



The CDSG Newsletter



The Coast Defense Study Group, Inc. — November 2016



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Portsmouth Conference CDSG Business Meeting, Friday, September 16, 2016

Chairman Quentin Schillare opened the meeting at 6:15 PM with a welcome and introductory remarks.

Teller - Terry McGovern advised a summary of the results from the recent membership survey was in the *Newsletter*. Tom Batha will replace Quentin Schillare on the Board of Directors.

Finances - Terry McGovern advised that a routine audit of our finances still needs to be done by Glen Williford. In 2015 CDSG took in \$24,000 and had expenditures totaling \$21,000. Our dues mostly go to paying for the *Journal* and *Newsletter*. Terry thanked those members who gave money to the CDSG Fund last year. The fund awarded \$2800 in grants last year. The raffle at the meeting raised \$270 for the Fund. A full report is in the *Newsletter*.

Press - A full report is in the *Newsletter*. *American Seacoast Defenses* is our best seller. A guidebook to forts and their current status is in the works and will be available as print-on-demand when completed. The Press is open to new project ideas.

Membership - Mark Berhow reported that the membership database has been moved to a new format. Members are asked to please keep their emails up to date. At the start of the year we had 390 members, but dropped 20-25 in May. Hopefully they will renew or we will get new members by the end of the year. Membership brochures can be printed from the website.

Publications - Mark Berhow reported that the *Journal* will not be published in color due to four times the current cost. The *Newsletter* does get posted on the website. Articles for future publications are always sought. Authors should note that the *Chicago Manual of Style* is followed.

Site Representatives - Norman Scarpulla reported the current reps: Delaware and Chesapeake - Terry McGovern; West Coast - Mark Berhow; North of Mid Atlantic - Norm Scarpulla. Reports on various developments will be included in the *Newsletter* and should be submitted to Mark and Norm.

Preservation - Gordon Bliss tries to find out about work/changes to sites and structures of interest so we can share the information. CDSG has sometimes gotten involved or provided counsel, such as at Fort Monroe and Gateway NRA. Updates can be submitted for the *Newsletter*. CDSG has a supply of *Historic Preservation Manu-*

CDSG Meeting and Tour Calendar

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

2017 CDSG Pre-Conference Tour
March 26-28, 2017
Eastern New York

Terry McGovern, tcmcgovern@att.net

2017 CDSG Annual Conference
March 28 - April 2, 2017
New York

N. Scarpulla & S. Welch, nands.scarpulla@verizon.net

2017 CDSG Post-Conference Tour
April 2-3, 2017
Camp Hero/Montauk, NY
Terry McGovern, tcmcgovern@att.net

2018 CDSG Conference
April 2018
Columbia River, OR/WA
Mark Berhow, berhowma@comcast.net

2018 CDSG Special Tour
Summer, 2018
Switzerland
Terry McGovern, tcmcgovern@att.net

2019 CDSG Conference
Chesapeake Bay, VA
Terry McGovern, tcmcgovern@att.net

2019 CDSG Special Tour
Manila Bay, the Philippines
Andy Grant, ftmottris@comcast.net

Other Meetings and Tours

February 3-18, 2017
INTERFEST Tour
Maharashtra, Mumbai, Goa - India
Hans-Rudolf Neuman, hvr.neumann@t-online.de

May 3 - 7, 2017
Council on America's Military Past Annual Conference
Vancouver, WA
Mark Magnussen, mark_magnussen@hotmail.com

<p>May 2-10, 2017 Fortress Study Group Overseas Tour Malta Alistar Graham Kerr, psgeditor@hotmail.com</p>	<p>September 2017 ICOFORT Annual Conference Northern Norway Milagros Flores, milagrosflores44@aol.com</p>
<p>May 25 - 28, 2017 Association Vauban Annual Congress Barcelonnette, France Marie Pierdait Fillie, marie.pierdatfillie@laposte.net</p>	<p>September, 2017 Association Vauban Tour Rhine River, Germany Marie Pierdait Fillie, marie.pierdatfillie@laposte.net</p>
<p>September 1-3, 2017 Deutsche Gesellschaft fur Festung Annual Conference Ingolstadt - Germany Andrea Theissen, anja.reichert@uni-trier.de</p>	<p>October 2017 International Fortress Council Annual Meeting Julich, Germany Kees Neisingh, secretariat@internationalfortresscouncil.com</p>
<p>September 2-6, 2017 Fortress Study Group Annual Conference Alderney, Channel Islands Alistar Graham Kerr, psgeditor@hotmail.com</p>	

als from Washington State Parks. The National Park Service has their own. Members may contact Mark Berhow for an electronic version of either one.

Website - Mark Berhow. The new website for CDSG is up and running. The forum that existed on the old website is now in a blog format on the new site. Mark Berhow's files are being uploaded to the site. PayPal is an option for paying on the website.

During a break in the meeting two closed boxes of mystery fort/military related books were raffled off. The raffle raised \$270 for the Fund.

Nominating Committee - Quintin Schillere will be the chairman of this year's committee. Please contact if willing to serve. Calls to candidates are made in April so the ballot can accompany the May Newsletter and Journal mailing.

2017 conference at New York. The conference is slated for Wednesday to Sunday. A pre-conference option is being organized by Terry McGovern. See the current newsletter for information and to indicate your interest. The length and planned site visits of the pre-conference and the conference itself were discussed.

The current future conference list has us going to:
Columbia River - April 2018
Chesapeake Bay - 2019

Special trips: Terry McGovern is organizing a special tour to Switzerland for hte summer of 2018, and the next special trip to the Philippines may be 2019.

A 7 to 8-day CDSG trip to Havana, Cuba, was investigated by Glen Williford, but is not recommended at this time. The cost is high for 7-8 days, the local tour operator is unknown, and access to coast defense sites is uncertain.

The business meeting adjourned at 7:24 PM.

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Preservation Committee Report

Gordon Bliss

In a few months the annual conference will take place in New York. It has been 20 years since the last conference there and there have been a number of changes, mostly for the worse, in the condition of the coast defenses there. Recently, the Gateway National Recreation Area, which controls most of the sites we will visit, has adopted a new General Management Plan which is not favorably oriented towards the historical elements of the sites. This has been mentioned in this column over the last couple of years. This conference will be an opportunity for us to show support for the preservation of the coast defense elements in these sites, both by having a large turnout at the conference and by helping to provide information and constructive comments onsite. I hope that we can find ways to provide positive support for the preservation of coast-defense structures there. I look forward to seeing many of you there in March.

On other fronts, during the recent Portsmouth conference, we had the opportunity to see a number of sites where improvements and preservation efforts are underway. This includes the interior reuse of Battery Murphy in Nahant and the Pulpit Rock fire control tower, just to name the first two that come to mind. We were also able to pass on information and documentation directly to site owners and support personnel. On this last point, I want to add that we have a plethora of information available on the preservation of coast defense structures for those that need it.

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

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CDSG Projects Update Documents Scans

Mark Berhow

The CDSG is continuing its efforts to scan and archive more records from the U.S. Army historical records. We have completed scanning another major set of documents from Bolling Smith's archives collection, this includes the artillery unit cards/documents, which contain data on the companies, batteries, battalions, and regiments of the Coast Artillery Corps from the Adjutant General's military records, and the engineer mimeograph series which detail many of the construction observations and updates deemed to be of general interest to all engineer officers working on seacoast defense construction. The unit cards cover some 116 files covering a large number of coast artillery regiments and other units such as harbor defense commands, the separate Panama, Philippines and Hawaii commands, mine planter batteries, sound ranging batteries, headquarter units, and more.

The engineer mimeographs were the output of the Office of the Chief of Engineers in connection with the building of the seacoast defense fortifications from roughly 1900 to 1920. The 146 files covering Mimeographs 1 to 139 (Nos. 6, 7, and 8 are missing) cover a great deal of information on the ins and outs of emplacement designs, communication, fire control, searchlights, mines, etc. The series comes with a contemporary idea of both titles and content.

These titles will be included upon request in the DCSG Documents collection now housed on a USB drive. Please contact Mark Berhow (berhowma@comcast.net) for more information and to order just these files for your collection.

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Membership Renewal for 2017 due January 1, 2017 – No change in dues this year.

Renewal membership in the CDSG for 2017 includes: Two quarterly periodicals, the *Coast Defense Journal* and the *CDSG Newsletter*. These rely on articles, reviews, site visit reports, notes, comments, letters, inquiries, etc., from the membership of the CDSG. The organization also hosts an annual conference at different harbor locations during which the group has field trips to remaining harbor defense structures in the area. Plus a lot more – website, tours, books, research, etc.

2017 membership is \$40 for members living in the United States, \$55 for members living in Canada, and \$70 for the rest of the world. All memberships end on December 31, 2016. Renew Today!

To join online with a credit card payment click the registration and renewal submenu under the membership menu at the www.cdsg.org

To join by payment with a check or money order, download a copy of our membership brochure or return the attached renewal form and membership fee in US currency (checks or cash) to:

CDSG Membership
c/o Quentin Schillare,
24624 West 96th Street
Lenexa, KS 66227-7285 USA

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CDSG 2017 Annual Business Meeting

Saturday, April 1, 2017, at 6:30pm

Marine Academy for Science and Technology, Bldg #77 on Pennington Street, Sandy Hook Unit, GNRA, Highlands, NJ 07732.

All CDSG members are invited to attend the 2017 CDSG Annual Business Meeting on Saturday, April 1, 2017, at 6:30 pm at the Marine Academy for Science and Technology, Bldg #77 on Pennington Street, Sandy Hook Unit, GNRA, Highlands, NJ 07732.. The CDSG Board and CDSG Committee Chairman will review the last 12 months and discuss CDSG future plans. Members will be able to ask questions and propose new programs for the CDSG. Please attend.

