



The CDSG Newsletter



The Coast Defense Study Group, Inc. — February 2017



Chairman's Message

Alex Hall

Although it has been the general practice for a director on the board to serve as Chairman of the Board in their third year, Alfred Chiswell expressed his desire to concentrate his time on supporting the Puget Sound Coast Artillery Museum, at Fort Worden in Port Townsend, WA. The museum was a highlight for our last conference there and it is hoped the museum will continue to help tell the history of the coast artillery in the United States. I am therefore honored hold the position of Chairman of the Board of Directors, and look forward to continuing to work with my fellow directors, officers, and committee chairs this year.

In less than two months, our 2017 annual conference and meeting will be taking place. This year's conference, touring sites of the Harbor Defenses of New York, looks to be as varied and exciting as New York City itself. With so much to see, pre-conference and post-conference excursions are offered as well. Norm Scarpulla, Shawn Welch, and Terry McGovern have worked tirelessly to secure access to usually restricted government and privately controlled coast artillery structures. Detailed itineraries and registration procedures are included with this newsletter and may be found on our website as well.

See you at the conference!

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2016 Nominations Committee

The Nominations Committee, Quentin Schillare (Chairman), Norm Scarpulla, and Mike Fiorini, are seeking candidates for the Board of Directors to consider by May 1. The ballot will be included in the May 2017 Newsletter with results by July 31. Results will announced in the August 2017 Newsletter. The three-year term will begin October 1, 2017. If you are interested in running or have a nomination, please contact Quentin (qschillare@kc.rr.com), Norm (nands.scarpulla@verizon.net), or Mike (mrfiorini@comcast.net) before May 1.

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Preservation Committee Report

Gordon Bliss

Year in Review 2016

There has not been much movement this past year in two of the largest areas of concern.

Fort Monroe's status is still somewhat in limbo as the dispute between the State of Virginia and the US Army has not yet been resolved and has prevented finalizing the transfer of the site. On the positive side, it appears to be well kept; housing units have been

CDSG Meeting and Tour Calendar

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

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

Terry McGovern, tcmcgovern@att.net

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

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

2017 CDSG Post-Conference Tour
April 2-3, 2017

Camp Hero/Montauk, NY
Terry McGovern, tcmcgovern@att.net

2018 CDSG Conference
April 2018

Columbia River, OR/WA
Mark Berhow, berhowma@comcast.net

2018 CDSG Special Tour
Summer, 2018
Switzerland

Terry McGovern, tcmcgovern@att.net

2019 CDSG Conference
Chesapeake Bay, VA

Terry McGovern, tcmcgovern@att.net

2019 CDSG Special Tour
Manila Bay, the Philippines

Andy Grant, ftmotttris@comcast.net

Other Meetings and Tours

May 3 - 7, 2017

Council on America's Military Past Annual Conference
Vancouver, WA

Bridget Hart, bridgethshea@hotmail.com

May 2-10, 2017

Fortress Study Group Overseas Tour
Malta

Alistar Graham Kerr, psgeditor@hotmail.com

May 20, 2017
Menno van Coehoorn Excursion
Naarden Netherlands
Frits van Horn, fritsvanhorn@xs4all.nl

May 25-28, 2017
Association Vauban Annual Congress
Barcelonnette, France
Marc Gayda, marcgayda@yahoo.fr

June 10-11, 2017
Assn Saint-Maurice d'Etudes Militaries Tour
Besancon, France
Pascal Bruchez, president@asmem.ch

September 1-3, 2017
Deutsche Gesellschaft fur Festung Annual Conference
Ingolstadt - Germany
Andrea Theissen, anja.reichert@uni-trier.de

September 2-5, 2017
Fortress Study Group Annual Conference
Alderney, Channel Islands
Alistar Graham Kerr, psgeditor@hotmail.com

September 4-7, 2017
ICOFORT Annual Conference
Northern Norway
Milagros Flores, milagrosflores44@aol.com

June 10-11, 2017
Assn Saint-Maurice d'Etudes Militaries Tour
Soisson, France
Pascal Bruchez, president@asmem.ch

September, 2017
Association Vauban Tour
Rhine River, Germany
Marc Gayda, marcgayda@yahoo.fr

October 2017
International Fortress Council Annual Meeting
Julich, Germany
Kees Neisingh, secretariat@internationalfortresscouncil.com

October 7 & 14, 2017
Menno van Coehoorn Excursion
Nijmegen, Netherlands
Frits van Horn, fritsvanhorn@xs4all.nl

November 14, 2017
Menno van Coehoorn Meeting
Maastricht Netherlands
Frits van Horn, fritsvanhorn@xs4all.nl

sold; and some other structures have been leased; including one where the Oozlefinch Brewery is now. The Endicott batteries are being kept clean except for the mortar batteries – they are fenced off, overgrown, and continue to deteriorate.

At Gateway NRA what will happen to the coast defense structures is still uncertain in the wake of the adoption of the new General Master Plan that does not favor historic preservation. The leasing program at Fort Hancock has not made much progress. On a plus side, there are now interpretive signs for the location of the test block used to proof the 14-inch gun turrets later mounted at Fort Drum. These interpretive signs were funded in part by the CDSG Fund, along with the Army Ground Forces Association. I am hopeful that the attendees at this year's conference will have the opportunity to provide some constructive feedback and suggestions on how they can go forward.

In the San Francisco area, there is continued progress with interpretation at Battery Townsley and other projects ongoing in Fort Winfield Scott. The Doyle Drive replacement/Presidio Parkway project is in the final phase. At Fort Miles in Delaware they are also continuing to make progress on their interpretation projects.

During this past year's conference in Portsmouth and North Boston we had an opportunity to see the improvements to the Pulpit Rock FC tower in Rye, NH, by the local Friends of Pulpit Rock Tower group along with those done to the interior of Battery Murphy in Nahant, MA, by the Northeastern University's

Marine Science Center. This adaptive reuse to support their laboratory functions kept a number of the original interior doors and includes historic pictures and plans of the battery on display. They have also converted part of the former power plant room into a presentation area.

At Fort Adams, improvements continue at the Advanced Redoubt, with most of the hedge line that blocked viewing it cleared away, a new fence along part of this, and a new interpretive sign outside the fence, along with other access improvements.

On the lost side, Battery 134 in San Diego was demolished by the navy. One can only hope the same does not happen to the nearby Battery 239.

Every year I hear about one or more site issues that I then never hear any follow-up on. I would strongly encourage anyone who reads about such an issue in this column and not mentioned again in a future column, and who knows what the resolution of that issue was, to let me know so that I can pass it along. I also want to remind people that the CDSG Fund can help with preservation and interpretation projects such as the signs at Fort Hancock mentioned above.

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

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Coast Defense Study Group Press Annual Update

Terrance McGovern, Chairman

2016 Reviewed

The CDSG Press only exists because of the volunteer efforts of its committee members. We need to thank all the current members of the CDSG Press - Mark Berhow, Terry McGovern, Jon Prostack, Tom Kavanagh, and Tom Batha for their long-term volunteer work for our organization.

We have added "Volume 30" (2016) of the *Coast Defense Journal* and *CDSG Newsletter* to our list of back issues. This volume is only available via a DVD which contains our entire Journal/News collection, which represents over 12,000 pages of coast defense articles for only \$55. Once you purchase this DVD, "CDSG Publications 1985-2016," you can buy yearly updates for only \$10 upon the return of the previous purchased DVD. Our coast defense document collections, known collectively as "HD Records" (such as RCW, Engineer Notes, Quartermaster, and Annexes) is also available under our CDSG ePress label in PDF format (see references page at our web site, "cdsg.org"). The complete collection of these digital files is available for \$250. These DVDs are a digital collection of the key National Archives coast defense documents without all the paper. These are great reference items and can help you write articles for our *CD Journal*. Single harbor defenses collection of these documents are also available at the cost of \$50 on one or two DVDs. A companion digital product is our "CDSG Documents" DVD with a great collection of key coast artillery reports and manuals for only \$50.

We published (hardcopy version) the 3rd Edition of *American Seacoast Defenses* (ASD3) in May 2015 via Thomson-Shore, but we used their "print on demand" service this time. We have sold about 105 hardcopy version of ASD3 so far at \$45 including shipping, but unlike the traditional printing process we only order a similar number of books as we can always have more printed on demand. Mark continues to update and expand the range of coast defense information in the 3rd Edition in PDF digital form. Please place your order for a hardcopy version of ASD3 so you will have the most comprehensive guide on your favorite subject.

While actually part of our Membership Committee activities, the CDSG Press handles the distribution of our CDSG gear, such as T-shirts (\$18), patches (\$4), and hats (\$20). We updated our T-shirt design in 2015 as we needed to reorder due to a low inventory. Please purchase one of these items so you promote the CDSG to others and expand our membership.

Here is a summary of reprint efforts to date: Our 2011 project, *Artillerists and Engineers*, has sold 165 books-on-demand through Lulu.com, while we sold 64 purchased copies (87%) to date out of a press run of 69. Our 2007 project, *Endicott-Taft Report*, has sold 235 books/plates (55%) to date out of a press run of 427. Our 2004 project, *American Seacoast Defenses - 2nd Edition* (ASD2), has sold 503 books (100%) to date out of a press run of 503. Our 2001 reprint project, "American Coast Artillery Material" has sold 268 units (66%) to date out of 404 books printed. Our 1998 reprint book, "Permanent Fortification and Seacoast Defenses" which covers the Third System of U.S. fortifications has sold 179 units

(52%) out of a press run of 344. Our 1997 reprint, *Service of Coast Artillery* has sold 334 units (63%) out of 532 printed. Our 1996 reprint book, *Seacoast Artillery Weapons*, has sold 409 copies (94%) out of our press run of 436. We have sold a total of 356 copies (97%) of our 1994 reprint book, *Notes on Seacoast Fortification Construction*, out of our total press run of 376.

