



The CDSG Newsletter



The Coast Defense Study Group, Inc. — Fall 2018



Chairman's Message

Thomas D. Batha

I would like to welcome long-time CDSG member Richard Wong to the Board of Directors. He is replacing Alex Hall who has served ably for the past three years. Alex will continue to serve on various committees as nearly all "emeritus" directors do.

The board members have decided to select me to remain as Chairman for another year. I thank them for their faith in me to continue in this role.

After much analysis and debate, the board has voted to raise the annual dues by \$5.00 to \$45.00. This is the first dues increase in ten years. Rising postal rates and production costs drove the increase. Other steps were taken to offer relief to our overseas subscribers/members by offering an electronic delivery option. This is an experimental program for one year. The publications and finance committees will closely monitor this program to determine if it may be expanded or retired after the trial year.

Work on the upcoming conferences to Chesapeake Bay (2019) and New Orleans (2020) are progressing well. We are still looking for a conference organizer for the 2021 conference. The choices of sites available are: Portland, Maine, Savannah/Charleston, or Long Island Sound. Again, we have a great deal of support and material assistance available for anyone wishing to step forward. It is helpful if the person lives in or has a connection to the geographic area under consideration but not required.

Sign up begins now for the 2019 Annual Conference: Harbor Defense of the Chesapeake Bay. This promises to be a really good one and I'm looking forward to seeing you all there.

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Summary of the 2018 Member Survey Responses

Three questions were posed to our membership via our 2018 ballot to provide our members an opportunity to offer feedback to our Board of Directors. Below are most of responses. All responses were provided to the board for their review.

The first question was "How would you rate the CDSG's current publications and activities?" Responses are: Top notch, no change. Publications are very good, although submissions have apparently declined. Activities are excellent. It is good to see or hear of the work performed at places like Fort Adams, Fort Hancock, and several West Coast locations. Do more of the same. AOK, however the *Journal* should be admitted to the list of professional history journals. Publications are informative and useful for the scholar of harbor defense. Recommend becoming a larger resource for the community regarding official military publications related to HD and CAC. A large supply of these documents has been converted to

CDSG Meeting and Tour Calendar

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

2019 CDSG Conference

April 10 - 14, 2019

Chesapeake Bay, VA

Terry McGovern, tcmcgovern@att.net

2020 CDSG Conference

March

New Orleans, Louisiana

Quentin Shillare, qschillare@kc.rr.com

2020 CDSG & FSG Special Tour

June 6- 26, 2020

Sydney, Australia

Ian Wolfe, ianmcwolfe@hotmail.com

Other Meetings and Tours

February 2-16, 2019

ECCOFORT INTERFEST Study Tour

Ganges River, India

Hans-Rudolf Neumann, hrv.neumannqt@online.de

April 3-6, 2019

Council on America's Military Past Annual Conference

Tuscon, Arizona

Danny Johnson, campconference@hotmail.com

May 1-5, 2019

INTERFEST Annual Meeting

Berlin, Germany

Oliver Zauzig, zauzig@hotmail.com

May 18-26, 2019

Fortress Study Group Overseas Tour

Lorraine, France

Alistar Graham Kerr, psgeditor@hotmail.com

May 2019

Association Vauban Annual Congress

Strassburg, France

Alain Monferrand, congress@association-vauban.org

June 14-25, 2019

Association Saint-Maurice d'Etudes Militaires Tour

Stuttgart & Ulm

Pascal Bruchez, president@asmem.ch

September 13-15, 2019

Deutsche Gesellschaft für Festungsforschung Annual Meeting
Esslingen, Germany
Andrea Theissen, anja.reichert@uni-trier.de

September 13-17, 2019, 2019

Association Saint-Maurice d'Etudes Militaires Tour
Northern Italy
Pascal Bruchez, president@asmem.ch

October 11, 2019

International Fortress Council Annual Meeting
Prague, Czech Republic
Kees Neisingh, secretariat@internationalfortresscouncil.com

September 12-19, 2020

ECCOFORT/INTERFEST Study Tour
Kotor/Montenegro
Hans-Rudolf Neumann, hrv.neumannqt@online.de

October 16, 2020

International Fortress Council Annual Meeting
Luxemburg
Kees Neisingh, secretariat@internationalfortresscouncil.com

May 9-16, 2021

Fortress Study Group Overseas Tour
Straits of Gibraltar
Alistar Graham Kerr, psgeditor@hotmail.com

PDF format and are available for such an endeavor. I always look forward to my next CDSG *Journal* and love to see the ongoing activities in the newsletter. Want to see more non-site preservation (i.e. artifacts/documents) & curation. I very much like the publications. I have not attended an event, so I have no opinion there. Perhaps some articles on the future of coastal defense – what the Chinese and Koreans are doing. Above average. Recommend more visibility for the on-demand publications. Excellent, my compliments to the those responsible. Current publications are good. If possible would be neat to have available reprints of older manuals related to coast artillery, such as old Signal Corps and Ordnance Dept. manuals. I am extremely satisfied with the quality of the publications. Mark and BW doing a great job. I can't see any way to improve on anything given the all-volunteer nature of the CDSG. More preservation and work party activities. The CDSG Press should publish a guide book on America's seacoast fortifications. The *CD Journal* is the best non-profit, volunteer publication hands down. Quite good for an organization with only a few members who actually contribute.

The second question was **“What should be the future of the CDSG – more of the same or new goals/programs?”** Responses are: Same, hopefully with more young members. Should we embark on outreach to historical associations to partner with them to tell the history of coastal defense? Example: Reach out to a community group and help them with forts in their area. There is nothing wrong with the current programs, but we need to broaden our appeal and outreach. Unless you are a “fort junkie,” you probably have never heard of the CDSG. Do much of the same but include some new programs. On the right track, would like to see more fundraising for preservation. Some fairly low-cost, no-hassle methods: email blasts, social media, go fund me, website donation button with option to make automatic monthly donations by credit card. Find and keep the members as you are likely not able to grow them. Expansion of membership; we are all too old, too white, and too male. Recommend the CDSG take a more active interest in preservation and the groups that are at the forefront of preservation and interpretation. Locations with active preservation and interpretation program should receive heightened support from CDSG. How to do this on a broader scale is the next question. Broadcast future conference sessions on Facebook Live or other streaming platforms. Create a CDSG

YouTube channel. The membership is aging – not inherently bad – its just that we need to consider the future of the organization. We should consider heavily investing in outreach/marketing/programs that will attract the next generation of the CDSG. YouTube documentaries, interactive exhibits, social media interactions, etc. I like the direction CDSG is moving in. Keep up the good work! Going full on digital and making more available online. Those of us that have material from NARA/personal collections can scan this to build a master library to sell online – make a little money for the CDSG. As times change, so should the CDSG. I think it important to find ways to broaden the audience that joins and attends the CDSG events. I think it should continue as it currently is. Coastal defense webinar or podcast series? The present course seems to work very well. Would love to see some online content – trailers/intro videos for defense sites, lectures from CDSG site specialists. Oral histories from CDSG members who served. Increase focus on education outreach, focused on restoration and preservation. Need to work more on CDSG's growth. We should be doing local field workshops or seminars on coast defense – We should strive to become an online research resource for all things related to US coast defense. Finding new ways to share the organization's expertise – Social media connections to site-owners. More of the same – at least until we get more members who are willing to take on more responsibilities. Do more serious fundraising and political lobbying to save more of these historic sites – many will be lost without action! Perhaps CDSG could plan more regional “mini-conferences,” that way CDSG members could meet more often and build relationships. Increased emphasis on recruiting and fostering new members. Coast defense site owner database needed. Membership growth, get today's site owners to join. Continue what we do and focus on building membership and site representative program. Require each member to recruit one new member each year. The CDSG has failed to reach out to the owners of former coast defense sites - we need to educate those owners on the historic value and need to preserve these structures - We need a program directed at those hundred or so owners!! CDSG should try to gain more members so that we can have more impact on preservations issues. Investigate the possibility of the CDSG winning grants from foundations to expand its impact and reach. More advertising for new members and more efforts in preserving former coast defense sites.

The third question was “**Where should the CDSG hold its future conferences and special tours – and would you organize one?**” Sample responses are: Current program is good. No change needed. Ran one conference and that was enough. Have we ever had a Great Lakes conference? (Yes) New Orleans (2020) will be a good one. After that? Don’t know, have never been able to attend a conference or tour due financial constraints. Rhode Island or Alaska. It ain’t broke, why change it? Key West and Fort Jefferson. CDSG conferences should continue to be held at US harbor defense locations. To hold conferences at any other locations is misaligned with our stated purpose. I enjoyed co-chairing the HDNY conference and hope to participate in another conference in the future as my schedule and capacities permit. Texas? Florida? Maine? Calif? Canada? Bermuda, Eastern Long Island Sound, Key West – Dry Tortugas? I feel that I’m best able to support the organization in other ways (I am working with Mark Berhow on the website) but would consider it if it were absolutely dire. The Great Lakes and nearby rivers – US, Canadian, British, French defenses there; also, Georgia, South Carolina, and Florida sites. Been there – done that! The last one at HDCR was nice. I was close enough to drive there. Perhaps focus on locations that are going to be lost soon. Anything around the Great Lakes? I can help with some of the Hampton Roads planning. The various locations selected presently seem to offer an opportunity for all to attend a conference. Conferences continue following sequences of previous – tour every 2nd or 3rd year for affordability and scheduling time off from work. Volunteer for New Orleans conference in 2020. Hawaii would be a good special tour. As always, conference to San Francisco would be great. And of course, I would organize a tour of HDSF or any other outlying military reservations within this system, Puerto Rico/Virgin Islands – Dr. Gerardo Pinero Cadiz said he would organize such a tour during the last Panama tour. Special tour to Alaska. Charleston/Savannah – Key West & Dry Tortugas. Tours to Latin America; Hawaii, Alaska, and Bermuda. Hawaii would be good. Conferences to Puerto Rico and Virgin Island. Set the conferences in an order then ask for volunteers. If unavailable skip to next one on the list. Tour to Florida – Fort Clinch, St. John’s Bluff, Saint Augustine, etc. plus Tampa. We should include a work party during every CDSG conference, so we can put our back where our mouth is on the preservation of fort sites.