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21st Annual CDSG Workers Dinner

Terry McGovern

The 21st Annual CDSG Worker's Dinner was held at the 2016 CDSG Annual Conference at the Roundabout Diner to thank those CDSG members that volunteered during the preceding twelve months to make happen at the publications, events, and other activities of the CDSG. The CDSG Fund hosts this event each year and this year we recognize the efforts of Mark Berhow, Bolling Smith, Glen Williford, Jon Prostack, Tom Batha, Tom Kavanaugh, Gordon Bliss, Craig Lentz, Norman Scarpulla, and Terry McGovern. You can be honored next year by volunteering to assist one or more of committees carry out CDSG's various programs.

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2017 Conference: Harbor Defenses of New York

The 2017 conference is rapidly approaching and we encourage members to register and plan to attend. We will work out of a hotel on Staten Island, and move to Middletown, NJ, for the last two nights. Norm Scarpulla and Shawn Welch are arranging the conference.

Registration will be Tuesday afternoon, March 28. On Wednesday, Thursday, and Friday, we will visit Fort Wadsworth, Fort Hamilton, Fort Tilden, and Governors Island. We will see Third-System forts, as well as the final fortifications constructed in the 1940s. We will see batteries and structures as well as NIKE missile installations.

Saturday and Sunday we will visit Fort Hancock (Sandy Hook) and Navesink Military Reservation. While at Fort Hancock, we will form three small groups and tour the fortifications. Additionally, during these small group tours, each group will spend about an hour with the Army Ground Forces Association at Battery Gunnison/New Peck. In addition to tours and demonstrations, you will have an opportunity to learn how this organization

restores, preserves, and interprets the Coast Artillery Corps at Fort Hancock.

Our annual meeting and dinner will be held on Saturday evening.

Presentations will be held in the evenings on Tuesday through Saturday. If you would like to contribute a presentation, please contact us soon.

The registration form is included with this newsletter. We are less than five months from the conference. The deadline for conference registration (registration form and payment received by Shawn Welch) and the cutoff for the group rate at the hotels is February 28.

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2017 CDSG Pre & Post Conference Tours

**Eastern NYC Defenses (March 26th to 28th)
Camp Hero/Montauk Point (April 2nd to 3rd)**

By Terry McGovern

Given the many coast defenses of New York City (NYC) and the amount of time required to visit all these sites, the CDSG Board has decided not to include all the NYC defenses as part of 2017 CDSG annual conference. These Eastern NYC defenses (Fort Slocum, Fort Schuyler, and Fort Totten) instead will be part of a pre-conference tour. Additionally, the CDSG has not visited Camp Hero Military Reservation on Montauk Point, NY, in many years, so we will visit there as part of a post-conference tour. Accessing these sites requires advance permission from many different site owners and visiting Fort Slocum requires a special permit and special watercraft. Therefore, CDSG members will only be able to visit many of these sites by attending these special pre & post-conference tours. Please submit the attached registration form today so we can know how many CDSG members want to attend these special tours and you can take advantage of group hotel rates.

Below is the current plan (subject to change) for the Eastern NYC Pre-Conference Tour:

March 26, Sunday: Radisson Hotel, New Rochelle, NY, (Group Rate \$119/single room includes breakfast)

March 27, Monday: Visit Fort Slocum via watercraft (8:30am – 12:00pm) – Quad mortar battery & 15-inch Rodman. We have received special permission from the City of New Rochelle to visit the island and have arranged a workboat to land us on the beach. Fort Schuyler (2:00pm to 4:00pm) – 3rd System fort (Mine & FC stations, part of 12-inch disappearing battery, garrison housing). Radisson Hotel, New Rochelle, overnight.

March 28, Tuesday: Fort Totten (9:00am to 2:00pm) – 3rd System fort, 1870s emplacements and grand magazine, Endicott-Taft batteries, controlled mine complex, garrison structures, unique officers club. Drive to Staten Island for the start of the CDSG Annual Conference (3:00pm to 6:00pm registration)

Below is the current plan (subject to change) for the Camp Hero/Montauk Post-Conference Tour:

April 2, Sunday: Travel to Montauk Point, NY, (4 hour drive) – Seafood dinner at Sammy’s (6:00pm) - Royal Atlantic Hotel (Group Rate of \$80/single room)

April 3, Sunday: Visit Camp Hero Military Reservation - Three WWII batteries (two 16 inch & one 6inch) & nine FC stations (8:30am to 3:00pm)

Please include your information and a \$75.00 per person deposit made out to the “Coast Defense Study Group” and reference “NYC Pre/Post Conference Tour.” Send to Terry McGovern at 1700 Oak Lane McLean, VA 22101, USA. The cost of this pre/post conference tour will include the organizational costs, permits, watercraft, handouts, and entrance fees, to include:



Workboat to Fort Slocum.



Fort Schuyler at Throgs Neck, NY



Endicott-Taft batteries at Fort Totten



WWII fire control tower at Montauk Point Light House

We will “true-up” the costs at the time of the event. “Hold harmless” waiver will be required for all participants.

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INTERNATIONAL FORTRESS COUNCIL 2016 Annual Meeting at Toulon, France

October 13-16, 2016

By Terry McGovern

The International Fortress Council (IFC) held its 2016 annual meeting at Toulon, France. The CDSG has been a member of this association of national fortification organizations for the last 15 years. I was able to attend this three-day meeting for the first time as the CDSG representative to the IFC. Before reporting on 2016 annual meeting, let me give you some background on the IFC.

The *International Fortress Council* (www.internationalfortress-council.org) was founded at The Hague, the Netherlands, in 1989 by the following organisations interested in the study of fortifications: *Simon Stevin VVC* (Belgium); *Deutsche Gesellschaft für Festungsforschung* (DGF, Germany); *Fortress Study Group* (FSG, U.K.), and *Stichting Menno van Coehoorn* (the Netherlands). Later similar organisations joined the IFC: *Association Vauban* (France); *Nacionalna Udruga za Fortifikacije* (NUF, Croatia), *Czech Association for Military History* (CAMH, Czech Republic), *Frënn vun der Festungsgeschicht Lëtzebuerg* (FFGL, Luxembourg), *Association Saint-Maurice d'Etudes Militaires* (ASMEM, Switzerland); and the *Coast Defence Study Group* (CDSG, USA). The Austrian *Österreichische Gesellschaft für Festungsforschung* joined in 2016. All these members of the IFC aim to encourage the maintenance of historic forts, defensive works, and military architecture, and the furtherance of knowledge and information thereof. They are active in the whole stated in which they are established (or at least in an important part of it), they are open to anyone, and they are not public authorities nor totally dependent on public authorities.

The IFC maintains contacts between its members, the exchange of knowledge and experience, and information on activities of its members. The purpose of the association can be fostered in a variety of ways, but the IFC does *not* aim at developing the same activities as its members, such as the organisation of excursions, journeys, congresses, the publication of a magazine, etc. The contacts between the members are sustained by the General Assembly of the delegates once a year, each time in another European country where a member is part of the council. Two other main activities of the IFC are currently:

- The quarterly calendar "*Forttours*", edited in cooperation with the CDSG.

- The preparation of a *Multilingual Fortification Dictionary* (MFD) based on a collection of drawings and pictures. This dictionary in many European languages can be consulted on the Internet at

<http://www.internationalfortresscouncil.org/mfd.html>

The association has a small Executive Committee, consisting of the chairman, the vice chairman, the secretary-general, the treasurer, and a member. **Andrea Theissen** (DGF) is chairman. **Luc Fellay** (ASMEM) is vice chairman, **Evert Westerhuis** (Menno van Coehoorn) is treasurer. **Kees Neisingh** (Menno van Coehoorn) is secretary-general. **David Bassett** (FSG) is a member of this committee.



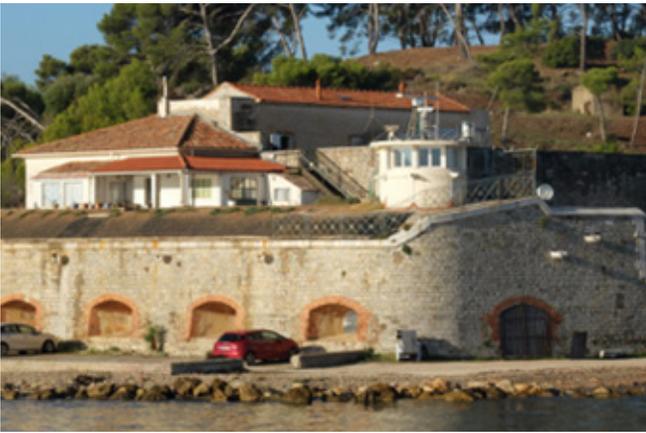
Kees Neisingh (Menno van Coehoorn), IFC secretary; Andrea Theissen (DGF) IFC chairman; and Evert Westerhuis (Menno van Coehoorn) IFC treasurer; prepare for the 2016 IFC annual meeting at Toulon, France.

The first day of the IFC meeting had us visiting the early defences of the naval harbour of Toulon (currently the home port for 70% of France's navy). High winds and strong rain cancelled our planned tour of the harbor by boat to see both the fortifications and warships. We toured the Royal Tour (one the primary defences from the establishment of the naval arsenal and dockyard). We then visited Fort Lamalgue, a later bastion work that is now the center of the French Navy's personnel and payroll function. We lunched in the fort's mess with active duty sailors (mostly women) that work at this center. We then departed for the Toulon Maritime Museum, where we held the 2016 General Assembly for the IFC (basically a business meeting to discuss old and new business). This two-hour meeting covered a range of subjects from gaining new organizational members to changes in the IFC Executive Committee. Afterward, our meeting organizer, Bernard Cros, a retired French Navy engineer, gave an excellent one-hour talk on the history of Toulon's fortifications up to World War II. The group then enjoyed a buffet dinner of heavy appetizers and then adjourned to a local café to discuss our favourite subject (fortifications) for several hours.

The next day's agenda was field trips to Toulon's land defences mainly constructed during the 1840s and then updated as part



The attendees to the 2016 IFC annual meeting at the summit of Mont Facon in Toulon.



