and Butterfield. These Endicott-era emplacements (2 x 10” DC and 2 x 12” DC) have long been used by the FIWMD, and their current preservation can only be described as deplorable -- both batteries were filled to the gun platform levels decades ago, burying the lower rooms and blind casemates to the rear of the gun line; Butterfield’s BC station was demolished and Barlow’s sealed with rubble; the rear entrance to the central power plant was blocked off; Barlow #1 was filled to the parapet with construction debris, and #2 with landscaping refuse such as stumps, vines, etc to be ground up for composting; Butterfield’s gun platforms are used for dumpsters for large objects and non-recyclable junk waiting to be moved off island. The site has been fenced off and access is strictly monitored with an attendant’s booth on the edge of the Butterfield #2 parapet where folks are then directed to the appropriate pit for their ‘contributions’. Cars and trucks routinely drive along the parapet of the main gun line, and all traces of the adjacent

90mm AMTB emplacements have been pretty much erased by wood-chipping and composting operations. The concrete on the parapets and the traverses has suffered accordingly, with the Portland concrete badly chipped and some rebar exposed along with the interior Rosendale.

FIWMD is clear and unapologetic about its purpose. Landfills on the island have closed, and everything must be taken over to the mainland. Battery Clinton (8 x 12" M) had previously been used as the "metals only dump" until that function was closed due to contamination from old car batteries, etc. That led to a years-long clean-up which resulted in the A Pit being filled and capped, while B Pit was cleared and leased to a landscaping firm. Junk cars are now moved to the mainland, or left to rust in various locations. Household garbage and recyclable paper, plastics, cans and bottles have all been handled by a separate FIWMD facility located to the ocean side of the surviving BC/plotting room stations near Clinton. Those facilities are now about 20 years old, and are in need of repair due to flooding caused by Hurricane Sandy in 2012.

FIWMD now plans to consolidate all operations into the Butterfield/Barlow gun line area. Current conceptual plans (see attachment) envision expansion in front of the parapet for composting and sorting facilities, a change in the layout of the dumpsters on the platforms, and an access road looping around Butterfield via the traverse and power plant. While the addition of structures in front of the parapet will have little impact on the batteries, the other changes will do significant damage. Adding additional dumpsters can only be accomplished by cutting away the overhead protection for the ammunition hoists which have remained untouched to date. The overhead concrete ranges from 1 to 2 feet thick, with rebar. Removing it for both Butterfield emplacements (and probably Barlow) would permit trucks to back up to the edge of the solid parapet without possibility of structural collapse. The loop road design would ensure one-way traffic flow and, coupled with new railing along the edge of the parapet, public safety would be increased.

Perhaps the oddest aspect of the plan involves the power plant, which is currently buried except for the vent. The FI Nature Conservancy has been alarmed by the huge influx of non-native plants, including vines, bushes, and even trees. In recent years, they have aggressively cleared the Parade Grounds and National Guard cantonment area, in some cases by supervised burning. As the effort is expanded to private landowners, the question of disposal has been critical, because the stuff simply regrows or seeds in the composting areas and gets spread around the island. The FIWMD solution is to break open the power plant and create a chute from the roof vent into the central room, where it would pile up "because that is a huge room".

**THINGS COULD BE WORSE**

A recent site visit found that a path has been bulldozed cross-country from in front of Barlow #1 over to nearby Battery Hamilton (2 x 6" DC). Several years ago, FIWMD considered using the untouched Hamilton pits when Barlow became full. That remains a possibility, but is not mentioned in the formal planning documents. FIWMD officials found that Hamilton is located on a different piece of property which they may not control. Actually,

Suffolk County of NY controls much of the old main reservation, and there is a complicated leasing/sub-leasing arrangement for most of the land to the ocean-side of Officers' Row.

One idea mentioned by FIWMD is for Hamilton to be donated to the H. L. Ferguson Museum for possible historical interpretation and preservation. At the moment the HLFM is renovating its main building, and with a staff of one -- Pierce Rafferty, author of "Guardian of the Sound" -- the chances of turning Hamilton into a site open to the public appear slight. Priorities lie elsewhere. It should be noted that the HLFM also runs the island's Land Trust, which acquires property to prevent development. The Trust's policy appears to be leaving its land totally untouched (including the invasive plants). Should it somehow acquire title to Hamilton, at least one battery might remain untouched.

Stay tuned.....