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Year-end Donation Appeal for the CDSG Fund

The CDSG Fund Trustees

(Terry McGovern, Quentin Schillere and Mark Berhow)

As you know, the **CDSG Fund** supports the efforts of the Coast Defense Study Group by raising funds for preservation and interpretation of American seacoast defenses. The **CDSG Fund** is seeking year-end 2018 donations from our members to fund projects that support our organization’s goals. We have agreed to fund several projects in keeping with our goals and we have a list of potential projects which we may fund in the coming year, but only if we receive enough donations from our members to allow the **CDSG Fund** to provide these grants. Projects that the CDSG Board of Directors has already agreed to fund (and we have funds on hand to cover) are:

- Restoration Supplies for Battery Guenther at Fort Canby – up to \$2,500 – We just sent a check to Aaron Buda, CDSG representative for Columbia River, to reimburse him for \$280.37 of materials. We hope that more work is done on this special mortar battery so we need to reserve these funds for these efforts.
- USS *Iowa* Veterans Association 16-inch/50 Barrel Project – Fund challenge to our members up to \$5,000 combined – We are awaiting to see if the USS *Iowa* Assn. can get the US Navy to accept the display of the barrel at the Naval Station Norfolk, as well as to raise the total funds needed for the movement and display (\$125k). We need to reserve the \$5,000 as our members have meet the challenge and have given \$2,500 towards this project.
- The Fort Monroe Authority (FMA) has requested a \$5,000 grant to produce and install two signs at Fort Monroe (similar to the ones we funded at the Fort Drum turret text site at Sandy Hook), one at Battery Parrott (two 12-inch disappearing guns) and one at Battery Irwin (four 3-inch rapid-fire guns). This would be a cost sharing approach as we would expect the FMA to match our gift given they have a set standard for their signs which makes them more expensive. The CDSG would help them with the interpretive language and photographs. The signs would acknowledge the CDSG Fund’s efforts. The NPS may make a similar request for the three Endicott batteries under their control but they have not done so at this time. We have reserved funds to cover the costs up to \$5,000.

The **CDSG Fund** has been approached for possible grants for the following projects, but we need to raise more funds before we can consider these requests, as well as have a formal request to the **CDSG Fund** trustees so they can make a recommendation about these requests to the CDSG Board.

- Fort Michie, Great Gull Island, NY – Chris Zeeman – Stabilizations of WWII Fire Control Tower due to rusting steel supports – costs unknown at this time. Chris is still interested in this project, but he has been busy at Fort Adams and gaining access to Great Gull Island is not easy.



Become A Member Today!

Visit our website or mail to:

CDSG
24624 W. 96th Street
Lenexa, KS 66227-7285

LEST WE FORGET

Coast Defense Study Group

Dedicated to the study and preservation of America's seacoast fortifications

www.cdsig.org

This CDSG membership ad is currently running in
“On Point” *The Journal of Army History*.

- Pulpit Rock Fire Control Tower, Rye, NH – Patricia Weathersby – Historical Signage to explain the tower to visitors – costs unknown at this time. The Friends of Pulpit Rock Tower have just attached a bronze sign to the tower to mark its historical status. They are thinking about an interpretive sign as well. Once they decided on what they want to do they will make a formal request.
- Fort Wool, Rip Raps, Hampton, VA – Mike Cobb – Stabilization of 3rd System Casemates and WWII Battery Commander's Tower – costs unknown at this time. While the City of Hampton leases this island fort from the Commonwealth of Virginia, they provide little funding (dock repair and grass cutting) for the maintenance of the fort's structures. The remaining 3rd System fort casemates continue to settle and the masonry is cracking with concerns about collapse. Mike is trying use wooden shoring to support the casemates. The WWII battery commander's tower (one of only two remaining in the world) is rusting out, especially on the "cab" portion, where only two steel support carry the weight of the cement roof. Mike has been using car jacks to add support of the roof but the whole tower is leaning due to the weight. It is a real possible that the tower may topple if these roof supports give way. We will be visiting the site during next year's annual conference, so we will see for ourselves the risk of failure, as well as the cracking of the masonry casemates.
- Cheapside WWII FC Tower – Pickett Harbor, VA – Johnnie Eubanks – Stabilization of rare WWII fire control tower – costs unknown at this time. Mr. Eubanks recently purchase this property to build a home and it has one of the seven known surviving WWII steel fire control towers. He tells me that the metal supports on the tower are deteriorating and some are falling off. He is considering tearing down the tower for safety reasons but does not have the funds to pay for the tower to be torn down. I told him the CDSG Fund might be able to help them to pay for the stabilization of the tower, rather than tearing it down. Hopefully, if the tower is still there, we will visit it during the 2019 Annual Conference.
- Fort Howard, North Point, MD – Ray Scott – Interpretive Signage at the Endicott Batteries - costs unknown at this time. Ray Scott has been leading the restoration of the batteries at this county park. He has already installed several excellent signs at the former fort and would like to do more. These are sturdy but fairly inexpensive signs and he has been using Boy Scouts for labor. He will reach out when he is ready to do the next sign.
- Fort Schuyler, Throgs Neck, NY – David Allen – Model of the 3rd system fort and exhibit on its history – costs unknown at this time. Professor Allen at the SUNY Maritime College has proposed placing a model of Ft. Schuyler as it looked when first built and an exhibit showing the fort's history within the existing fort. He is only in the planning stages at this time. He will reach out to the CDSG Fund when ready to do so.

The **CDSG Fund** has no funds on hand to cover any of these possible projects, so until we receive your donations we cannot approve any of these projects. Please consider donating when paying your membership dues for 2019. Please remember that your donations are tax-deductible for federal tax purposes as the CDSG is a 501(c)(3) organization, and 100% of your gift will go to the projects that are requesting grants. Your contributions are acknowledged annually.

Make checks or money orders payable in US funds to: the **CDSG Fund**. Send donations to: CDSG Fund, c/o Quentin Schillare 24624 W. 96th Street, Lenexa, KS 66227-7285 USA.

Donations can also be made by credit card through PayPal via the CDSG website at www.cdsg.org. Consider combining your membership dues with CDSG Fund donation this year.

Attention – We have just added the **CDSG Fund** to Amazon-Smiles program where Amazon will donate 0.05 percent of your purchases if you make the **CDSG Fund** (<https://smile.amazon.com/ch/52-1698506>) your default charity in their system. Please do so today.

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Update on Joint CDSG/FSG Tour to Coast Defenses of Sydney, Australia

Ian Wolfe – ianmcwolfe@hotmail.com

Ian Wolfe, who is both a CDSG & Fortress Study Group (FSG) member, has offered to organise a tour to the coast defences of the Sydney region. Ian has been busily working to organise this tour and liaising with travel agents to arrange the supporting logistics. The tour will have a combination of CDSG/FSG members. Ian has received expressions of interest from about 26 CDSG and FSG members so far. If you are interested, please email him so he has a good working number to develop to a firm estimate on the cost of this tour. Below is the preliminary tour schedule (subject to minor change):

Main tour begins: (Due to the jet lag associated with the long flight time, attendees are strongly encouraged to arrive a few days early and to conduct self-organised tourist activities, i.e. climb the Harbour Bridge, visit the 3 Sisters, etc.)

- Sunday, June 14 – Arrival. Meet at tour hotel (probably in Darling Harbour adjacent to the Central Business District. Welcome dinner, introductions, and briefing.
- Monday, June 15 - Ferry Sydney Harbor to Manly, Bus to North Head 2 x 9.2-inch positions, Bradleys Head Rifle Muzzle Loaders (RML) & Lower Battery
- Tuesday, June 16 - Mine casemate, Beehive Battery, Armoured Battery & Middle Head Fortress area.
- Wednesday, June 17 - Fort Philip, Dawes Point Battery, Macquarie Pt, Fort Denison, Malabar Head Battery.
- Thursday, June 18 - Georges Head and Heights Batteries, and Tunnels.
- Friday, June 19 - Steel Point, South Head Battery and Tunnels, Signal Hill Battery, Ben Buckler & Shark Pointy Battery sites.
- Saturday, June 20 - Bus to Wollongong – Illowa Battery, Breakwater Battery, Hill 60, Lighthouse Battery, RML Battery.

- Sunday, June 21 - Bare Island Fort, Henry Head, & Banks Battery.
- Monday, June 22 - Garden Island Museum, remnant fortifications and tunnels, dry dock, potential RAN warship visit.
- Tuesday, June 23 - Overnight to Newcastle - Fort Scratchley, Shepherd Hill Battery, Breakwater Battery (probable firing of black powder charges from RML and Mk VII 6-inch guns with tour attendees as gun crews).
- Wednesday, June 24 - Fort Wallace, Fort Tomaree.
- Thursday, June 25 - (Pending: Navy Armament Depot on Spectacle Island). Visit Victoria Barracks, Army Museum, officers mess, finish tour.

Due to the travel distance, cost, and jet lag associated with the long flight time to Australia, attendees are strongly encouraged to consider taking the opportunity to have a "once in a life time" extended tour of the sites of Australia. In particular the Red Centre, the Great Barrier Reef, Kakadu National Park, and a general drive around.

Hotels, private coach throughout, water on coach, entrance fees, breakfast daily, box lunch on day trips, and escorts will be provided. Note that there will be a fair amount of walking on formed paths to visit the sites each day.

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Request to CDSG Membership

Terry McGovern

The CDSG Representative and Outreach Committee is working on gathering current contact information for all the coast defense site owners in the USA. We need this information for our outreach efforts both to inform site owners on the value of protecting these sites for future generations as well as to encourage them to become members of the CDSG. We are asking you to send us this contact information (Site Name and Location, Owner's Name, Owner's Address, Owner's Telephone Number, Owner's Email Address, Website Name (if any), and Owner's Primary Contact Person) for your local coast defense sites (this could be from a fire control station to an entire fort as our database will be organized based on ownership, i.e. one entry per owner). Please send this information to Terry McGovern (tcmcgovern@att.net) and to Norman Scarpulla (nkscarpulla@icloud.com). Thanks for your assistance.

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CDSG Membership Dues Update

Mark Berhow

The CDSG Board of Directors has decided to raise domestic dues from \$40 to \$45 for our 2019 memberships, the first raise since 2008. Over these 10 years, inflation has increased our costs, especially postal rates and the increasing costs of the print production of the *Coast Defense Journal*, the *CDSG Newsletter*, and the various flyers and announcements that go in the quarterly mailings. The dues for the printed versions for Canadian memberships and the International memberships will remain the same as last year at \$55 and \$90, respectively. It is an unfortunate fact that the cost of producing these publications continues to rise as well as the mailing expenses to deliver them. As an organization

it is important to our membership that we continue to produce our printed publications for mailing as a tangible benefit of our membership. To do so we must have our membership fees not only cover the cost of production, but cover the expenses of running the organization, which includes maintaining our website, among other things. I hope that all members will continue to renew their memberships not only for the information that we provide on seacoast fortifications, but to support our efforts to preserve and interpret these sites as well.