Fort de l'Eguillette guarding the entrance of Toulon Harbor.

of the Séré de Rivières System (1874 to 1914). Before we left the harbor for the mountains behind the city we boarded a tour boat for our harbor tour that was delayed from the day before due to weather. The hour-long boat ride had us passing the naval arsenal, dockyards, and piers of the naval base. Only a few warships were in the harbor during our cruise. We viewed the breakwaters and their supporting shoreline fortifications. Returning to the quay we traveled by cars as we climbed to the summit of Mount Faron. The first stop was Fort Grand Saint Antoine that protected the flank of the mountain. Nearby we observed Tour Hubac, a stone tower that covered the nearby road and valley. We continued to the summit and Fort Beaumont, another stone fort which today is a museum to World War II (and is being revamped, so it was closed to the public).

Impressive view were had of Toulon and its surrounding area. We had a picnic lunch in the car park and then a drive-by visit of Fort Croix Faron (closed to the public). We spent a long time visiting an entrenched barracks with its underlying cisterns.



95 mm gun, coastal model 1888, at Battery de Peyras, Toulon.

Crossing the road we visited Fort Faron, built in 1845 and later updated during the Séré de Rivières System by connecting with Fort Croix Faron with an impressive wall and ditch the runs 600 meters and climbs the mountain by 160 meters. The fort is abandoned but was recently used as a community center. The group then returned to the center of Toulon for a group dinner.



10.5 cm SK C / 32 in 8.8 cm MPL C / 30D gun with shield at Battery de Peyras, Toulon.



Inside the emplacement for the 10.5 cm SK C / 32 in 8.8 cm MPL C / 30D gun with shield at Battery de Peyras, Toulon.



Fort Pipaudon (1893-1895) of the Sere de Rivières System defended the land approaches to the harbor of Toulon.

On Sunday, October 16, we had an add-on tour for some of the IFC members attending the meeting. We visited the two best fortifications of the meeting. From the Hotel Ibis in downtown Toulon, we drove to the steep hills to the west of the city near Cape Sicié in the municipality of La Seyne Sur Mer to La Batterie de Peyras. The battery was completed in 1879, from the time of the Séré de Rivières System. It mounted 3 x 240 mm (9.4-inch) coast artillery guns as well as 8 x 190 mm and 2 x 160 mm cannon. The battery was upgraded at the turn of century with four updated 240 mm guns and supporting emplacements of 95 mm rapid-fire guns. During the 1930s the French installed anti-aircraft guns, which the German improved upon by installing a battery of 88 mm AA guns. After World War II, the French Navy installed an air defense artillery school (DCA) in the battery using four 105 mm guns ("Flak Model 3KC 32) with a protective turret that were formerly installed by the Germans in the Lorient region. Beside these wonderful guns (that are still in working order) there is a working armored rangefinder located in a former French PDT structure. While still owned by the French Navy, a local history group leases the site and has collected many artifacts and weapons into a museum.



Andreas Kupka (DGF) enjoys our field lunch with our hosts at Fort Pipaudon during the 2016 IFC annual meeting.

After dragging us away from this very interesting collection, we drove northwest of Toulon to the very isolated Fort de Pipaudon, on the height of Pipaudon (1893-1895), which defended the highway from Marseille to Toulon. Part of Sere de Rivières System, it was designed for 360 men, 12 guns, and 2 mortars. The fort was occupied by the German army from 1942 until August 21, 1944, when the 3rd Regiment of Spahis Algerians captured the fort after a day of fighting. After World War II, the fort was the site for an anti-aircraft battery of 90 mm American guns. Today, this imposing fort on top of a hilly peak serves as storage for the town of Evenos and is sometimes used for musical events. We explored the fort and had a wonderful field lunch by the sally port of the fort. This was the official end of the IFC annual meeting. Next year's meeting will be in Julich (near Aachen), Germany.

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Fort Monroe 2009 Programmatic Agreement (PA) Stakeholders Meeting – October 18, 2016

By Terry McGovern

The CDSG is a consulting party to the Fort Monroe 2009 Programmatic Agreement (PA) which is an agreement under Section 106 of the National Historic Preservation Act of 1966 (NHPA), as amended, which requires the lead federal agency with jurisdiction (in this case, the US Army) over an undertaking to consider impacts to historic properties, before the undertaking occurs (closure and transfer of Fort Monroe to the Commonwealth of Virginia). Undertakings in this sense include activities, projects, or programs that are directly or indirectly funded by a federal agency. The Fort Monroe PA stipulates the actions that the Fort Monroe Authority (FMA) must take in relation to historic preservation at Fort Monroe. The implementing regulation of Section 106 is 36 CFR Part 800, overseen by the Department of Interior's Advisory Council on Historic Preservation (ACHP). One of the provisions of the PA requires regular meetings with the signatories of the PA as well as the consulting parties to the PA. FMA invited the CDSG to attend as consulting party and Terry McGovern, as CDSG Mid-Atlantic Representative, attended the meeting at the Fort Monroe YMCA. Some of the other consulting parties invited were Absentee Shawnee Tribe, Advisory Council on Historic Preservation, Archeological Society of Virginia, Buckroe Improvement League, Casemate Museum Foundation, Catawba Indian Nation, Chamberlin, Chesapeake Bay Foundation, Citizens for a Fort Monroe National Park, City of Hampton, Civil War Trust, Contraband Historical Society, National Park Service, National Trust for Historic Preservation, Preservation Virginia, United Daughters of the Confederacy, United States Army Fort Monroe Caretaker, U.S. Coast Guard, Virginia Department of Environmental Quality, Virginia Department of Historic Resources, and others.

The FMA had not held a stakeholder meeting in a while so Glen Oder, executive director of the FMA, spoke for most of the meeting as he updated the stakeholders on the FMA and US Army's efforts to meet the requirements of the Fort Monroe 2009 PA. The main topics he covered were the issuance of Historic Preservation Manual and Design Standards for Fort Monroe earlier in 2016, the status of the Interpretive and Education Programs Plans that were prepared in 2010, actions that have taken place under the State-Level Memorandum of Understanding that was signed in 2011, the progress in property management by the Commonwealth at Fort Monroe, the search for a new Fort Monroe Historic Preservation Officer, improving the FMA Stakeholder Protocol Implementation, the plans for a FMA Annual Report on the Fort Monroe PA, **and holding Annual Meeting with the stakeholders going forward.** The US Army's caretaker, Jeffrey Pasquino, also spoke about their role and efforts under the Fort Monroe PA and their plans to resolve remaining issues so the US Army can depart from the fort. Terry Brown, the new National Park Service Superintendent of the Fort Monroe National Monument also briefly spoke. There was a brief Q&A period and the meeting was over in 40 minutes.

Key takeaways from the meeting were: The FMA is following the PA Agreement; the FMA has leased most of the residential units and they continue to seek to fill unoccupied non-residential buildings and maintain them for leasing; Josh Gillespie, the FMA Historic Preservation Officer had left that position and Susan Smead from the Virginia Department of Military Affairs will be the new FMHPO; FMA will produce an annual report each January on developments at Fort Monroe that affect the PA and hold annual stakeholder meetings every February. The US Army is still working on National Historic Landmark Revisions and Nominations for Fort Monroe for individual structures and update the Fort Monroe National Historic Landmark District to better include all the various historical components at Fort Monroe. Of most interest to the CDSG was the transfer of 35 acres from the FMA to the NPS. This land transfer is bayside lands and beaches, but very interesting does not including Endicott-Taft Batteries Parrott and Irwin. We are trying to find out why. Please contact me at tcmgovern@att.net or at 703-538-5403 if you have questions about Fort Monroe, the FMA, or the Fort Monroe 2009 PA.

During my visit to Fort Monroe I was able to visit the FMA's new headquarters in the former post office building (across the street from the former Coast Artillery School) and discuss the upcoming CDSG Annual Conference to the Defenses of the Chesapeake Bay in 2019. I was also able to visit the FMA/Casemate Museum and discuss with them their plans to relocate their archives to the former Coast Artillery School library building that is slated to become Fort Monroe's Visitor Center. Discussions are continuing with the FMA/Casemate Museum about a program for CDSG members or their estates to donate their coast artillery and fortifications collections to the FMA/Casemate Museum's Archives. Stay tuned for more details. The CDSG also provided to the NPS superintendent draft language for new signage at the NPS's three Endicott-Taft batteries. We hope to assist the NPS in placing this signage as there is little in place today to educate the public about the history of these batteries.



FMA's new headquarters in the former post office.

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Sandy Hook Proving Ground's Test Site for Fort Drum's Turrets

Shawn Welch

In January 2016, members of the Army Ground Forces Association met with National Park Service site coordinator Pete McCarthy to plan a "NPS Centennial Project." Mike Murray, Board Member of Army Ground Forces Association (AGFA) recommended we remove the vegetation that totally covered the 1916 Turret Test Block at the former Sandy Hook Proving Ground. The two photos below show the site essentially covered in trees and vegetation. The picture below shows Board Member Mike Murray. Notice the large bolts to the right and the large plate behind him. The next photo demonstrates the thickness of the vegetation covering the site. There were approximately six large trees, and many smaller bushes around the site. A thick vegetative mat about two inches thick covered the majority of the concrete structure. The clearing effort took over 300 working hours to complete.



Proposed Fort Monroe Visitor Center was the CAC Library.





The photos below show the first few days of work in January and February 2016. The upper photo is of Richard King in his wildest tree cutting mode. The next photo shows four AGFA members clearing out the cut trees. The February had significant snow and we had to wait a few days before we could clear out trees. The AGFA members do all their work in WWII period uniforms. This is intentional to (1) capture the public's attention and (2) establish the mindset that it is 1943 and help us keep in line with the time period during our discussions with the public. Uniformed living history is an effective tool to capture the public's attention and get them to ask more questions.



By early March, most all of the trees and bushes were cut and we were left with the thick vegetative mat and the center depression full of roots and other debris. This took about six additional days to clear. The picture below shows the plate in the rear and part of a row of bolts. The center area is completely filled in. The next picture is from late April and shows the entire site cleared and the center pit opened.