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**Restoring the Historic Fort Ward Bakery as a Community Hall**

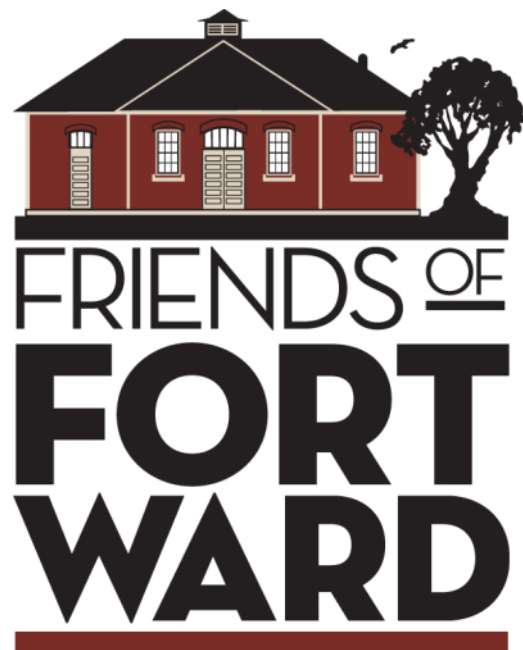
<http://fortwardhall.org/>

The Fort Ward Community Hall project is a collaborative effort of Friends of Fort Ward and the Fort Ward Youth Advisory Committee, the Bainbridge Island Metro Park and Recreation District, Kitsap County Sewer District No. 7, and residents of the historic Fort Ward neighborhood on Bainbridge Island, WA.

The project goal is to restore the fort's historic Bakery Building for use as a community hall and neighborhood gathering place (but not as a bakery.)

The project is being funded through a combination of private donations and historical preservation grants, with our pledge drive now under way — download a pledge form to make a donation that is 100 percent tax deductible.

We also welcome the participation of local business sponsors to underwrite portions of the project.





In the meantime, please follow the menu links to read up on the history of the Fort Ward neighborhood and the part it played in our nation's network of seacoast defenses and wartime codebreaking. We're proud of our heritage and pleased to share it with you.

Check this site regularly for the most recent updates on the Fort Ward Community Hall project.

<http://fortwardhall.org/>

### Friends of Fort Ward

Friends of Fort Ward is a nonprofit organization committed to historical preservation in the Fort Ward neighborhood on Bainbridge Island, Wash.; educational outreach and sharing with local schools, community organizations, and individuals interested in island history; promoting neighborhood social activities and service projects; and restoration of the fort's historic bakery building for use as an island community hall and, along with the Parade Grounds park, a hub of Fort Ward neighborhood life.

Contact Friends of Fort Ward at [fortwardhall@gmail.com](mailto:fortwardhall@gmail.com).

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### Ft. Sill Museums

Karl Fritz

While visiting Texas, I took a side trip up to Ft. Sill, Oklahoma, to see the artillery museums.

The main museum is the Field Artillery Museum. It appears to have inherited a large number of the artillery pieces that were formerly on display at Aberdeen. Now on display outside at their new home, they have been given a fresh coat of paint and there is good signage to explain what you are looking at. The artillery park is rather nice, following winding paths with occasional trees for shade. Most of the exhibits have ample room to get pictures from all angles.

Despite the focus on field artillery, there are items of interest for the coast artillery folks. In front of the museum is an 8-inch Rodman from the Fort at Sandy Hook (Ft. Hancock). Inside the museum they have on display the coast artillery colors that were at the Casemate Museum and a training model of the M1896 12-inch mortar carriage.



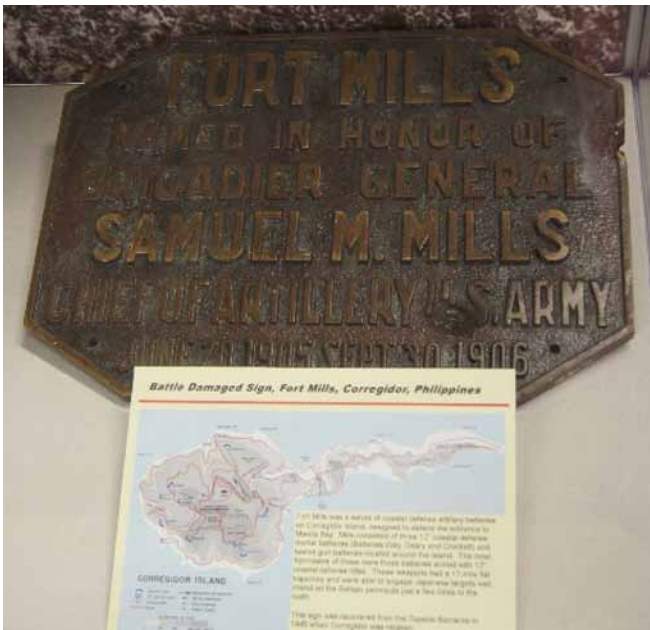
And for those who remember the article in the *Journal* about the ENIAC computer, the Ft. Sill museum has a display dedicated to that - including a section of that machine.