There has also been a great deal of discussion on providing an option for electronic distribution of our publications. I think most of our members still want to receive our publications in hard copy print and have not yet adapted to reading publications on their computer screens. It is also, as noted above, a tangible benefit of being a dues-paying member. But as the costs of producing and mailing our print copy increases, there is an interest in electronic copies as a way of saving costs. Both the board of directors and the executive committee members have expressed concern that going to an electronic publication distribution would ultimately result in a significant loss of membership. One of the concerns is that the electronic version could be distributed to non-members who would not join if they could get the publications free from other sources. It is very important that we keep our memberships in place. We have never been a subscription service; we are an active organization dedicated to preservation and interpretation. Having a membership base that supports these efforts is essential to achieving our goals.

However, the cost of mailing our publications overseas has risen dramatically. The Board has decided to offer overseas members an option to receive their publications electronically at the same price as our domestic membership (\$45 vs. \$90 for printed/mailed). The consensus among the board and the executive committee members was that members receiving the electronic subscription should pay a membership fee that is at least equal to that of a regular domestic membership. It should go without saying that a CDSG digital journal being sent to a member is for that member's use only and should not be shared with any other person nor posted on the web. Please be respectful of the CDSG's property and refer all interested friends and associates to join the CDSG to get their own copies from us.

This will be an experiment to see if we can increase our foreign membership by lowering the cost of membership. There has been interest from a few of our U.S. members in receiving electronic only publications but concerns over non-member distribution still precludes the CDSG leadership from moving forward on this at this time. Possibly a positive experience with electronic delivery for international members will allow us to offer this delivery method to domestic members in the future. Remember, all our past issues are available as electronic files on a DVD, which can be purchased for \$55. Updated DVDs can be purchased for a nominal charge of \$10 by contacting me directly. I have a record of all who have bought their first version of the publications DVD, so simply sending me a check or money order for \$10 will get you an updated version.

Mark Berhow
P.O. Box 6124
Peoria, IL 61601 USA

For now, the CDSG will continue to offer our current year publications to our domestic membership in print form only. If any member would like to weigh in on the debate over electronic publications, and the effect it would have on membership recruiting and retention, we would appreciate hearing from you. Send your comments to me at the address above or by email to info@cdsg.org.

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CDSG Logo Hats, Shirts & Patches

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.

The CDSG patches have been available for several years. Designed especially for the CDSG, these quality patches combine the Coast Artillery Corps and the Corps of Engineers symbols to reflect their involvement in U.S. coastal defenses. This logo is now on hats and a set of T-shirts which are great for showing the CDSG "flag."

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).

CDSG hats, T-shirts and patches ordering information

Black T-shirt with white ink:

Size & # ___L ___XL ___2XL ___3XL

Red T-Shirt with white ink:

Size & # ___L ___XL ___2XL ___3XL

Kacki T-Shirt with black ink:

Size & # ___L ___XL ___2XL ___3XL

Navy T-shirt with yellow ink:

Size & # ___L ___XL ___2XL ___3XL

Total Number: ___ times \$ ___ = Total \$ ___
(domestic \$18/overseas \$26 each)

Patch: ___ times \$ ___ = Total \$ ___
(domestic \$4/overseas \$6) each

Hats: ___ times \$ ___ = Total \$ ___
(domestic \$20/overseas \$25) each

Be sure to include your name and shipping address.

You can also order online at cdsg.org/shopping/

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2020 CDSG Conference Visiting The Defenses of New Orleans

Quentin Schillere

In March 2020, the Coast Defense Study Group annual conference will visit the defenses of New Orleans. We will explore how the War Department sought to solve the problem of the defense of the mouth of the Mississippi River. The British had demonstrated in January 1815, that a determined enemy could attack and threaten New Orleans and block the Mississippi River with grave economic, political and social consequences for the United States. There were multiple avenues of approach:

on the east through Mississippi Sound, Lake Borgne and Lake Pontchartrain; from the south up the Mississippi River itself; and from the west through Barataria Bay. Each of these avenues would require planning to defend water and land approaches, identify and defend anchorages for an invading fleet, and protect against access across swamps and marshes.

The conference will visit the results of that effort. Fort Massachusetts on West Ship Island on Mississippi Sound, Forts Macomb and Pike guarding the entrances to Lake Pontchartrain, Battery Bienvenue (near where the British landed in 1815), Proctor's Tower on Lake Borgne, Forts Jackson and St. Phillip at Plaquemines Bend on the Mississippi, and Fort Livingston on the Barataria Channel. While some of these historic sites are under public ownership others are in private hands. The conference committee is busy arranging for access, guides, and land and water transportation to these locations.

The New Orleans conference focuses on Third System masonry forts but has two locations on the Mississippi with concrete batteries. CDSG last visited New Orleans in 2002, since then severe weather, the subtropical environment, and lack of focused resources by public and private site owners has impacted these historical locations. Our next visit may be too late for some of these sites. Mark your calendars. More later.

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Mid-Atlantic CDSG Member Day

By Terry McGovern

The Mid-Atlantic CDSG members gathered at a public event focusing on the role of Fort Washington National Park, Maryland, during the First World War on Saturday, September 22nd, 2018. We manned displays on the Coast Artillery Corps (including an M1910 azimuth instrument) using tents provided by the National Park Service. We also gave tours of Battery Decatur (2 x 10-inch disappearing guns) and the fire command stations. Members also socialized and exchanged knowledge (and objects). We also surveyed the fortifications for their current condition for a Mid-Atlantic CDSG Work Party in November or December to remove harmful vegetation and to clear drainage channels. We are in discussions with the NPS on what weekend will be best for the work party and hope we have a good turnout as the vegetation is taking over several batteries.





The Mid-Atlantic CDSG is considering a one-day member event to the Mahan Collection in Basking Ridge, NJ and to the USS *New Jersey* Museum & Memorial in Camden, NJ, to visit the historic 16-inch/50 battleship barrels in their new homes. The Mahan Collection is a private museum of trucks, cars, and much more. Gary Mahan has assembled an amazing collection in a dozen “barns” at this home. Gary even has a special item in his “man cave” for those interested in coast artillery. We have also been invited to visit the USS *New Jersey* to see their new display of a 16-inch/50 barrel as the CDSG Fund made a grant to them to fund the movement of the barrels. We would meet at Gary’s home and then drive to the battleship before returning home. I need to know if enough Mid-Atlantic CDSG members are interested in the day field trip to organize this event and your preferred date. Please contact Terry McGovern at tcmcgovern@att.net or 703-538-5403 if you are willing to attend this event.



Monmouth County Park System Dedicates the Restoration of Battery Lewis

Hartshorne Woods Park, New Jersey
(Navesink Military Reservation)
Terry McGovern

A very special event occurred on June 16, 2018, at Hartshorne Woods Park, which is part of the Monmouth County, NJ, Park System. A formal ceremony dedicated the multi-year restoration of Battery Lewis (World War Two 16-inch casemated battery which was part of the Harbor Defenses of New York). These efforts included the placement of a 16-inch/50 battleship barrel (similar to the battery’s WWII armament) in one the battery’s gun houses, restoring the concrete on the two casemate canopies and wing walls, extensive restoration and repairs to the interior concrete walls, historic steel doors, new steel gates, new electrical service, ventilation, lighting, and interpretive signage and displays throughout the battery.



Ribbon Cutting at Battery Lewis on June 16, 2018.

This event is special because it the first time in the USA that a governmental body has restored a “modern” coast artillery battery without relying on a “friends” group to physically do or fund the work. The Monmouth County Park system as the site owner undertook this restoration as a comprehensive project starting in 2013 and was willing to fund over \$1 million dollars from public funds to complete the restoration in 2017. If the CDSG is going to meet key objectives of the preservation and interpretation of American coastal defenses, we will need to encourage other sites



owners to undertake similar projects if these defenses are to be preserved for future generations.

The dedication itself brought together many of the players that contributed to the success of the battery's restoration program. The ceremony started with an honor guard presenting the flag, followed by the Pledge of Allegiance (lead by CDSG member Shawn Welch) and the singing of the National Anthem. Here is a quick summary of speakers: Ryan Rochelle, the county park manager, introduced the speakers. First up, Monmouth County Freeholder Deputy Director, and Liaison to the Park System, Lillian Burry spoke about the importance of history and historic sites in Monmouth County with Battery Lewis highlighting the county's role in World War II. The next speaker was Freeholder Director Thomas Arnone also spoke about the importance of historic sites and congratulated the Park System along with Freeholder Burry in bringing the restoration to fruition.

He was followed by Col. William L. Peace, Sr., N.J. Army National Guard and N.J. Dept. of Military and Veterans Affairs, who provided a history of Battery Lewis with details from the U.S. Army. Closing out the speakers was Chief of Acquisition and Design, CDSG member Gail Hunton, who was the lead on the Battery Lewis restoration project. She spoke on how the restoration progressed while thanking those who aided the project including historic research, restoration details, design and financial assistance, which including the CDSG Fund. Over 175 visitors attended the dedication ceremony and ribbon cutting which was followed by a tour of Battery Lewis.



Interpretive display inside the battery's shell room.

The most impressive artifact at the battery is the 16-inch gun barrel, now on display in the battery's south casemate, that was originally mounted on the USS *New Jersey* during World War II and the Korean War but was replaced in the 1950s to be relined. Declared surplus when the USS *Iowa*- Class battleships were retired, the gun barrel was acquired from the Navy Inactive Ships Program in 2014. Weighing about 120 tons, the 68-foot-long gun barrel is very similar to the original guns at Battery Lewis. Transport of the gun barrel from the St. Julians Creek Naval Annex in Virginia to Hartshorne Woods Park took place with much fanfare in March 2015, when the gun barrel was unloaded to its temporary position next to Battery Lewis. A concrete foundation and pedestal for the gun barrel were constructed in fall

2016, and the restored gun barrel was moved to its permanent display location.



Southern gun house with 16-inch/50 barrel on display.



Rear entrance to gun house and 16-inch barrel.



Restored service corridor of Battery Lewis.

Interpretive exhibits have been completed for three rooms off the battery's main corridor and at the gun barrel display. Exhibits focus on the park's military past and on Battery Lewis, and provide visitors an overview of the unique geography of the Navesink Highlands and the Hartshorne legacy. These graphic panels contain a wide array of historical photographs and images as well as reminiscences of veterans who served there. Most of the exhibits are now in place. Historic artifacts will be installed as they are acquired and/or fabricated.