The two photos below show AGFA members (left to right) Richard King, Paul Taylor, Bill Winslow, our guest Tom Evans, and Pete McCarthy, the Sandy Hook Unit coordinator. The next photo shows Shawn Welch standing on the metal plate with chain saw in hand ready for the next big tree...

The photo on the next page shows the entire block site cleared and rust converter applied to all bolts in late August 2016. Clearing the site revealed not only the main block, but also a secondary rectangular block and two other small blocks adjacent to the large block. As part of the project, all exposed metal parts and bolts had rust converting protective coating applied. The large plate in following photo will be treated in the near future.



The pictures below were taken on 18 September 2016. On this day the National Park Service and AGFA dedicated the work to the Centennial of the National Park Service.

In September the National Park Service further cleared the site, spread mastic and wood chips and installed the two wayside signs that were purchased using a donation from the Coast Defense Study Group. The AGFA members below with Ranger Jen Cox and Pete McCarthy were very happy with the outcome of the project. The National Park Service will continue to develop the site and re-install the signs once the final grading and covering is complete in 2017.



Sea) to the Pacific Ocean. The canal cuts across the Isthmus of Panama and is a key conduit for international maritime trade. There are locks at each end to lift ships up to Gatun Lake, an artificial lake created 85 ft. above sea level to reduce the amount of excavation work required for the canal. The current locks are 110 ft. wide and 1,050 ft. long. A third, wider and longer lane (180 ft. x 1,500 ft.) of locks is due to open in June 2016.

France began work on the canal in 1881 but stopped due to engineering problems and high worker mortality. The United States took over the project in 1904 and opened the canal on August 15, 1914. One of the largest and most difficult engineering projects ever undertaken, the Panama Canal shortcut greatly reduced the time for ships to travel between the Atlantic and Pacific Oceans, enabling them to avoid the lengthy, hazardous, route around the southernmost tip of South America.

Colombia, France, and later the United States controlled the territory surrounding the canal during construction. The US continued to control the canal and surrounding Panama Canal Zone until the 1977 Torrijos–Carter Treaties provided for handover to Panama in 1979. After a 20 year period of joint American–Panamanian control, in 1999 the canal was taken over by the Panamanian government, and is now managed and operated by the government-owned Panama Canal Authority.

The military presence in the Panama Canal area dates back to when Spain built fortifications at Portobello and the Chagres River to protect their transit of the isthmus from South America to Spain. During construction of the canal, the U.S. military supplied engineers, labor, and security. The Hay-Buanu-Varilla Treaty gave the United States the right to fortify the zone, but it was not until 1911 that U.S. Congress appropriated funds to begin fortification construction. The plan called for ten 14-inch rifles, twelve 6-inch rifles, one 16-inch rifle, twenty-eight 12-inch mortars, controlled submarine mine defenses, searchlights, and fire control stations, to defend against naval attack. The Panama Fortification Board also called for permanent field works, roads, obstacles, and ground clearing for defenses against land attack. Naval stations and anchorages were recommended at both Balboa (Rodman Naval Station) and Cristobal (Coco Solo Naval Station).

On March 4, 1907, President Theodore Roosevelt appointed Col. George W. Goethals chairman and chief engineer of the Isthmian Canal Commission. He served in that position until completion of canal construction in 1914, following which he served as governor of the Panama Canal until his resignation January 17, 1917. With Sydney Williamson as construction supervisor and army engineer Maj. Eben E. Winslow as the design engineer, construction began in August 1911 on three forts on the Atlantic side and two on the Pacific side. In 1912, the chief of engineers organized a section in his office under Goethal's son, army engineer Lt. George R. Goethals, to oversee fortification construction in the Canal Zone. The first Atlantic fort was operational in 1914 and the first on the Pacific side in 1916. The U.S. military would spend about \$20M over the next five years (about \$320M in today's value) to build these defenses. By the time the United States entered World War I, there were nine operational forts in the canal zone.

Advances in military technology during First World War, especially naval weapons and military aviation, required the defenses of the Canal Zone to be reevaluated. Battleship armament had increased in size and range, allowing bombardment of the canal's locks and dams from beyond the range of the existing batteries, while aircraft carriers would soon allow aircraft to operate within range of the canal. The threat of submarines around the entrances to the canal was also now a concern. New long-range batteries were proposed for both the Pacific and Atlantic entrances. The addition of antiaircraft batteries was recommended, as were new fire control stations and searchlights. Use of surplus WWI mobile 155 mm and 75 mm guns was also proposed, and airfields and submarine defenses were planned.

Funding was provided for two 12-inch long-range barbette batteries at Fort Sherman. Gatun Dam was only 12,000 yards from deep-water, and each of these batteries would have two 12-inch guns with a maximum range of 30,000 yards, keeping warships effectively beyond bombardment range of the dam and locks. Batteries Mackenzie and Pratt were started in 1916 and completed in 1923. Funding for long-range batteries for the Pacific entrance would need to wait until 1924, when two 16-inch barbette batteries were begun at Bruja Point. When completed in 1929, Batteries Murray and Haan each had two 16-inch guns with a maximum range of 45,000 yards.

After the First World War, forty-two 75 mm field guns and forty-six 155 mm GPF guns were sent to the Canal Zone to supplement both the harbor and beach defenses. A special concrete and steel emplacement, known as Panama mounts, was developed to allow 155 mm guns to track naval targets. Fifteen 3-inch antiaircraft batteries were constructed throughout the Canal Zone, supported by mobile searchlights, sound detector units, and machine guns. Airfields were constructed at both ends of the canal. In 1929, two 14-inch railway guns were delivered to the Canal Zone and firing positions were constructed at Fort Grant and Fort Randolph. The guns could travel by rail to respond to threats on either the Atlantic or Pacific.

The coming of a new world war drove improvements the Canal Zone defenses, mainly by increase manpower from 13,500 troops in the late 1930s to 68,000 troops in January 1943. The primary U.S. military efforts were to improve the Canal Zone's antiaircraft defenses, bombproof key facilities, and to protect the canal and its locks from sabotage. The coast artillery's main projects at this time were the "casemating" of Battery Murray and Battery Pratt, sacrificing their all-around fire for protection from aerial and naval bombardment. Controlled mine defenses were doubled in size with the addition of new mine groups and additional mine casemates in the now obsolete mortar batteries on each side of the canal. New fire control stations increased the field of fire for the existing batteries, as well as radar units for targeting. Four new 90 mm batteries for defense against torpedo boats were added at both entrances.

By 1950, almost all of the big guns were scrapped, the harbor defense commands dismantled, and the Coast Artillery Corps abolished. The old coast defense reservations in the Canal Zone were either converted to other uses by the U.S. military or abandoned. The U.S. military's naval, ground, antiaircraft, and aircraft defense of the canal continued until 1999, when the U.S.

military left and all the military facilities were converted to other uses or abandoned.

The 2016 CDSG Tour

A second CDSG tour to the defenses of the Panama Canal Zone has been under discussion by our membership since our last CDSG tour to Panama. The greatest challenge in organizing such tours is having a good local organizer. A small group of CDSG members called upon Paolo in 2013 to organize a tour to the defenses of the Canal Zone and the success of that tour led us to start planning the 2016 CDSG tour. Using both the 1993 CDSG Tour and the private 2013 tour as models, we developed the following schedule:

Pacific Side

- Day 1 February 27 (Saturday)
Arrival in Panamá -Tour starts at 7 pm at hotel
- Day 2 February 28 (Sunday)
Fort Kobbe-Howard/ Rodman Naval/Fort Amador
- Day 3 February 29 (Monday)
Fort Grant (Naos, Culebra, Flamenco & Perico Is,)
- Day 4 March 1 (Tuesday)
Fort Clayton-Albrook / Transfer to Colón

Atlantic Side

- Day 4 (cont.) March 1 (Tuesday)
Portobello Town Defenses / Fort DeLesseps
- Day 5 March 2 (Wednesday)
Galea Island (NSAG) / Fort Randolph /
Colo Solo Naval
- Day 6 March 3 (Thursday)
Fort Sherman (Toro & Shelter Points)
Fort Davis / Fort Gulick / New Gatun Locks
- Day 7 March 4 (Friday)
Fort Sherman (West) / Fort San Lorenzo
- Day 8 March 5 (Saturday)
Transfer to Panamá City

Pacific Side

- Day 8 (cont'd) March 5 (Saturday)
Gaillard Cut & Centennial Bridge /
Miraflores Visitor Center / Panama Canal Admin
Ancón Hill / Quarry Heights /
Group Dinner – Tour ends at 7pm at hotel
- Day 9 March 6 (Sunday)
Departure from Panamá

The tour hotels were the Amador Ocean View Hotel on Perico Island (formerly Fort Grant) on the Pacific side and the Hotel Meliá Panama Canal at the former Fort Gulick on the Atlantic side. Tour members arranged their own breakfasts and dinners, except for the final-night group dinner in Panama City. We traveled in a 30-passenger mini-bus with driver each day (with a lot of bottled water). Paolo guided us, making sure we gained access to sites. We arranged for lunches at various restaurants along our route. We started our daily field trips at 8 am and returned to the hotel around 6 pm each day. While many of the

former military bases and coast defense sites have suffered from economic development and exposure to environment in the last 23 years, we were able to visit all the surviving named coast artillery batteries plus a lot more. Below is a summary of what we saw each day during the tour.



Hotel Meliá Panama Canal Residencial El Espinar – Colón, Panama



Amador Ocean View Hotel Isla Perico Amador, Panama



Panama Canal – Miaflores and San Pedro Locks – large channel is to the new Cocoli Locks

Day 1 – Saturday – 2/27 - Arrival in Panamá

Our tour members gathered at the Amador Ocean View Hotel at 7 pm for a tour meeting to hear about the planned schedule from Terry and Paolo and to receive the tour handout. We discussed health and safety issues, as well as logistics. The 18 members either flew into Panama that day or had already been visiting Panama. The location of the hotel on Perico Island was created by landfill and was a complete transformation from the isolated location we visited in 1993. The causeway is now a major attraction for the residents of Panama City. We were treated to a traffic jam and many busy entertainment venues for most of the night. Tour members found their own dinners and prepared for the start of the tour the next day.

