

Primary Battery File

National Archives, Washington D.C.

Record Group 77

Correspondence of the Chief of Engineers

Entry 103

File, Fort, Battery:

27002

37620

48140

Ft. Monroe

Btly DeRussy

U. S. ENGINEER OFFICE,
166 GRANBY STREET.

Norfolk, Va., June 25, 1898.

Brig. Gen. John M. Wilson,
Chief of Engineers, U.S. Army,
Washington, D. C.

General, -

26465
384
I have the honor to submit herewith, plans for three 12-inch depressing gun emplacements, called for by Department letter of June 4, 1898, file No. 27002, and would recommend that they be placed on the beach front at a point marked "F" on the tracing accompanying my report of June 22, 1898, and for the reasons stated therein. The cost of these emplacements will be as follows:

18,753 cubic yards of concrete in place (this includes all labor and material)-----	@ \$6.00,	\$112,518.00
22,706 cubic yards of sand in place,-----	@ 50¢,--	11,353.00
1,740 cubic yards of clay and soil in place @ 60¢,--		1,044.00
5,225 square yards of sod in place,-----	@ 40¢,--	2,090.00
Iron work, trolley systems, lifts, hold-down bolts, beams, etc.,-----		10,000.00
		\$137,005.00
Contingencies, 10%,-----		13,700.50
		<u>TOTAL,-----\$150,705.50</u>

Respectfully submitted,

847 F.M.
(1 inclo.) tracg.sep.roll.

Thos. L. Casey
Captain, Corps of Engineers.

OFFICE CHIEF OF ENGINEERS

JUN 27

27002

WAR DEPARTMENT

Norfolk, Va,

June 20, 1898.

Casey,

Capt. C. J. A.

Enclosed please find 3-12" depicting gun emplacements, on Beach Point, north of Chesapeake, Va., and records that they be placed on the beach. Find as a point marked "7", and bearing, as shown. The report of June 2nd for report stated therein. Enclosed also \$50, 700, 000. 1 mile. C. J. A. (drawing)

Recd. W. E. D. Norfolk, Va. July 4, 1898

RECD. BACK OFFICE CHIEF OF ENGRS. JUL 7 1898
One 2 accy.

1st indorsement.

Office Chief of Engineers

U. S. ARMY.

July 2, 1898.

Respectfully returned.

The plane of reference is not indicated on the drawings. If this is at mean low water, it will be necessary to raise the entire battery a sufficient distance to prevent flooding of the magazines by storm tides.

With this exception the plans are approved.

The sum of \$150,000 is hereby allotted from the appropriation for "Gun and Mortar Batteries", Act of May 7, 1898, to be applied to the construction of this battery.

With a view to securing dry magazines, Captain Casey is requested to give special attention to all details of drainage and not to neglect waterproof courses over the ceilings of magazines and passages.

To avoid confusion and possible errors the model of the carriage should always be indicated on fortification drawings. Captain Casey will please make the required addition and after necessary record, return these papers to this office.

By command of Brig. Gen. Wilson

27002

1

Inclo. 2 in sep. roll.
Captain, Corps of Engineers.

2nd indorsement
U. S. Engineer Office
Norfolk, Va., July 5, 1898.

Respectfully returned to the Chief of Engineers, U. S. Army, the required addition and necessary record having been made.

W. E. D.
Captain, Corps of Engineers.

847-1
(1 inclo.) sep. roll.

RECD. OFFICE CHIEF OF ENGRS. JUL 7 1898

K

ENGINEER OFFICE, U. S. ARMY,
ROOM 2, CUSTOM HOUSE,

Norfolk, Va., May 12, 1904.

Brig. Gen. Alexander Mackenzie,
Chief of Engineers, U. S. Army,
Washington, D. C.

General:

1. I have the honor to report that Battery DeRussy (three 12-inch B. L. R.) is now ready for transfer to the garrison, and respectfully request directions to make this transfer. This battery has been practically completed, except the chain hoists, for about three years. Its armament has been mounted, and it has been in care of the garrison. The chain hoists were installed last month, and nothing now remains to be done to the battery, except a few minor details which will probably be completed before the return of the orders for the transfer. The armament is, at present, all in commission, except at emplacement No. 3, where the gun and carriage are being mounted for the third or fourth time, trouble having been experienced with this carriage, from reasons not connected with the engineering installation.