As you can see, we have almost sold out of several titles. We plan to continue to offer these books through an "online print-on-demand" service, but we do need to consider the number of future sales to justify the set-up costs to have these prints on demand titles.

We have been donating our remaining stock of the 1st edition of the ASD to coast defense site owners to help educate them about our favorite subject. Please provide to Terry McGovern the contact information for site owners that would benefit from having a copy of the ASD. You should also consider donating your own 1st and 2nd edition (once you purchase the 3rd edition) to non-members to encourage them to join the CDSG.

2017 Plans

The CDSG Press published our first "print-on-demand" book through Lulu.com, an internet provider of books, in 2011. By using this method we do not need to pre-sell the book to insure we have enough funds to cover about half of the print run. Please provide your suggestion to Terry McGovern for worthwhile titles (please consider the copyright when suggesting titles) for the CDSG Press to publish.

The CDSG Press is working on companion volume to the ASD3. This will be a *Guide to Modern American Seacoast Forts (1885-1950)*. This work (ASF) will focus on the history, key features, location, and the current status/access of each American coast defense fort (using site maps and old & current aerial photos). The book will also include an introduction, battery listing, and sources. Terry McGovern is assembling this work with Mark Berhow providing his excellent layout skills. Once we finish the 1st draft, we will be circulating it to various regional CDSG members for their review and comments. Please contact Terry McGovern at tcmcgovern@att.net if you have information about your local fort or forts that you want to include and/or if you would like to review the manuscript.

Several proposals have been offered for future new CDSG Press projects. One such proposal is a collection of rare ordnance photographs and drawings from the archives of the Aberdeen Proving Grounds. This publication would be professionally printed and bound which will allow for high quality grey scale and/or color illustrations (not currently possible in the *Coast Defense Journal*). Another proposal is a "then and now" photograph book of various U.S. forts, with a goal to promote the preservation of these rare sites. We ask our membership to keep offering new ideas for the CDSG Press.

We plan to add "Volume 31" (2017) of the *Coast Defense Journal* and *CDSG Newsletter* to our DVD of back issues for a price of \$55. While the CDSG Press does not print new works on coast defenses authored by our members at this time, the Redoubt Press will publish such works. Please contact Terry McGovern at tcmcgovern@att.net or 703/934-3661 (work) if you have such a title that you would like to be considered.

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CDSG Fund Report 2016

Terrance McGovern, Trustee

The CDSG Fund supports the efforts of the Coast Defense Study Group, Inc., by raising funds for preservation and interpretation of American seacoast defenses. The CDSG Fund is seeking donations for projects that support these goals. 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 our project grants. Major contributions are acknowledged annually. Make checks or money orders payable in US funds to: Coast Defense Study Group Fund or the CDSG Fund. The CDSG Fund trustees for 2016 were Terry McGovern, Mark Berhow, and Quintin Schillare.

The fund is always seeking proposals for the monetary support of preservation and interpretation projects at former coast defense sites and museums. A one-page proposal briefly describing the site, the organization doing the work, and the proposed work or outcome should be sent to the address below. Successful proposals are usually distinct projects rather than general requests for donations. Ideally we desire to fund several \$500 to \$1,500 grants per year. Upon conclusion of a project a short report suitable for publication in the *CDSG Newsletter* is requested.

During 2016, the fund made only one grant during the year due to the lack of qualified requests. This grant was to fund two interpretive signs for the NPS at Sandy Hook, NJ, on the test site for the 14-inch turret for Ft. Drum in Manila Bay. This request was made through the Army Ground Forces Association. While we have heard about possible grant requests from various former forts, we request our membership, especially our CDSG Reps, need to reach out to organizations that are working to preserve and interpret fortification and coast defense sites.

The fund again recognized the efforts of CDSG volunteers by hosting a dinner at the annual conference in Portsmouth, NH. We also continued a program to supply public fort sites with copies of our publications to aid their understanding and preservation of the structures in their care.

The CDSG Fund received **\$3,950** in donations during 2016 while making **\$2,593.27** in grants, leaving the fund with a balance of **\$11,983.27** at the end of 2016. The fund trustees and board of directors wish to publicly thank the following individuals for their contributions to the fund during the 2016 calendar year:

Appel, David	Grimm, Robert
Barnhouse, Nelson	Hunter, Gary
Binau, Douglas	Johnson, David
Bogart, Charles	Kenneally, Charles
Case, John	Koczur, Joseph
Deutsch, Elliot	Kutt, Thomas
Dow, Charles	Lowenthal, William
Duchesneau, Robert	McGovern, Terry
Fanciullo, Stephen	Novak, Ronald
Fiorini, Mike	Olson, Michele M.
Floyd, Dale	Panayotoff, Ted
Fort Stevens, Friends of	Percy, Peter
Fritz, Karl	Prince, John
Goelet, Robert	

Ruebsamen, David	Sterling, Christopher
Scarpulla, Norm	Walters, Douglas
Schillare, Quentin	Winn, Harry
Scholes, John	Woodman, Charles
Sebby, Daniel	
Seeger, Mark	

Send donations to (and

made out to):

CDSG Fund
c/o Quentin Schillare
24624 W. 96th Street
Lenexa, KS 66227-7285

Or use your credit card via PayPal on the www.cdsg.org website.

Send grant requests to:

CDSG Fund
c/o Terry McGovern
1700 Oak Lane McLean, VA 22101-3326 USA
tcmcgovern@att.net

Please prepare a written request of your need and how your request relates to the goals of the CDSG

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The USS Iowa Association Challenges the CDSG!

Terrance McGovern, Trustee

Member donations will be matched dollar-for-dollar up to \$1,500 to fund transporting 16-inch/50 battleship barrel No. 270 to the USS *Iowa* Memorial at the Norfolk Naval Station.

The Veteran's Association of the USS *Iowa* (BB-61) has challenged our membership to match dollar for dollar up to \$1,500 to raise the funds needed to relocate the remaining USS *Iowa* 16-inch/50 Mark 7 barrel, located at St. Juliens Creek Naval Annex in Chesapeake, VA, or the barrel will be scrapped. The US Navy is allowing qualified organizations to adopt these barrels for free, but those organizations need to pay for the transportation to move them to new homes. One of the barrels at St. Juliens Creek saw wartime service during World War II and Korea on the USS *Iowa*. This 16-inch/50 Mark 7 barrel No. 270 was installed in Turret One (left) when the ship was built in 1942 and remained on the ship throughout WWII and the Korean War until it was replaced in 1955. The barrel was relined and placed in storage at St. Juliens Creek 60 years ago.

The executive board of the Veteran's Association of the USS *Iowa* wants to save this historic barrel for its dozen years of service on the USS *Iowa* during its most important battles. Barrel No. 270 also happens to be the lead gun for entire 16-inch/50 Mark 7 production for the *Iowa*-class of battleship. The board believes the best home for this barrel is the USS *Iowa* Memorial at Iowa Point at the Norfolk Naval Station, VA. The USS *Iowa* Memorial is dedicated to the 47 sailors that died during an explosion in Turret Two as its center barrel was being loaded in 1989. Displaying this massive barrel at this site will allow future generations

to better understand the size and scale of this terrible explosion. The board has set up a Gun Barrel Committee to save this barrel and to raise funds to hire a contractor to move the barrel to the Memorial site. The estimated cost of moving the barrel and constructing a cradle is about \$120,000. For more information about this effort, please contact Ken Leff at 5812 Naples Drive, Zephyrhills, FL 33540 – 813-778-6952 and kenl636@hotmail.com or at www.SaveBB61Barrel270.org.



USS *Iowa* Memorial at the Norfolk Naval Station at Iowa Point, VA.

This is how CDSG members can help. Please send a donation to the CDSG Fund so it can be matched up to \$1,500. The Veteran's Association has raised about \$45,000 so far but the US Navy will only hold the barrel for a limited time. Over the past two years the CDSG Fund has donated funds from our members to help several 16-inch/50 battleship barrels find good homes. We provided \$3,000 to the Fort Miles Historical Association to help them to move a barrel to Cape Henlopen, DE. We also provided \$3,000 to help move a barrel to the USFWS at Cape Charles, VA, to display at Battery Winslow. We most recently provided \$3,100 to the Friends of the Parks for the Monmouth County Park System, NJ, for display at Battery Lewis. Remember your gift to the CDSG Fund is tax-deductible for federal tax purposes and 100% of your gift will go to the USS *Iowa* 16-inch/50 Project (please indicate this purpose on your check). Please send your

check made payable to the CDSG Fund as soon as possible so it can qualify for the matching amount. Your check should be mailed to Quentin Schillare,

24624 W. 96th Street, Lenexa, KS 66227-7285. You can also make a donation via the CDSG website at cdsg.org. Please donate today to save the USS *Iowa* 16-inch/50 barrel and to enhance our memorial to the 47 USS *Iowa* sailors who gave their life for their country.

Additional Benefit: The Veteran's Association of the USS *Iowa* (BB-61) is offering custom challenge coin for donations over \$100 – See photo below.