**Day 2 – Sunday – 2/28 - Fort Kobbe-Howard/
Rodman Naval/Fort Amador**

After a hotel breakfast, we embarked on the first of many rides in our mini-bus. Paolo had a supporting team of Luis Puleio and Manuel Rivera. Also joining us was Charlotte Elton, who is active in promoting the military history of Panama and developing tourism. Stopping by to greet the group was Dolores de Mena, who organized our last CDSG tour to Panama in 1993 when she worked for the U.S. Army Southern Command.



Battery Murray – 2 x 16-inch/BC – Fort Kobbe
rail car entrance



Battery Murray – 2 x 16-inch/BC – Fort Kobbe – New
bike path around casemate with magazine building to
the far left



Battery Murray – 2 x 16-inch/BC – Fort Kobbe
plotting room



Battery Murray – 2 x 16-inch/BC – Fort Kobbe
WW II casemate

Our route to the former Fort Kobbe/Howard Airfield (1918-99) took us back down the causeway to the former Fort Amador (1911-79) and over the Bridge of the Americas to the western side of the canal. We first visited Battery Murray (2 x 16-inch/BC), active 1929-48. These 16-inch guns were originally in open positions, protected by dispersal. This battery received casemated gun houses during World War II to protect each gun from aerial attack. After the war, these gun houses were used as storehouses (still in use as of 1993 during the first CDSG tour), but today they are abandoned. The area around the battery is under redevelopment as the Panama Pacifico, a mixed-use development of office space and residential units. The gun houses should be safe from this development but the other components of the battery, such as the magazines and power houses, are at risk. The group

got its first taste of the heat and jungle when Paolo led us to visit the plotting room for Battery Murray, a protected concrete structure about a one mile away from the gun emplacements. In the side of a hill, this PSR has become lost in the jungle over the last 20 years. We were all very happy to return to the air conditioned mini-bus and bottles of water to travel to Battery Haan (2 x 16-inch/BC) also active 1929-48. Battery Haan did not receive casemated gun houses, so all that remains today is a large open field with an outline of the gun emplacements under the grass. In 1993, this area was in use for radio antennas, but today it appears to be a vehicle junkyard. We were able to visit several magazine buildings that were surrounded by hulks of old Panama City buses. The heat and jungle discouraged us from visiting Battery Hann's plotting/switchboard room and power plant that are now deep in the jungle.



Our mini-bus and driver – CDSG Panama Tour

As part of arrangement to visit these sites, we visited Panama Pacifico's sales office to hear about their plans for mixed-use development of the former Fort Kobbe/Howard Airfield. We were treated to a table of appetizers and drinks, which the group quickly devoured. Our mini-bus toured the many abandoned housing units and drove to the large, closed base hospital for a quick visit. Back on the mini-bus, we traveled to the former U.S. military golf course for our "second" lunch at the Tuscan Grill Panama in the still-active golf course club house. Reenergized by lunch, we traveled to Batele Point for a jungle trek to the World War II 90 mm battery (4 x 90 mm/ fixed) and WWII mine fire



Tom picks out a condo to purchase at Fort Kobbe – Panama Pacifico



The CDSG retreats from the jungle – Battery Haan magazine – Fort Kobbe



AMTB emplacement at Batele Point – Fort Kobbe

control station that overlooked the Pacific entrance to the canal. As this site is “lost” in the jungle, the emplacements are in good condition. Back on the mini-bus we travelled to Bruja Point to hike up the hill and out to the point to visit the remains of the 155 mm/75 mm emplacements and the footings for several fire control stations and searchlights positions. Based on our “heat and jungle” experience earlier in the day, the group decided to skip this and move on to our next schedule site.

The mini-bus drove by the former Rodman Naval Station, which has been converted into a commercial port with several business using the facilities and piers. Looping up onto the Bridge of the Americas we returned to the former Fort Amador for a more detailed visit. The fort was originally considered the mainland portion of Fort Grant until 1917. The reservation was split in between U.S. Army and U.S. Navy. Most of the post was turned over to Panama in 1979 and became headquarters of the Panamanian Defense Force until 1989. Coastal defense batteries were Battery Birney (2 x 6-inch/DC) and Battery Smith (2 x 6-inch/DC), which were active 1916-43, but then buried when military housing was constructed on the site in the 1950s. AMTB Battery 7A (4 x 90 mm/mobile) was installed in 1942 and removed in 1948. This site is also buried. Many of the original military buildings have been demolished for new commercial development, such as an entertainment district, biodiversity museum, and a large convention center, so there have been many changes since our 1993 tour. The former naval buildings have been taken over by the Panama Ministry of Public Security. Most of the coast artillery barracks have been removed, along with the former coast artillery administrative headquarters. Leaving our mini-bus behind, we walked through the remains of the military housing and support buildings, including the old railroad maintenance building. We were able to locate concrete portions of the two buried 6-inch/DC batteries and Battery Smith’s CRF station. Returning to our mini-bus we continued down the causeway to our hotel and independent dinners.

Day 3 – Monday – 2/29 - Fort Grant and Fortified Islands

After a hotel breakfast, we embarked on our mini-bus that Paolo and his support team arrived in each morning from Panama



Perico and Flamenco Islands – landfill and new construction – Amador Ocean View Hotel with large flat roof at base of Perico Island



Battery Newton – 1 x 16-inch/DC – Fort Grant civil aviation radar



Battery Newton – 1 x 16-inch/DC – Fort Grant rail service entrance



Battery Newton – 1 x 16-inch/DC – Fort Grant - Perico Island

City. Today's schedule had us visiting all our sites within the view of our hotel on the "fortified islands" of Fort Grant (1911-79). The mini-bus took us up the old railroad right of way to the top of Perico Island to visit Battery Newton (1 x 16-inch/DC), active 1917-43. Several large condominium buildings have been constructed next to the long staircase that runs from sea-level to the battery on top of the island. The large battery complex has been surrounded by a block wall since our 1993 tour, leaving some of the supporting fire control stations outside the wall and more difficult to visit. The 16-inch disappearing carriage's counterweight well has been filled in so a large radar tower and radar control building could be constructed. The staff of the air traffic control center greeted us and let us wander about the single gun emplacement. Access to the underground portions of the battery have been walled off from the air traffic control area, so we had to walk around to the railroad service entrance to access the power plant, magazines, offices, storeroom, etc. These spaces were full of used furniture, making passage challenging. The battery overall has not changed very much since our 1993 visit.

A short bus trip took us to Culebra Island to meet our guides from the Smithsonian Institution for tropical marine studies. Also greeting us were several sloths in the trees around the former railway gun firing positions, active 1929-46, known as Battery 8 (2 x 14-inch/RV). After reminding the group that we were in Panama to visit former military sites, not photograph sloths, our guides led us on a tour of the island. The former 14-inch magazines built into the side of the island are now used as offices and display space by the Smithsonian. Following a nature trail we were able to visit the site of Battery V (10B) (2 x 155 mm on Panama mounts), and Battery AW (2 x 75 mm beach defense guns).

Back on the bus we drove a short distance with our Smithsonian guides to Naos Island. They led us through the old torpedo (mine) storehouse to enclosed staircases for Battery Burnside (2 x 14-inch/DC) and Battery Buell (2 x 14-inch/DC), active 1916-48. The 150 steps sapped the energy of the group, but the desire to explore the underground passages of these two batteries soon had us wandering from room to room. The tunnel passageway to the fort's fire control complex was full of chunks of concrete as a 2 million-gallon water tank has been built on top



Naos Island – Fort Grant – remains of Batteries Buell and Burnside – site of Battery Parke under condo building



Battery Buell – 2 x 14-inch/DC – Fort Grant – rear access stairs



Battery Buell – Fort Grant – service tunnel access to fire command



Battery Buell – Fort Grant – access to loading platform

of these stations since our 1993 tour. Both gun emplacements for Battery Burnside have been filled in as well, but the abandoned underground magazines, plotting rooms, and store rooms are still assessable. Traveling down the joint service tunnel we reached the central power plant, where most of the generating equipment has now been scrapped since our last visit. One of Battery Buell's gun emplacements remains open, so the group could both see its features as well as visit the remains of the battery commander stations on the surface. We viewed the site of Battery Parke (2 x 6-inch/DC), active 1915-46, but it has now disappeared under



Battery Buell – 2 x 14-inch/DC – Fort Grant
last open emplacement



Batteries Buell and Burnside – Fort Grant
central power room



Batteries Buell and Burnside – Fort Grant
joint service tunnel



Battery Buell – 2 x 14-inch/DC – Fort Grant
shell table in magazine



Battery Buell – 2 x 14-inch/DC – Fort Grant
rear access portal

a large condominium complex. We are also able to locate one gun emplacement for Battery 23 (3 x 3-inch/AA) near the new water tank. The group returned to Battery Buell's service tunnel to visit the battery's magazines and the blocked tunnels to the battery's other gun emplacement.

Returning up the service tunnel to Battery Burnside's rear staircase we made our way down to the Fort Grant mine complex. While the mine loading room has been replaced with a new Smithsonian lab building, the cable tank building remains. We visited the interior even though work was underway to replace part of the roof. The bridge crane and cable tanks remain. One tank is used as a swimming pool by the staff while the other tanks are used for holding specimens. To access the mine casemate we needed to get clearance from the gate guard for the new condominium complex that now occupies the front of Naos Island (where Battery Parke used to be), even though the casemate itself is controlled by the Smithsonian. After several telephone calls we were let in and we toured the inside of the mine casemate, a two-story building inside the earth-covered protective structure. Back on board our mini-bus we drove the short distance to lunch at restaurant Mi Ranchito on Naos Island. During lunch, we discussed with sadness the plans to build more condominiums on Naos Island, which will cause the complete demise of the wonderful, one-of-a-kind 14-inch disappearing gun complex of Batteries Burnside and Buell.



