

The

CDSG Newsletter



The Coast Defense Study Group, Inc. — Spring 2020



Chairman's Message

Danny Malone

Hope all of our members are surviving the "NEW ABNORMAL." The only news I am afraid is not good. The Democratic Republic of Virginia has accomplished a *fait de accompli* and converted the Historic Fort Wool into a bird nesting and guano deposit area. It was accomplished without any public comment and under the radar by not renewing the city of Hampton's lease and declaring the dock and buildings "unsafe". Suddenly money, unavailable for maintenance of the said dock and buildings, was available for clearance of vegetation, sand cover of parade ground and self-erecting barges of sand to make the birds comfortable. While the CDSG leadership is taking all of the limited options available the outlook is bleak under the current political situation. This historical outrage has already been pretty much accomplished.

On a brighter note, coordination and planning for the rescheduled New Orleans conference remains and if the New Orleans Mayor releases her current iron grip on the city by conference time there should be real opportunity for a great time. For all of you brickers there are 5 uniquely constructed brick forts, with one exception, unfortunately not too well maintained. Bring rubber boot, insect spray, and long pants. For the concreters there are two batteries in good condition at Fort Jackson and others, not maintained at all, on Fort St Phillip. The latter however is probably the more interesting as aside from being a former Spanish, French, and US brick fort, it possesses several Endicott Batteries. Some of the interesting items to see are the surviving engine portion of an early Hornsby Akroyd power generator, the counterweights for a 3-inch masking parapet mount, and an early design 6-inch M1900 battery with hoists.

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Preservation Committee Report

Gordon Bliss

The big item for this report, which we only learned about at the end of April, is the conversion of Fort Wool, in Hampton Roads across from Fort Monroe, into a bird nesting area. This is to replace the current island area that is now being used for construction equipment for the upgrade of the Hampton Roads Bridge-Tunnel. What is particularly distressing is that this is being done without public input and may permanently damage the fort. It will be closed for visits for at least the next several years and possibly permanently. For those of us that attended the CDSG Conference last year, we at least got an opportunity to have an extended visit there and with all the pictures taken, have been able to document the condition of the fort. For further details of this, read Terry McGovern's article which follows this in the newsletter.

This brings up a point that I've made before in these columns. The CDSG can't take action on something until we hear about

CDSG Meeting and Tour Calendar

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

2020 CDSG Conference

Rescheduled November 4 - 9, 2020
New Orleans

Quentin Schillare, qschillare@kc.rr.com

2021 CDSG Conference

April 21 - 25, 2021

Charleston/Savannah

Gary Alexander, gary_a_alexander@nps.gov

2021 CDSG Special Tour

May 29 - June 5, & June 5 - 12, 2021
Sweden

Terry McGovern, tcmcgovern@att.net

Other Meetings and Tours

June 7 - 11, 2020

Association Vauban Annual Congress, scheduled
Rochefort, France

Charles Rofort, c.rofort@orange.fr

September 10 - 13, 2020

Deutsche Gesellschaft für Festungsforschung Annual Meeting
Kufstein, Austria

Andres Kupka, akupka@juelich.de

September 12 - 19, 2020

ECCOFORT/INTERFEST Study Tour
Kotor, Montenegro

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

September 17 - 21, 2020

Assn Saint-Maurice d' Etudes Militaires Tour
Walloon - Liege

Pascal Bruchez, president@asmem.ch

October 3 & 13, 2020

Schaarsbergen-Arnheim
Menno van Coehoorn Meeting Day & Excursion Day
Frits van Horn, ftisvanhorn@xs4all.nl

October 16, 2020

International Fortress Council Annual Meeting
Luxembourg

Kees Neisingh, secretariat@internationalfortresscouncil.com

November 7, 2020
Fortress Study Group Members Day
Birmingham, United Kingdom
David Page, chairman@fsgfort.com

November 7, 2020
Fort Honswijk
Menno van Coehoorn Meeting Day
Frits van Horn, ftisvanhorn@xs4all.nl

April 10 -23, 2021
ECCOFORT Study Tour
Morocco
Hans-Rudolf Neumann, hrv.neumannqt@online.de

June 6 - 7, 2021
Assn Saint-Maurice d' Etudes Militaires Tour
Ticino & Lake Como
Pascal Bruchez, president@asmem.ch

June 18 - 21, 2021
Deutsche Gesellschaft fur Festungsforschung Study Tour
Paris & Lille, France
Andres Kupka, akupka@juelich.de

September 24 - 26, 2021
Deutsche Gesellschaft fur Festungsforschung Annual Meeting
Wesel, Germany
Andres Kupka, akupka@juelich.de

it. Somehow this major development escaped notice until it was already well underway. We rely on our members, and other interested parties, to let us know when some activity will affect a coast defense site. So please let one of us know if you see or hear of something happening so we can potentially take action.

On other fronts, at Fort MacArthur, the Air Force is planning on demolishing some inter-war buildings on their base that are currently part of a civil engineering compound. They have all been extensively modified over time and bear little resemblance to their original form, but it is hoped that at least one can be saved as an example. These were all support facility structures, a type that often gets little attention and I have written to the Air Force in support of retaining one of the buildings.

With the vegetation returning but many places having restrictions in place, it will be difficult for local volunteer groups to work, but hopefully a way can be found to continue their work. Let me know if you, or a group you know, is able to help clean up their local fort.

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

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The Loss of Fort Wool – Hampton Roads, VA

Terry McGovern

It is rare to report the loss of an entire historic fort, but sadly I need to report that historic Fort Wool, Hampton Roads, VA, has been lost as a historic park after more than 60 years as a wonderful example of American coast defenses of the 3rd System, Endicott-Taft Period, and WW2 Program. Additionally, the island has a long history as a presidential retreat for several US Presidents, including Abraham Lincoln, as well as taking part in the battle between the CSS *Virginia* and USS *Monitor* during the Civil War. In the last 30 days, Rip Raps Island, home of Fort Wool, has been transformed by the Commonwealth of Virginia into a nesting habitat for seabirds. This has involved removal of all trees on the island, sealing the historic structures, removing historic markers and granite blocks, and laying down a foot of sand and gravel over the island. The island will no longer be open to the public and ferry service from Hampton, VA, has been discontinued.



You might ask why this loss occurred without public input and without concern about the impact on the fort's historic structures, since Fort Wool has been included in the National Register of Historic Places since 1969. It is my understanding that this action is an outcome of building a second Hampton Roads Bridge Tunnel. As part of the new tunnel's construction, the VA Department of Transportation transformed South Island, a nesting area for seabirds for many years, into a construction yard. Various nature associations and bird societies were very unhappy with this action and demanded that a new nesting habitat be created right way, as the spring nesting time was rapidly approaching. The commonwealth agencies looked to Fort Wool as that replacement habitat. The fort's structures and dock were quickly declared safety hazards so tourist could no longer visit the island. The City of Hampton (which operated the fort as a historic attraction for many years) had its lease from the commonwealth terminated, and control of the island returned to the VA Department of Conservation and Recreation, which turned the island over to the VA Department of Game and Inland Fisheries. All of which made the historic fort available as the bird's new home. Additionally, the commonwealth is seeking to surround the island with several dozen jacked-up barges with sand on their decks to provide more space for nesting.