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Hurricane Matthew Exposes World War II Panama Mount

Gary Alexander

On October 8, 2016, Hurricane Matthew roared ashore just north of Charleston as a strong Category 1 storm. Besides leaving destruction and widespread power outages in its wake, Matthew revealed a piece of coast artillery history on Sullivan's Island, home of Fort Moultrie. The storm surge completely uncovered one of the four Panama mounts built along the beachfront of the former Marshall Reservation in 1942. Four GPF 155 mm guns were emplaced on the mounts, but two were later moved to Folly Island, leaving two to remain for the duration of the war.





The top of this mount was known to appear from time to time after a storm, but this is the most exposure that this mount has experienced in many years. One other mount is known to exist under the deck of a nearby beach house. The other two remain hidden under the sands of the ever changing beach front.

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Fort Howard Update

Elliot Deutsch

Late last year it was reported that the Baltimore-area Fort Howard Community Association had launched the “Keeping the Promise for Another Hundred Years” restoration of the US Army field artillery pieces from 1906 displayed in the park, which encompasses the remaining Fort Howard fortifications. The association and local coast defense enthusiasts in the Friends of Fort Howard group spearheaded collecting money and the Maryland National Guard took on the project. Ray Scott of the friends group reports that the two field pieces in front of Battery Harris were refurbished by the National Guard and returned to the park last month.



He also reports that two Eagle Scout projects are adding interpretive panels for visitors. Eagle Scout Austin Wills's Battery Clagget's panel is in place and another is planned for the mine casemate, in addition to those installed the last year.



The Maryland National Guard as well as the various associations and groups are to be applauded for their effort to keep the history alive.

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Hampton fourth-graders experience history at Fort Monroe



Fourth-graders from George P. Phenix School enjoying their tour of Ft. Monroe's Old Fort and the Casemate Museum. Over 1600 students have gone through the tour this year thanks to the National Park Service's "Every Kid in a Park" that gives a park pass to all fourth graders and supports their field trips.

<http://www.dailypress.com/news/education/dp-nws-ft-monroe-nps-centennial-20161215-story.html>



Fort Constitution, Portsmouth, NH

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Coast Defense Study Group 2016 Annual Conference: Harbor Defenses of Portsmouth & North Boston

Mark Berhow, Craig Lentz, Norm Scarpulla

The annual CDSG meeting was held in Portsmouth, NH, September 14 - 18, 2016 at the Holiday Inn Portsmouth, just outside of downtown, adjacent to I-95. This year's St. Babs Conference was our 30th, somewhat of an anniversary. Given the relative scarcity of sites surrounding HD Portsmouth, the meeting planners included sites north of Boston, which have not always been covered in our Boston conferences. They also expanded the number of presentations, including two "matinees" in addition to the usual evening secessions. The weather cooperated and we were able to fit the schedule into the usual four-day gathering.

The 50 attendees registered on Wednesday afternoon, Sept. 14, before gathering for the initial 7:00 pm orientation and presentations. The large meeting room also accommodated tables in the back for CDSG's traditional membership "buy & sell" marketplace. The presentations, coordinated by Quentin Schillare, began with an orientation and overview by the conference coordinators, Craig Lentz and Norm Scarpulla. This was followed by presentations on the 1st and 2nd Systems (Steve Conrad), Battery Farnsworth (Glen Williford), and the Hybrid Forts of the Early- to Mid-19th Century (John Weaver).

The harbor defenses of Portsmouth date from colonial times, and one of the oldest fortifications, Ft. Constitution, still stands. The sites visited along coastal Maine, New Hampshire, and Massachusetts encompassed all eras of American coast defense, including the colonial period, Second- and Third-systems, and several military reservations, major-caliber batteries, and associated fire control stations stretching from the Taft/Endicott period through WWII.

The harbor defenses were built to protect the ice-free port of Portsmouth and the Portsmouth Naval Shipyard, which was established in 1800 as one of four original US Navy shipyards. The revamping of the defenses under the Third System included the rebuilding of Fort Constitution and the renovation of Fort McClary across the river in Maine, neither of which were completed by the start of the Civil War. New defenses were constructed during the early 1900s, and overhauled again prior to and during WWII. While the naval shipyard is still active today and a high security location, most of the defenses have been turned into public parks or historic sites.

Thursday, Sept. 15 - Harbor Defenses of Portsmouth

The troops gathered at 8:00 am and drove to Kittery Point, ME. The first stop was Fort Foster on Gerrish Island, now a public park operated by the Town of Kittery, which includes picnic grounds, hiking trails, beach/water front access, and a nature preserve. Fort Foster was built during the Endicott period with two batteries — Battery Bohlen (three 10-inch DC) and Battery Chapin (two 3-inch Ped) — along with an original

searchlight position and a mine fire control station. It was upgraded during WWII to include two new fire control stations, a mine casemate, AMTB battery 952 (two 90 mm fixed), and BCN 205 (two 6-inch BC). The structures are in generally good condition, although the magazine access for Battery Bohlen has been backfilled to the gun platform level and the earthen cover in front of Battery Chapin has been removed. We were given access to Battery 205, the mine casemate, and one of the fire control towers. The fire control tower behind Battery 205 was closed due to excess bat excrement. Exiting the main gate, a quick stop



Fort Foster Battery Chapin



Fort Foster Battery Bohlen



Fort Foster WW2 fire control tower



Fort Foster WW2 mine casemate

allowed a hike out to the Seward's Point fire control station (on private property just north of the park), built in 1916 for the new horizontal baseline system.

The next stop was at Fort McClary, a Maine State Park on a hillside near Kittery Point. The site has been a defensive position from the Revolutionary War and was the site of a Second-System defensive work consisting of upper and lower elliptical batteries. Its most distinguishing feature is a blockhouse completed in 1844 to give extra protection to the batteries. A projected major rebuilding and expansion of Fort McClary as part of the Third System began in 1863, but was never completed. The intent was to create a large five-sided fort with one or two tiers. Only the two seaward fronts and one of the landward bastions (with a granite magazine) exist today. The seawall was defended by a small caponier with rifle ports, which is in excellent condition. Work continued sporadically through 1867, and again in the 1870s when a lower battery was rebuilt for three 10-inch Parrott rifles and three 15-inch Rodmans (of the nine stored there), which were not mounted until 1898. The Second-System upper battery still remains, along with the remodeled lower battery.

The incomplete Third-System work surrounds the Second-System batteries, which are crowned by the stone and wood hexagonal blockhouse, one of the last built in the nation's seacoast defenses. A large number of unfinished granite blocks



Fort McClary blockhouse and 3rd System work



Fort McClary blockhouse and 2nd System battery

remain from the construction effort just outside the Third-System work. The blockhouse is in good condition and open to the public during park hours. The fort was rendered obsolete by the construction of the Endicott-era fortifications, but remained in Federal hands until acquired by the state in the 1920s. This is an outstanding location to see the style and construction of a late Third-System fort.

Following lunch, the group continued to Fort Constitution on Fort Point, New Castle Island, strategically situated to defend the harbor entrance on the river. This site has been fortified since early colonial times. The original earthwork Fort William and Mary had been the target of raids and battles during the Revolution until the British abandoned Portsmouth later in the war. The fort was rebuilt under the Second System with brick and earthworks and renamed Fort Constitution.

During the War of 1812 the fort was manned and expanded with a Martello tower to guard the landward access. As with Fort McClary, the Third-System reconstruction program also came late to Fort Constitution, which was initially redesigned to be a three-tier granite fortress. When construction was abandoned in 1867, the Second-System fort seen today was left largely intact within the two walls of the Third-System fort built around it. In 1897 construction began on Battery Elon Farnsworth (two 8-inch DC) and in 1904 on Battery Hackleman (two 3-inch Ped). During WW2, a new outer wall was added to the 1920 mine casemate. Farnsworth was disarmed in 1917 and Hackleman remained armed until 1948, although not with its original guns.

The reservation was eventually turned into the main Coast Guard station in Portsmouth, after which Battery Hackleman was demolished for a parking lot. The major part of Fort Constitution, including Battery Farnsworth, a Martello Tower (one of the very few remaining), a mining casemate, and a renovated dockside brick mine storehouse are controlled by the University of New Hampshire's Coastal Marine Lab. Both Farnsworth and the mining casemate have at times been used as storage for the marine lab. The state placed these facilities on the National Register of Historic Places and the fort is open as a state park, with the exception of the mine storehouse, which is used by the university. Nearly, the Portsmouth Harbor Lighthouse is owned



Fort Constitution 2nd System sally port



Fort Constitution unfinished 3rd system casemates



Fort Constitution 2nd System wall and magazine

and operated by a non-profit organization of its own.

Battery Farnsworth and the mine casemate are normally closed to the public, but CDSG was given access to the battery, a relatively rare unmodified early-Endicott battery with small circular gun platforms and no connecting corridors between the two platforms. UNH cleared the battery of its brushy overgrowth for our visit. The battery itself is in poor shape with some walls



Fort Constitution Battery Farnsworth gun platform



Fort Constitution Battery Farnsworth



Fort Constitution Walbach Tower ruins

of the south emplacement starting to collapse, in spite of a major concrete “restoration” of one of the gun decks. The remains of the Martello Tower — known as the Walbach Tower — are on a hill behind the battery. We were also able to go into the mine casemate. Fort Constitution is another rare chance to see both a largely intact Second-System work, surrounded by the incomplete tiers of the late Third System work. To visit the fort you have to walk from the parking area outside the security fence on the outlined path over the Coast Guard facility.

On the return to the hotel, we stopped by the site of Camp Langdon (1917-1948), the main cantonment area for the defenses of Portsmouth. It was turned over to the navy after war, and all military activity ceased by 1964. Very little remains at the site today, other than three gunblocks for WW I 3-inch antiaircraft guns, as it is now the New Castle Island Great Common, a city park.