The CDSG congratulates Gail and the Monmouth County Park System for undertaking this restoration effort as compared to the leadership of most other parks along our shores that were former coast artillery posts who have viewed these historic seacoast fortifications as structures that should be destroyed, buried, or sealed up. The CDSG needs to publicize the Battery Lewis story to the other coast defense site owners as the "right" approach and in keeping with their role as the guardians of these historic structures in the public trust.

Now that Battery Lewis project is complete, we need to convince Gail and Monmouth County Park System to undertake the restoration of Battery 219 (located in front of Battery Lewis) by transporting the two 6-inch shield guns that are abandoned at Argentia, Newfoundland, to Hartshorne Woods Park. If you can move a 16-inch barrel, then two 6-inch guns should be easy task!

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CDSG Annual Conference: Focus on Fort Story

By Terry McGovern

One of the primary coastal defenses for the Chesapeake Bay is Fort Story on Cape Henry. During the 2019 CDSG Annual Conference (April 10th to April 14 – see attached conference flyer for details) will focus one day visiting Fort Story. Several important historical events have occurred at this Virginia Cape. In 1607, colonists first landed here before moving on to settle at Jamestown. In 1781, at the end of the Revolutionary War, the French Fleet blockaded the bay just offshore from here (after the important sea Battle of the Capes) and prevented the British forces at Yorktown from receiving reinforcements, forcing Lord Cornwallis to surrender to General Washington. One of the nation's first lighthouses was built here in 1791. But the reason we are interested in Cape Henry was creation and development of Fort Story as a coast artillery post.

In the years prior to World War I, the Army began purchasing land at Cape Henry. They saw a need for protection against hostile warships from entering the Chesapeake Bay. In earlier times, the distance between Cape Henry and Cape Charles was too great for weapons to effectively protect the bay. Originally known as Cape Henry Military Reservation until it was officially named on July 24, 1916 for Major General John P. Story. During the First World War, saw its first coast artillery when emergency batteries were temporary installed. The first of primary coast artillery was not ready until 1922 when Battery Alexander C.M. Pennington was completed mounting four one-of-kind 16-inch M1920 Army howitzers on M1920 long range mounts in the open but widely dispersed locations, but connected by a rail system linked



to magazine and shell houses. A control mine defense was also included with a permanent mine casemate completed in 1922. Mobile railway artillery (two 14-inch, one 12-inch, two 8-inch, and four 12-inch mortars) were also brought to Fort Story during the inter-war period.

It was coming of World War II that saw Fort Story become a major coast artillery post. Fort Story was once divided into parcels. Parcel A was the main part of the base between the East Gate and the Lighthouses. This contained Battery Pennington, the railroad artillery, 155mm guns, the early temporary batteries, searchlights, and just about everything else. Parcel B was on the western end of 72nd St. off of Atlantic Avenue and contained the Emerson fire control towers. Parcel C was just beyond that at 67th St. and was the site for several fire control towers. Parcel D was towards the West Gate and is the site of a mine casemate and a fire control tower. Parcel E was next to the West Gate and contained the Examination Battery, and the Granite fire control towers. The largest chunk of land was acquired in 1943 as the fort was fortified with several more 16-inch guns. Parcels A, D, and E were no longer separate as the entire cape was now part of the reservation.

The Modernization Program of 1940 saw a range of coast artillery defenses constructed at Fort Story with the 2nd Coast Artillery and the 246th Coast Artillery, a VA National Guard unit, manning the defenses. The first of the primary batteries was Battery 120 - Daniel W. Ketcham (Battery 1): two casemated



16-inch MkIIM1 Navy guns on M4 long range barbette carriages (1943-1948), which was soon followed by Battery 121 (Battery 4): two casemated 16-inch MkIIM1 Navy guns on M4 long range barbette carriages (1943-1948). As a result, the fort would have eight 16-inch guns which is the most of any US defenses had during World War II. Its secondary defenses were also formidable with Battery 225 - Raymond V. Cramer (Battery 5): two 6-inch M1903A2 guns on M2 shielded barbette carriages (1943-1949), Battery 224 - Phillip Worcester (Battery 6): two 6-inch M1900 guns on M1900 pedestal mounts (1942-1947), and Battery 226 (Battery 10): two 6-inch M1 guns on M4 shielded barbette carriages (1943-1949). Also, several batteries to cover the minefield and to defend against motor torpedo boat were constructed, including Examination Battery (AMTB Battery 19): two 1905 3-inch guns (from Ft. Monroe/Irwin) on pedestal mounts (1942-1945), AMTB Battery 21: two shielded 90mm guns on fixed mounts (1942-1948), and AMTB Battery 22 (formerly Battery 24): two 90mm guns on fixed mounts (1943-1950);

The coast defenses of Fort Story also included several 155mm batteries, starting in the inter-war period. These were Battery 1: four 1917 French 155mm mobile guns on Panama mounts (1931-?), Temporary 155mm mobile Battery 5: four field mounts (later four Panama mounts) (1934-?), and Battery U (replaced Battery 5); four 155mm Panama mounts (1942-?). The fort also several protected structures and command posts, such as Mine Casemate 1 (formerly HDGP and Mine Casemate 2): under Old LH (1933 - 1940's), Mine Casemate 2 (formerly MDCS and Mine Casemate 1), Harbor Defense Command Post (1943), and Harbor Entrance Control Post.

By September 1944, Fort Story began a transition from a heavily fortified coast artillery garrison to a convalescent hospital for returning veterans of World War II. At the time of its closing March 15, 1946, the hospital had accommodated more than 13,472 patients. After the war, the fort lost its importance as a coast artillery post and the gun batteries were decommissioned by 1949.

At the close of World War II, Fort Story again changed its mission as the Army found various other uses for Cape Henry, including using the beach to simulate amphibious landings and for the testing of various amphibious vehicles. The first amphibious training at Fort Story began in 1946 with the arrival of the 458th Amphibious Truck Company and the famous Army DUKWS. Fort Story was officially transferred to the Transportation Training Command, Fort Eustis. It was designated a Transportation Corps installation for use in training amphibious and terminal units in the conduct of Logistics-Over-The-Shore operations. Between 1958 and 1974, there was also NIKE missile launch and control sites at the fort.

On October 1, 2009, the Joint Expeditionary Base Little Creek-Fort Story was established as the country's premier installation for housing and training the nation's Expeditionary Forces. It is one command with two properties comprising of the former Naval Amphibious Base Little Creek and the Army Post of Fort Story. The US Navy is now the lead service at JEB Little Creek-Fort Story and provides the base leadership.

Since the CDSG's last conference to Fort Story in 2000, the use of JEB Fort Story as training ground and weapon testing area

has grown significantly with new facilities and housing areas. As a result, access to the base (and the former coast artillery structures) has become restricted (before it was an open base where one could access most sites). New fences and gates have been added while plans are in the works to restrict vehicle access to JEB Fort Story to only active or retired military personal. Large sections of the post have become training ranges and are only open to authorized personal backed up by locked gates and patrolling guards. We have been working with the Navy leaderships for over two years to gain permission for CDSG members to visit this impressive collection of former coast defenses. Extensive negotiations with the Navy have resulted in a structured tour (using chartered buses and background checks) to visit the remaining coast defense sites outside the active training area. *You cannot visit any of the coast defenses on your own, so attending the 2019 Annual Conference will be your only opportunity to tour these defenses for at least another 20 years (maybe the 2040 CDSG Conference?). If you have interest in seeing this extensive collection of batteries and other supporting structures you need to register for the 2019 Annual Conference as soon as possible as our tour size to JEB Fort Story is limited to two charter buses.* I hope you take advantage of this limited opportunity to visit what was one of Americas most defended coast artillery posts.

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A Visit to Charleston, South Carolina

Charles H. Bogart

Mary Ann and I visited Charleston, SC, in January 2018 and saw five fortifications: Castle Pinckney and Forts Sumter, Moultrie, Johnson, and Lamar.

Fort Lamar, a six-gun Confederate earthwork, was built in 1862 at Secessionville, SC, on James Island. Part of the defenses of Charleston, it was originally named Tower Battery after the prominent 75-foot observation tower located nearby. However, in 1864 it was renamed Fort Lamar in honor of Confederate Col. Thomas G. Lamar, who died of sickness while at the fort in 1863. Fort Lamar was unsuccessfully attacked by Union troops June 16, 1862, during the Battle of Secessionville. The fort was not attacked by Union troops again. It was abandoned on February 17, 1865, when the Confederacy pulled out of Charleston upon the approach of the Union Army under Gen. William T. Sherman. Thanks to a grant from the Civil War Trust, Fort Lamar



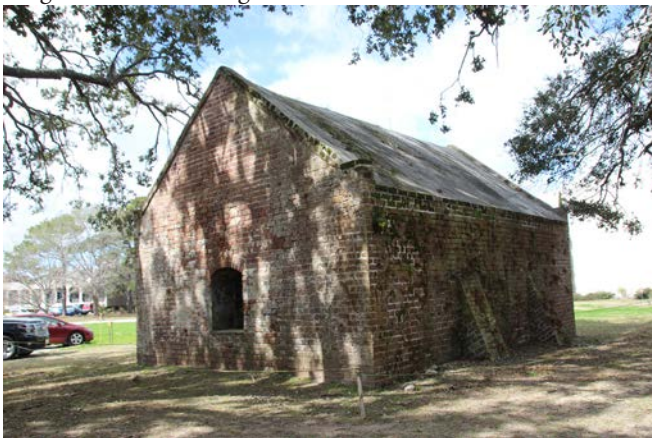
Archeologist working on Fort Lamar's magazine

is now preserved as a local historical park and the remains of the fort's earthen walls and magazines can be examined. During our visit to Fort Lamar, an archeological survey of the site was being undertaken and vegetation was being cut back to expose one of the magazines. There is no charge to visit the fort and a number of trails with signage lead visitors through the park.

Fort Johnson was constructed by the British in 1704 at Windmill Point on James Island, SC. The fort was named after Gen. Sir Nathaniel Johnson, then Royal Governor of South Carolina. As built, the fort was a three-sided palisade with bastions in each corner, surrounded by a dry moat. At the start of the Revolutionary War, Fort Johnson was held by a detachment of British troops who on September 15, 1775, were overpowered by colonists under Col. William Moultrie. The fort was recaptured by the British in April 1780 when they laid siege to Charleston. It fell back into American hands in December 1782, when the British evacuated Charleston.