Outside of the Field Artillery Museum is a missile park, with examples of the Nike family, as well as the Hawk and Sprint missiles, and some anti-aircraft guns, too.





On another part of the base the actual ADA Museum can be found, in two rather dilapidated buildings. The collections from Air Defense Artillery Museum at Ft. Bliss were relocated to Ft. Sill a few years ago. Without a budget for a proper museum, the museum is open as an Air Defense Artillery Learning Center. They pay homage to their coast artillery roots with the displays about the Oozelfinch; Battery Way, a 12-inch mortar battery on Ft. Mills; and a display of a 12-inch disappearing gun. For air defense artillery, they have examples ranging from the M1918 3-inch gun to the M1 120 mm AA Gun. They also document the missile defenses, including a good Nike display. With the lack of a proper facility, the ADA "Learning Center" suffers from cramped quarters and poor lighting. But it still manages to present their history remarkably well, and it is well worth the visit.



\* \* \* \* \*

## A Visit to Fort Norfolk

Charles H. Bogart

After the 2015 CDSG conference Mary Ann and I drove south to Hampton Roads to visit the forts in the area. Among the forts we visited was Fort Norfolk.



A Google Earth view of Fort Norfolk.

Of the many forts that guarded Hampton Roads, Fort Norfolk is the oldest. Located in Norfolk, VA, on a four-acre Corps of Engineers reservation, at 801 Front Street, it is at the end of The Tide light-rail line. Visitors cannot drive into the Fort Norfolk military reservation; they must park in the lot at the entrance gate and go to the gatehouse to receive permission to enter the reservation. Standard photo ID is required and visitors must agree to certain photographic restrictions while on the reservation. Fort Norfolk is but a short 100 yard walk from the main gate.

In 1794, Congress authorized the construction of 19 forts to protect harbors between Georgia and Maine. These First-System forts were cheaply built and sometimes poorly located. Fort Norfolk was built on the northeast side of the Elizabeth River, supported by Fort Nelson on the western bank of the river. Fort Nelson was abandoned in 1824 and no longer exists.

Starting in 1808, Fort Norfolk and Fort Nelson were upgraded in response to the June 22, 1807, attack on USS *Chesapeake* by HMS *Leopard*. This upgrading of these forts was part of the Second System harbor defense program. Second-System coast defense forts were built of brick and earth and were intended to provide close-in defense of the harbors they defended. Fort Norfolk's re-building was completed in 1809 and upon completion



Fort Norfolk from the guard house. The center-right building is the commanding officer quarters and the center-left building is the gatehouse. The wall in lower left corner is a landscape feature.



A view through the gatehouse doorway into the fort.

the fort was described as a work of masonry comprehending a semi-elliptical battery defended on the flanks and rear by irregular bastions. When completed, Fort Norfolk was armed with 30 cannon and had a garrison of 88 men.

During the War of 1812 Fort Norfolk was the linchpin of the defense of the port of Norfolk and the Gosport Naval Shipyard. The frigate USS *Constellation* sheltered under the fort's guns during the British 1813-1814 invasion of Chesapeake Bay and the fort also anchored the American defense line during the June 22, 1813, Battle of Craney Island.



The fort's headquarters building and commanding officer's quarters, with enlisted barracks beyond.



The entry gate with headquarters building/ commanding officer's quarters on the left and navy arms storage building on right. Beyond the arms storage building is an auxiliary building.



From atop Fort Norfolk's rampart looking down the semi-elliptical wall. The navy arms storage building is on the right.