The first afternoon matinee presentations began mid-afternoon with talks on Modern-Era Gun Emplacement Trends (Mark Berhow), Fort Monroe in Postcards (Charlie Bogart), and Quartermaster General Standard Building Plans (Quentin Schillare).

Following a dinner break, the evening round of presentations began at 7:00 pm, beginning with a last-minute photo presentation on the renovated fire control station at Gales Point in Manchester, MA, a site we had been scheduled to visit, but which

had to be cancelled. This was followed by representatives of the Friends of Pulpit Rock Tower, Federal Disposal of Fire Control Sites (Craig Lentz), Endicott Board Formation (Karl Fritz), and Coast Artillery Subcaliber Devices (Danny Malone).

Friday, Sept. 16 - Harbor Defenses of Portsmouth

The group gathered at the hotel at 8:00 am and headed down Route 1A to Rye, NH. The first stop was Pulpit Rock, beginning with the emplacements for AMTB Battery 951 (two 90 mm fixed) in the parking area, before heading up the hill to visit the Pulpit Rock fire control tower. Officially owned by the state and occasionally used as fishery enforcement observation station, the round tower spurred the local residents into action when it was proposed to use it as a cell tower. The Friends of Pulpit Rock Tower were formed to spearhead cleaning and restoring the tower to open it to visitors on a few special occasions throughout the year. The state is pleased with this arrangement and it is a win-win for historic preservation. Various local CDSG members have assisted in the open houses and in preparing the interpretive signs within the tower.



Pulpit Rock fire control tower

Next stop on the schedule was WW II-era Fort Dearborn with its three major gun batteries - four 155 mm GPF on Panama mounts, Battery 204 (two 6-inch BC), and Battery Seaman (two 16-inch Casemated BC). The site is now owned and operated by the state of New Hampshire as Odiorne Point State Park, and includes an extensive network of trails, rocky beaches, and the Seacoast Science Center. The gun batteries are readily discernible, yet rather neglected. We were given access to Battery 204, next to the parking lot, which is currently used as a storage facility. A relatively long walk through the woods to Frost Point took us to Battery Seaman, otherwise known as Battery 103, which sits in rather benign neglect in the woods. The magazines were sealed, but have been broken into so the adventurous could crawl in and wander through a fairly standard WW II-era 16-inch casemated battery. The PSR room located behind also had its entrances covered, but a few intrepid souls wiggled into a crevice to get in, finding it rather spacious compared to those on the west coast.



Fort Dearborn Panama mount



Fort Dearborn Battery 204 magazine entrance



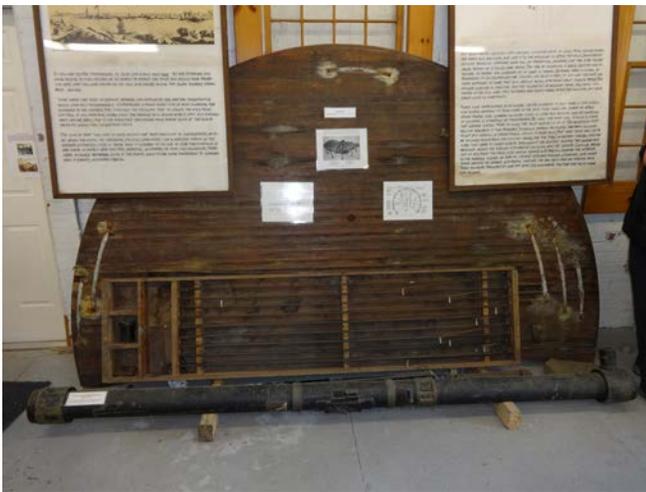
Fort Dearborn Battery Seaman casemate



Fort Dearborn Battery Seaman overhead trolley system

Our last stop of the day was the third Endicott fort, Fort Stark, on Jerry's Point, New Castle Island. This fairly compact fort was the site of a 1870s battery, which was subsequently replaced by four Endicott-era batteries: Battery Hays (two 3-inch Ped.), Battery Kirk (two 6-inch DC), Battery Hunter (two 12-inch DC), and Battery Lytle (two 3-inch Ped.). The guns of Battery Kirk were removed during WW I, and in WW II, a very impressive combined harbor entrance control post (HECP) and Harbor Defense Command Post (HDCP) was built spanning the central magazine. The remaining guns at Fort Stark were removed at the end of WW II, when the property was transferred to the navy and ultimately turned over to the state, which now maintains the property as Fort Stark State Historic Site.

The park is not well funded, and relies heavily on a friends group and volunteers to interpret the site. The volunteers have an excellent museum in the visitors' center housed in the original brick ordnance storehouse. The gun batteries are in reasonably good shape, and are fine examples of late Endicott-period designs. Unfortunately, the HECP has not fared as well; it was closed to public access due to safety concerns. While the park is open regular hours, the visitors' center is only open for limited hours and special events.



Fort Stark plotting board display in museum



Fort Stark WW2 HECP and Battery Kirk



Fort Stark Battery Lytle



Fort Stark Battery Hunter

After this stop, many in the group fanned out to look for a New England "lobsta" lunch before gathering back at the hotel for a 2:30 pm series of matinee presentations. This was led off by a representative from the public affairs office of the naval shipyard, who spoke about its history. She was followed by talks on the Taft Board Formation (Karl Fritz), a review of CDSG's downloadable resources (Mark Berhow), and a presentation on the status of CAMP (Gordon Bliss). These were followed by our annual banquet and business meeting, and another round of presentations.

These covered the Third System (John Weaver), the 1870s System (Glen Williford), and German Shore-Based Mine and Torpedo Defenses of WWII (Danny Malone).

Saturday, Sept. 17 - North Boston Defenses

An early start to the morning found the group heading south on I-95, over to Lynn, and then out the causeway to Nahant, MA. We gathered at the former East Point Military Reservation, the northern-most battery of the HD Boston. Acquired from the Lodge family in WW II, it was the site of Battery Murphy (two 16-inch casemated BC), a two-gun 155 mm GPF battery on Panama mounts, and Battery 206 (two 6-inch BC). After

the war the site was used for a four-gun anti-aircraft gun battery and a Nike-Ajax two-magazine missile launch area (B-17L). Five fire control structures (four towers and one cottage style) were built nearby.

In the late 1960s Northeastern University acquired the site and now uses it as their Marine Sciences Center. In an excellent example of re-adaptive use, the many rooms, magazines and galleries of Battery Murphy are used as a research laboratory housing marine life research tanks and equipment. Our tour began inside the battery with a talk about the Nahant defenses



East Point Nahant Battery Murphy rear entrance



East Point Nahant Battery Murphy interior casemate



East Point Nahant Battery 206



East Point Nahant fire control tower

(Norm Scarpulla), after which we toured the facility. A walking tour of the rest of the reservation followed, visiting Battery 206, the remaining buildings of the Nike launch area (the launch area itself has been buried and turned into a park lawn), a quick visit the PSR (locked), and the former Nike personnel buildings which has been converted into offices and classrooms by Northeastern. We were also able to visit one of the nearby fire control towers on private property adjacent to a home. The current owner connected the tower to the existing house and renovated the internal rooms, all of which provide an unimpeded view of the ocean.

Next we moved to the other side of Nahant to the former Fort Ruckman and Battery Gardner (two 12-inch Casemated BC), as well as a three-gun 3-inch AA battery. Gardner was originally built in 1921 as two open barbette guns with a protected magazine. It was casemated during WW II, adding a bit more protected space behind the magazines. After the removal of the ordnance, the hill was used as the Nike radar control site (B-17C).

Today, most of the area within the fort's WW II boundaries has been converted into residential real estate, recreation, or park land. The gun casemates have been covered, but the town has access to one of the rear entrances and the subterranean galleries are used for storage. Arrangements were made with the town to



Nahant Battery Gardner



Nahant fire control tower near Battery Gardner

tour the galleries and magazines. Jerry Butler, a local military historian of note (and early CDSG member) who specializes in Nahant's military history was able to meet us at the battery. He regaled attendees with stories from times past of crawling into the bunker as a rite of passage for many of the local youths. Following a photo stop at another nearby fire control tower and a seafood lunch, we were off.

Heading back up the coast to Marblehead in smaller parties, members visited the colonial-era site of Fort Sewall, and photographed a nice fire control tower on Marblehead neck that was typical of several in New England camouflaged to appear as seaside homes. Some attendees stopped to see what remains of Fort Pickering in Salem, before driving north again back to the hotel.

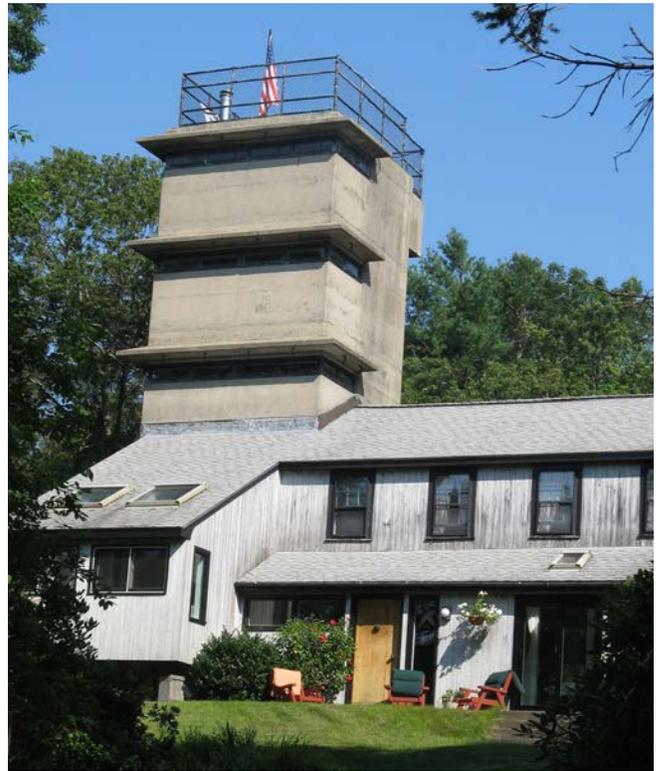
Following dinner, the final scheduled session of presentations included talks on Seacoast Mortars (Mark Berhow) and the Defenses of the Panama Canal (Terry McGovern).