Fort Grant mine complex – cable tank building

After lunch our next site was Flamenco Island, at the end of the causeway. The island has undergone many changes since our last visit in 1993. Much of the open water between Flamenco and Perico Islands has been filled in for a large marina and entertainment/casino center. Even worse has been the transformation of the combined mortar batteries Prince, Merritt, and Carr (each 4 x 12-inch BLM), all active 1916-43, into a two-story shopping mall. Only Battery Merritt remains untouched, while Batteries Prince and Carr have disappeared under a modern shopping

structure. Parts of two mortar emplacements can still be found within the mall's massive structure, but you need to know what to look for. This destruction is made even sadder by the fact that the shopping mall has gone bankrupt and only a few businesses remain. While the entrance through the underground gallery to the center of the island remains, the large power room as you first enter the tunnel has disappeared. The tunnel itself has



Batteries Carr-Prince-Merritt – 12 x 12-inch/BLM – Fort Grant – mall constructed on top of Batteries Carr & Prince



Battery Prince – 4 x 12-inch/BLM – Fort Grant – new mall on top of battery



Battery Prince & Carr – 12-inch/BLM – Fort Grant – new mall on top of battery



Flamenco Island – Fort Grant – elevator shaft to Battery Warren



Battery Merritt – 4 x 12-inch/BLM – Fort Grant



Battery Warren – 2 x 14-inch/DC – Fort Grant



Flamenco Island – Fort Grant – access tunnel to elevator to Battery Warren



Battery Warren – Fort Grant fire command telephone booths



Battery Warren – 2 x 14-inch/DC – Fort Grant – 25kW motor generators



Battery Warren – 2 x 14-inch/DC – Fort Grant – access to magazines



Flaminco Island – Fort Grant – WW II triple FC stations

not changed since our 1993 tour, but the large elevator (and supporting machinery) that once rose up about 280 feet into Battery Warren (2 x 14-inch/DC), active from 1916-48, has been removed. We returned back down the tunnel for the ride up the steep road to the top of Flamenco Island. We parked the mini-bus in one of Battery Warren's gun emplacements, as they were filled in when the battery was used as a HAWK air defense missile platform (1960-70). Between the two gun emplacements was an impressive collection of fire control stations that served as the harbor defense, fort command, mortar batteries, and battery commander stations for Battery Warren. Unfortunately, since our 1993 tour the topmost of these stations have been destroyed and several steel roofs have disappeared. We searched for several independent fire control stations and for Batteries U (10A) and T (both 2 x 155 mm on Panama mounts), but they too have disappeared. There have been several proposals to build a hotel or condominiums on top of the battery and during one of those ventures the area around Emplacement No. 2 was bulldozed flat, along with several FC stations. The group made their way down the open ramp to the unique multi-level emplacement. The lower magazines were for reserve ammunition, while the upper magazines were for active use, and shell carts could be pushed out the guns. The power room retains two 25 kW GE motor generators, although the copper has been stolen out of the generators since we last visited. Looking down the deep elevator shaft continues to be a highlight of this battery. We worked our way up into the complex of telephone rooms, plotting rooms, offices, etc. that were part of the harbor and fort command. The entire battery is abandoned and the only current use is the Panama Canal control station built on one of Battery Carr's fire control station. The group climbed down to visit the three-level World War II fire control structure for Batteries Murray and Hann in the hillside above the island's lighthouse. Continuing down the hillside we headed back to the Amador Ocean View Hotel and independent dinners.



Paitilla Point, Panama City – Club Union on the water on the right side of photo

Dolores de Mena organized a special presentation at the Panama Union Club in Panama City for us to educate the leadership of Panama about the history of the Panama Canal defenses. It was hoped this hour-long lecture by Terry McGovern would promote to Panamanians that preservation and interpretation

of the historic Canal Zones defenses would be worthwhile. Over 75 folks attend the lecture, including a former President of Panama, government ministers, and several directors of the Panama Canal Authority. The PowerPoint presentation appeared to be well received and generated over a dozen very interesting questions. Dolores hopes the lecture will generate enough interest to help select one battery on each side of the Canal Zone to preserve as possible tourist museums. One point of interest was the location of Union Club on Paitilla Point, which once had a 155 mm battery, a 75 mm battery, fire control stations, and two 60-inch searchlight positions, all now gone.

The second part of the this report will appear in the next issue and cover the visit to the defenses on the Atlantic side of the Panama Canal.

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Visits to Some of Maine's Coastal Forts

Charles H. Bogart

Upon leaving the 2016 CDSG Conference at Portsmouth, NH, Mary Ann and I drove north to visit some of Maine's coast defense forts and the state's three surviving Aroostock War forts. Maine has an abundance of interesting coastal forts, ranging from Colonial times to World War II. Below is an account of our visit to five pre-War of 1812 forts.

An historical disclaimer: I refer to all of the forts in this article as being in Maine; however, at the time they were built, Maine was a county of Massachusetts. Maine did not entered the Union as its own state until 1920, as part of the Missouri Compromise.

Fort Edgecomb, Edgecomb, Maine

Fort Edgecomb is located in the town of Edgecomb, on the Sheepscot River. The fort was built 1808–1809 as part of the United States' second-system coast defense fortification program, to defend the port of Wiscasset, ME, at this time one of the largest shipbuilding sites in the country. The fort is on misnamed Davis Island, which is actually a peninsula. Fort Edgecomb, as built, was a two-story wooden octagonal blockhouse. Each wall of the blockhouse's lower level is 27 ft. long; the upper level is 30 ft. The ground-level walls are pierced with loopholes for muskets and ports for firing swivel guns. The upper level walls have gun ports for cannon.

Fort Edgecomb was built not only for defense but also to prevent ships from breaking President Thomas Jefferson's shipping embargo, whose purpose was to prevent U.S. ships from sailing for overseas ports during the Napoleonic Wars. The Embargo Proclamation was President Jefferson's response to impressment of American sailors by the Royal Navy and attacks by French ships on U.S. merchant vessels. Needless to say, the embargo was not popular with the shipbuilders and merchants of Maine, and they sought to circumvent the embargo. The guns of Fort Edgecomb were thus not used when built to keep ships out of the harbor but to keep them in the harbor.

During the War of 1812, Fort Edgecomb was manned by regular troops backed up by local militia. The port of Wiscasset saw considerable activity throughout the war as a base for privateers. Prisoners brought in on prize ships were held outside the city of

Wiscasset. Fort Edgecomb remained an active U.S. Army base until 1818, when British troops withdrew from Eastport, Maine. With the 1818 withdrawal of British troops from U.S. soil, most seacoast defense forts in Maine were reduced to caretaker status. In 1864, during the Civil War, with Confederate privateers operating off New England, a water battery was built below the blockhouse and manned by local militia.

Starting in 1875, local citizens began to raise funds to care for the blockhouse, which was still owned by the U.S. Army. In 1923, the state of Maine purchased the blockhouse from the army for \$501 and made it part of their park system.



Fort Edgecomb blockhouse



Fort Edgecomb Civil War water battery as seen from the blockhouse



Fort Edgecomb blockhouse from the water battery



Interior view of Fort Edgecomb water battery

Fort Sullivan, Eastport, Maine

Fort Sullivan (British Fort Sherbrooke) was a 19th-century military fortification built at Eastport, Massachusetts, the most northern and eastern coast defense fort on the United States' Atlantic seaboard. The fort's guns pointed at the waters separating Eastport from Campobello Island, now part of the Canadian province of New Brunswick.

In 1808, the United States Army decided to build a fort in Eastport to protect against possible threats from Britain and France, who were at this time at war with each other. Maj. Lemuel Trescott oversaw the construction of Fort Sullivan, named in honor of Revolutionary War Gen. John Sullivan (1740-1795). The fort atop Clark's Hill consisted of a four-gun circular earthwork, a wooden blockhouse, and three barracks.

Fort Sullivan was captured in 1814 by British sailors under Commodore Sir Thomas Hardy, who renamed it Fort Sherbrooke for John Coape Sherbrooke, the Governor of Nova Scotia. Commodore Hardy proclaimed Eastport the capital of the British colony of New Ireland and stationed 500 soldiers to garrison Fort Sherbrooke and patrol the area. It was only on June 30, 1818, after numerous protests by the U.S. Government, that British troops withdrew from Fort Sherbrooke and U.S. troops again took possession of the fort. Once the American flag was flying over the fort, it again became Fort Sullivan.

Within a year of the American Army having raised the flag over Fort Sullivan, it was reduced to caretaker status. Circa 1836, the fort again received a U.S. Army garrison as tempers flared over the exact border between Maine and New Brunswick - the Aroostook War of 1838- 39. Soldiers remained at the fort until 1846, when the Mexican-American War began and U.S. Army troops were withdrawn. Over the next few years Fort Sullivan was destroyed, as locals harvested building materials from the site.

During the American Civil War (1861-65), the U.S. Army rebuilt Fort Sullivan as an earthwork battery to defend against Confederate raiders and a possible attack by British troops from Canada. Fort Sullivan saw no action during the Civil War. In 1873, the U.S. Army ceased using Fort Sullivan and sold the property in 1877. The new owners moved the northernmost officers' quarters to its present location at 74 Washington Street, where it now serves as the local museum. They also cleared the site of Fort Sullivan for re-development and, at present, the site of the fort is occupied by an elementary school. The British powder magazine from Fort Sherbrooke still stands in a deteriorated condition.



The site of Fort Sullivan with a sign: "Here once stood Fort Sullivan." The school building is to the immediate rear of the photographer.



This cannon guards the front-door to the school.