Now that the CDSG has learned of this conversion (again with no public input), we are reaching out to the various state agencies to find out why this historic property was converted without due process, when the fort's historic structures will be stabilized (there has been little state investment in their care over the last

60 years), and when the island will be returned to a historic fort with public access. We will need all the support possible to push for the restoration of the island and its structures. Only then will the loss of historic Fort Wool hopefully be reversed.

Please contact Terry McGovern at tcmcgovern@att.net and Mike Cobb at johncobbjacin@gmail.com for more information or if you would like to be part of the effort to have the Commonwealth of Virginia restore access to the fort and stabilize its historic fortifications.

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CDSG FUND REPORT 2019

Terrance McGovern, Trustee

The CDSG Fund year closed with a record number of donors and a total of \$6,734 contributed to this important aspect of Coast Defense Study Group operations. The year saw a 58% increase in donors while total dollars donated fell by 11.6%.

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 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. You can use our website (via PayPal) to make donations or you can send checks payable in US funds to the CDSG Fund at the address below. The trustees for the CDSG Fund for 2019 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 \$1,000 to \$3,000 grants per year. Upon conclusion of a project a short report suitable for publication in the CDSG *Newsletter* is required as part of the donation.

During 2019, the Fund made one grant during the year, providing \$3,000 to the Battery Gadsden Cultural Center on Sullivan's Island, SC, so this local group can replace the lighting in the portion of this former 6-inch disappearing gun battery that they occupy (the local library has a portion and the town uses the balance for storage). We are looking forward to viewing this new lighting as our 2021 Annual Conference to Charleston/Savannah is scheduled to visit this battery.

The CDSG Fund still has a 16-inch/50 battleship barrel challenge outstanding with the USS *Iowa* Veterans Association and based on CDSG member giving so far (along with the fund matching), we have earmarked \$5,000 for this effort to provide the last of these historic barrels a "good home." The CDSG Fund committed \$3,000 for interpretive signs at Battery Parrott and Battery Irwin at the request of the Fort Monroe Authority (FMA). The signs were installed in December, so we made this grant to the FMA in February 2020. Please see the February 2020 *CDSG Newsletter* for a story on these signs.

While we have heard about possible grant requests from various former forts during the year, we request our membership, especially our CDSG Reps, to reach out to organizations working to preserve and interpret coast defense sites to send us written requests for funding. Some of the possible projects discussed, but with no formal requests so far, are for fire control tower stabilization at Fort Michie, historic signage at Pulpit Rock Fire Control Tower, stabilization of the WW2 Battery Commanders Tower at Fort Wool, construction of a model of Fort Schuyler for display at the SUNY Maritime College, and historic signage at Appledore Island's fire control tower in New Hampshire.

The Fund again recognized the efforts of CDSG volunteers by hosting a dinner at the annual conference to the harbor defenses of Chesapeake Bay. 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 \$6,734 in donations during 2019 while making \$3,250 in grants, leaving the Fund with a balance of \$23,415 at the end of 2019. The outstanding commitments for grants are \$8,000, so we have \$15,415 that is not currently committed to a CDSG-funded project at the end of 2019.

The Fund Trustees and Board of Directors wish to publicly thank the following individuals for making contributions to the Fund during the 2019 calendar year:

Barnhouse, Nelson	Maier, Danny
Batha, Tom	MacKenzie, Renny
Bell, Matt	Malone, Danny
Bliss, Gordon	Mason, Michael
Bogart, Charles	McDonald, John
Case, John	McGovern, Terry
CDSG Conference Raffle	Milam, Glen
Creedon, Robert	Minter, John
Derosé, Peter	Nangano, Michael
Deutsch, Elliot	Percy, Peter
Drennon, Clarence	Prestiss, Paul
Duchesneau, Robert	Ricker, Bill
Dyson, Craig	Rhoten, Blane
Fanciullo, Stephen	Robbin, Charlie
Fiorini, Mike	Scalzi, Francis
Floyd, Dale	Scanlon, Gene
FM Global	Scarpulla, Norm
Frey, Michael	Schilb, Richard
Frizzell, Glenn	Schillare, Quentin
Grills, Ben	Scholes, John
Grimm, Robert	Seeger, Mark
Hall, Alex	Sella, Joesph
Heinze, Marvin	Slater, Steven
Hunter, Gary	Vandiver, EB
Janzen, Lonnie	Waldron, Steve
Kirchner, David	Walk, Robert
Larsen, David	Welch, Shawn
Lentz, Craig	Woodman, Charles
Lindley, Daniel	Amazon Smiles Program

Send donations to (and made out to):

CDSG Fund c/o Quentin Schillare
24624 West 96th Street, Lenexa, KS 66227-7285 USA
qschillare@kc.rr.com

Or use your credit card via PayPal on the 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.

Please note that the CDSG Fund has become a member of Amazon Smile donation program where Amazon will donate 0.5% of the purchase price of your transactions through Amazon, if you indicate on your Amazon account that you want the Coast Defense Study Group to receive these amounts. Please make sure to make the CDSG your charity of choice as this program should generate considerable amount of funding for the CDSG Fund if all of our membership sign up.

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Membership Minute

Quentin W. Schillare, Membership Chair

The CDSG ended the 2019 membership year with 399 active members. The past few years have shown that we typically retain about 90% of our active members from year-to-year. So far this year we have retained 93% of our 2019 membership. As of this writing, we have 393 active members in our membership database. This decrease in old members have been partially offset by 24 new members so far in 2020. Experience also tells us that several members renew in the middle of the year regardless of reminders to do so earlier.

Our membership fluctuates for several reasons. Older members lose interest or pass from the scene. Newer members who joined for a specific conference or special tour have met their goal and do not renew. This year two things have probably contributed to a slight decline: the postponement of the annual conference and the uncertainties associated with the coronavirus. As we get closer to the November conference in New Orleans, I expect to see an increase in new members. We continue our efforts to retain current members and enroll new members. Give us a hand. Talk to your friends and colleagues about the benefits of membership and plan on coming to New Orleans.

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St. Babs XXXVIII New Orleans, November 4-8, 2020

Quentin Schillare

This year's Coast Defense Study Group conference is masonry heavy but leavened with enough Endicott and Taft concrete on the lower reaches of the Mississippi River to keep both brick/stone and concrete members happy. Our visit will be to a location with military history that spans more than 102 years of fortification construction and occupation (1818-1920), and we will visit a location older than that. Fuerte San Felipe, now called Fort St. Philip, was begun by the Spanish in 1792 and reinforced by the French before Louisiana became a part of the United States in 1803.

Whenever New Orleans is mentioned in the framework of U.S. military history the story inevitably turns to the Battle of New Orleans. The context was the War of 1812 and the desire of the British to gain valuable North American real estate to enhance its bargaining position in ongoing peace negotiations to end the war. Not just one fight, the battle was a series of seven engagements between the British Army and the Royal Navy on the one hand and the polyglot American forces on the other. It began with a naval victory by the Royal Navy on Lake Borgne on December 14, 1814, and ended with the Royal Navy bombardment of Fort St. Philip from January 9-17, 1815. As is always the case in war, there was plenty of valor, competence, and incompetence on both sides.