Sunday, Sept. 18 - North Boston Fire Control

On the final day of the conference we checked out of our hotel and drove towards Cape Ann in Massachusetts. The first stop was at Salisbury Beach State Park, to see what remains of the



Halibut Point fire control



Coolidge Point fire control

four Panama mounts installed in WW II. We visited the Halibut Point FC tower (shared by HD Portsmouth and Boston) now in Halibut Point State Park. The tower and its attached barracks currently house various interpretive displays including coast defense. We were able to gain access to the tower even though the building was temporarily closed for renovation.

A stop for photos of the Emerson Point FC station was next, before heading south to Manchester, MA. We had arranged to visit the magnificently renovated Gales Point FC station, but the visit was cancelled due to circumstances beyond our control. The last stop was the Coolidge Point FC tower, which was renovated into a residence in the 1970s and 80s by Craig Lentz, one of our members. The tour concluded there with some libations and refreshments.

This was another excellent conference and the CDSG owes a great vote of thanks to the conference organizers Craig Lentz and Norm Scarpulla for making all the arrangements and for putting together a great program of talks and presentations. The CDSG would also like to thank the following organizations and people for assisting in our visits to the sites:

- Liz Williams, Public Affairs Office, Portsmouth Naval Shipyard
- Ben Wilson and Brian Wilson, NH Dept. of Resources & Economic Development
- Nate Rennels, University of New Hampshire Coastal Marine Lab
- Ron Kolek, Friends of Portsmouth Lighthouses
- Joan Hammond & Carol White, volunteers, Ft. Stark State Park
- Patricia Weathersby, Friends of Pulpit Rock Tower

Glenn Dochtermann, Maine State Parks
 Dane Parker, Friends of Fort McClary
 Norm Albert, James Eldridge, and David Rich, Kittery ME
 Dept. of Public Works
 Delano Family, property owners, Kittery, ME
 Carole McCauley, Northeastern University Marine Sciences

Center
 Jerry Butler, historian and retired author, Nahant, MA
 Jeff Chelgren, administrator, Town of Nahant, MA
 George MacNaughton, property owner, Nahant, MA
 Michael Magnifico and John Ratti, Massachusetts Dept. of
 Conservation & Recreation



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Future CDSG Special Tours

Terry McGovern

- Switzerland, August/September 2018
- Corregidor & Manila Bay, February 2019
- Australia, August 2020

Swiss Fortification Tour – August/September 2018

As we reported in past *CDSG Newsletters*, CDSG members have been invited by Pascal Bruchez and Maurice Lovisa of the ASMEM (Association St-Maurice d'Etudes Militaires), the primary fortification study group in Switzerland (similar to the CDSG and FSG) to visit the impressive fortifications of Switzerland. The focus of the tour will be the Swiss National Redoubt, a widely distributed set of fortifications on a general east-west line through the Alps, centering on three major fortress complexes, Fortresses St. Maurice, St. Gotthard, and Sargans. These fortresses primarily defended the alpine crossings between Germany and Italy. We will also visit the Border Line, an advance line of defenses near the borders, and the Army Position, somewhat farther back. These two defense lines were designed to protect the Swiss heartlands (the industrialized and populated heart of Switzerland) during both World Wars and the Cold War. Many of the sites we will be visiting can only be accessed through this group tour and are rarely visited by non-Swiss, so please consider this a once in a lifetime tour to see the best modern Swiss fortifications.

As we need at least 20 enrollees to justify organizing such a tour, we have reached out to the Fortress Study Group (FSG) to make this a joint tour with the UK based group. We now have about 15 possible FSG/CDSG tour members that have expressed interest for this tour. Therefore we are moving forward with the detailed planning on the best sites to visit, ground transportation, and hotels/meals. We are working with Martin Egger (our Swiss-based CDSG member) and Maurice Lovisa to finalize these plans and to pick the best dates for the tour. Targeted tour dates will be between mid-August to the end of September 2018, subject to accessing the sites and best tour costs. From this planning effort we will be providing an estimated in-country cost of the tour,



A 10.5cm gun at a former Swiss Army fort in the town of Faulensee

as well as seeking a deposit from tour members to reserve their space on this unique tour. Please be sure to let Terry McGovern at tcmcgovern@att.net or 703 538-5403 of your interest in attending the 10-day special tour to Switzerland so you can receive details on this tour.



Swiss anti-tank bunker based on a Centurion tank turret

Corregidor & Manila Bay Fortification Tour - February 2019

In 2019 the CDSG plans to return to the Harbor Defenses of Manila Bay over the first week of February. Fort Mills on Corregidor Island will be the main focus of the trip and permission will be sought to visit all of the other islands that make up the former harbor defenses. As we learned in our 2014 expedition, ownership of the islands that have Fort Drum and Fort Frank has fallen upon the Philippine Marines, which has made them harder to visit. Access to Fort Hughes will be sought from the Philippine Navy.

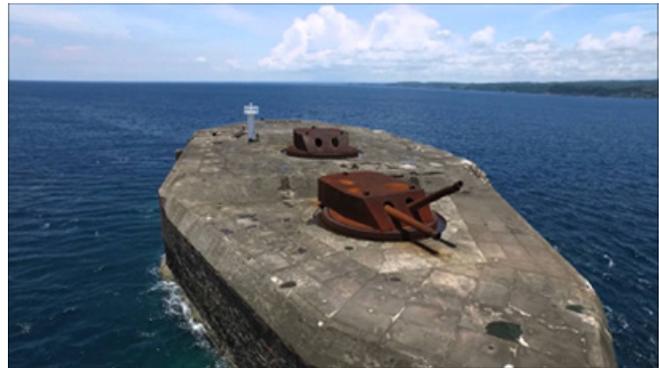
The 2019 trip will not be visiting Subic Bay but will instead visit the museum in Cavite, the site of the former U.S. naval base. Also, different from the last trip, it will be up to the individual to find their flights to Manila. We found this as the best option so that everyone can travel with the airline or partner airline of



12-inch Mortar at Battery Way, Fort Mills Corregidor

their choice. As with all the CDSG trips to the Philippines, we will be staying at least one night in the historic Manila Hotel. As with any trip that is being planned two years out, the itinerary is subject to change.

Andy Grant (with support from Glen Williford) will be organizing our 6th tour to Corregidor & Manila Bay. As the February 2019 date draws closer, the organizers will provide a proposed detailed schedule and let folks know about our success in gaining permission to visit Fort Hughes, Fort Frank, and Fort Drum. Please reach out to Andy Grant at wekagg@verizon.net for further information or your questions.



14-inch turrets of Fort Drum, Manila Bay

Australian Fortification Tour - August 2020

Ian Wolfe, a CDSG & Fortress Study Group (FSG) member, has the great privilege of being resident in Sydney and has proposed a tour to the coast defences of Australia. Ian tells us that while attending a number of FSG and CDSG tours over the last two years, he has been approached by members to consider arranging a study tour to visit the coastal defences of Sydney and its environs. He requests that we consider several tour options and provide him feedback in order to determine the best way forward for this proposed tour to the other side of the world.

A quick background on the defences of Sydney: Sydney was founded in 1788 and defences were constructed thereafter up to the end of WWII (when there was a Japanese mini submarine raid). Most coast defences were batteries, with a few forts, covering the extended reaches of Sydney Harbour. Most of these sites remain as public parks with the fortifications preserved to varying levels. For a good summary on these defences, please refer to an article by Dean Boyce at: http://dictionaryofsydney.org/entry/defending_colonial_sydney.

Ian's proposed plan is to spend 6 days looking at the Sydney fortifications tentatively in August 2020. Adds on to the tour include a day trip to Wollongong to the south, and an overnight trip to New Castle to the north (where there is a working 6-inch gun). He wants to be sure we know that from his perspective the defences are in the "medium" quality category and are mostly concrete/stone, with only a few guns remaining. However, the scenic settings are often spectacular, and the wine is excellent. Ian also points out the long travel time and high costs to get to Australia. The duration of the air flight is about 18-20 hrs from the USA and about 26 hrs from the UK - although you can break the trip at Hawaii, Dubai, or Singapore, etc. Also, it takes most

people about 3 days to get over jet lag, and thus tour members would be encouraged to come a few days early, and spend the time touring Sydney. The current (January 2016) prices for round-trip airfare from the UK/USA is about \$1,100 USD. Three star hotel accommodations are about \$120USD per night and food/transportation costs are comparable to UK/USA prices. Thus, the cost of a 9-day study tour would be approximately \$2,700 GBP/\$3,000 USD (+30% as a contingency). Ian adds as the major cost is the airfare, tour members could take the opportunity for a “once in a life time” extended visit to Australia to see the sites/visit long-lost friends and relatives. Also, one could add a tour extension to New Zealand with the option of visiting the defences of Wellington/Auckland. Ian also points out that both countries speak a comprehensible variant of English and it is easy and safe to travel around.