Following the War of 1812, Fort Norfolk was reduced to caretaker status. In 1849, the U.S. Navy acquired the fort and used it as weapons depot. However, the Civil War (1861-1865) saw the fort once again undertaking coast defense duties. In April 1861, Fort Norfolk was seized by Virginia troops and garrisoned by Confederates until it was retaken by Federal soldiers in May 1862. For the remainder of the war it was used as a prison. After the war, the U.S. Navy again used Fort Norfolk for ordnance storage, during both the Spanish-American War and World War I. In 1921, Fort Norfolk was returned to the U.S. Army and the





The river face of Fort Norfolk. There was no information on the two cannons in the foreground.

Corps of Engineers moved into the fort. In 1983, the Corps of Engineers ceased using the buildings within Fort Norfolk and turned management of the fort over to the Norfolk Historical Society. The engineers, however, still use the grounds surrounding Fort Norfolk.

\* \* \* \* \*

### **Additional Details on the 2015 CDSG Conference – And More**

Elliot Deutsch

I would like to add a few more details to Mark’s and Norm’s excellent report on the 2015 CDSG Delaware River Conference. For Elaine and me, after a 5-year gap since attending the CDSG 2010 Special Tour, this was a most welcome opportunity to visit forts and spend time with old CDSG friends. It also helped compensate for the closure of the U.S. Army Ordnance Museum which left us in the unpleasant predicament of still serving on a foundation board with no museum to support.

Then, almost magically in 2015, things improved for us! I will save the CDSG portions for last. In February, I learned of the possibility of a new museum in the town of Aberdeen to celebrate 100 years of military activity in this area. I invited a fellow foundation trustee to accompany me to a meeting with the Mayor and his staff and we all have reasonable hopes that something good will come of it.

Soon after the CDSG conference, to complete our 2015 bonanza, I was called to join others in new plans for the military interpretation of Baltimore Harbor forts, beginning with Howard and possibly extending to Forts Carroll and Armistead at a later date. Two of the strong Fort Howard supporters, Dale Grimes and Ray Scott, have just joined CDSG and we are making slow but steady progress working with the Baltimore County government. CDSG member David Ruebsamen, who has generously volunteered to serve as CDSG’s Mid-Atlantic representative, is working with us and we invite any and all Mid-Atlantic CDSG members to join us.

CDSG’s Delaware River Conference was very pleasant for us. It was our first chance to meet face-to-face with some Delaware fort nerds who had been writing me for several years about their current project – assembling a 16-inch navy gun at Ft. Miles.

Some of these gentlemen are Dr. Gary Wray, President of Fort Miles Historical Society [FMHS], and Dan Lyons, a FMHS Trustee; both are CDSG members. We also had very pleasant dealings with George Contant and Jim Hall, both of Delaware Parks and Recreation, and with lots of other dedicated people we met there.

At Ft. DuPont, a newcomer might have said “they lay in ambush” to whisk me away from the CDSG group in a golf cart but it was only to discuss a multitude of questions. Another CDSG member in great demand was John Weaver. We groveled around in warehouses and discovered that some of the “junk” pieces that were being gathered up for disposal were in effect interesting historical artifacts. It was comforting to discover that most of the artifacts we transferred to Delaware from our old Ft. Howard project - like a complete Hodges Hoist - are still safely in storage even if not installed in a battery. One hot topic involved the FC tower adjoining the former German POW camp. If I recall correctly from the 1996 CDSG tour, it is one of only two such towers extant. The second, I believe, is/was located somewhere in New England. Unlike massive, monolithic concrete towers, these “lighter” metal towers usually consisted of what amounted to “concentric structures” to isolate the instrument-supporting portion from the people-supporting and wind-affected portion. This particular tower is similar in mission but different in design from the metal towers we visited at Ft. Mott, NJ. Regardless, this Ft. DuPont tower is very rare and deserves preservation. I would like to recommend that along with restoration it be reassembled close to the gun line where it can be seen and enjoyed by the majority of visitors rather than all but alone and lost at its present location.

At Fort Miles there was but one mission for me. George Contant of DE Parks led the way and prevented me from wondering off to examine other fascinating artifacts. In all the time available before the banquet and business meeting, we examined in great detail all the major parts of the 16-inch battleship-turret gun that they plan to assemble in the near future. Those parts are located in the gun park adjacent to BC 519. I might add that their big gun and artifact collection impressed me as among the largest we have seen at any fort. We spent hours walking back and forth and learning and comparing again and again because, other than the barrel (most Mk II, Mk III and Mk VII barrels are similar in size if not in weight as are the breechblocks) but the other massive navy parts are very different from any of the army parts



that I encountered during the 1988-89 disassembly, restoration, movement, and reassembly of our land-based, 16-inch gun at APG. Thank goodness that APG's/our 16-inch gun was never moved with the other museum artifacts and now Elaine and I hope that it never will be moved!