2. There are forwarded by to-day's mail, in a separate package, three (3) tracings relating to the above-mentioned battery, one showing the battery as built, and its drainage system, with instructions for the garrison in caring for it, and two (2) tracings relating to the electric plant, one showing the cable lines and the locations of the lamps and switches about the battery, and the other the switch-

board, with a description of the circuit connections.

Very respectfully,

Your obedient servant,

[illegible]

Captain, Corps of Engineers,

U. S. Army.

847 F. M.

3 tracing in sep.pkge.

OFFICE OF CHIEF OF ENGINEERS

MAY 13
27002
35
1904

WAR DEPARTMENT,

Norfolk, Va.,
May 12, 1904.

WINSLOW,
CAPTAIN E. EVELETH

Requests directions to
transfer Battery De Rusby (three
12-in.B.L.R.) to the Garrison, as
it is now ready.

3 Incs., E.D. (Tracings.)

Encls 34-38 in map file Dr 58, A4303

May 15, 1904 Letter to Col.
Haley.

2

ENGINEER OFFICE, U. S. ARMY,
~~ENGINEER OFFICE, U. S. ARMY,~~
 CUSTOM HOUSE,

Norfolk, Va., December 26, 1901.

Brig. Gen. George L. Gillespie,
 Chief of Engineers, U. S. Army,
 Washington, D. C.

General:

In reply to letter from your office dated December 18, 1901, 37620, I have the honor to state that the following work upon the 12-inch battery at Fort Monroe, Va., remains to be finished:

ESTIMATE.

Telephone system, cutting walls, making boxes, etc.,-----	\$ 200.00
Cutting hoist wells and changing beams,-----	500.00
Three standard chain hoists, purchased and put in position, complete,-----	6,000.00
Altering original wells for truck recesses,-----	150.00
Frames for storage battery, etc.,-----	150.00
Galvanized sheet iron ceiling over implement racks,-----	200.00
Drains for hydrants,-----	175.00
Miscellaneous repairs,-----	100.00
	<u>7,475.00</u>
Contingencies,-----	525.00
	<u>8,000.00</u>
Total,-----	\$8,000.00

Before an estimate of the cost of installing the chain lifts could be furnished, the alteration of one of the lifts had to be made.

The change required has consisted in removing the block of concrete between the two hoist wells, and it is found that the upper portions of the hoist wells can be utilized as truck recesses with little expense.

After paying outstanding obligations, there remains about

1716 8. M.
OFFICE CHIEF OF ENGINEERS
37620 -
DEC 6
WAR DEPARTMENT

37620

[Handwritten signature]

Norfolk, Va.;
Dec. 26, 1901.

Quinn,
Major James B.

In reply to E.D. letter Dec. 18, 1901, states the work indicated herein, upon the 12" battery at Ft. Monroe, Va.; remains to be finished. Total est'd cost, \$8000. After deducting above estimate there will be left \$3,000 which can be turned in. Transfer to Artillery can be made at once, but change to chain hoists will paralyze battery for a time longer. If project for abandonment of emplacement for 10" gun in basin, submitted some time ago, is approved, it can be transferred at once, etc.

If mounts for four 15-pdr. R.F. guns arrive soon the available balance will be needed to complete the battery. Its transfer in incomplete state is not recommended.

[Handwritten: Brown 972 netting]

RECD. BACK, OFFICE CHIEF OF ENGINEERS, JAN 7 1902

[Handwritten: Fred H. Jones 3/1902, 800 Norfolk Va.]

1st indorsement.
Office Chief of Engineers,
U. S. ARMY.
December 31, 1901.

Respectfully returned to Major

Quinn.
The 12-inch battery should be completed and transferred as soon as practicable. The sum of \$5,000, in Treasury, is hereby withdrawn from the allotment of July 2, 1898, for three 12-inch rifles on disappearing carriages.

There is no probability of the change in position of the emplacement for the 10-inch gun in the basin till after all the 10-inch emplacements projected for the United States have been completed. The 15-pounder battery may be retained till the base castings arrive. To be returned.

By command of Brig. Gen. Gillespie:

[Handwritten: J. V. Clark]
Major, Corps of Engineers.

37620

[Handwritten: Recd. 800 Norfolk Va, Jan 3, 1902.]

2nd indorsement.
Engineer Office, U. S. Army,
Norfolk, Va., Jan. 6, 1902.

Respectfully returned to the Chief of Engineers, U. S. Army, as directed in the preceding indorsement.