Any tour would probably need to be a combined CDSG/FSG effort in order to generate sufficient attendees, and would not be before 2020 (due to the FSG & CDSG current tour programs). Ian is seeking feedback on these tour plans and input tour op-

tions, so if interested, please email him with your preferences to ianmcwolfe@hotmail.com, so he could have some solid information upon which to determine the best way forward for this wonderful tour of that country down under. Please CC tcmcgovern@att.net so I can track the level of interest as well.



Fort Scratchley, Sydney, Australia



Fort on Bare Island, Sydney, Australia



Fort Denison, Sydney, Australia

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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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CDSG Tour of the Defenses of the Panama Canal - Part 2

By Terrance McGovern

The CDSG tour to the defenses of the Panama Canal took place from February 27th to March 5th, 2016, with 18 tour members. The goal was to visit as many as possible of the American and Spanish defenses in and around the former Canal Zone during our week in Panama. The first and last CDSG tour to Panama was in 1993, so it has been 23 years since the CDSG has toured these defenses. During this time the ownership of these sites has become diffuse and their condition has *deteriorated*. This is the tenth special tour I have organized for the CDSG and the challenge this time was the large number of site owners and the general lack of interest in preserving the historical defense sites we visited. Key to the success of the tour was our local member, Paolo Sanfilippo. It was through Paolo's excellent efforts over the last two year that we actually visited every site on our schedule. To make this tour happen, Paolo needed authorization to visit more than 50 sites, to arrange ground transportation and daily meals, and even clear jungle trails and overgrown structures in advance for us. The tour would not have occurred without his efforts and his detailed knowledge about each site we visited. The previous article in the February 2017 *CDSG Newsletter* covered the Pacific side defenses, this article covers our visit to the Atlantic side of the Panama Canal defenses.

Day 4 – Tuesday – 3/1 - Fort Clayton/Albrook Airfield, Portobelo, and Fort Delesseps

After a hotel breakfast and checking out of the Amador Ocean View Hotel, we embarked on our mini-bus (and accompanying van with our luggage) for our transit across the isthmus. Our mini-bus took us on a driving tour of Albrook Field (1927-97), the former US air base, which today is the Albrook / Marcos A. Gelabert International Airport, Panama City's primary domestic airport. Both the airfield and housing area have been converted to civilian use. Our next stop was the Corozal American Cemetery, which is run by the American Battle Monuments Commission and contains the graves of 5,336 American veterans and others. We visited the graves and the memorial. Driving back toward Panama City we visited Fort Clayton (1920-99), the former US Army headquarters in the Canal Zone. We were treated to a reception at what is now the City of Knowledge Visitor's Center. This was originally built in 1933 by the US Army as the residence of the commander of Fort Clayton. The house was a great example of the type of housing built in the Canal Zone to handle the hot and wet weather. After thanking our hosts, we drove the Trans-Isthmian highway toward Colon until we turned off at Sabanitas toward Portobelo. We stopped for lunch at Restaurante Los Cañones (perfectly named!) about one mile before Portobelo. This rambling restaurant had tables among palm trees and Caribbean views with several old cannon mounted on large rocks. We ate in the open-air restaurant, decorated with shells, buoys, driftwood, and a roof, due to the first wave of rain. Back on the mini-bus, we reached Portobelo just in time for a heavy rainstorm that continued for the entire time we were there.



Portobelo – Fuerte de San Geronimo – Avoiding the rain

Portobelo was founded in 1597 by Spanish explorer Francisco Velarde y Mercado. From the 16th to the 18th centuries it was an important silver-exporting port in New Granada on the Spanish Main and one of the ports on the route of the Spanish treasure fleets due to its deep natural harbor. In 1668, Capt. Henry Morgan led a fleet of privateers and 450 men against Portobelo, which he captured in spite of its fortifications and plundered for 14 days, stripping it of nearly all its wealth. On November 21, 1739, the port was again attacked and captured by a British fleet, commanded this time by Adm. Edward Vernon during the War of Jenkins' Ear. Today, Portobelo is a sleepy city with a population of fewer than 3,000. In 1980 the ruins of the port's fortification were declared a UNESCO world heritage site.

Our first stop was Fuerte de Santiago de la Gloria (1600-1739) as we drove into town. The tour of the fort was quick due to the rain. The next stop was Fuerte de San Jerónimo (1758), where again we had an "in and out" visit due to the rain. We ran across the street to the Casa-Museo de la Real Aduana in the old custom house which the group enjoyed because it was out the rain. We drove around the town trying to see the other forts and batteries on the hillsides and across the bay. Having had enough of the rain, we headed for Colón.

Founded in 1850 at the Atlantic (northern) terminus of the original Panama Railroad, the settlement was first called Aspinwall, named for one of the builders of the railway. After completion of the railway in 1855, Colón overshadowed the older Caribbean ports of Panama, and with the first plans for the isthmian canal it took on additional prestige. The dock complex built by the U.S. government in the former Canal Zone at Cristóbal, now essentially a suburb, make Colón one of the most important ports of the Caribbean Sea. Colón also is a major commercial center, tourist destination, and port of call for many cruise ships. However, a large proportion of its inhabitants live in poverty, and crime is rampant.

We needed to drive through Colón to reach Manzanillo Point and Fort DeLesseps (1911-55). This small fort had only one battery, Battery Morgan (2 x 6-inch/BC), which was active 1917-44. The battery's two 6-inch guns were on the rare M1910 mount that was developed as the casemated secondary armament for Fort Drum in Manila Bay. Special rounded shields were built



Battery Morgan – 2 x 6-inch/BC – Fort De Lesseps

just for these two guns. Today, all that remains of the fort is the whitewashed gun emplacements. We were greeted by a caretaker as the battery is used by the Smithsonian Institute as education center. The battery's magazines and store rooms have been converted into a display area and lecture room, while other spaces are used for storage. The empty gun platforms allow a great view of Limon Bay and the many ships waiting to transit the Panama Canal. We could see the Cristobal mole where four 90 mm guns in fixed mounts were installed at an AMTB defenses 1943-48. This battery was built over when the port was expanded.

Back on the mini-bus we passed through the city again and headed for the former US Army post of Fort Gulick (1941 to 1995), now Fuerte Espinar. Fort Gulick was basically a sub-post of Fort Davis as the wartime expansion of US Army troops required more quarters and support services than Fort Davis could handle. Today, the officer and NCO quarters are private



M3 3-inch AA gun – Hotel Melia Panama Canal – Fort Gulick

residences, while most of the larger buildings are abandoned. The post's most famous building is the former hospital that was turned into the School of the Americas after World War Two. This school trained military personal from Central and South American countries. The former school building is now the Hotel Meliá Panama Canal, our accommodation for the next four nights. The group quickly located the former fort's only artillery, a 3-inch M3 anti-aircraft gun, on display next to the hotel's entrance.

Day 5 – Wednesday – 3/2 – Galeta Military Reservation/ Fort Randolph/Coco Solo Naval Station

After a hotel breakfast, we embarked for a 30-minute drive to the former Galeta Military Reservation. The Smithsonian Tropical Research Institute established the Galeta Point Marine Laboratory on the island in 1964. The coast artillery used this location for two 4 x 155 mm Panama mount batteries, two 75 mm fixed guns, and several searchlight and fire control stations related to Fort Randolph's batteries on Margarita Island. Our Smithsonian hosts gave us a tour of their facility and explained their mission. We in turn explained what we knew about the coast artillery role on Galeta Island. We walked to the 155 mm and 75 mm emplacements.



Galeta Military Reservation – 155 mm 270-degree Panama Mount

Our next stop was nearby former Fort Randolph (1911-79) on Margarita Island. The former fort is privately-owned, a proposed site for an industrial park, a container port, a hotel/shopping complex, or a power plant at various times over the past 30 years. None of these ventures have yet occurred but all the military buildings have been destroyed, except for the concrete batteries. Gaining access proved challenging, as the property is fenced and guarded.

We finally gained access to the batteries with the help of the Smithsonian's Marine Lab and several "honorariums" to security personnel. Our first stop was Battery Webb (2 x 14-inch/DC), active 1916-48, which is a massive two-story abandoned emplacement. The bottom level is a reserve magazine for the battery (later used for storing 14-inch ammunition for the railway battery at Fort Randolph), power rooms, plotting rooms, store rooms, and storage rooms. The second level has the loading platforms and magazines for the two 14-inch disappearing guns, as well as

special shell and powder hoists from the lower level. The unique balanced-platform powder hoists that were there in 1993 have disappeared. Above this were the battery commander's stations. This battery is impressive due to its large size and unique design. The only similar battery is Battery Warren on Flamenco Island, which is mostly underground, while Battery Webb is above ground. If destroyed, it would mean a loss of one of the most impressive structures of the Endicott-Taft era. The remains of Battery X (4A) (4 x 155 mm on Panama mounts), active 1940-44, can be seen in front of Battery Webb and Battery Weed. The group then focused on Battery Weed (2 x 6-inch/DC), active 1916-46, which is also abandoned. We were able to visit several remaining fire control stations, including the H Station, which has a large tower structure built on it. Down by the breakwater we were able to find remains of the rail-mounted searchlight and the gun blocks for fixed 75 mm guns.