At Miles, George and I were most interested in examining and discovering if and how all the "mating surfaces" of these major parts would fit together. In briefest and simplest terms, let me explain it this way; their [Miles] yoke (navy for recoil band) will attach to the breech end of the barrel with the yoke locking ring. The purpose of the yoke is to couple the barrel to the two recuperator cylinders and one recoil cylinder, which are mounted respectively on the top and bottom of the slide (navy for cradle). Since this gun will never be fired, the barrel will forever rest in the slide. The slide will "hang" by its two integral trunnions from two gigantic bearings attached to the sides of the girder (navy for mount or carriage). Simple isn't it? Or is it?

The first question/problem, for me at least, is "will the Miles parts fit together to make one complete gun"? Definitely in our favor at APG was that our gun was completely assembled and in one piece before we ever began the project. The parts at Miles, we have been told, are from different locations and never been in contact or assembled before!



The first potential problem I noticed was that the left and right trunnions on the slide were not symmetrical as clearly shown in the side-by-side images above. George and I were told that the bearings were stored in a WW2 ammo bunker on post but we never got to see or examine them. The \$64 dollar question is "will those bearings fit the two trunnions and also fit the appropriate surfaces of the girder? It is not like holding a new bearing up to see if it might begin to fit someplace on a car or farm tractor,

because these monsters weigh 10,000 pounds, each! There was further talk of missing parts like the giant nut that attaches the recoil cylinder rod to the yoke. It is gigantic and might cost a fortune to duplicate. Thankfully, there is no need since the Miles slide has a yoke lock to secure the slide to the yoke and prevent the barrel from sliding out of the slide.

#### Girder & Assembled Gun on Display at Dahlgren

I have since learned - and it could be better explained in fewer words by a naval architect - that due to the enormous complexity of both turret and guns, in order to make everything fit into the turret and work harmoniously, certain similar parts of the left, center and right 16-inch guns are assembled differently. For example, the gunners step or the elevating mechanism and probably other parts might attach to either the left or right sides of one of the three guns. Phew! Let's just say that in the past, one gun in a field or two guns, one at either end of a casemate, were all I ever had to think about.



George, I, and others, have since been reassured by the real, get dirty, every day, hard workers of Fort Miles Historical Society that they have inventoried and inspected all the parts, are cleaning them up and that the parts will fit together. All that is left for me to do is to wait until just before assembly time, and then try to do whatever is requested of me. Good luck guys!

Here is a possibly new project that would enhance any fort! While examining the tower - the one that needs restoration - at Ft. DuPont, I had this idea and I may have passed it on to some of those present. Since that date, I believe I have developed a new way to demonstrate the basic principles of fire control to larger audiences, superior to any other methods I have seen before.



After acquiring my first azimuth instrument, I found great pleasure in taking it to Baltimore Harbor and tracking ships and also in allowing others to track a ship while I answered questions about the fire control process depending on the “other’s” degree of interest or curiosity. Any fort nerd who has used an instrument to do the same can understand how long it takes to tell even an abbreviated story to an interested visitor after first explaining how to operate the instrument and then wait for a ship to pass – and then repeat the process for the next visitor. So I invite you to consider the following plan, add to it, improve it to your heart’s desire – or the extent of your technical abilities - and then PLEASE share with other park/fort associations.

Imagine a remotely controlled, weatherproof, video camera, fitted with an azimuth-instrument-type reticule mounted atop a tower, a mast or other convenient relatively-high structure. The camera would be controlled by a park ranger from a home-made device resembling an azimuth instrument. The video output of the camera would be displayed on video screens inside a large, comfortable classroom for all visitors to see. Also, in that classroom could be located a simple plotting board and any number of other plotting-room devices, or replicas thereof. Imagine having this setup in BC 519!

Visitors could see and learn how each time the TI bell sounded, the tracker stopped tracking and the phone operator would call in the azimuth reading to the corresponding arm setter on the plotting board – but in that same room. In the mean time, imaginary or real readings from a second imaginary or real base station could be called in to the second arm setter to demonstrate how the arms intersected and the how the arms produced a succession of plotted points that represented the target’s course and speed. Meanwhile the gun-arm operator would measure the range to each plotted point and so on. From here, any fort’s management team could proceed as far as they wished to “produce and direct” their easily personalized fire direction demonstration.