In 1794, Fort Johnson was ordered repaired as part of the First System of coastal fortifications. In December 1860, Confederate troops seized Fort Johnson and began remounting its cannon and preparing the fort for battle, including building additional earthworks to mount cannon. On April 11, 1861, after Fort Sumter's Federal commanding officer, Maj. Robert Anderson, refused to hand over Fort Sumter to the Confederacy, South Carolina decided to take Sumter by force. Thus, at 4:30 AM on April 12, 1861, Edmund Ruffin fired one of the guns from Fort Johnson at Fort Sumter. This is considered the first shot fired in the American Civil War. After the surrender of Fort Sumter, Fort Johnson became part of the defenses of Charleston. It was attacked on July 3, 1864, by Union troops but was successfully defended by its garrison. The fort was evacuated by the Confederacy on February 17, 1865, as Union troops under Gen. William T. Sherman entered Charleston. The next day Fort Johnson was occupied by Federal troops, who remained in the fort until circa 1867, when it was abandoned.

In 1954, the College of Charleston acquired the 40-acre Fort Johnson Military Reservation from the United States. The land now houses the college's Marine Resource Division. The only surviving remains of Fort Johnson are its 1765 brick magazine, the cisterns, and a portion of the Confederate earthworks. One can drive back into the college and park within 100 feet of the magazine and surviving Confederate earthworks.



Fort Johnson's powder magazine



Fort Johnson's water cisterns

Fort Sumter is a Third-System fort, built between 1829 and 1860, that guarded the mouth of Charleston harbor. During the first part of 1861, the fort was at the forefront of the political upheaval that would lead to the American Civil War. The first shots of the Civil War reverberated around her. From April 1861 to February 1865, Fort Sumter was held by the Confederacy, during which time she was subjected to a number of naval attacks that slowly reduced her walls to rubble. When Charleston was captured by the Union Army in February 1865, Fort Sumter was in ruins. The U.S. Army re-raised the United States flag over Fort Sumter on February 22, 1865, and set to work to repair the fort. Rubble was cleared away and 11 of the first tier of gun rooms were restored to service, armed with 100-pounder Parrott rifles. The army abandoned Fort Sumter in 1876, only to return in 1898 and build Battery Huger, with two 12-inch guns, on the fort's parade grounds.

After World War II, Fort Sumter was turned over to the National Park Service, who developed it into a monument commemorating the start of the Civil War. Visiting Fort Sumter is limited by the Park Service; visitors must purchase tickets and use one of the water taxis that depart from either downtown Charleston or Patriot's Point. During summer months, tickets are often sold out due to advance purchasing. There is a nice museum and bookstore at Fort Sumter. Tour time from shore to Fort Sumter and back is a little over 2 hours.



Fort Sumter

Fort Moultrie is a Second-System fort on Sullivan's Island. The first fort was built here during the Revolutionary War. Built of

logs, it defeated an attack by the Royal Navy on June 26, 1776. The fort, however, fell to a combined naval and military assault in May 1780. In December 1782, American forces regained control of Fort Moultrie when the British evacuated Charleston. During the years of peace after the Revolutionary War, the fort fell into neglect. In 1798, as one of the forts of the First System, Fort Moultrie was rebuilt only to be destroyed by a hurricane in 1804. Fort Moultrie was rebuilt between 1807 and 1809 as a Second-System coast defense fort. Fort Moultrie first saw action during the Civil War on April 12, 1861, when, under Confederate control, she fired on Fort Sumter as part of the opening shots of the Civil War.

Fort Moultrie was but a bystander during the course of the Civil War, undergoing no attack. The fort was abandoned by the Confederacy in February 1865 when Union troops under General Sherman took Charleston. Returned to Federal control, Fort Moultrie became an active military post. During the 1870s, new magazines and gun positions of concrete were built into the fort. In the 1890s, the fort's armament was again upgraded as part of the Endicott upgrading of coastal fortifications. During World War II, a harbor entrance command post was built into Fort Moultrie's walls.

After World War II, Fort Moultrie was turned over to the National Park Service, who have re-created within the fort a visual timeline, via cannons and artifacts, of the military use of Fort Moultrie from the Revolutionary War through World War II. The fort has a very nice visitor's center with a museum and book store. The top of the visitor's center provides an excellent overlook of Fort Moultrie.



Fort Moultrie Second-System wall looking toward the World War II harbor entrance command post



Endicott Batteries Bingham and McCorkle



Fort Moultrie Civil-War cannon

Castle Pinckney is on the eastern tip of small Shutes Folly Island, between Charleston and Fort Sumter. In 1797, a First-System fort was built on this site and named Fort Pinckney, after Charles C. Pinckney. In 1809, Fort Pinckney was upgraded by a semicircular Second-System fort built in place of the earthen fort and named Castle Pinckney. The fort was garrisoned during the War of 1812 and the Nullification Crisis of 1832. Thereafter, it was used as a military storehouse.

In February 1861, Castle Pinckney was rearmed by the Confederacy: fourteen 24-pounders, four 42-pounders, and four 8-inch howitzers. On April 4, 1861, it was one of the fortifications that fired on Fort Sumter. The castle saw no other action during the Confederate occupancy of Charleston and was abandoned, along with the other fortifications of Charleston, when the Confederate Army retreated from Charleston in February 1865. Apparently after occupying Castle Pinckney in February 1865, by 1866 the U.S. Army had no use for Castle Pinckney and it was allowed to decay. Over the years, ownership of the island on which Castle Pinckney sits passed through a number of governmental and private hands. All of the plans conjured up for restoring Castle Pinckney or converting it to some other use died. In 2011, Fort Sumter Camp No. 1269 of the Sons of Confederate Veterans bought the Castle from the State of South Carolina. They had hoped to find funds to restore Castle Pinckney; however, as of 2018, no progress has been made in this endeavor. Castle Pinckney cannot be visited, but its remains can be seen from the water taxi that takes you to and from Fort Sumter.



Satellite view of Castle Pinckney

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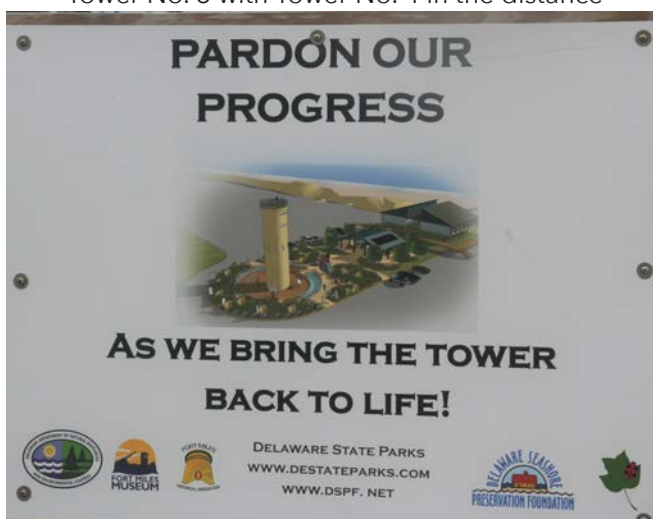
The Twin Towers at Tower Beach State Park, Rehoboth, Delaware

Charles H. Bogart

When Mary Ann, Grayson, and I left Virginia Beach, we drove north to Rehoboth Beach, DE. The purpose of the visit here was to add another state to the list Grayson had been in and to visit Tower Beach State Park. Located at Tower Beach State Park are two World War II base end stations, No. 3 and No. 4. These two base end stations, known locally as “The Twin Towers,” were active during WWII. Both towers were built with their foundations



Tower No. 3 with Tower No. 4 in the distance



Closeup of Tower No. 4

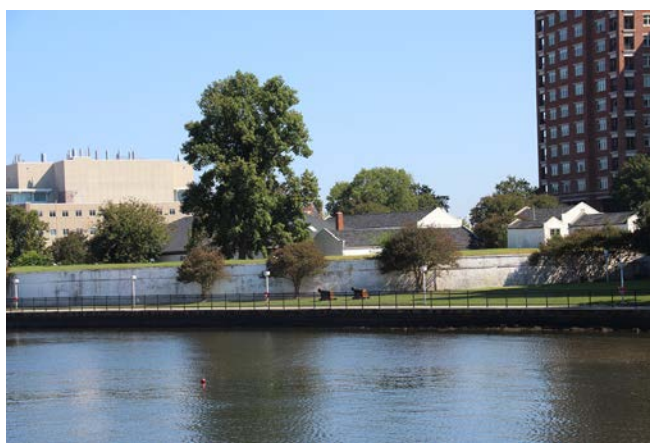
8 feet above low tide. Tower No. 3 is 57 feet tall, 65 feet above low tide, and Tower No. 4 is 56 feet tall, 64 feet above low tide. Both base end stations provided range and bearing information to 6-inch gun Batteries Hunter and Herring.

There were two signs at the base of Tower No. 3 that seem to indicate that there is once again an effort underway to restore Tower No. 3 for visiting. I was told by a local we met in the park that the “Friends” goal is to raise \$500,000 to cover the cost to restore the tower’s interior stairway and to stabilize the structure.

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A View of Fort Norfolk from Seaward

Charles H. Bogart



Fort Norfolk as seen from 500 yards offshore

In a recent issue of the *CDSG News* I reported on a visit Mary Ann and I made to Fort Norfolk, in Norfolk, Virginia. In October 2018, we returned to Norfolk and took a ride on the sightseeing boat *Victory Rover*, which is based next to the battleship *USS*

Wisconsin BB 64. It is seldom that one gets to see a United States coast defense fort from the viewpoint of an attacker. However, during our cruise on *Victory Rover*, we passed directly in front of Fort Norfolk from about 500 yards offshore. I was taken back by how small the walls of the fort appeared from this distance. I quickly realized that during the 1813 Royal Navy attack on Norfolk, the walls of Fort Norfolk would have been almost impossible to see, even if painted white, from a ship standing $\frac{1}{4}$ mile offshore. No wonder coast defense forts generally had the advantage over attacking sailing ships.

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Wehrmacht World War II Light Rail Train

Charles H. Bogart

Among the places we visited in Virginia Beach was the Military Aviation Museum. We had never visited this museum and we were all awed at their great collection of WWI and WWII-era aircraft and their full-scale mockups of WWII German aircraft that never got off the drawing boards. Also, on the property were two Wehrmacht light rail locomotives, both of which looked like 30 cm gauge. I was told that the larger one came from an ammunition dump and the smaller one from an Atlantikwall fortification. No other information was forthcoming on their heritage.

Below are some photos of these two locomotives. Perhaps some member of CDSG can shed some light on their heritage.



A view from the larger locomotive toward the smaller locomotive.



Builder's plate on larger locomotive.