And contrary to American historical myth, the main battle, primarily an artillery duel, on January 8, 1815, did not occur after the end of the war, at least legally. Signed by the negotiators in Ghent, Belgium, on December 24, 1814, it was ratified by Parliament and signed into British law by the prince regent on December 30, 1814. Transportation slowed things down and the treaty was not sent to the United States Senate by President Madison and ratified until February 16, 1815. So, the war did not officially end until then. Both sides remained on a war footing until official notification. And there was no surrender on the battlefield, both sides exchanged prisoners and the British forces eventually sailed away.

What does this have to do with the Third System and later defenses of New Orleans? Plenty! American military planners went to school on the battle. Fort Massachusetts (1858) covered the deep-water anchorages in Mississippi Sound occupied by the Royal Navy during the campaign. Battery Bienvenue (1828) is located where the British invasion force disembarked from its boats on Bayou Bienvenue. Fort Pike (1819) is on Pass Rigolets and Fort Macomb (nee Wood, 1820) on Chef Menteur, the two primary water routes into Lake Pontchartrain to the north of the city of New Orleans. Proctor's Tower (1846) and Tower Dupre (1830) in Lake Borgne protected the city on the east. Forts Jackson (1822) and St. Philip guarded the lower approaches to the city along the Mississippi. And finally, Fort Livingston (1841) on the Gulf of Mexico kept watch on the entrances to Barataria Bay.

The conference plan is to visit each of these historic sites except Tower Dupre, which has succumbed to time and weather and today is a pile of stone. A pre-conference—just barely—add-on is a special visit to Camp Parapet, a Civil War earthwork fortification on the east side of the Mississippi above New Orleans. Visitors to New Orleans with an interest in military history have other non-conference opportunities including the National World War II Museum and Memorial, the Chalmette Battlefield (Battle of New Orleans), and Jackson Barracks Military Museum.

To provide context and to expand on so much history the conference presentation schedule includes evening presentations by our own John Weaver on the Third System and each of the forts. Local historians from the National Park Service, the Louisiana National Guard, the Louisiana Office of State Parks, and others will provide information on other episodes of military history of the lower Mississippi River.

We have 41 intrepid adventurers registered for the conference and there is always room for more. See ya there.

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Coast Defense Study Group Press 2019 Annual Report

Terrance McGovern, Chairman

2019 Reviewed

The CDSG Press and ePress only exist because of the volunteer efforts of its committee members. We need to thank all current the 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.

CDSG ePress

We have added "Volume 33" (2019) 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, over 13,000 pages of coast defense articles for only \$55. Once you purchase this DVD, CDSG Publications 1985-2019, you can buy yearly updates for only \$10 upon return of the previously 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, www.cdsg.org). The complete collection of these digital files is available for \$250. These DVDs are a digital collection of key National Archives coast defense documents. These are great reference items and can help you write articles for our CD Journal. Single harbor defenses collections of these documents are also available for \$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.

CDSG Gear

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). Please purchase these items so you promote the CDSG and help enlarge our membership.

CDSG Press

Traditional printing of hundreds or thousands of copies of books and storing them in warehouses to be mailed to purchasers has greatly diminished in the publishing world with the advent of print on demand. The CDSG Press has migrated to print on demand as well, allowing us to reduce upfront payments and eliminate almost all storage requirements. The impact on the printing industry has been so great that the printing company that CDSG Press had used for many years has gone out business. We only have our legacy reprints still in inventory and as these titles sell out, we are switching to print on demand printing.

Here is a summary of legacy reprint efforts to date: Our 2007 project, *Endicott-Taft Report*, has sold 244 books/plates (57%) to date out of a press run of 427, leaving 223 copies on hand. Our 2004 project, *American Seacoast Defenses*—2nd Edition (ASDII), has sold 503 books (100%) out of a press run of 503. We now have ASD-3rd Edition as a replacement. Our 2001 reprint proj-

ect, *American Coast Artillery Material*, has sold 276 units (68%) to date out of 404 books printed, leaving 128 copies on hand. Our 1998 reprint book, *Permanent Fortification and Seacoast Defenses*, which covers the Third System of U.S. fortifications, has sold 182 units (53%) out of a press run of 344, leaving 162 copies on hand. Our 1997 reprint, *Service of Coast Artillery*, has sold 357 units (67%) out of 532 printed, leaving 175 copies on hand.

Our 1996 reprint book, *Seacoast Artillery Weapons*, has sold 471 copies (100%) out of our press run of 471. This book is now out of print. We have sold a total of 376 copies (100%) of our 1994 reprint book, *Notes on Seacoast Fortification Construction*, out of our press run of 376. This book is now out of print. This leaves us with four reprint titles with large stocks on hand so please purchase a copy.

Our print on demand efforts began with *Artillerists and Engineers*, by Arthur Wade, which is printed by Lulu.com and sold by the CDSG Press, Lulu.com, and Amazon. Based on that experience, we undertook a larger print on demand project, the 3rd Edition of *American Seacoast Defenses* (ASD3), which is printed by Lulu.com but only sold by the CDSG Press; we only order a limited number of copies each time to handle member's orders as we can always have more printed-on demand. Mark has updated and expanded the range of coast defense information for the 3rd Edition (it is also available in PDF digital form for \$40 via FTP file transfer). Please place your order for ASD3 so you will have the most comprehensive guide on your favorite subject.

We plan to continue to offer our reprint books through 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 turned *Seacoast Artillery Weapons* into a print on demand book, though this edition is softbound. This title is also now for sale through Amazon and other online retailers. You can still order this book through the CDSG Press. We are consider doing the same for *Notes on Seacoast Fortification Construction*, but need to consider the demand for this title in making that decision.

2020 Plans

The CDSG Press is working on companion volume to the *American Seacoast Defenses: A Reference Guide* (ASD3). This is currently titled *American Seacoast Forts: A Directory to Modern American Seacoast Forts (1885-1950)*. This work (ASF) will focus on the history, key features, location, and 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 and Mark Berhow are assembling this work. Once we finish the first 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 of promoting the preservation of these rare sites. We ask our membership to keep offering new ideas for the CDSG Press.

We plan to add “Volume 34” (2020) 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 703/538-5403 if you have such a title that you would like to be considered.

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Donation request for solar lighting for the Eternal Flame at the American Pacific War Memorial on Corregidor

Terry McGovern, CDSG Fund Trustee

During the CDSG Special Tour to Corregidor in February 2020, we visited the American Pacific War Memorial on Corregidor. This 1968 memorial was built on Topside near Fort Mill's theater. Part of the memorial is an Enteral Flame of Freedom sculpture created by Aristides Dimetrios. The 12-meter-high Corten-steel structure symbolizes the heroic struggle of the US and the Philippines to preserve freedom for future generations. As many things are different in the Philippines, there is no real burning flame, just a steel sculpture that looks like flames. Many years ago, the solar lighting system that lit the “flame” at night failed.