A computer programmer could probably write a program that would produce instantaneous, corresponding angular readings for “Station #2” based on the readings from “Station 1” for the second arm setter. Or, the readings for Arm #2 could be based on a previously-calculated table which, based on the readings from “Station #1” will produce a straight line representing the path of a ship in the river channel.

\* \* \* \* \*

### Probable Historic Structure in Ft. Pickens Campground Loop C Bathroom: Battery Fixed Magazine or Latrine for Searchlight Crews?

David Ogden, Cultural Resources Program Manager, GUIS

One would not expect to discover a previously-unknown historic structure in a National Park Service unit approaching its 50th anniversary, but that seems to be the case at Gulf Islands National Seashore’s Fort Pickens Area, and it is thanks in large part to the CDSG.

In the course of preparing the National Historic Preservation Act Section 106 clearance for the replacement of an old bathroom in Fort Pickens Campground’s Loop C, one of our

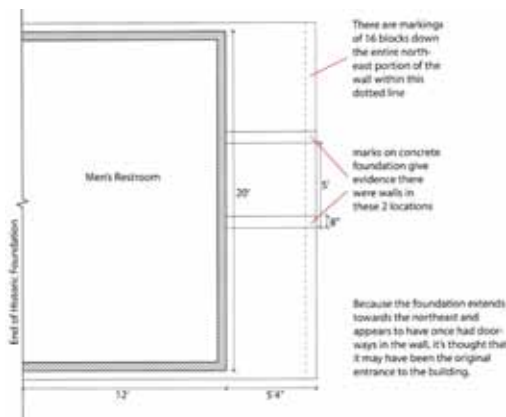
maintenance personnel brought to my attention that there were probable historic elements in part of the building, specifically poured concrete walls and ceiling with form board marks on the men’s (north) side.

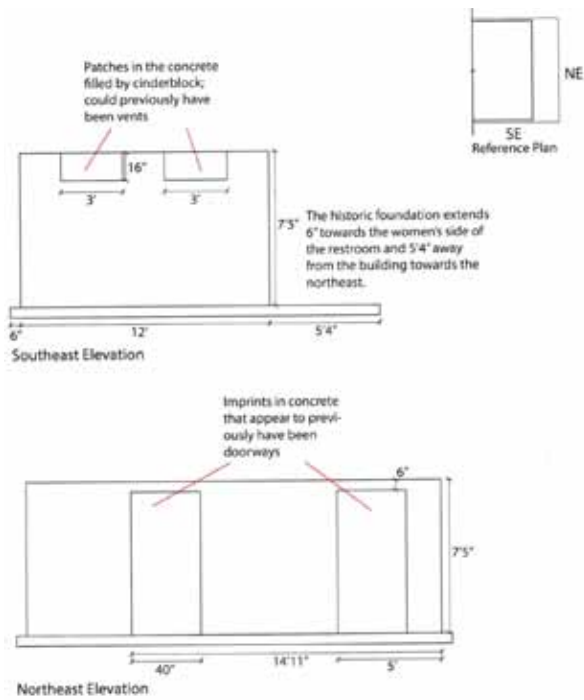


A close inspection revealed that the northern half of the current building was apparently a smaller building on its own at an earlier time. The north side elevation showed two doorways that were filled with cinderblock and an unusually wide concrete walk (about 5’) that itself showed ghost markings of walls separating the two doorways. The east and west elevations showed apparent vents at the tops of the walls, 18” H by 36” W, also filled with block. A look inside the pipe chase, in this case more of a closet, further revealed the overhang of the original concrete roof, the rest being concealed by a plywood drop ceiling in the women’s side of the bathroom, and another apparent vent.



Having as a summer intern an architecture student with Auto-Cad software on her computer, she and I took measurements and she produced drawings of the historic portion of the structure .





Campground Loop C Bathroom Elevations  
1"=3/16"

A Google Earth image shows the structure is in line with, and equally spaced from, the emplacements for the original Battery Fixed, 1920s-era “keyhole” anti-aircraft mounts identified in 2012 during the Coast Defense Study Group visit to GUIS, but it is not shown on the 1934 D2 map with the AA emplacements (see next page).

The structure does appear to be noted on the 1945 D2, although it is identified by a number 9, indicating a post exchange, which is unlikely given its isolated location. However the number 19 is the key for latrines on the 1945 D2, which does seem very likely (see next page).