We drove over to the combined mortar batteries, Battery Tidball (4 x 12-inch/BLM) and Battery Zalinski (4 x 12-inch/BLM), both active 1914-43. The battery has several families living it and part of the magazines, storerooms, and access ways are being used as repair shops for automobiles and other machinery. The batteries appear more occupied than they were in 1993, though the amount of junk throughout the batteries does not appear to be any less. We were only able to visit the parts of batteries that were not occupied. We were able to visit the World War II mine casemate built into Battery Zalinski in 1943 to support



Battery Webb – 2 x 14-inch/DC – Fort Randolph – Shell tables



Battery Weed – 2 x 6-inch/DC – Fort Randolph – Is the tower for military purposes?



Battery Webb – 2 x 14-inch/DC – Fort Randolph – 14-inch railway shell table and overhead rail supports



Battery Webb – 2 x 14-inch/DC – Fort Randolph



Battery Webb – 2 x 14-inch/DC – Fort Randolph – Loading platform

the enlarged controlled mine fields. As the group was making its way to the remains of the two turntables for Battery 1 (2 x 14-inch/RV), active 1930-46, our “security” team decided that it was time for us to leave the property. Paulo said that the gun blocks remain much as they did in 1993.



Batteries Tidball-Zalinski – 8 x 12-inch/BLM – Fort Randolph



Batteries Tidball-Zalinski – 8 x 12-inch/BLM – Fort Randolph

Leaving Margarita Island we drove through the remains of the US Naval Station at Coco Solo, active 1919-79, and France Field, active 1918-79. Little remains of the naval station; a container port and free trade zone have taken its place. France Field is now the Enrique Adolfo Jiménez Airport, Colon’s municipal airport. We stopped at the free trade zone to have a late lunch at McDonald’s. Since we were ahead of the day’s schedule, we headed to Fort Davis (1919-95). This former fort is located on Gatun Lake near the Gatun locks on the Atlantic entrance of the Panama Canal. Fort Davis’ initial construction program began in 1920 and provision were made for quarters for the 14th Infantry Regiment for the defense of the Atlantic locks, similar to the role that Fort Clayton played on the Pacific side of the Canal. We drove around the former post that has been converted to residential housing; the large barracks complex is now the Panama National Police Academy. We proceeded to the huge construction site where the new Gatun locks (Agua Clara) were under construction. The Panama Canal Authority has built a large visitor center overlooking the three new locks. We attended their

film about the Panama Canal and viewed the new locks from the overlook. We had an interesting detour to a former Canal Zone golf course where the current members drive their cars instead of using golf cars and the golf clubhouse burned down. Upon our return to Fort Gulick we drove around the former base to view the remaining buildings. We ended up at the Hotel Meliá Panama Canal for our independent dinners and overnight stay.

Day 6 – Thursday – 3/3 – Gatun Dam and Fort Sherman

After a hotel breakfast, we embarked for a 45-minute drive to Gatun Dam, a large earthen dam across the Chagres River, near the town of Gatun. Constructed 1907-13, it is a crucial element of the Panama Canal as it impounds the artificial Gatun Lake, which in turn carries ships for 21 miles of their transit across the Isthmus of Panama. At the time of completion, the dam was the largest earth dam and Lake Gatun was the largest artificial lake in the world. We crossed over the new Agua Clara locks and then over the Gatun locks (while two cruise ships were passing through the locks) and finally cross over the Gatun spillway. We drove to the site of Battery 8 (3-inch/M3 AA guns) on the right flank of the dam, but before we could locate them the Panama Canal police arrived to chase us away. We headed back across the spillway and by the Gatun locks and then down the road for the 30-minute ride to Fort Sherman.

Fort Sherman (1911-99) is on Toro Point at the Caribbean end of the Panama Canal, on the western side of Limon Bay opposite Colón and Fort Randolph (on the eastern side of the bay). The primary coast artillery post for the Caribbean sector of the canal, the reservation became the U.S. Army’s Jungle Operations Training Center after 1953. A HAWK air defense missile battery was emplaced on the post 1960-68. We drove to what is now the Shelter Bay Marina & Hotel, where we hiked to the disappearing gun batteries. Located on Toro Point are Batteries Mower and Stanley (both 1 x 14-inch/DC), both active 1915-48. The road to the batteries, and the batteries themselves, have become more overgrown since 1993. We visited both abandoned emplacements and the 155 mm Panama mounts located in front of the 14-inch batteries. Turning into the jungle we climbed a small hill to the



Battery Mower – 1 x 14-inch/DC – Fort Sherman



WW II HECP/HDOP – Fort Sherman



Fire control stations and telephone booths – Fort Sherman



Battery Stanley – 1 x 14-inch/DC – Fort Sherman

H station and several FC stations covered with jungle growth. Returning to the road, we climbed up to the large three-level concrete World War II HECP/HDOP with many rooms. Behind this structure are five older FC stations that have been converted into other uses such as power rooms. We hiked back to the Shelter Bay Marina for lunch in the restaurant.

Our next site was the combined Howard and Baird mortar batteries (both 4 x 12-inch/BLM), both active 1915-43. We parked the mini-bus by the former Jungle Training Center zoo and visited the concrete infantry wall that protected the back of the mortar batteries. The wall has firing slits every six feet and is in the same condition it was in 1993. The mortar batteries were used for small arms and training ammunition storage during the 1993 visit, so they were well maintained and lighted. This time the site was abandoned and the vegetation was well on its way to taking over the batteries. The front portions, underground, were empty but home for many birds and bats. Driving back to Shelter Bay we attempted to visit the site of Battery W (4 x 155 mm on Panama mounts) and the site of four mobile 75 mm beach defense guns (Battery AU and Battery AV) that were adjacent to the Toro Point lighthouse and western breakwater, but the road was closed as the breakwater was under repair. Fort Sherman's mine complex (mine storehouse, loading room, cable tank, boat house) at Shelter Bay has disappeared, except parts of the tramway and mine wharf.



Paulo holding indicator wheel in Battery Baird plotting room – Fort Sherman

We drove on to Shelter Point where Battery Kilpatrick (2 x 6-inch/DC) and a mine casemate (with power house added later), all active 1915-46, were located. AMTB Battery 3C (4 x 90 mm mobile), active 1942-48, was in front of Battery Kilpatrick. The nearby large post-WWII barracks buildings are now occupied by El Servicio Nacional Aeronaval (SENAN) de Panamá, the naval air service of Panama. The arrival of our mini-bus and CDSG members walking around Battery Kilpatrick was unexpected by SENAN, so several armed guards asked us to leave before we



Battery Kilpatrick – 2 x 6-inch/DC – Fort Sherman

could finish our tour of the defenses of Shelter Point. We then drove through the many streets of abandoned housing and other support buildings slowly decaying in the tropical environment. Our mini-bus took us back across the two canal locks to the Hotel Meliá Panama Canal for our independent dinners and overnight stay.

Day 7 – Friday – 3/4 – Fort Sherman and Fort San Lorenzo

After a hotel breakfast, we embarked on our mini-bus for a 1-hour drive to Fort Sherman. This time instead of going to Toro Point we turned off on the road to Fort San Lorenzo on the Chagres River. Battery Pratt (2 x 12-inch/BC) and Battery Mackenzie (2 x 12-inch/BC), near Iglesia Point, were both active 1923-48. Battery Pratt is still in use for the trans-Caribbean telecommunication cables. The long-range BC battery was casemated during World War II, a well-protected structure which serves as a key telecommunication center. The battery also served as the alternate command post for Headquarters, U.S. Southern Command, during the Cold War. We had arranged a guided tour of the facility with Pan-American Cable System. Once we signed in we were led through each gun house and the service gallery and magazines. We then visited the outside of the battery, which has not changed since our 1993 tour.



Battery Pratt – 2 x 12-inch/BC – Fort Sherman



Battery Pratt – 2 x 12-inch/BC – Fort Sherman

We next drove to nearby 290-Foot Hill, where we hiked down a dirt road until we reached a trail blazed by Paulo. The trail worked its way up the hill until we reached three tall concrete towers at the summit of the hill, with interior wooden stairs. The site also had a dormitory and operations/plotting room building. The tree canopy now encircled each tower so the visibility from the top of the towers was limited. The CDSG did not visit this site



Battery Pratt – 2 x 12-inch/BC – Fort Sherman



Three FC towers – 290-foot Hill – Fort Sherman



Fire control tower at 290-foot Hill – Fort Sherman



Battery MacKenzie – 2 x 12-inch/BC – Fort Sherman



Fire control tower at 290-foot Hill – Fort Sherman –
Stairs inside tower

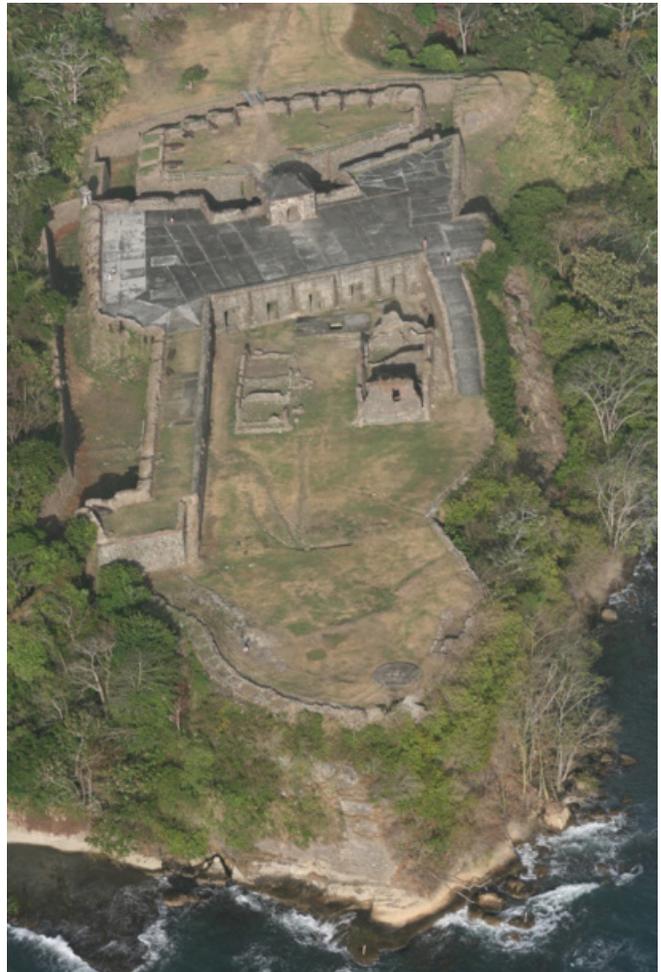


Battery MacKenzie – 2 x 12-inch/BC – Fort Sherman

during the 1993 tour. For lunch, we drove back to the Shelter Bay Marina & Hotel, the only place to eat in the Fort Sherman area.