Quintin Pastrana of WEenergy Global Pte Ltd, is working with the Corregidor Foundation, Inc. (CFI) which controls Corregidor, to replace the solar lighting system for the Eternal Flame. Quintin has asked CDSG members to donate to help fund this project, given the importance of Corregidor to American coast artillery history and the fact that we have given a grant to the Pacific War Memorial Museum to restore photographs in the past. Quintin has provided a quote showing the cost to replace the solar panels and install LED lights will be about \$6,600 and he has already raised a third of this amount. We have confirmed that the CFI has approved this solar lighting effort. Quintin is reaching out to several organizations to raise the funds for this project.

While this funding request does not meet the requirement for the CDSG Fund itself (the preservation or interpretation of a coast defense structures or artifacts), members can donate a restricted gift to the CDSG Fund for this project. 100% of the donation will be passed onto this project and the donation will be tax deductible. The CDSG Fund is willing to do this as our donation to this project reflects our interest in keeping a good relationship with the CFI which control the island. The CFI maintains the island and its fortifications, including the rare surviving coast artillery. We hope these donations will cause the CFI to include the CDSG as a “consulting party” in the future of the island and how it cares for these great structures and coast artillery.



If you want to make a donation for this project, please send your check to the CDSG Fund and write on the check that it is restricted to the Enteral Flame Project or use your credit card through the www.cdsg.org store. Please send your check to Quentin W. Schillare, 24624 W. 96th Street, Lenexa, KS 66227, and send any questions to tcmcgovern@att.net.

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Fort Pickens, Florida, February 9, 2020

Charles Ruby

After the Spanish ceded Florida to the United States in 1821, Congress decided to use Pensacola as a naval base. Four forts were built to defend the base, the largest being Fort Pickens on Santa Rosa Island. It took five years to complete and it was mostly in caretaker status until the Civil War, when it was one of the few forts not captured by the Confederates. After the Civil War, weapons technology made the fort obsolete. Batteries with more advanced guns were built in and around Fort Pickens up until around 1950, when ownership of the fort was transferred to the State of Florida. Some members may remember when it was a state park until 1972, when the park was incorporated in the new Gulf Islands National Seashore.

The old brick fort is in excellent condition and is well maintained. There is a store at the entrance and park rangers patrol the parade, giving tours and demonstrations. The walking tour takes about an hour and thirty minutes. Currently, the brickwork on the ceilings for the casemates along the western walls is being repointed by the Historic Preservation Training Center (a branch of the National Park System) and the area is closed. Damage from a magazine explosion during a major fire destroyed a portion of the wall, and with the demolition for Endicott-era Battery Pensacola inside the fort, there are only two small section of the ramparts open for tours, Bastions C and E, along with a section from Bastion C towards the missing Bastion D. The two paths to Bastion A are blocked off and it is no longer accessible. The fort offers an excellent opportunity to see some of the inner construction not usually visible in forts. With the ramparts missing, the tops of the casemates are exposed, showing the lead lining used to drain the water away from the top of the casemates. With Bastion D missing due to an explosion, the jagged walls expose the inner brick patterns normally hidden from view.



There are several well-maintained cannon in the fort. To the left of the sally port is a 32 pdr. smoothbore seacoast cannon on an 1841 casemate carriage. On the parade is an 1861 10-inch smoothbore cannon converted to an 8-inch rifle. A similar cannon is mounted on the rampart between Bastions C and D. Also mounted on Bastion C is a 15-inch smoothbore Rodman cannon.

Battery Pensacola is inside the brick fort, on the parade, and in excellent condition. Built for two M1895 12-inch disappearing cannons on M1897 disappearing carriages, it was completed in



1899. Both hoists are still there but are rusted beyond repair. I noticed a curious item that I had also seen at Fort Dade in Tampa, a large 2-inch-thick 5-foot by 12-foot steel plate hung on a wall near a staircase. I am curious as to what these plates are for.

Outside of the fort are approximately 16 buildings that appear to be restored original buildings. Many of the forts other buildings have been lost over time, in large part due to repeated hurricanes. I could not identify many of the remaining buildings in relationship to older maps because I believe the buildings have been moved. Some of the buildings near the original wharf are identified by plaques as being mine loading and storage buildings but the maps I have seen identify them as engineer offices, engineer quarters, and engineer mess hall. In any event, they are being restored by a commercial company.



Batteries Trueman and Payne, for 3-inch M1902 guns, are in excellent condition. They are almost identical except for their entry stairs and some additional depth of roof on Battery Payne. Next to them is Battery Van Swearingen, which mounted two 4.7-inch Armstrong guns. It is also in good condition and is accessible.

Batteries Cullen and Sevier are in very poor condition. They mounted four 10-inch guns, two M1888 guns on M1894 disappearing carriages at Battery Sevier and two M1888 guns at Battery Cullum, one on an M1894 disappearing carriage and one on an M1896 carriage, but both batteries are inaccessible now. A fence surrounds them and it is obvious that their concrete and steel has deteriorated to a point where it would unsafe to enter.

Farther to the east along the coast is Battery 234, which contains two WW2 6-inch shielded guns. The guns originally intended to be mounted here were never delivered but in coopera-



tion with the Smithsonian Institution, two others are on display, in excellent condition. A battery control tower erected behind Battery 234 is in dangerous condition and vehicle access to the loop where Batteries 234 and Cooper are located is closed. You can however visit the batteries on foot.

Battery Cooper mounted two M1903 6-inch guns on M1903 disappearing carriages. The original guns were removed but again with the cooperation of the Smithsonian Institution, another 6-inch gun is mounted there now. The gun is in very good condition and has obviously been very well maintained.

Battery Worth was the only mortar battery at Fort Pickens. It contained two pits with four M1890 12-inch mortars on M1896 carriages in each pit. The mortars are gone but the pits are in good condition. Between the pits was the battery commander's position and the HECP/HDCP, with an observation tower. The tower has some of the nicest views of the Gulf of Mexico and Pensacola Bay. Across Pensacola Bay is the large Naval Air Station Pensacola, and navy aircraft, including the Blue Angels, can often be seen flying over Fort Pickens.

Battery Loomis Langdon, built in 1917-1921 and transferred in 1923, contained two 12-inch M1895 cannon on BCLR carriages, protected by 10 to 17 feet of concrete. The battery was built with sand protection for the front of the battery and during WW2, the rear of the battery also covered with sand. The battery is not open to the public and is used for storage.

Fort Pickens has a very nice campground a short distance from the fort, near Battery Worth. The bathrooms are new and the site is very well maintained.

While touring the fort and reading the literature, some questions came to mind about the Civil War. At the outbreak of the war, the commanding officer of the Union forces in Pensacola, Lieutenant Slemmer, transferred all his men from Fort Barrancas to Fort Pickens. The Confederates demanded the surrender of Fort Pickens, but Lt. Slemmer refused. Four months later reinforcements arrived and after a battle on Santa Rosa Island, Fort Pickens remained under Union control for the remainder of the war, denying the Confederacy the use of the port and dockyards.

A few questions came to mind:

Did the Confederacy not realize the Union would be able to blockade the south as well as they did, so the loss of a single port was not significant?