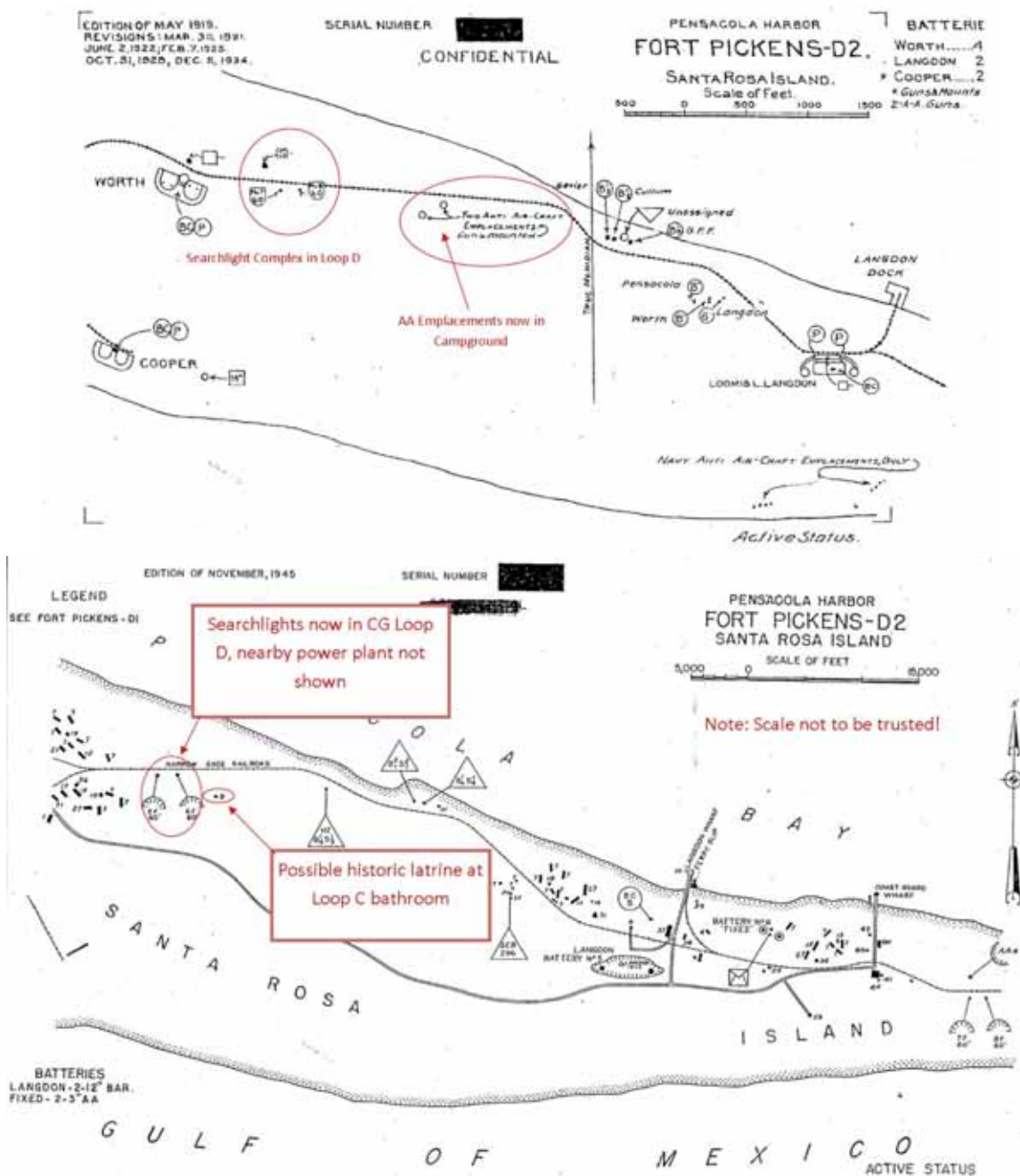
Finally, while looking through material for the pending Pensacola Harbor Defenses National Register nomination, I came across this little tidbit in the *Historic Resource Study and Historic Structure Report: Pensacola Harbor Defense Project, 1893-1947* (Edwin C. Bearss, Denver: NPS, 1984, p. 289, citing the Fort Pickens Historical Record Book, NA, RG 392):

“In 1928, the Corps of Engineers supervised construction of a reinforced concrete magazine and storeroom for Battery Fixed, as the emplacements had been designated. The structure contained two rooms, cost \$1,400, and was 100 yards southwest of the two 3-inch anti-aircraft guns.”