A closeup of the smaller locomotive.



Another view of the smaller locomotive. In the background are a German Bf-109, a British Spitfire, and American B-25 Mitchell.



Builder's plates on the smaller locomotive.



Shell on cart in back of the smaller locomotive.

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A Worthless Visit to Fort Wool

Charles H. Bogart

Our visit to Fort Wool was a disaster. One reaches Fort Wool by the sightseeing boat *Miss Hampton II* that sails from Hampton, VA. As we came ashore at Fort Wool a park ranger asked us to gather around for a briefing. I was going to take Grayson and explore on our own, as you only have 30 minutes at the fort, but we all went and listened to the ranger. He gave a basic history of the site. When he finished his spiel Grayson and I set off to explore the fort, only to have the ship blow its horn for us to return. Thus, we never really saw the fort. Therefore, if you take the cruise to Fort Wool please understand that if you listen to the park ranger's briefing you will not get to see the interior of Fort Wool.



Arriving at Fort Wool



Fort Wool from the boat dock looking past the park ranger.



The view of Fort Wool as one leaves.

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Fort Casey Anniversary Ceremony

Steven Kobylyk

On Saturday, August 11, 2018, Fort Casey, Washington, celebrated the 50th anniversary of the installation of its 10-inch guns from Fort Wint. The agenda followed the original ceremony as closely as possible. Two of the original attendees from 1968 were flown in by State Parks to participate in the ceremony. The same army band, 133rd Army Band WANG, played as well and included the Coast Artillery March. In preparation for the ceremony, my task was to organize and lead the cleaning and repainting of the guns and exterior emplacements and to coordinate the interpretation activities. Since a regimental flag was not available, Mark Berhow graciously loaned the CDSG flag as a replacement.



CDSG was well represented. Several members paraded in period uniforms and provided interpretative services. The 9th Coast Artillery District 1941 Interpretation Organization provided the color guard and set up a "barracks" in Battery Moore's plotting room. As an added bonus, on Friday evening I set up original Dietz Vesta Kerosene lanterns in Battery Worth's Gun No. 1 ammunition rooms and on Gun No. 2's loading platform, after which we turned on the electric lights. The lanterns and lights were in their original positions. Afterwards we set up the lanterns in Battery Trevor as well. Special patches were designed to commemorate the event. Even though it rained during part of the event, it was well received. Special thanks to Mark Berhow and all the CDSG members that participated!





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CDSG/FSG Joint Tour to the Defenses of Switzerland

Part One of Two

By Terrance McGovern & Norman Clark

A joint Coast Defense Study Group & Fortress Study Group tour of the modern (1890 to 2000) defenses of Switzerland took place from August 11 to August 19, 2018, with 30 tour members. The goal was to visit the full range of Swiss defenses from this period – from an air defense missiles site to long-range artillery works - during our week in Switzerland. This is the 12th special tour that Terry McGovern has organized for the CDSG or the FSG and the challenge this time was the large number of site owners and the logistics required to move our tour members quickly and efficiently through all regions of this mountainous country. Key to the success of this tour was our local CDSG member, Martin Egger, along with Maurice Lovisa and Pascal Bruchez of the Association St-Maurice d'Etudes Militaires (ASMEM). Through Martin's and Maurice's excellent efforts over the last three years that we actually visited every site on our schedule and several more that were not on our schedule. To make this tour happen, Martin and Maurice needed to gain authorization/access/guides for us to visit about 50 sites, to arrange hotels, ground transportation, daily meals, and many other logistics details that are required during such tours. The tour would not have occurred without their efforts and their detailed knowledge about each site we visited, as well as their translation services.

The format of the tour was a travelling study tour with a new hotel every night except one, so by the end of the tour we made

our way completely around Switzerland (see map), beginning and ending at the Zurich Airport. We used two 15-passenger mini buses (with a baggage trailer) as the roads we travelled were too difficult for large vehicles. Our drivers, Bruno Mattli and Stephan Funk, professionally and safely took us to all the sites with no issues, for which we were very thankful. Joining us at the Zurich Airport was Martin Egger, who was with us for the whole tour, while Pascal Bruchez and Maurice Lovisa joined along the way. These gentlemen acted as our guides, helpers, and interpreters.

Historical Background

It might be useful to say a little about the background to Switzerland's defences, or at least those we would see, for while some were built pre-WW2, the majority were built from the late 1930s and the rise to power of Adolf Hitler, as well as into the Cold War.

Following the defeat of Napoleon in 1815, the Congress of Vienna attempted, as much as it could, to put everything back where it had been, and, in the process, Switzerland confirmed its status and stance of armed neutrality with militia-based armed forces. Skip forward some years and we would see forts built in the late 19th century influenced or designed and often built with the help of other nations. The First World War and the period immediately before it saw another period of building and by now most of the artillery was designed and built in Switzerland. However, the most significant era came after Hitler's rise to power. This involved construction of forts in line with plans developed in 1940 by General Guisan. The borders would be only lightly defended, and the main army would retreat into the alpine regions to the south of the country in a national redoubt (reduit) which



would defend the three main routes through the country. This would be further developed during the Cold War. We would see examples of all these periods.

Day 1 – Saturday – Aug. 11 Arrival in Switzerland/Reuenthal-Full

Our joint tour began at midday on August 11 at Zürich Airport with tales of travel problems for some of our tour members due to cancelled or delayed flights. Soon after noon we moved out from the airport to the two buses to start the tour. The three missing tour members struggled to catch up to us via trains and taxis,



Entrance Bunker for Festung Reuenthal. T. McGovern

and all did by the end of the day. Heading north to the German border, we stocked up with bottled water and within an hour we were at Full-Reuenthal for our first two stops - **Festung Reuenthal** and **Militärmuseum Full** – which are only a few miles apart.

Festung Reuenthal is a fortification built between 1937 and 1939 on high ground within a loop of the River Rhine, on the border with Germany. The fort has many common features with other forts we would see over the week. It was given up by the Swiss army, in this case in 1988, and handed over to an enthusiastic local community who converted it into a museum. The fort was left virtually intact with its original armament of two 7.5 cm gun positions and two machine gun blocks, but also the accommodation, communications, power generation and storage facilities, all dug into the mountain and connected by tunnels. Like many Swiss forts, there was an unobtrusive entrance, often at the lowest level, leading to an entrance way usually covered by an internal machine gun post beyond which a rock-cut tunnel or tunnels, sometimes concrete lined, led to the service areas. To access the weapons meant a climb up ramps, stairs, or ladders, of various lengths, to the gun positions at higher commanding heights. This was an unguided tour, but we had all been issued a comprehensive set of study notes showing our visits, routes, and layout plans for the sites. There were people on site eager to help but our language skills were not up to it and they did not speak English, though Martin tried his best to help everyone. We would get used to the tunnel temperatures too, never more than about 10° C and sometimes it felt colder, but coming out we were quickly warmed by the sun. The weather, except for one day, was clear blue skies and warm temperatures.

From here it was a short bus trip downhill to the **Swiss Military Museum** in Full. This was on a large former industrial site with two of the massive buildings converted by the museum. The first formed a huge garage for an extensive range of military vehicles where we saw a WW2 British Bren-gun carrier being



Main Hall at the Swiss Military Museum in Full. *C. Penfold* driven around the grounds. Inside was an eclectic mix of vehicles from the 1930s onwards: Swedish, American, French, British, German, and of course Swiss, as well as the obligatory Warsaw Pact vehicles. Self-guided, we walked over to the next building where the huge space had had about 5 floors built into it, every one of which was crammed with guns, missiles, and even their very own King Tiger tank under restoration. How the floors took all that weight we do not know. There followed a couple of hours of earnest searching, pointing, and numerous photographs. One charming display was several thousand metal model soldiers, flats as they are known, expertly painted and laid out to represent all eras and conflicts.

The museum lies on a small flood plain and a line of concrete bunkers runs across it, one close to the site, and so the first of our many concrete “fixes” was in order, as the bunker was opened at our request, so we could view its fully equipped interior. Our next stop was on a country road to climb up the hillside to see the exterior of a mortar bunker. Back on the transport to our next stop at Friedhof Leuggern, a fortified cemetery was part of the infantry defenses in the town of Leuggern. We re-joined our



Tank Hall at the Swiss Military Museum at Full.
T. McGovern

coaches and headed south for an hour to the SwissEver Hotel Zug in Cham. Once our tour members found their roommates and room, they were on their own for dinner at the hotel or in the town.

Day 2 – Sunday – Aug. 12

Bloodhounds/Kommandoposten/Festung/Airfield

On Sunday we started early (don't we always!) and travelled south to the town of Gubel outside of which was one of Switzerland's **Bloodhound BL-64 Lenkwaffenstellung antiaircraft missile sites**. Waiting for us were Wolfgang Hoz and Urs Weber, members of the association that cares for the missile site. They gave us a detailed briefing on the function and history of the Bloodhound program, then we viewed an orientation film setting out the acquisition of Bloodhound from the U.K. and how it was designed to work before we set out on our tour in two groups. Both men had deep links with the site, as was the case with most of our guides, and were always enthusiastic and ready to answer any of our questions, whether easy or difficult, testing or daft. The decision to purchase the system was made in 1961 with construction starting in 1963, with 6 firing positions containing 9 batteries, each of 8 launchers. The system was part of an integrated air defence system along with the newly acquired Mirage fighter to deal with long-range high-altitude threats. The central control identified and assessed threats and then passed them to the appropriate weapon system. In the case of the Bloodhound, targets were acquired based on information received and the site then acquired them itself and when appropriate engaged. The missile followed the target illuminated by the site's own radar, and with a range of 85 km would have been capable of interception outside Swiss airspace. We visited the radar building with, beside it, an underground command facility. Nearby was the power generating building with all its gear in working condition (which would be the standard in the Swiss defenses we visited, making us realize that fortification sites we visit in the USA and UK are today just a fraction of their former selves). The missiles when active remained outside on their stands for instant readiness with the nearby garages being used to store reloads. We spent much time with the missiles, probing each part no matter how small, and inquiring about their function so we could have launched a missile if they let us.