How did the reinforcements arrive at Fort Pickens? Did they sail into the harbor under the guns of Forts Barrancas and McRee? If not did they land the supplies along the coast through the surf?

If the supplies arrived along the coast, why did not the confederates have men and weapons in place to repel them?

If Fort Pickens had been captured by the Confederates, they would have had an excellent dockyard and port that were well fortified, even better than Mobile Bay. Could this have changed the outcome of the war?

All of the information contained in this article were obtained through the plaques at the fort and publications of the National Park Service, along with my own observations.

A Brief Visit to Fort Drum, Manila Bay – February 2, 2020

Terry McGovern

I had the opportunity to briefly visit Fort Drum, the “concrete battleship,” on El Fraile Island in Manila Bay on February 2, 2020. It had been 14 years since I last visited this very special fort, so I was anxious to learn its current condition. I had heard stories that the fort was wasting away due to continuing exposure to the ocean environment and possible attacks by scrappers. I was able take the direct approach to this abandoned fort via helicopter, so sea conditions were not a factor. We (helicopter pilot and Rolf Thoendel) were able to spend about 30 minutes on the fort.



We first visited the upper deck of the fort where the two 14-inch turrets are the dominant feature. The primary change on these turrets since my last visit was the deterioration of the steel. Advanced rusting has turned the steel very brittle and patches of spalling were evident, resulting in piles of rust on the deck. A very sad development on the upper turret (Battery Wilson) was the collapse of the interior mantel along with the two 14-inch barrels; they are now vertical inside the turret well (all the interior turret decks had been scrapped years ago). The lower turret (Battery Marshall) showed the same rust problems as the upper turret, while the barrels are showing more deterioration as the wire-wound barrels are breaking down. The concrete deck appears to have more rubble and the concrete seems more brittle than during my visit in 2006.





Moving to the large hole in the deck caused by the explosion of Battery McCrea's magazines (two casemated 6-inch guns), we climbed down into the remains of the casemate. The deterioration of the steel is most evident as rust penetrates and corrodes the metal. The two-level casemate now has little steel flooring remaining, with only the heavy steel pieces, such as the armored shields and base sections of the mounts, still intact. Passing through the concrete wall onto the main deck where the barracks area was located, the scene has not changed much, though it felt like the floor has more distortions than before.



Access to the sally port remains the same, though the concrete seems more weathered. Walking down the stairs to the lower dorm area allowed us to access the turret wells to view the fallen 14-inch barrels of Battery Wilson. The floor as you approach the

turret well for the forward battery (Battery Marshall) has fallen a bit further onto the magazine deck below, limiting the floor area which you can explore. Walking down to the magazine and mess deck, we were able to look into the engine room, which is still full of water. The lack of strong flashlights limited our view of these spaces. Standing water at the storage tank and engine room deck stopped us from exploring this level.



Returning to the barracks deck, we visited the 6-inch casemate for Battery Roberts. The remaining 6-inch barrel is still lodged in the upper casemate, but the delamination and fragmentation of that barrel is well advanced. The deterioration of both the concrete and steel is apparent from comparing my 2020 photographs to the ones I took in 2006. We did not see any recent scraping of steel at Fort Drum, but the damage from the past has severely

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An Afternoon Visit to Fort Wint, Grande Island, Subic Bay – February 2, 2020

Terry McGovern

I had the opportunity to spend an afternoon visiting the former Fort Wint on Grande Island in Subic Bay on February 2, 2020. It had been 14 years since I last visited this island fort so I was anxious to learn its current condition. The US Navy had returned this property to the Philippine Government in 1991 and since that time the bulk of the island has been operating as a resort (with long periods of closure). The Grande Island Resort had just reopened and we were invited to visit. We traveled to the island fort by car, boat, and helicopter from Manila, so it was a complex operation to reach the island. We (Rolf Thoendel, Mariusz Jachimowicz, and our driver, Rex) were able to spend about 4 hours visiting the former fort.

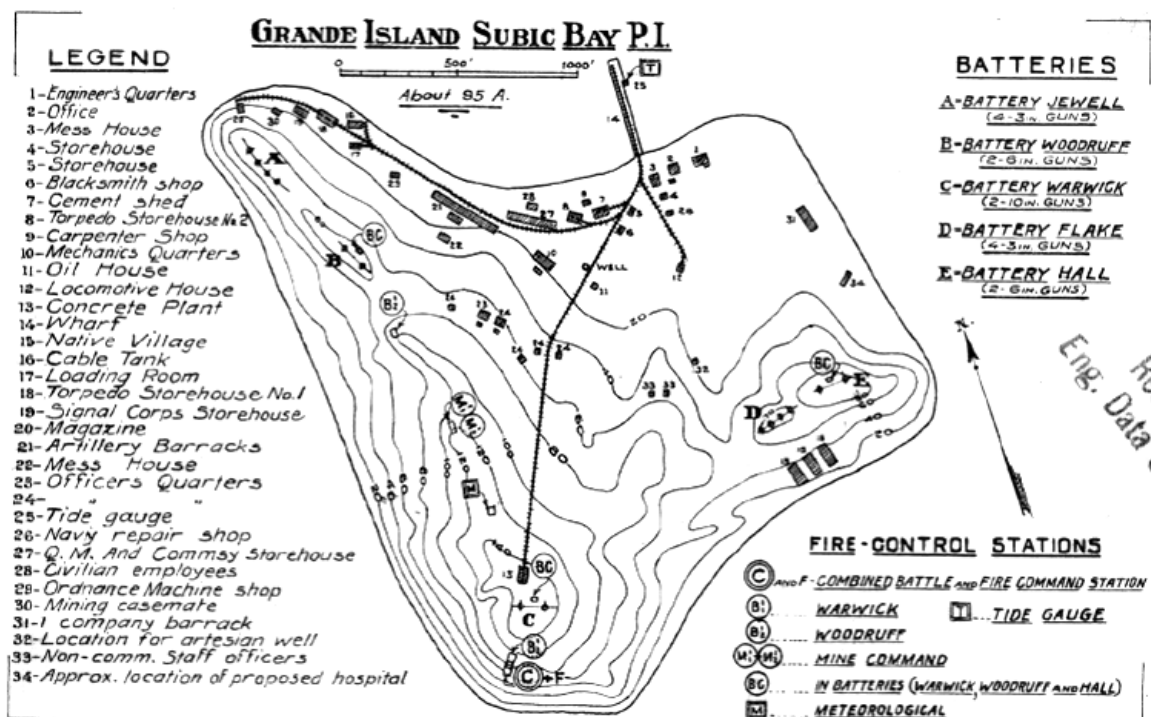
We gathered at the main dock area on the island to meet our host, Ruth Daguyos Roque, the Sales and Marketing Manager for the Grande Island Resort. Ruth and her team were wonderful hosts that put up with our requests to visit as many coast defense structures as we could in the short time we had on the island. Ruth hosted us to an excellent lunch served family style. The food was great and combined with the refreshments we almost did not want to explore the remains of Fort Wint. Ruth provided a jeepney with driver to take us to each site so very



compromised the entire interior structure. We climbed up to the upper deck by tracing our steps back to Battery McCrea's casemate. With one last look around the upper deck, we climbed into our helicopter to return to Manila. It was sad to leave Fort Drum abandoned and deteriorating, without knowing when we would have the opportunity to visit this wonderful fort again.