The relocated officers' quarters now house the town's museum



The remains of the British magazine from their 1814-18 occupation

Fort William Henry, Pemaquid Beach, Maine

Fort William Henry is located at Pemaquid Beach, Maine, one of five colonial forts built between 1630 and 1759 at the mouth of the Pemaquid River to defend British settlements along the river valley. The first British fort built at the mouth of the river was Abraham Shurte's Fort. Built in 1630, the palisaded trading post was destroyed in 1633 by the pirate Dixie Bull. After the pirates left, local citizens immediately built a new wooden-walled fort they named Fort Pemaquid. This fort was destroyed in 1676 by Indians during King Philip's War. The next year, in 1677, a third fort named Fort Charles was built at the mouth of the river. Fort Charles was a wooden-walled fort with two bastioned outworks. Located outside the fort was the settlement of Jamestown, which served as a trading post with the native and European population. Fort Charles was destroyed in 1689 by a force of French and Indians.

In 1692, construction of a fourth fort at the mouth of the Pemaquid River began. This fort, named Fort William Henry, was built of stone and contained a bastioned keep and a bastioned gun platform. The fort was built at a cost of 20,000 pounds by Massachusetts Governor William Phips. The fort's walls were 10-foot high and the stone-keep bastion rose to 29 feet. The fort was destroyed in 1696 as a result of a combined French and Indian land and naval attack. The fort, while impressive on paper, had a fatal flaw—its water supply lay outside the fort. Capt. Peter Chubb, the fort's commander, was forced to surrender after a four-day siege.

In 1729, a new fort named Fort Frederick was built inside the remains of Fort William Henry. In 1747, Fort Frederick was attacked by a combined French and Indian force. This time the fort was successfully defended and the French and Indians, after destroying outlying villages and farms, retreated to Canada.

With the signing of the Treaty of Paris of 1763, which ended the French and Indian War and gave the British control of Canada, Fort Frederick was abandoned. Locals soon began to strip the fort of its cut stone and in 1775, in fear that British troops might re-occupy, Fort Frederick was slighted.

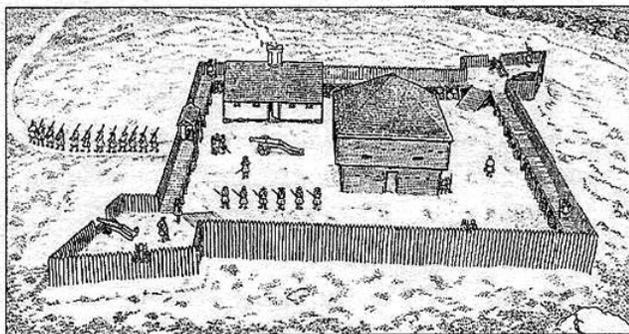
In 1908, the state of Maine partially rebuilt Fort William Henry. The bastion keep was rebuilt and the fort's walls were built to a height of 2 feet. The fort is today part of the Maine park system.



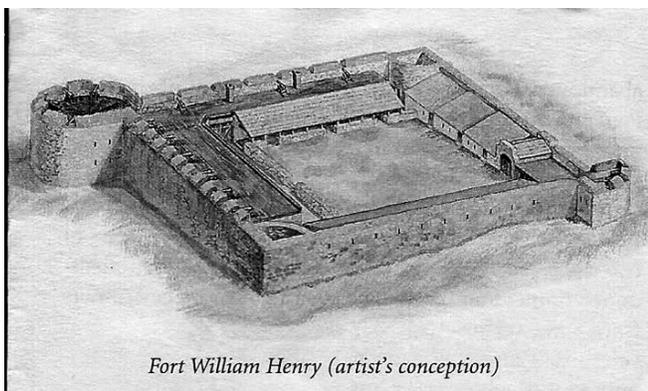
Reconstructed Fort William Henry



A view from the top of the keep, barracks foundations to the left. The building at the top is the local museum.



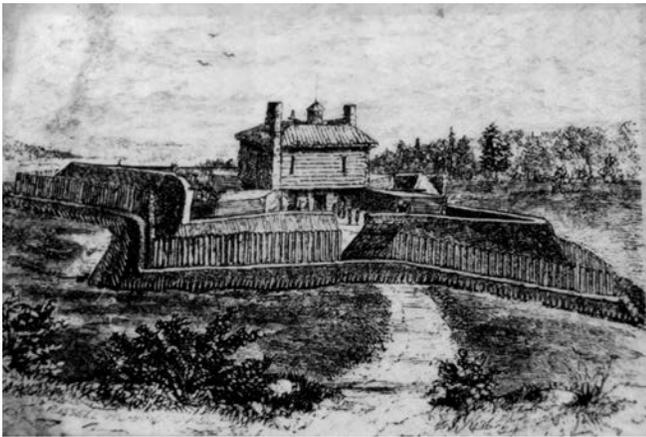
Fort Charles (artist's conception)



Fort William Henry (artist's conception)

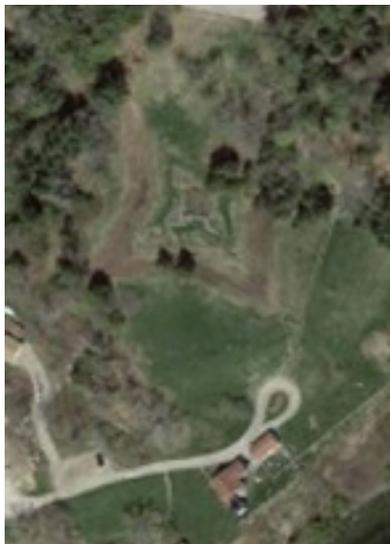
Fort Pownall, Stockton, Maine

Fort Pownall was built in 1750 as a British coast defense fort at Stockton Spring, Maine, in response to the outbreak of the French and Indian War. The fort, as built by Massachusetts Governor Thomas Pownall, consisted of a wooden blockhouse within a four-pointed star earthwork protected by a moat. Fort Pownall was one of three forts built by the British that year to control access to the interior of Maine and New Brunswick via river routes. Fort Pownall saw no action during the French and Indian War, but did serve as a military base to drive members of the Norridgewock and Penobscot Indian tribes inland. The fort was not demolished after the signing of the 1763 Treaty of Paris but was used as a magazine to store arms and munitions for the local militia and to deter any seaward attack.



Fort Pownall was re-occupied by the British in 1775 who, after a short stay, removed all of its weapons and powder. Shortly thereafter, American militia destroyed the fort to prevent re-occupation by the British.

Fort Pownall was built as an octagonal star-shaped earthwork with walls 240 feet long on each side. These walls were surrounded by a moat 15 feet wide and 8 feet deep. Inside the earthworks was a wooden two-story blockhouse of squared timbers measuring 44 feet on each side. In 2016, the outline of the star-shaped earthworks and the foundation of the blockhouse can still be seen.



Google Earth view of Fort Pownall



The footings that supported the Fort Pownall blockhouse are seen center-right, with part of the wall and ditch to left.



Fort Pownall wall and ditch.

Fort O'Brien, Machiasport, Maine

Fort O'Brien is on the western shore of the Machias River, a short way north of its mouth at Machias Bay, near Machiasport. During the 1770s, the Machias Bay area became a haven for those wishing to overthrow British rule. Matters came to a boil in June 1775 when HMS *Margaretta* arrived at Machiasport with a convoy of two ships to load goods for the British garrison besieged in Boston and recover guns from the wrecked warship HMS *Halifax*. On June 12, 1775, Colonial forces, under Jeremiah O'Brien, captured HMS *Margaretta* and her convoy. Immediately thereafter, a number of privateers were fitted out and sailed from Machiasport and began to bring in numerous prizes.

The locals, realizing that the British would launch an attack to re-capture HMS *Margaretta*, built an earthen fort and armed it with guns taken from HMS *Halifax*. It was not until August 13, 1777, that the Royal Navy attacked Fort O'Brien. Despite all odds, the fort was not taken and only minor damage was suffered. Machiasport was not again attacked during the Revolutionary War and following the war, Fort O'Brien was dismantled.

In 1808, the U.S. government, as part of the second-system of coast defense works, rebuilt Fort O'Brien. The fort, as rebuilt, consisted of a four-gun crescent-shaped earthwork with a wooden blockhouse behind the battery. In September 1814, the British captured Fort O'Brien as part of their plan to establish the colony of New Ireland. The British Army held onto Fort O'Brien until



Diagram of Fort O'Brien

June 1818 when, bowing to U.S. pressure, they gave up the idea of establishing New Ireland. When the British departed Machiasport, they burned the blockhouse and other buildings at Fort O'Brien. Following the War of 1812, the U.S. Army did not re-build Fort O'Brien. However, in 1863, during the Civil War, a five-gun water battery was installed at the site of the fort, but saw no action. In 1866, the Civil War battery was disarmed and, in 1923, Fort O'Brien was sold to the state of Maine. While the Civil War gun battery can be visited, nothing seems to remain of earlier fortifications.



A view into Civil War Fort O'Brien. The magazine is the hump to right center.



A view north along Fort O'Brien's Civil War battery line. The Revolutionary War fort is somewhere in the underbrush behind the flag poll.



The lone Napoleon gun mounted on the Civil War gun line at Fort O'Brien

* * * * *

East Point, MA, Open House

Norm Scarpulla

On October 15, 2016, Northeastern University held its annual open house at Nahant, MA. Their Marine Science Center is part of the former East Point Military Reservation in the WW2 Harbor Defenses of Boston, and later a Nike missile site. This was one of the sites that CDSG visited during the September 2016 Portsmouth-Boston North conference. The open house attracts hundreds of visitors, and this year, the Marine Science Center invited CDSG members Norm Scarpulla and Gordon Bliss to give a short military history talk and walking tour.



During the mid-1800s, East Point was the site of a resort hotel, and in the early 1900s, the summer residence of the Lodge family. During WW1, the army installed a harbor defense searchlight on the estate; this was removed after the war. During WW2, the army took the entire point and built 2 x 16-inch Battery Murphy (Construction No. 104), its PSR, 2 x 6-inch Battery 206, and a 2 x 155 mm battery on Panama mounts. All three batteries were completed and in service. Nearby the army built three towers and one low fire control stations. After WW2, the army used the site first for a battery of four antiaircraft guns, and then Nike launch site B-17, built directly in front of Battery Murphy.