[Handwritten: James D. Harrison]

Major, Corps of Engineers,
U. S. ARMY.
1716 F. M. OFFICE CHIEF OF ENGRS. JAN 7 1902
2

ENGINEER OFFICE, U. S. ARMY,
166 GRANBY STREET,

Norfolk, Va., October 11, 1901.

Brig. Gen. George L. Gillespie,
Chief of Engineers, U. S. Army,
Washington, D. C.

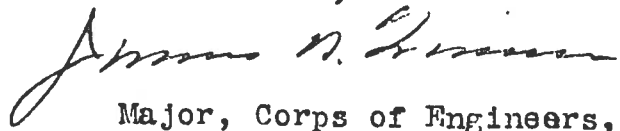
General:-

In reply to the letter from your office dated the 30th ultimo, 37620, requesting explanation of the conflicting statements as to the 8-inch B. L. rifles mounted at Fort Monroe, Va., made in my report of completed batteries for August, 1901, and in my annual report for the fiscal year 1901, I have the honor to inform you that the number mentioned in the former is correct.

The statement in my annual report came about through the dismounting of one of the 8-inch rifles at about the time the same was under preparation, and, from the memorandum referred to me by 1st indorsement of May 4, 1901, on E. D. 39240, it was assumed that the piece was to be shipped away. I find however that the piece referred to was dismounted and moved to one of the platforms on the parapet and was replaced by one of the guns mounted there.

Very respectfully,

Your obedient servant,


Major, Corps of Engineers,

1520/8 F M

U. S. Army

OFFICE OF CHIEF OF ENGINEERS

37620

37620
5
WAR DEPARTMENT

Norfolk, Va.,
Oct. 11, 1901.

Quinn,
Major James B.

In reply to E. D. letter of Sept. 30, 1901, states that the number of 8" B. L. Rifles mounted at Ft. Monroe, Va., mentioned in report of completed batteries for August, 1901, is correct, etc.

37246

Corrected by letter
in the same
report 24

37620

✓
24

A

See report indicated in front

o/k

ENGINEER OFFICE, U. S. ARMY,
ROOM 2, CUSTOM HOUSE.

Norfolk, Va., May 4, 1906.

Brig. Gen. A. Mackenzie,
Chief of Engineers, U. S. Army,
Washington, D. C.

General:

1. I have the honor to acknowledge receipt of Department letter of April 28, 1906, 37620, relating to unexpended balances of allotments from the appropriations for "Gun and Mortar Batteries", for battery construction.

2. There remains in my hands a balance of \$631.19, of the allotment made December 2, 1902, 43492₁, for emplacements for two 15-pounder guns at Fort Wool, Va. This battery was completed and transferred to the garrison about six months ago, and it is thought now that the balance of the allotment will not be required.

61 3. I also have in my hands \$260.59 of the allotment made November 10, 1902, 41420₆, for lights and power wires, maneuvering cables, Fort Monroe, Va. This balance has been retained for the purpose of making connections for the maneuvering apparatus of the 10-inch B. L. Rifles; but, in accordance with Department letter referred to, this need no longer be retained, and is available for other use.

4. There remains a balance to the credit of the allotment for emplacements for two 12-inch guns (Battery Parrott), Fort Monroe, Va., of, approximately, \$48,000. Some work still remains to be done on this battery, but I believe that the last allotment of April 29, 1905,


August

37221, of \$30,000, will not be required, and may be withdrawn for other work. It is probable that there will be saved also a small additional balance; but, owing to the possibility of unforeseen contingencies, I should not like to spare any more at this time.

5. There is also a small balance to the credit of the allotment for the electric plant at Fort Wool, but the power house at this point has not been entirely completed. In connection with this completion, there may be some further demand upon the allotment for the plant itself.

Very respectfully,

Your obedient servant,


Captain, Corps of Engineers,

U. S. Army.

$\frac{3040}{3}$ F. M.

OFFICE OF CHIEF OF ENGINEERS
37620
MAY 13 1906
WAR DEPARTMENT.

37620
3040
hls

Norfolk, Va.,
May 4, 1906.

WINSLOW,
CAPT. E. E.

Acknowledges receipt of E.D. letter of April 28, 1906, relating to unexpended balances of allotments from appns. for "Gun and Mortar Batts." for Batty. Construction, and reports in detail concerning certain available balances, etc.