Mine Casemate



little hiking was required during our tour. Our first stop was the former mine casemate on the very north end of the island. The large protected structure had been clean-out since I was last on the island. The cinder blocks covering the main door had been removed and interior lighting had been installed. The resort plans for this structure to become a museum of the island's history. The casemate is near the water and located next to several beach villas. Our next stop was Battery Jewell (4-3 in PM) on the ridge line above the mine casemate. Ruth had arranged for the resort's staff to clear half of the battery so we could easily walk around the emplacement. The battery once contained four 3-inch M1903 guns, but today the battery is abandoned with several magazines containing machinery from the post-war US Navy.

The jeepney took us down the dirt road to the next battery in line (Battery Woodruff) but we ended up at Battery Hall (2-6 in DC). The Grande Island resort folks only knew of one 6-inch battery on the island. Battery Hall retains its two 6-inch M1905 guns on M1905 disappearing carriages, making this location the

highlight of our visit to the island fort. The battery's transverse magazine had exploded in 1945 due to American bombing of the island, though the Japanese made no effort to use these guns in defending Subic Bay. Luckily, the two guns received limited



Battery Jewell



Battery Hall

damage so we could photograph and climb on them. I asked Ruth if we could take one of the guns with us back to the States and she told me I need to talk with the leadership of the Subic Bay Metropolitan Authority as they owned the island. Given the 6-inch gun size and weight I doubted it would fit in my overhead bin on the return trip. The guns themselves looked much the same at my last visit, though with no care, you could tell rusting was slowly eating into the steel. Adjacent to the 6-inch battery is the former Battery Flake (4-3 in PM). The battery was abandoned, without armament, and cleared of brush, but several large trees were impacting the battery's concrete. We posed for a group photo at Battery Flake with Ruth and her team.



Battery Flake



Our next target was Battery Warwick (2-10 in DC), although the Grande Island Resort folks were unfamiliar with such a place. We describe the big concrete structure painted white so they took us around the island again. They took us to a trail to Battery Warwick (according to our hosts). We tried this trail which took us to the remains of the fort commander's station and Battery Warwick's primary fire control station. The lower station was missing so we climbed up to the upper station to explore. Repeating our search of Battery Warwick, I directed the



Battery Warwick

jeepney to the rear of the battery this time. The rear entrance had a locked gate, so we sought out the guards (a doppler VOR ground station covers the top of the emplacement) to see if they would open the gate for us to visit the former battery. The guards declined to let us visit and take photographs the battery without permission from the Subic Bay International Airport authorities. Back onboard our jeepney, we continued our battery hunt for the last-named battery on the island, Battery Woodruff (2-6 in DC). As our host had no idea where this battery was located, I gave them direction. The road to battery was not often used, so it had become overgrown. The battery itself was only a fragment of its original construction due to a post war explosion of its magazine. A couple of sailors though it was a good location for a smoke, instead it was a deadly experience for them and tragic one for the battery. The battery site was also used by the US Navy for a post-war service structure so only the battery's parapet wall remains today. The site is the resort's dump, so even seeing the parapet wall was difficult. Our hosts had no idea this was the location of a former 6-inch battery.



Battery Woodruff

We had now used up all the time we had for our tour as we needed to return to Manila to join the main CDSG tour to Corregidor. Our wonderful host took us to the main dock where their speedboat was waiting to take us back to the former Subic Bay Naval Station. The 20-minute boat ride brought us to Rex's car. Rex now undertook the four-hour drive to our hotel in the heart of Manila. We arrived back just as the main tour group was checking into the hotel after arriving from Los Angeles. It was great to see Fort Wint again and it was reassuring that the surviving coast defenses were stable since my last visit. The operators of the Grande Island Resort show great interest in the history of the island and they wanted to interpret these defenses to generate more business for their island resort. They would welcome more CDSG members visiting the island fort in the future.



* * * * *

2020 CDSG Special Tour to Corregidor

Andy Grant

On February 2, 2020, a dedicated and determined group from the Coast Defense Study Group met at the Sun Cruises terminal in Manila - destination: Corregidor. With the threat of continued eruptions from the Taal Volcano and the beginning of what would become the COVID19 pandemic, 24 fortification enthusiasts boarded the *MV Sun Cruiser II* and our adventure began in earnest.

Upon arrival on Corregidor, we started our tour at Middleside, first stopping at the water reservoir and then Middleside Barracks. Middleside Barracks's deterioration seems to be accelerating. The metal support frames added to stabilize the structure do not seem to have worked as well as planned, only slightly delaying the inevitable. Grass around the barracks and in many places around the island is no longer maintained, other than what can be eaten by a small herd of goats. The once grand Middleside Parade Ground where the 60th Coast Artillery drilled is now an impenetrable meadow of tall grass, and the YMCA is almost completely obscured. From Middleside we traveled to Battery Way and it's four 12-inch mortars, offering the group its first sight of the big guns remaining on Corregidor. After lunch at a new dining facility adjacent to the lighthouse, we concluded the day touring the remains of Battery Ramsey and roadside machine gun positions.

After this introduction to the island, we checked into our rooms at the Corregidor Inn. In the past 18 months, the Corregidor Inn underwent a massive renovation. The revamped floor plan of the lobby and dining area resulted in better use of the space, including the addition of a meeting room, which we used for evening presentations. The individual rooms were outfitted with new beds and furniture, and the old, noisy, in-wall air conditioners

were replaced with quiet split units. Dinner and breakfast were served in the Inn's dining room or on the scenic lanai. In all, the renovations are a vast improvement over what we experienced on previous trips.

Over the next few days, the group visited all the major batteries and some of the ancillary sites on the island. From Topside to the "Tail" we saw every named battery and major point of interest. On Thursday, the plan had been to visit Fort Hughes on Caballo Island, but although we made multiple attempts to gain permission to land and tour the island, the Philippine Navy denied access. While on Corregidor, local news outlets reported that Caballo Island would be accepting quarantined individuals returning from China. Instead of traveling to Caballo, the group took a scenic banca trip across Manila Bay. After an early-morning departure, we circled El Fraile Island (Fort Drum) and Carabao Island (Fort Frank). Fort Frank had little to offer in views of the historic fortifications as the jungle has overtaken most of what the scrappers left behind. Fort Drum, on the other hand, provided the group an outstanding subject to be photographed, especially as the cloud cover gave way to brilliant sunshine as we passed the "Concrete Battleship" on our way back to Corregidor. The final leg of the banca trip brought us by Caballo Island to see what we could of Fort Hughes before enjoying a boxed lunch while anchored off of Searchlight Point.

All in all, the CDSG tour of Corregidor was a great success even as it turned to a race against the clock when COVID19 travel restrictions began to mount. Some members had to depart early to ensure they would be able to make connections home. When travel restrictions ease, and if an opportunity to travel to Corregidor presents itself to you, I strongly encourage you to take it. The island's jungle is taking back the once mighty fortress and returning it to nature. The fortifications and historic structures may not be accessible or standing for much longer.