This is almost certainly the building in question. It is scheduled for demolition in the fall, and perhaps more will be revealed at that time. The building sits on a suspiciously isolated sand hill,







and may have a pit vault below. An archeologist will monitor demolition of the foundation, and I plan to photograph the demolition of the building in the hope of documenting its original appearance before it goes the way of all too many concrete remains of our past.

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### Craft Brewery Eyes Fort Monroe

The Oozlefinch Craft Brewery is negotiating to possibly lease a building at Fort Monroe.

Tara Bozick Contact Reporter  
tbozick@dailypress.com

*The Daily Press*, June 23, 2015, Hampton Roads, Virginia

<http://www.dailypress.com/business/tidewater/dp-tidewater-biz-fort-monroe-brewery-20150623-story.html>

Fort Monroe Authority is in talks to lease space to a startup craft brewery.

Russ Tinsley, 31, shared his dream of opening The Oozlefinch Craft Brewery to the Fort Monroe Authority's board of trustees on Thursday during the public comment time. The brewery had not been on the board's agenda and the board didn't take up the issue.

"One of our main goals is not only to tell the stories from Fort Monroe's history but to tell it through the flavors of the beer," Tinsley said later in an interview.

Tinsley, a homebrewer, had been working with the Fort Monroe Authority since December 2012 to identify a space originally for a brewpub, or a restaurant that brews beer for sale on-site. He wanted to be in a casemate space near the Casemate Museum, but that wasn't financially feasible. So last summer, he changed his business model to a craft brewery that would have an on-site tasting room with distribution to local restaurants.

Then in February, Tinsley attracted investors to get the project funded. He also worked with Fort Monroe Authority to identify Building 12 at 81 Patch Road in the Wherry Quarter as a more viable spot for a craft brewery.

The number of Hampton Roads businesses on and around the Peninsula that make alcohol in some form -- beer, liquor and wine -- has grown in the past few years. Some have been open for years; some are still in the planning stages.

Fort Monroe Authority Executive Director Glenn Oder confirmed that The Oozlefinch has started the lease negotiation process. Divaris Real Estate is the leasing agent. Oder said a craft brewery fits the Fort Monroe master plan for a mixed-use community and finds an adaptive reuse for the historic building, built around 1915.

"We're excited about small startup companies at Fort Monroe," Oder said, adding, "The story of the Oozlefinch is part of the history of Fort Monroe."



### Oozlefinch Craft Brewery

The Oozlefinch Craft Brewery is negotiating to possibly lease a building at Fort Monroe. Here is a rendering, shown in June 2015, of what the building could look like after renovations. (Jen Stringer, owner of For The People Projects, LLC)

Tinsley and his wife Rebekah, of Newport News, had been trying to come up with a name when they learned about the tale of a fictitious bird called The Oozlefinch at the Casemate Museum.

The Oozlefinch Craft Brewery is negotiating to possibly lease a building at Fort Monroe. Here is a rendering, shown in June 2015, of what the building could look like after renovations.

A Capt. H.M. Merriam spoke often about the existence of the "Oozlefinch" around 1905, describing it as a "bird which flew tail foremost to keep the dust out of its eyes," according to a copy of a June 21, 1919 article provided by the Casemate Museum. That article was written by Col. Ernest R. Tilton, whose wife bought the original Oozlefinch statuette in a small shop in Hampton. The large-eyed statuette had a home by the bar of the Fort Monroe Club and became a mascot of the Coast Artillery.

Tinsley recently bought an "Oozlefinch" statuette that an antique picker found and plans to put it behind the brewery's bar. The business would still need to get licenses in order to produce beer with a 15-barrel brew system, he said.

"It really will be a destination brewery," Tinsley said. "It's a change of scenery."

Bozick can be reached by phone at 757-247-4741. Sign up for a free weekday business news email at TidewaterBiz.com.

Oozlefinch Brewery website:

<http://www.oozlefinchbeers.com/who-we-are.html>

\* \* \*

### 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 tax-deductible donations for preservation projects around the United States consistent with the goals of the CDSG.

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 Terry McGovern or Mark Berhow.



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Submission deadlines are the first of the month in February, May, August, and November of each calendar year. All rights are reserved. Comments on business matters should be addressed directly to the Chairman of the Board of Directors.

CDSG Publications  
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berhowma@cdsg.org

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