1st indorsement.
WAR DEPARTMENT,
OFFICE OF THE CHIEF OF ENGINEERS,
WASHINGTON.
May 10, 1906.

1. Respectfully returned to Captain Winslow, whose recommendations are approved.
2. The balance (\$30,000) in Treasury is hereby withdrawn, and the balances in hand, referred to in Pars. 2 and 3 within, should be deposited to the credit of the appropriation.
3. The Chief of Engineers has

promised Colonel Potts that certain changes and betterments will be made in Battery Irwin, and Captain Winslow will confer with Colonel Potts and submit estimates for doing the work he desires in that battery.

By command of Brig. Gen. MacKenzie:
James V. Albright
Major, Corps of Engineers

37620
13

W/K 2nd indorsement.
Engineer Office, U.S. Army,
Norfolk, Va., May 21, 1906.

1. Respectfully returned to the Chief of Engineers, U.S. Army.
2. In connection with the instructions contained in Par. 3 of the preceding indorsement, I have to state that I have been in communication with Colonel Potts regarding the alterations desired in

Battery Irwin, and an estimate of the cost of the changes and the plans thereof will be submitted, as soon as practicable, on a separate paper.

I. Irwin
Major, Corps of Engineers,
U.S. Army.
3040 F. M.

RECD OFFICE CHIEF OF ENGRS MAY 22 1906

Received
3040
37620
891.78

RECD BACK OFFICE CHIEF OF ENGRS MAY 22 1906

Received back.
Norfolk, Va., MAY 12 1906

ENGINEER OFFICE, U. S. ARMY,

ROOM 2, CUSTOM HOUSE,

Southern Bell
Telephone 1681.

Norfolk, Va., August 12, 1903.

Brig. Gen. G. L. Gillespie,
Chief of Engineers, U. S. Army,
Washington, D. C.

General:-

I have the honor to submit herewith, for approval, a draft of specifications proposed to be issued, by me, covering the delivery and installation at Battery DeRussy, Fort Monroe, Va., of three 12-inch chain hoists, under an allotment made by the 6th paragraph of the 2nd indorsement from your office, 47617, dated July 3, 1903.

The motors to operate these hoists will be procured under public notice, so as to prevent any delay to the hoist contractor, which would be probable if both of the contracts were awarded at the same time, as the motor contractor would not be able to manufacture one machine and deliver it to the former much ahead of the completion of one of the hoists.

If the specifications are authorized to be issued, authority is respectfully requested to have three hundred and fifty (350) copies printed at a job printing establishment in this city, the cost thereof to be paid from the funds available for the installation of the hoists.

The blue-prints of the plans to be issued with the specifications herewith submitted, are sent by to-day's mail in a separate

package. The general drawing with these plans is the same as that submitted with my estimate for the erection of the hoists, dated June 24, 1903.

Very respectfully,

Your obedient servant,

E. Embert Wainor

Captain, Corps of Engineers,

U. S. Army.

Through:

Lieut. Colonel James B. Quinn,

Corps of Engineers, U. S. Army

Division Engineer, Southeast Division,

Savannah, Ga.

$\frac{847}{9}$ F. M.

1 inclos. accomp.

7 blue-prints in sep. pkg.

13,1000

HEAD QUARTERS OF ENGINEERS

48180

WAR DEPARTMENT

444.

Norfolk, Va.,
August 12, 1903.

Capt. E. Eveleth:

REPRODUCED AT THE NATIONAL ARCHIVES

Submits, for approval, specifications proposed for the delivery of three 12-inch 12-ton hoists at Battery, Ft. Monroe, Va. Blue prints of plans to be submitted with specifications. If approved, reqs. auth. have printed 550 copies of the specifications. OCT 28 1903

1 encls. accompanying. E. D. 7 encls. E. D. (blue prints) in sep. roll.

OFFICE OF DIVISION ENGINEER, SOUTHEAST DIVISION, Savannah, Ga., August 14, 1903.

1st indorsement. Respectfully submitted to the Chief of Engineers, U. S. Army, with recommendation for approval.

48180
1 encls. 1 accomp.
Incls. 2-8 in sep. roll.

8473 M

1st indorsement. OFFICE OF DIVISION ENGINEER, SOUTHEAST DIVISION, Savannah, Ga., August 14, 1903.

1. Respectfully submitted to the Chief of Engineers, U. S. Army, with recommendation for approval.

2d indorsement. Lt. Col. Corps of Engineers, Div. Eng., S. E. Div.