* * * * *

CDSG Tour to Singapore's Coastal Defenses – February 9 to 12, 2020. Day One

Terry McGovern

A dozen dedicated CDSG members, many who had survived the previous week's CDSG week-long tour to Corregidor, met in Singapore for a three-day tour to the remaining historic coastal defenses of this city-state. This follow-on tour was from February 9 to 12, 2020, and mainly focused on the defenses of Sentosa Island, as our requests to visit many of the other surviving sites were turned down by the current sites' owners (such as the MINDEF, Singapore Police Force, and National Parks Board). We tried several different routes to gain approval to visit these sites, but we were unsuccessful, as the Singapore authorities are very security minded and generally do not have a historical interest in British built WW2 defenses. Given these hurdles we still had more than enough sites to visit during our three days, given the everyday heat and humidity (and the coming of the COVID-19 virus).

A dozen tour members gathered on Sunday, February 9, at the Travelodge Harbourfront Hotel after flying from Manila, while others came from their home countries to Singapore. Our first night at the hotel, we arranged for a rooftop meeting room so Mr. Lim Chen Sian, Associate Fellow, Archaeology Unit of



Lim Chen Sian, working on an archaeology project at the Palau Ubin AMTB emplacement

Nalanda-Sriwijaya Centre at ISEAS – Yusof Ishak Institute, could talk on the many military related archaeology projects that he had undertaken over the last 20 years in Singapore. Chen's excellent presentation gave us a good background on various sites we would be visiting and some that we could not, especially the AMTB battery on Palau Ubin.

Day One (Feb 10) had our tour group meeting for breakfast in the hotel before our departure by minibus with driver at 8 AM. We were joined by several locals to help us find our way to each site and to interface with local site owners. Led by Chris Lee and Harry Herizzad, along with Mohmand Faiz Bin Zulkifli, Chang Kwang Hong, Zulkifl Cassim, and several others, they joined us each day to keep us out of trouble. Our first stop was Changi Hill, which is now surrounded by the Changi Golf Club. The manager of the club, Christopher Low, allowed us to cross the fairways to the road to the top of the hill. This hill was used for the Changi Fire Command and the Johore Battery BOP/plotting room which consisted of several fire control stations and an underground plotting and communication center. The top of the hill is in use by Singapore authorities for communication towers/equipment and two water reservoirs, so we had to walk around the edge of the fence to see what remains we could visit. We were able to locate one of the fire control stations and the embedded rail that had supported the Barr & Stroud rangefinder. One of the groundskeepers showed me a sealed door that he said connected to the underground plotting and command center. He took pity on us and gave the group rides down the hill to our minibus. Our next stop was the replica turret of the 15-inch Johore Battery, located on top of the Number One emplacement, which was accessed via Cosford Road, very near the Changi International Airport. The site has a sheet-metal reconstruction of the "Spanish Mount" 15-inch gun and turret, even though this emplacement was for the Mark 1 carriage (similar to Wadstone Battery on English Channel). The underground magazines and power rooms are not accessible, but the outline of these underground rooms have been laid out in concrete behind the gun. This tourist site has gained a restaurant with outdoor seating and several large trees since the replica turret was dedicated in February 2002. The site's current focus seems more on the restaurant than the gun battery.



Concrete pathways show the layout of the underground rooms at Johore Battery, Emplacement #1



Replica 15-inch gun and turret (Spanish Mount) at Johore Battery, Emplacement #1

Changi Hill and Emplacement #1 were the only sites from the Changi Fire Command that we were able to visit, as MINDEF declined our request to visit three remaining batteries on Pulau Tekong (a 3-gun 9.2-inch battery and two AMTB), while the

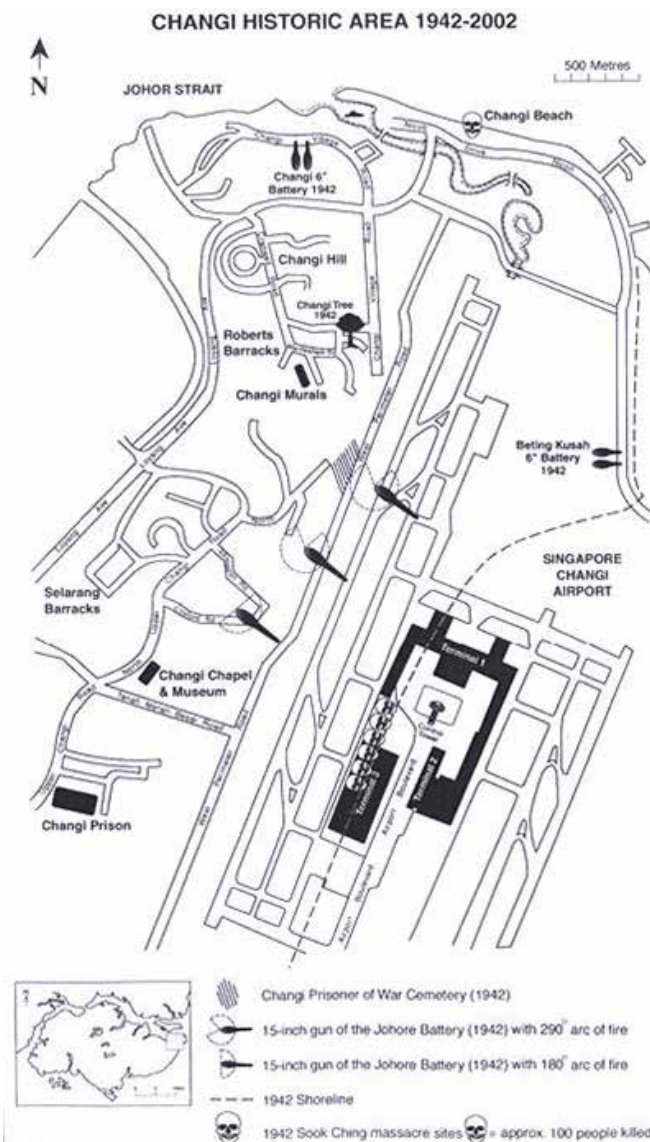
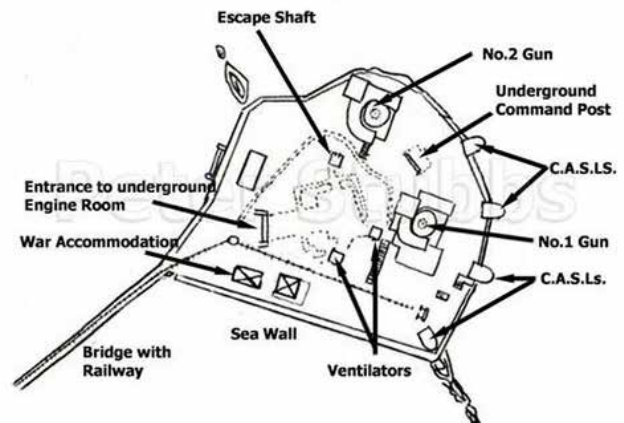


Photo Credit: Karl Hack and Kevin Blackburn

Singapore Police Force turned down our request to visit the AMTB on Pulau Ubin. The other defenses of the Changi Fire Command have been destroyed by Singapore's constant growth. We turn our minibus south toward Sentosa Island.