Bloodhounds on their launchers at BL-64 near Gubel.
C. Penfold



Willi Koch's artwork on the wall of Kommandoposten-Selgis. C. Penfold

From here it was less than an hour drive to our next stop, the **Kommandoposten-Selgis**. We enjoyed the box lunch provided by our hotel along a mountain stream, as we waited for our guides (Jean-Pierre Kälin, Paul Schönbächler, Josef Staubli, and Alois Mettler) to open the bunker just for us. This was a command bunker serving the staff of the 4th Army Corps (later CP of Mountain Division 9 and then for Reduit Brigade 24) and completed in 1941/2. The bunker was unarmed other than a typical machine gun covering the ends of the entrance tunnels. Construction showed some common features found in this and other interiors. Here two large parallel caverns were tunnelled out and a brick "house" was built within this space, with its external walls covered in a bitumen or similar waterproof coating. This prevented water seeping into the working spaces and gave some insulation too. This practise was seen in many other sites and as an added benefit was utilised in some to provide lighting and access spaces particularly around magazines. The bunker is noted for many murals of typical Swiss scenes completed by artist Willi Koch when he served here and is now a major feature for visitors. The most dangerous aspect was the entrances, where the bunker's two non-descript metal doors led almost immediately onto a very busy road.

Back to the buses, we travelled for an hour along the southern shore of the Vierwaldstättersee to **Festung Fürigen**, right on the edge of the lake as it looked out towards Lucerne. As with all forts its job was to cover a nearby road and rail bridge and a pass on the other side of the lake which it was feared would be used to bypass this choke point. It was armed with two 7.5 cm guns and three machine guns, plus a machine gun covering the entrance passage. The fort is significant because it sits on the northern edge of the Swiss redoubt into which the army would have withdrawn.

Our guides were father and son Alois and Simon Mathis, who showed us a film of the fort and how it was meant to be operated, and then took us around. We were impressed by the quality of the signage and audio-visual aids. We then went out to see the typical camouflaged gun positions where moveable fabric-covered mesh screens were fitted into the rocks then painted. Apparently, the artist hired to do this was in part guided by troops sent to the other side of the lake who send messages back, "a bit greener here, more gray there." The effect is surprisingly convincing even



Entrance to Festung Fürigen along the Vierwaldstättersee. C. Penfold

close up and led to us seeing gun positions at every turn, though often that was because they were!

En route to Sargans, close to the border with Lichtenstein, we took time to visit **Airbase Buochs**, where the Pilatus aircraft factory is now next to a runway. Over the wide road, a runway access, you come to the entrance to a series of large underground hangars, not unfortunately open, and last used in 2014. From here it was a long (1½-hour) bus journey to the Hotel Post Sargans, where the tour members were again on their own to select local restaurants for dinner.

Day 3 – Monday – Aug. 13

Schollberg/Centurion/Magletsch/Furggels

We travelled northward from Sargans down the Rhine valley, bordering Lichtenstein, to our first stop at **Festung Schollberg**, where we were met by David Kaufmann and Juerg Senn, who would guide us round Schollberg and Magletsch. Called Artilleriewerk Schollberg 1, Infanteriewerk Schollberg 2, and Infanteriewerk Schollberg 3, these works are at a pinch point where high ground narrows the Rhine Valley flood plain. For this reason, the old road runs along the edge of a steep cliff above the current entrance. Indeed, the defences were enhanced in the 1940s with a scheme to flood the valley and all the pillboxes on the river line are raised to avoid the flood. Defences, including anti-tank ditches and obstacles, were covered by the guns of the fort. However, the works have been much reduced due to nearby quarrying, one almost totally lost and the other now closed. The part still open, however, does provide plenty of scope for exploration. The fort was started in 1938 and by 1939 formed part of the integrated Sargans defences armed with anti-tank guns and machine guns. The part we looked at had three 7.5 cm guns as well as a 4.7 cm, later a 9 cm, anti-tank gun and two machine guns. Changes continued up until 1993, when two Centurion tank turrets were installed in freestanding bunkers close by, covering an anti-tank ditch. The site was handed over to the trust who have now looked after the fortified area since 1999. We amused a group learning rope work for climbing who had strung a line across one of the entrances from which these strange people kept emerging from.

From here we travelled a little further down the valley and drove up to **Artilleriewerk Magletsch**. Like Schollberg, the fort was



Tour members ready to load and fire the Centurion 105 mm gun from within bunker. *C. Penfold*



Entering the Dragon House at Artilleriewerk Magletsch, the tour members are drawn to the 15 cm gun. *C. Penfold*

started around 1938 and armed by 1940. It is the northernmost of the defensive works and with seven cannons it is one of the strongest. It was built to control the Sargans area, one of the main north-south routes through Switzerland. A substantial entry tunnel designed for trucks led into the mountain, and almost 4 kilometres of tunnels (no we didn't walk down all of them). The lower level is still used by the army, so we headed up. First a long ramp, then 136 stairs, then another 36 stairs (or were we just loosing count?) followed by another ladder. Do not think we were finished either, there were more ladders to get to the turrets. An introductory film covered the forts location with its main armament of three 10.5 cm turrets and four 7.5 cm casemated guns as well as two 8.1 cm fortress mortars, and numerous light and heavy machine guns. Above ground were various defensive positions, including anti-aircraft and observation positions. Interestingly, the top of the fort is now part of a large nature conservation area with rare flowers and plants. Thanking our hard-working guides, we drove back past the town of Sargans (while munching our box lunches) south to **Festung Furggels**, and new guides Christian Rechsteiner and Peter Riederer.

As has been noted, camouflage is an integral part of the Swiss defences, with disguised positions and guns but Furggels was to provide us with some of the best and particularly its "timber hut" entrance off the main road. Construction began in 1939 of this,



Our guides show us how a replacement 10.5 cm barrel is moved to the turret at Artilleriewerk Magletsch. *T. McGovern*



One of the stars of visit – the 8.1 cm fortress mortar at Artilleriewerk Magletsch. *C. Penfold*

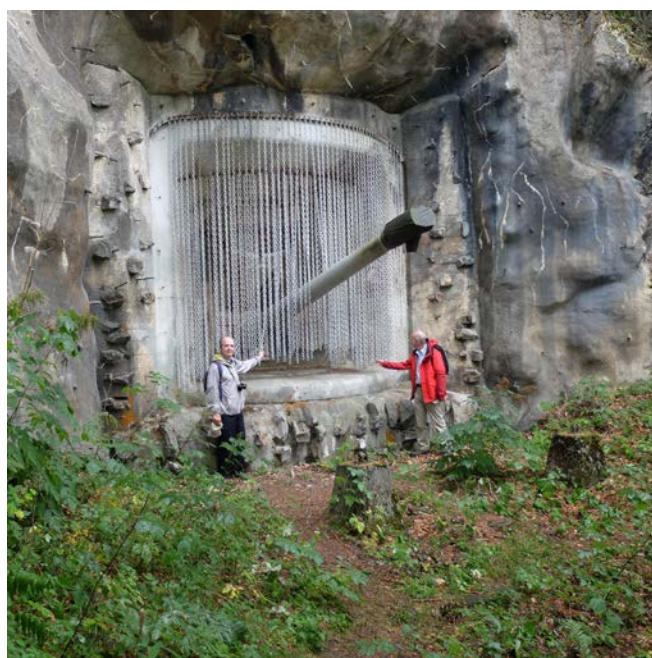


Three ready-to-go Sulzer motor generators in the power room at Festung Furggels. C. Penfold



Our guide put us through the gun drill on the 15 cm casemate gun at Festung Furggels. C. Penfold

one of the largest forts in the country, which lies on two levels and provided accommodation for 541 men. The main armament was four 15 cm guns in casemates as well as four 10.5 cm turrets disguised as wooden pig sties. After a long underground tour, we emerged from the fort to look at the exterior of the 15 cm gun positions, before climbing the hillside to a not well disguised restaurant, where we were treated to an excellent meal of appetizers



Tour members model the 15 cm gun and it's chain mail at Festung Furggels. T. McGovern



Our shared dinner platter and beer at Festung Furggels restaurant; no table finished their platter. C. Penfold

and beer on tap. The owner of the restaurant is also the owner of fort, which is for sale as the cost of running this very large fort is greater than the tour fees generated. Fortunately, we had more fortifications and artillery to view or we would have had even more beer and perhaps we would have purchased the fort in the name of the CDSG or the FSG. Suitably filled we then walked uphill to see the disguised 10.5 cm turret positions and machine gun bunkers on top of the fort. It was then back on buses for our short return trip to our hotel in Sargans for another night's stay.

Day 4 – Tuesday – Aug. 14 Crestawald/Sperre Trin/Stalusa

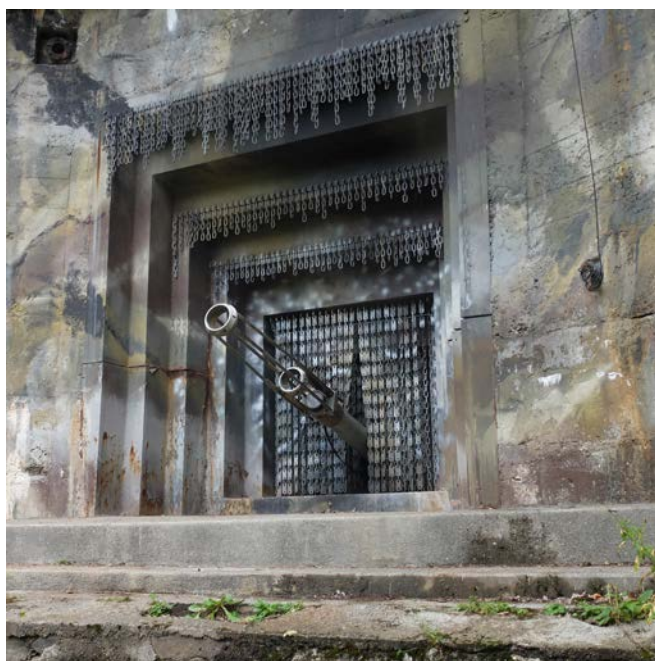
Departing at 8:00 (yes, there is such a time), after counting heads we boarded the coaches to travel south for about an hour to **Festung Crestawald**, which is close to the Italian border, where our guides, Mario Fanconi and Peter Baumgartner, were waiting



10.5 cm casemated gun at Festung Crestawald.

T. McGovern

for us. Planning for this fort began in 1936 with construction starting in 1938. The fort was armed by late 1940, though work continued until 1942. The site lies close to the village of Sufers with the fort's field of fire from its main armament of two 10.5 cm guns concentrated on two passes: the Splügen leading to Lake Como and the St Bernadino at the head of the Rhine, both eventually leading to Milan. The fort was used by the army through the Cold War and it was one of the few locations where live-firing was allowed using its two guns, named "Lucrezia" and "Silvia," each firing more than 5,000 shells. When released



The exterior of the 10.5 cm casemate with the barrel fitted with a velocity gauge at Festung Crestawald.