Office Chief of Engineers, U. S. Army, August 19, 1903.

1. Respectfully referred to Capt. Harry Taylor, Corps of Engineers, for early return with any changes he would suggest in view of the most recent experience, to insure the best results. 2. If any changes affect the motors he should telegraph Captain Winslow so that the two contracts may harmonize.

Office Chief of Engineers, U. S. Army, August 19, 1903.

48180
1 encls. 1 accomp.
Incls. 2-8 in sep. roll.

3rd indorsement.

U. S. Engineer Office, Boston, Mass. August 21, 1903.

Respectfully returned to the Chief of Engineers, with letter of this date.

Captain, Corps of Engineers, E. D. 48180 and 1 addl. accomp.

Incls. 2-8 in sep. roll.

Office Chief of Engineers, U. S. Army, August 31, 1903.

4th indorsement. Office Chief of Engineers, U. S. Army, August 31, 1903.

1. Respectfully returned to Captain Winslow, with a few changes in the text of the specifications. New paragraphs should be added to cover injuries to employees, and giving authority to require the discharge of incompetent or objectionable workmen.

2. Attention is further invited to the inclosed report of Capt. Harry Taylor, Corps of Engineers,

to whom the specifications were sent to secure the latest information on the matter.

3. As modified in this office, and by Captain Winslow, it is desired to make the changes suggested by Captain Taylor, the specifications are approved, and Captain Winslow is authorized to have 400 copies printed.

4. These papers to be returned.

48180
Incls. 1 & 9 accomp.
Incls. 2-8 in sep. roll.

Through Lieut. Col. JAMES R. QUINN, Corps of Engineers, Division Engineer, Southeast Division.

5th indorsement. OFFICE OF DIVISION ENGINEER, SOUTHEAST DIVISION, Savannah, Ga., Sept. 2nd 1903.

Respectfully forwarded to Captain E. Eveleth Winslow, Corps of Engineers, U. S. Army. In the absence of the Division Engineer:

Division Clerk.

2 encls. accomp.
7 encls. in sep. roll.
9444.

6th indorsement.
 Engineer Office, U.S. Army,
 Norfolk, Va., Oct. 12, 1903.

1. Respectfully returned to the Chief of Engineers, U.S. Army, as directed in the 4th indorsement hereon.

2. The alteration suggested by Captain Taylor in the spacing of the carriers has been adopted.

3. In making his criticism in paragraph 4 of his letter with regard to the method of supporting the lifts, Captain Taylor evidently overlooked the fact that these hoists are to be installed in old emplacements, the walls to which he objects being already in place, and having holes cut through them, which will be very convenient for oiling, etc. These emplacements were originally arranged for platform lifts, and were later partially altered to adapt them to another type of hoist, and the plans to which Captain Taylor objects are really the most suitable to the existing conditions of the emplacements.

E. E. Winslow

Captain, Corps of Engineers,
 847 F. M. U.S. Army.

2 inclosures accomp.

7 blue-prints in sep. pkg.

Through:

Lieut. Col. James B. Quinn,
 Corps of Engineers, U.S. Army
 Division Engineer,
 Southeast Division.

7th Indorsement.
 U. S. ENGINEER OFFICE,
 SAVANNAH, GA.

Oct. 16, 1903.

Respectfully forwarded to the Chief of Engineers, U. S. Army -

James B. Quinn

Lt. Col. Corps of Engineers,
 Div. Engr. S. E. Div.

2 Encls. accomp.

7 Bjs. in sep. roll -

RECD. OFFICE CHIEF OF ENGRS. OCT 17 1903

8th indorsement.

WAR DEPARTMENT,
 OFFICE OF THE CHIEF OF ENGINEERS,
 WASHINGTON.

October 20, 1903.

1. Respectfully returned to Captain Winslow.

2. The views expressed in the 6th indorsement are approved.

3. These papers to be returned.

By command of Brig. Gen. Gillespie:

Frederic V. Allen

Major, Corps of Engineers.

48180

Inclos. 1 & 9 accomp.

Inclos. 2-8 in sep. roll.

Through Lieut. Col. JAMES B. QUINN,
 Corps of Engineers,

2 Division Engineer, Southeast Division.

9th indorsement.
 OFFICE OF DIVISION ENGINEER,
 SOUTHEAST DIVISION.
 Savannah, Ga., October 24, 1903.