Currently, Northeastern University has extensively renovated Battery Murphy including lighting and climate control, and uses it for laboratories. The No. 1 gunroom is closed at the front and used for storage; the No. 2 gunroom is open front and back. Battery 206 and the PSR are intact, but closed and not used. The Nike launch site has been covered with dirt, and is a Town of Nahant park.

For the open house, Northeastern University scheduled two military history events. For each event, Norm and Gordon gave a 15-minute classroom presentation, followed by a 45-minute walking tour of the reservation. During the tour they explained the army gun batteries, navy magnetic loop system, and the Nike missile launch complex. Approximately 30 people attended each of the two presentations and tours.

* * * * *

Visit to Fort Monroe's New Oozlefinch Craft Microbrewery

By Terry McGovern

While attending the Fort Monroe Stakeholder Meeting, I had the opportunity to sample a range of excellent beers at Fort Monroe's new microbrewery, Oozlefinch Craft Brewery, at 81 Patch Road. Some of their brews have Coast Artillery Corps names, such as Sergeant Patches (Grapefruit-Pineapple IPA), Moat Monster (Chocolate Stout), Lady in White (Hefeweizen), Short Fuse (Session IPA), Ox Cart (Imperial Porter), Missing Ordnance (Apricot Saison), and others. The brewery has both an outdoor and indoor area for patrons with a long bar leading to a large modern brewing area.

The brewery's founding story starts with founder/owner Russel Tinsley, who first began dreaming in 2010 of one day opening his own brewery. After reading a book by Dogfish Head founder Sam Calagione and visiting the Rehoboth Beach brewpub, Russel realized his love for craft beer was more than a casual interest. He set out to learn everything possible about the brewing process, and he and his wife Rebekah started the journey of building a brewery that blended their vision of history, innovation, and community. Hoping that former Fort Monroe would become a thriving area of both residents and tourists, making an ideal setting for the future brewery's home, investors Tony and Allison Carter joined the ranks along with Brewmaster Austin Shawinsky and Cellarman Benjamin Baumann. After years of tireless dedication, The Oozlefinch Craft Brewery finally opened its doors to the public on September 3, 2016.

The brewery's story about the genesis of the Oozlefinch varies from the one the CDSG has recorded but over a 100 years have passed since his birth, so each story might be true. The Oozlefinch Craft Brewery version of this history is the following:



Oozlefinch Craft Brewery's own Oozlefinch



Oozlefinch Craft Brewery at Fort Monroe



Oozlefinch Craft Brewery tap and tasting area

The night in 1905, Captain H.M. Merriam (while quite possibly under the influence of our favorite beverage) swore he saw a strange, large-eyed bird outside the Fort Monroe Officers' Club. His outlandish tale quickly spread throughout the community, and the bizarre creature later became the mascot of the club. Merriam's fellow officers dubbed the bird the "Oozlefinch" and placed a figurine of its likeness on a shelf behind the bar. The Oozlefinch rose to mythic status on Fort Monroe and regular sightings reportedly occurred. Today our brewery bears the name of the Oozlefinch, drawing inspiration from its legendary status, the celebration of good times with friends, and the traditions of Fort Monroe. And if you're lucky, you just may catch a glimpse of the infamous bird yourself.

We look forward to sampling the beer and seeing the Oozlefinch during the CDSG Annual Conference to the defenses of Chesapeake Bay in 2019.

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The CDSG Fund

Terrance McGovern and Mark Berhow, Trustees

The CDSG Fund supports the efforts of the Coast Defense Study Group by raising funds to provide monetary grants to organizations that are preserving and interpreting seacoast defenses around the United States. The CDSG Fund seeks donations from both members and non-members for these preservation projects around the United States that are consistent with the goals of the CDSG. Donations are tax-deductible for federal tax purposes, and 100% of your gift will go toward these grants and projects. 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 or donate through the CDSG website using PayPal.

The CDSG Fund is always seeking proposals for the monetary support of preservation and interpretation projects at former coast defense sites and museums/archives. 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 trustee listed below. Successful proposals are typically funded from \$500 to \$3,000. Upon conclusion of project, a short report suitable for publication in our newsletter is required.

Send all donations and grant proposals to The CDSG Fund c/o Mark Berhow, P.O. Box 6124, Peoria, IL 61604-6124

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The CDSG ePress Document Collection

The CDSG has been acquiring copies of coast artillery references— maps, drawings, documents, records, manuals, reports, proceedings, books, histories, regulations, photographs, and more, from a variety of sources—but especially from the holdings of National Archives. These documents have been digitized into PDF files from first generation copies were possible. Currently the CDSG is offering these documents in two CDSG ePress collections: the *CDSG Documents Collection* and the *CDSG Harbor Defense Collection*. The CDSG also offers its publications back issues as a PDF collection.

The CDSG Document Collection contains the Annual Reports of the Chief of Coast Artillery (1901-1937); the Annual Reports of the Chief of Engineers (1866-1922); Army Directories (1893-1940); various official board reports (1886-1946); Board of Engineers Proceedings (1887-1905); several textbooks; a number of coast artillery reports; coast artillery war-game manuals; coast artillery Tables of Organization and Equipment (TOEs), The Histories of the Eastern, Southern, and Western Defense Commands (1945); army coast artillery Field Manuals (FM)s; the gun and carriage record cards; coast artillery related Ordnance Department Documents (ODDs); coast artillery army Training Manuals; coast artillery army Training Regulations (1905-1930); coast artillery army unit history record cards and documents; the Office of the Chief of Engineers Engineer Board Mimeograph series (1895 -1923); and various other documents. This collection is available on a 8 GB USB drive for \$50.

The CDSG Harbor Defense Collection contains documents related to specific harbor defenses, forts, batteries, etc., of the modern era (1890-1945) and are organized by harbor defense. The collection contains the engineer reports of completed batteries (1900-1917) and the reports of completed works (1919-1945); engineer battery construction correspondence files, the engineer notebooks for each harbor defense; the confidential blueprint map series (1906-1937); inspection reports; the quartermaster building records (1900-1940); aerial photographs of the harbor defense sites (1920-1938); the harbor defense project plans, annexes, modernization board reports, and supplements (1932-1946), in additions to a number of more modern reports and documents (post 1970) acquired for the various conferences held by the CDSG. Some harbor defense collections are more complete and comprehensive than others depending the availability the records. The CDSG is currently offering this complete collection on a 128 GB USB drive for \$250.

The CDSG also offers the complete collection of all of its back issues of its News/Journal/Newsletter (1986-2016) in PDF format on a documents DVD for \$55.

For information and requests for specific document titles, please contact Mark Berhow, berhowma@cdsg.org.

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The CDSG is pleased to offer custom-made hats, T-shirts and patches to our membership. Wearing these hats, T-shirts and patches are a great way to make others aware of the CDSG and its goals. It is also an excellent way to promote new memberships in the CDSG.

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To order your hat, T-shirt or patch, please complete the order form below and send it along with your check (made out to CDSG, Inc.) to Terry McGovern at 1700 Oak Lane, McLean, VA 22101-3326 USA (e-mail: tcmcgovern@att.net).

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Navy T-shirt with yellow ink:

Size & # ___L ___XL ___2XL ___3XL

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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.

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PO Box 6124, Peoria, IL 61601
berhowma@cdsg.org

The CDSG is a non-profit corporation formed to promote the study of coast defenses and fortifications, their history, architecture, technology, and strategic and tactical employment. The purposes of the group include educational research and documentation, preservation of historic sites, site interpretation, and assistance to other organizations interested in the preservation and interpretation of coast defense sites. Membership in the CDSG is open to any person interested in the study of the coast defenses and fortifications of the United States.

Annual dues for 2017 are \$40 domestic, \$55 for Canada, and \$70 for international. Join online at cdsg.org.

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Harbor Defense Documents. These PDF documents form the basis of the Conference and Special Tour Handouts that have been held at harbor defense locations around the U.S. The collection includes RCBs/RCWs; maps; annexes to defense projects; CD engineer notebooks; quartermaster building records; and aerial photos taken by the signal corps 1920-40, and other items. These collections are available as PDFs on DVD or USB drive, the size of the collection varies from harbor to harbor. Please visit cdsg.org for more details.

Past meetings include: Manila Bay, PI, 1991; Oahu, Hawaii 1991; Canal Zone, Panama 1993; New York 1997; Tampa/Key West 1998; Columbia River 1999; Chesapeake Bay 2000; Mississippi River 2002; Long Island Sound 2003; Charleston/Savannah 2004; Portland 2005; San Francisco 2006; Boston 2007; Galveston 2008; Baltimore/Washington 2009; Puget Sound 2010; Wilmington, 2010; Narragansett Bay/New Bedford 2011; Great Lakes 2012; Pensacola and Mobile 2013; San Diego/Los Angeles 2014; Delaware River 2015; Portsmouth-North Boston, 2016.

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Notes on Seacoast Fortification Construction, by Col. Eben E. Winslow (GPO, 1920), hard cover reprint, with 29 plates included in a separate paperback. Both items: \$35 / \$45

Seacoast Artillery Weapons (Army Technical Manual 4-210, 13 Oct. 1944), hard cover reprint. \$25 / \$35

The Service of Coast Artillery, by F. Hines and F.W. Ward (1910), hardcover reprint \$40 / \$60

Permanent Fortifications and Sea-Coast Defenses, Congressional Report No. 62, U.S. House of Rep. (1862), hardcover reprint \$30 / \$45

American Seacoast Matériel, Ordnance Dept. Doc. #2042, (1922), Hardcover reprint \$45 / \$65

The Endicott and Taft Reports, reprint of original reports of 1886, 1905, 1915, hardcover, with plates included in a separate paperback \$45/ \$80

Artillerists and Engineers, the Beginnings of American Seacoast Fortifications, 1794-1815, by Arthur P. Wade (2010) \$25/ \$40

American Seacoast Defenses: A Reference Guide, Third Edition edited by Mark Berhow (2015), hardcover \$45 / \$80

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