T. McGovern.

by the army, an association took over and opened a museum in 2001. The fort is constructed on three levels with the lower having the entrance and most of the services, such as generators and accommodations. The next two levels have a similar layout, with ammunition storage on one side of a central passageway and a gun room on the other side. Above the higher level was a short climb to the observation post 1,368 meters above sea level. The site had two machine-gun positions for defence and around the fort are six anti-aircraft guns, primarily to protect the infantry units in the area. Perhaps it is worth noting that all the forts of this era had some infantry protection, their number relating to location and the fort's size, but infantry generally did not use the forts as accommodation.

Now we retraced our route down the valley (consuming our box lunches along the way) and drove to **Festungsmuseum Sperre Trin** and our guides Urs Saner, Georges Kessler and Ernst Kagi. As usual, we split into more manageable groups and our intrepid guides took us in hand. The main road winds through the valley which has been an important barrier point with Castles Barcazi (9th to 13th centuries) and Hohentrin (13th century) sharing the area with works from the First World War and those we visited (construction started in August 1941 and finished around June 1943 as Sperre Trin). Anti-tank barriers can still be seen on the sides of the valley and anti-tank guns are in positions disguised as agricultural sheds. The work we visited is reached by an emergency access which involved a walk bent double under a rock-cut passage to the door as the primary access, for this work was reached via a cable car. Here machine guns covered the road in single and double positions. The water supply for the villages below passed through the site in a rock-cut ditch/tunnel and had to be accounted for in the building works. In one of the machine guns positions, the association has placed a monitor; an external camera allowed us to view the camouflage screens from the interior as we raised and lowered them.



Anti-tank bunker at Festungsmuseum Sperre Trin disguised as a water works structure. *C. Penfold*

Driving further west for about an hour to Disentis/Muster, we arrived at **Fortezia Stalusa** and another group of enthusiasts who would guide us around, Thomas Hänggi and Fredy Camininada. Unusually for us, this position was built in 1967 during the Cold War. The fort is armed with two 8.1 cm fortress mortars as well as the usual defensive weapons covering the entrance. It



Part of the large small-arm collection at Fortezia Stalusa that intrigued our tour members. *C. Penfold*



A common view of our tour members at every stop – here it's an exterior view of an 8.1 cm fortress mortar at Fortezia Stalusa. *T. McGovern*

also has a good collection of missiles and what is described as the best small arms collection in Switzerland. A long time was spent here with a full range of arms used by the Swiss armed forces and an extensive collection of small arms from many other nations. At Stalusa, we were joined by another tour organiser, Maurice Lovisa, who would be with us for the next two days. Leaving Stalusa we climbed over the Oberalp pass and down into Andermatt in an hour-long trip with dramatic views. We checked into another of our one-night stays at Hotel Restaurant Badus in Andermatt and tour members set out to forage for their dinners. As we mentioned earlier, the Swiss identified three main routes through the country, each of which each formed a defended area. The first was around Sargans. Our move to Andermatt took us to the second, the Saint Gotthard area.

Day 5 – Wednesday – Aug 15

Stöckli/Gütsch/San Carlo/Sasso da Pigna/Ospizo

Our day started off with a small unplanned detour to the **Teufelsbrücke**, “The Devils Bridge,” which crosses the upper Reuss River near Andermatt in a spectacular bridged mountain gorge. After the French invaded Switzerland in 1798, the Second Coalition was formed and in 1799 a Russian Army under Suvarov marched down to link up with the Austrians in Upper Italy. The crossing was the scene of a battle over the damaged bridge and is commemorated by a typically vast Russian monument in Cyrillic carved into the mountain wall. Luckily, our Polish tour member could read the inscription to us.

Returning to Andermatt, we now began a long drive up to **Fort Stöckli** and **Festung Gütsch**, where the coaches deposited us halfway between the two forts. While this was a self-guided walking tour of only the outsides of these two fortifications, Maurice and Martin were on hand to both guide and inform. The works are spread over a large area of ground with the higher peak forming Fort Stöckli, which was built in 1894 and was at the time the highest European fortification at 2,400 m. This fort was to a large extent superseded and built over when Artilleriewerk Gütsch was built, so it was taken out of service in 1947. However, there are still the remains of positions including the



Armored observation post at Fort Stocki at 2,400 meters. *JP Guichard*

evidence of rails for Fahrpanzer turrets, small turrets on wheels which could be hidden away and brought out to pre-prepared sites when needed. The armament was two 12 cm 1891 howitzers in cupola and by 1903 two 5.3 cm Fahrpanzer.



Test site for the 15.5 cm 93 Bison fortress artillery system at Festung Gutsch. *T. McGovern*

The building of Artilleriewerk Gutsch was commenced in August 1941 and it was armed by October 1942 and fully completed in June 1944 for its garrison of 300 men. The fort had three 10.5 cm turret guns with close defence provided by 11 machine guns in three double machinegun bunkers. The site also had four 20 mm antiaircraft guns. Beside the road, an aerial cableway from Göschenen provided access to the fort. The height difference was 1,200 meters, so the cable ride took a full 12 minutes. The fort was decommissioned in 1994. On the day we visited, which was fairly warm and sunny, the camouflaged bunkers and turrets were not difficult to find, and the view of the Alps was very impressive. However, the military was not quite finished with Gutsch as the site was used in 1991 as a test site for the 15.5 cm 93 Bison fortress artillery system of two guns in two bunkers. The Bison sites are now mothballed and slated to be decommissioned soon.

We loaded up our coaches and returned down the winding road to Andermatt, through the town and up to the St Gotthard Pass where, just below the crest, we visited **Festung San Carlo** (also called La Claustra), now owned by Rainer Geissmann. We scrambled up the hillside to visit the 10.5 cm turrets and machine gun bunkers before returning to the entrance of the fort to eat our box lunches. This fort was turned into an underground hotel several years ago. It has failed several times and is now a conference centre with a restaurant. We arranged for a small apéro (wine, cold meats, and of course cheese) inside the fort so we could explore its turrets and supporting features. The conversion of the fort into a hotel used freestanding housing units within the rock-cut tunnels to provide dining, bathrooms, and sleeping



10.5cm turret with camouflage at Festung San Carlo near St. Gotthard pass. *T. McGovern*

rooms. While the food prefab unit seemed fine, the other units were being overwhelmed with vast amount of condensation, resulting in running water underfoot making each of the galleries mini lakes. This combined with hardly any lighting, made this hotel one of the grimmest places to stay that we have ever seen.

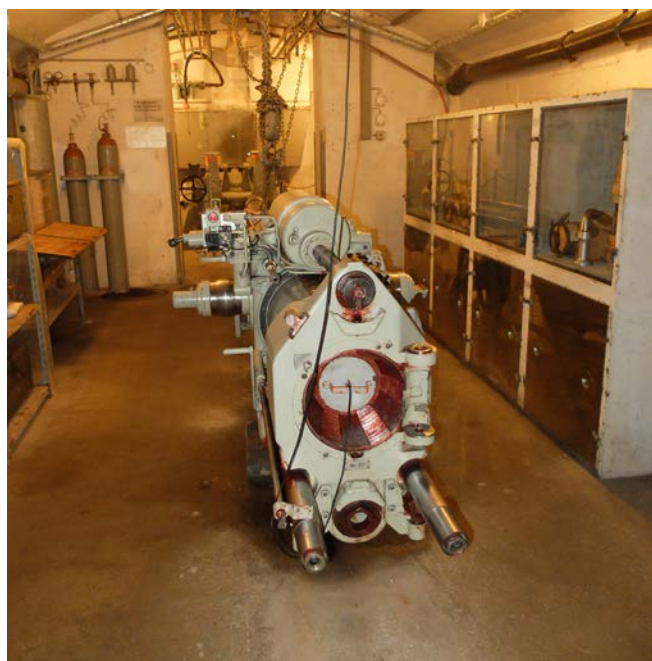


Cableway transport inside Festung Sasso da Pigna that moved personnel from the accommodation level to the artillery casemate, more than 400 steps.

C. Penfold

Having rested after the rigours of eating and drinking, we travelled up to **Festung Sasso da Pigna** at the pass itself. The artillery fort became operational in 1943/1946 and contains two 2-gun groups with a large accommodation section for 440 troops. There are about 2,400 metres of passages, and yes, we did feel that we had walked most of them by the time we left this fort. Close to the entrance, an exhibition of rock crystals and other geological features was installed in 2012 when the fort was opened to the public as a museum after being decommissioned in 1998. There are about 1 km of tunnels that took us to the artillery section, then a cable way to take us up to the higher levels (or you could climb the 400 steps) where the fort's main armament of four 15 cm guns are located. One novel feature here was an observation post that has been opened and a viewing balcony constructed on the cliff face looking over the pass and situated between two of the 15 cm guns. Some of our party could not resist and climbed down to see the guns from the front with their distinctive chain curtains. Returning to the large main entrance we made our way on foot to our next fort.

Close to Sasso and on the road to our hotel was **Fort Hospiz St. Gotthard** that was constructed in 1894. By the First World War it had two 12 cm M1891 armoured howitzers, four 5.3 cm M1887 Fahrpanzer, two 10.5 cm M1917 compressed-air mine throwers, and seven M1894 Maxim machine guns. By 1939 the Maxims had been replaced, the mine throwers retired, and two of the Fahrpanzer positions were now 4.7 cm Model 1935/41 infantry guns. The fort was decommissioned in 1947 and opened as a museum in 1989. We could only visit the outside of the fort as the museum was closed. It appears the fort's current museum status was missed by an off-duty policeman as several of our tour members were detained because they were taking photographs of fortifications over 125 years old, based on a sign that itself was over 50 years old. After collecting detailed information, they were let go with a warning (or the policeman's superior informed him that taking photographs of fortifications has not been restricted



Dismounted 15 cm barrel in casemate at Festung Sasso da Pigna. T. McGovern

in Switzerland since 1991).

We stayed that night at Hotel Berggasthaus at the St. Gotthard Pass and had a group dinner, as this hotel and restaurant were the only ones available on this famous, high Alpine pass. The hotel itself was odd collection of old and new buildings which range from new sleeping rooms to ones that perhaps soldiers had used during the days of the Roman Empire. Our stay at St. Gotthard Pass marked the half-way point on our tour. We had several special sites and experiences in store for us in the coming days, but that story is part of the second half of the CDSG/FSG joint tour to the Defenses of Switzerland that will appear in the next CDSG Newsletter.



Overall view of Fort Hospiz St. Gotthard which was constructed in 1894, next to our hotel at St. Gotthard Pass.
C. Penfold

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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

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