Respectfully forwarded to
 Captain Winslow, inviting atten-
 tion to the 8th indorsement
 hereon.

James V. Quinn

Lt. Col., Corps of Engineers,
 Div. Engr., S. E. Div.

2 enclos. accompng.
 7 enclos. in sep. roll.

10th indorsement.
 Engineer Office, U.S. Army,
 Norfolk, Va., Oct. 26, 1903.

Respectfully returned to the
 Chief of Engineers, U.S. Army, as
 directed in the 8th indorsement
 hereon.

E. Eliott Winslow

Captain, Corps of Engineers,
 U.S. Army.

847

10 F. M.

2 inclosures accompng.,
 7 bl.pts. in sep. pkge.

REC'D. OFFICE CHIEF OF ENGRS OCT 28 1903

UNITED STATES ENGINEER OFFICE

P. O. BOX 5346, ROOM 917 WINTHROP BUILDING

BOSTON, MASS.

August 21, 1903.

Brig. Gen. G. L. Gillespie,
Chief of Engineers, U. S. Army,
Washington, D. C.

General:

1. I have the honor to return herewith specifications submitted by Captain E. E. Winslow, Corps of Engineers, for chain ammunition hoists to be delivered at Fort Monroe, Va., forwarded to me with your indorsement of the 19th instant (48190).

2. No experience thus far had has suggested any changes from the type specifications and drawings which the accompanying specifications and drawings very closely follow.

3. There are one or two points, however, in the accompanying specifications and drawings wherein it is noted that they vary from the type. In reference to the hanging of the carriers, a note on the type drawings directs that "each ascending loaded carrier must hang from its special side links as shown here. The carriers are to be spaced as evenly as possible on the chain, having regard to the above condition." The accompanying specifications and also the blue prints state the number of carriers required to be six and that four are to be spaced 20 links apart and two spaced 10 links apart. This spacing is inconsistent with the note above quoted as that note requires that the carriers shall be spaced an even number of links apart, and to comply with this condition the carriers on these particular hoists should have

five spaces of 20 links and one space of 18 links. The special link and carrier was designed to reduce the bending moment of the pin attaching the carrier to the chain as much as possible when the carrier is loaded. Theoretically it makes no difference whether the special link is hung as shown or whether it is inverted, but practically I think that the arrangement with the link as shown is better than with the special link in the inverted position.

4. It is also noted that in the general arrangement the frame carrying the upper sprocket wheels is supported on the sides instead of on the ends as shown in the type drawings and that walls are built up between the track recesses and the hoist well. This arrangement makes it necessary to place the upper frame and sprocket wheel before the concrete supporting the delivery table is placed and once in place the frame could not be moved without tearing down the concrete table. As arranged on the type drawings the frame and sprocket wheels can be placed after the concrete is all finished and could be removed at any time without interfering with the concrete. The walls between the track recesses and hoist well will be rather expensive walls to build and are a detriment rather than an advantage, but, of course, are necessary if the upper sprocket frame is to be supported as shown. The advantages of not having the walls are that

the upper sprocket wheels and their bearings are readily accessible and the bearings are much more likely to be kept properly oiled when so readily accessible than they are when comparatively inaccessible as they will be with the walls as shown. Also I have found it very convenient to step into the truck recesses and give directions to the men operating the winch below. This, of course, could not be done when the wall is in place. If any fear is felt as to possible danger to the men being being injured without the protection of the walls the necessary protection could be very readily obtained by using the heavy wire mesh screen such as is customarily used for covering windows of storerooms and other places for security.

5. The points mentioned have all probably been considered by Captain Winslow and his reasons for making the changes are probably good ones, but the points are noted as points which have suggested themselves to me in my experience with the hoists.

Very respectfully,

Your obedient servant,

W. A. S. S. S.
Captain, Corps of Engineers.

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C
OFFICE OF CHIEF OF ENGINEERS

48180

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8475 M
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WAR DEPARTMENT.

Boston, Aug. 21, 1903.

TAYLOR,

CAPT. HARRY.

Submits report on specifications prepared by Capt. E. E. Winslow, for three 12" chain ammunition hoists at Battery DeRussy, Fort Monroe, Va. Notes that these specimens and drawings vary, as indicated herein, from the type specimens and drawings.

✓

Received back.
Engr. Off., U. S. Army, NORFOLK, VA. JUL 3 1903
RECD, Engr. Office SAVANNAH, GA. SEP 2 1903
U. S. Army,