Though the good offices of Peter Stubbs (the webmaster of <http://www.fortsiloso.com>), we were introduced to Mr. Alvin Chia of the Sentosa Development Corporation, which runs Sentosa Island. Alvin was the key to our entire Singapore Tour as he made it possible for us to visit all the remaining batteries and their supporting structures on Sentosa Island. We owe Alvin special thanks as he personally made sure that over the two days we visited Sentosa Island we accessed the many fortification sites on Sentosa Island. Our minibus took us over the bridge to this island and to the award-winning Sentosa Golf Club.



We had an excellent lunch on the veranda of golf club overlooking the Singapore Strait. Sylvester Yeo, manager of the Sentosa Golf Club, provided our tour group with a fleet of golf carts to our first stop, the AMTB on Berhala Reping, which used to be a small island before being attached to the golf course through landfill. Sylvester and Alvin guided us to the overgrown site, though some of our golf carts got lost along the way. The AMTB is very overgrown and not very visible from the course but that did not stop our tour members from climbing through the rubble and vegetation to reach each emplacement and their fire director towers for the two-gun, twin 6-pounder battery. We were able to climb into the underground engine rooms and visit both gun emplacements and their director towers, as well as several searchlight stations. It took several tries to gather our tour group to return to their golf carts so we could continue on to our second stop at the golf course – Fort Connaught.



Berhala Reping AMTB Gun Emplacement #1 is lost in the jungle today.



Berhala Reping AMTB Director Tower for Emplacement #2 is fully camouflaged today.



Fixed coastal searchlight station at Berhala Reping, one of four CASL at this battery.

Fort Connaught was first known as Fort Blakang Mati East Battery when constructed in 1878. This battery went through several upgrades over the next 50 years; in the 1930s the battery (now known as Fort Connaught) was rebuilt and armed with three Mark X 9.2 in guns on 30° Mark VII mountings. A new battery observation post was built at the top of Mount Serapong, and a battery plotting room was built deep underground into the northern side of Mount Serapong. Located outside the plotting room was an engine room that provided power for the plotting room and the battery observation post on Mount Serapong. This battery replaced all the other 9.2 in batteries on Sentosa Island as it had superior range due to more modern carriages. The battery engaged the Japanese invasion force by firing over Mount Serapong and the guns were spiked upon surrender. The battery was not restored after the war and was abandoned. The construction of the golf courses resulted in most of the fort be-

ing demolished. The only remaining feature is Emplacement #3, while the other two 9.2 in emplacements have been incorporated into the golf course (one is the tee for Hole 4, while the other has been removed to form the fairway). We were able to make our way through the jungle to Emplacement #3, where we explored the shell store and magazine, as well as the power room. Next



Emplacement #3 magazine at Fort Connaught



Shell lift at Emplacement #3, Fort Connaught. Trees are attacking the emplacement.



Damage to Fort Connaught's Gun Emplacement #3 caused by spiking or the removal the guns when they were scrapped.



Secondary battery observation post at Fort Connaught.

to the gun emplacement (which showed the damage from spiking the 9.2 in gun in 1942) is the secondary battery command post, in a concrete tower. Next to this tower is the remains of the older 9.2 in emplacement. Our tour group scattered among these structures but gathered at the Pyramid Rest Pavilion (built next to the foundation of a battery command post). After a break and a group photo, we loaded up for the ride back to the club house. We thanked our hosts, boarded our minibus, and were dropped off at our hotel.

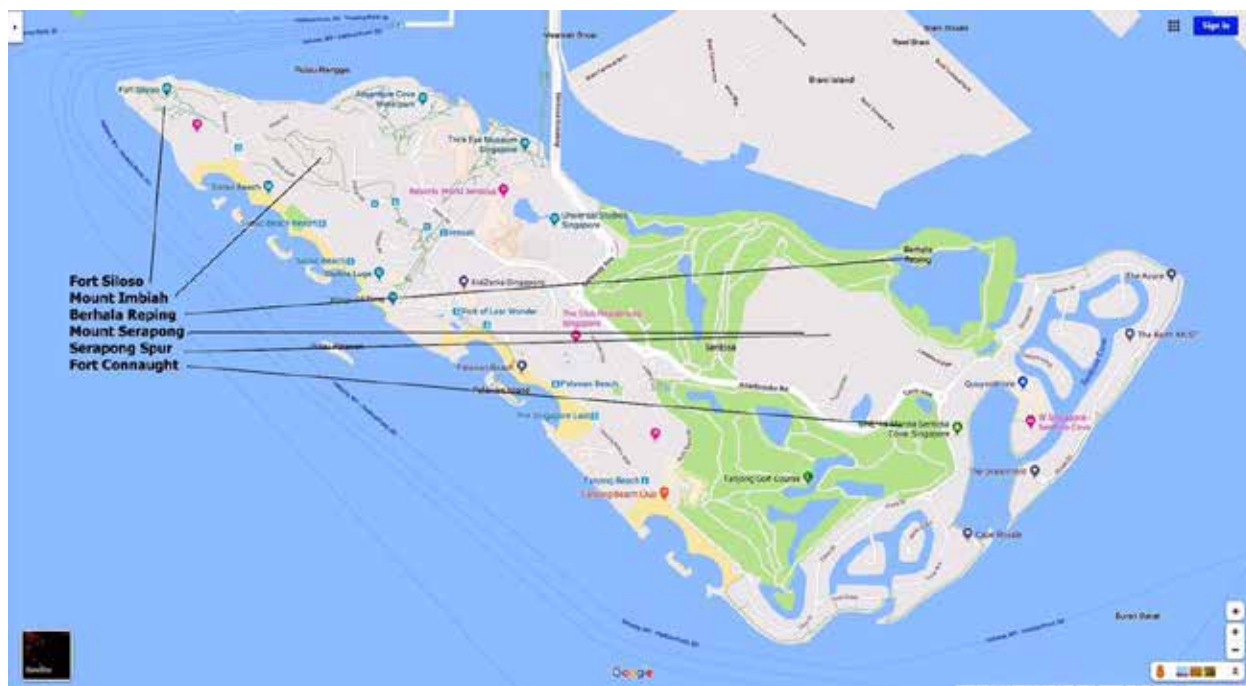
After the group had their independent dinners, we gathered again in the rooftop meeting room at the hotel to hear Brian Farrell, a professor of military history at the National University

of Singapore. Professor Farrell gave a great lecture on the military strategy of both the British and Japanese during the Malaysian Campaign which led to the fall of Singapore in 1942. During two hours of lecturing and questions, Brian withstood every question we could throw at him about this campaign and its aftermath. It was a great treat to learn from Brian's vast knowledge of the subject and we are grateful he took the time to speak to us.



Professor Brian Farrell speaking on Singapore and World War II.

Day Two and Day Three of the tour report will appear in the next issue of the *CDSG Newsletter*.



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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 donations for projects supporting its goals.

Visit the CDSG.ORG website for more details.

The goals of the CDSG and CDSG Fund are the following:

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