Back on the mini-bus, we drove down the main road looking for the road to Battery Mackenzie. Back in 1993, this battery was being used by US Special Forces as a training area; today the battery is abandoned. We almost missed the battery road, as a large tree had fallen across it, so we had to leave the mini-bus behind and hike to the battery. The jungle has reclaimed both

the road and battery, so accessing the battery proved difficult at certain points and visibility of the battery components was limited. The primary areas explored were the protected magazines, plotting rooms, power room, and store rooms. One of the open gun emplacements was visible but the other was overgrown in the tall grass. We returned to our mini-bus to continue to the end of the road at the Chagres River and Fort San Lorenzo.



Fort San Lorenzo – Fort Sherman



Fort San Lorenzo – Fort Sherman – Sally Port

Formally known as Castillo de San Lorenzo de Chagres, or Fort San Lorenzo (1595 - 1770), this site was first fortified in 1575. The fortress took 30 years to complete in its original form on a bluff at the mouth of the river, surrounded on all sides with palisades and wooden and earthen ramparts, with four bastions on the landward side, and two bastions facing the sea. Rebuilt in 1761, the site became a Panamanian National Monument in 1908, but fell within the boundary of Fort Sherman in 1911. It was transferred back to Panama in 1979. During World War II an American searchlight position and several 3-inch antiaircraft guns were set up here to defend against possible German U-boat attacks up the Chagres River to Gatun Dam. Battery AQ (2 x 4.7-inch, replaced by two 75 mm in 1919), active 1915-46, was also located here. We fanned out over the land-defense redoubt and then across the ditch to the main fort. The natural strength of the position is very clear, with sheer cliffs on a three sides. Several muzzleloading cannons were around the fort, but one breechloading barrel attracted much interest from the group. Our



Fort San Lorenzo – Fort Sherman – What is this barrel?

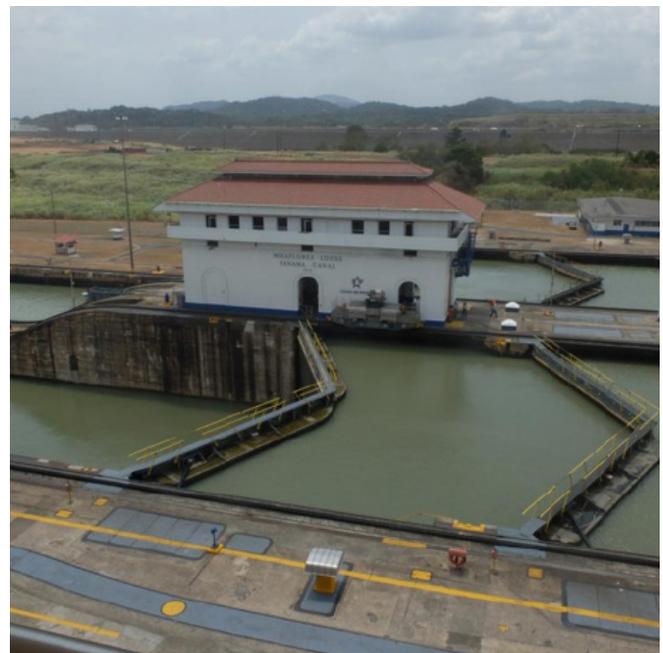
mini-bus took us across Fort Sherman to Limon Bay and then back across the two canal locks and to the Hotel Meliá Panama Canal for our independent dinners and overnight stay.



Happy CDSG Members in Panama Tour mini-bus

Day 8 – Saturday – 3/5 – Culebra Cut, Miafiores Lock, Canal Administration, and Quarry Heights

After a hotel breakfast and checking out, we embarked for the drive across the isthmus to Panama City (our luggage going ahead by van). On the way we crossed the Centennial Bridge, which opened in 2004 to supplement the overcrowded Bridge of the Americas and to replace it as the carrier of the Pan-American Highway. The bridge is at the Culebra Cut, formerly called Gailard Cut, an artificial valley that cuts through the Continental Divide to allow the passage of the Panama Canal. We loop around the western side of the bridge and cross over the Culebra Cut again so we could view one of the great engineering feats of its time. We continued on towards Panama City and the Miraflores Locks Visitor Center.



Miafiores Control House from Vistor Center

Miraflores is one of the three locks that form part of the original Panama Canal, and the name of the small lake that separates these locks from the Pedro Miguel Locks upstream. In the Miraflores locks, vessels are lifted (or lowered) 54 feet in two stages, allowing them to transit to or from the Pacific Ocean port of Balboa in Panama City. The canal's main visitor's center is a multi-level structure that allows tourists to have a full view of the Miraflores locks operation. Viewing a transit operation through the lock can take more than 30 minutes. The visitor center also has a museum, theaters, restaurants, and souvenir shop. The group spent the next two hours at the visitor center viewing the transit of a ship and watching the movie on the canal's history. We traveled to nearby former Fort Clayton to have lunch at La Taberna del Canal. After lunch we headed to our next stop, Quarry Heights and the Panama Canal Authority's administrative center.

Quarry Heights Military Reservation was the headquarters and nerve center for all U.S. military forces in Panama from 1915 through 1997 and for all deployed U.S. military forces in Central and South America 1947-97. The small military post was located on two man-made terraces on a carved-out slope of 654-foot Ancon Hill near the town sites of Ancon and Balboa in the Canal Zone and Panama City, overlooking the Pacific entrance to the Panama Canal. The site, originally the Ancon Rock Quarry during canal construction, was transferred to the U.S. Army in 1914 after five years of rock quarrying activities. We drove through Quarry Heights, where the housing is now private residences, while the Panama government occupies many of the office buildings. Reaching the top part of Quarry Heights we parked the mini-bus and walked up the road to the top of Ancon Hill. It was under U.S. jurisdiction until being returned to Panama in 1977. Largely undeveloped, it is the home of sloths, white-nosed coati, nine-banded armadillos, Geoffroy's tamarins, and deer. Ancon Hill is now a protected nature reserve. The hill includes the highest point in Panama City. Most of our group reached the summit of the hill after a 30-minute hike, and a few tour members were driven up. At the top are two broadcast towers, communication links, memorials, overlooks, picnic areas, and a very large Panamanian flag. Great views were had of Panama City, the Panama Canal, and the Pacific Ocean.



Upper entrance to Quarry Heights Joint Command Post tunnel



Quarry Heights and Panama Canal Administration Building

On the way down the hill, we stopped to view the upper entrance to the Joint Operation Tunnel. One of the most unique military facilities in the Canal Zone was the Joint Operations Tunnel at Quarry Heights. In March 1940, the Panama Canal Department undertook construction of an underground bomb-proof shelter similar to other American overseas commands, such as the Philippines and Hawaii, to protect the headquarters staff from aerial attack. The Joint Command Post facility, completed by January 1942, was constructed under 200 feet of native porphyry rock, with the entrance cut into the solid rock face of the old Ancon Quarry. Built of reinforced concrete at a cost of \$400,000, the structure featured a 269-foot by 52-foot main building and a 302-foot by 7½-foot tunnel leading to an observation post facing the ocean and secondary entrance. The facility was used as a secure intelligence, communications, and joint operations command post center for the Southern Command through 1997. Today, the Panama government uses the facility and our requests to visit the tunnel were turned down based on security concerns, so we were only able to see the entrances. Back on the mini-bus we proceeded to visit the Panama Canal Administrative area in Balboa.

We parked behind the Panama Canal Administration Building, the former seat of the Canal Zone Government and Panama Canal Company. The impressive building is in Balboa Heights and continues to perform its duties as the main administration building for the agency that runs the Panama Canal, now the Panama Canal Authority. Our group was able to visit the public areas of the building, especially its high-domed rotunda, with its dramatic murals painted by William B. Van Ingen depicting the construction of the canal, along with the stately marble columns and floor. Around to the front of the building where a Panamanian flag now flutters, a broad stairway runs down to the Goethals monument, a white megalith with stepped fountains that represent the canal's different locks, erected in honor of George Goethals, chief engineer 1907-14 and first governor of the Canal Zone. Near the monument is Balboa High School and a wide boulevard with canal authority offices, city services, and housing. The mini-bus took us through Fort Amador and down the causeway to stay again at the Amador Ocean View Hotel on Perico Island, the last night in Panama for most of us.

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