

Primary Battery File

National Archives, Washington D.C.

Record Group 77

Correspondence of the Chief of Engineers

Entry 103

File, Fort, Battery:

45086

Ft. Revere

Btly Pope and Sanders

UNITED STATES ENGINEER OFFICE

P. O. BOX 5346, ROOM 917 WINTHROP BUILDING

BOSTON, MASS.

June 24, 1903.

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

General:

1. In compliance with instructions contained in your letter of February 19, 1903 (45087), I have the honor to submit herewith plans and estimates for two emplacements for 6-inch rifles on disappearing carriages, model 1903, at Fort Revere, Mass.

2. Before the detailed plans of the two emplacements could be prepared it was necessary to determine the general plan of the entire battery, which is to consist of six emplacements. In the original plan of the battery as laid down by The Board of Engineers all of the emplacements were in a single line. This plan was laid down before the present type of emplacement was adopted, when the distance between the guns was much less than it is in the present type and when, also, it was supposed that a non-disappearing carriage would be used. It was the intention of The Board of Engineers to make Telegraph Hill the right of the main line of defense and the heavy battery of 6-inch guns was intended to thoroughly command the bay in front of Nantasket Beach as far as a fire on the rear of the works might be expected, and also to cover the approach to Nantasket Head and the Narrows.

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The original line selected contemplated all-round fire and was arranged accordingly.

3. With disappearing carriages in the latest type of emplacement, the results indicated could not be accomplished with the line as originally laid down; the battery covered much more ground and the restricted space on the top of the hill made a single line awkward of location. Furthermore, the matter was considerably complicated by your instructions of May 16, 1903 (47135), relative to four emplacements for 3-inch rapid-fire guns on pedestal mounts. With the single line for the 6-inch battery there was no room on Telegraph Hill for the location of the four 3-inch emplacements without seriously crowding the 6-inch emplacements to the right and the quarters on the left. The hospital as located would come fairly in the field of fire of both the 6-inch and 3-inch batteries. Two of the 3-inch emplacements could by crowding be placed on the left of the 5-inch emplacements adjacent to the 12-inch battery, but there were objections to both of these dispositions. The four emplacements for 15-pounders have accordingly been located at Fort Strong and the lines of the 6-inch battery have been considerably changed in order to carry out the intentions of The Board of Engineers.

4. The type plan has in general been followed. On account of the exposure of the door leading to the shot room

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in emplacements 2 and 3 from possible enfilade fire, the position of this door has been varied from the type plan and the passage opened out to the rear of the traverse. This makes it necessary for the shot to be carried about 25 feet further when the gun is parallel to the side of the traverse from which it is served than would be necessary with the opening of the passage in the regular position as shown in the type emplacements. When the gun is traversed so that the muzzle points to the right of the parallel line the difference in the distance is somewhat increased, and when it is traversed to the left the difference of distance remains practically constant at 25 feet. A concrete wall 10 feet in thickness the height of the parapet and extending back far enough to protect the openings of the passages to the shot rooms in emplacements 2 and 3 in the type plan was considered, but it was finally decided to change the location of the opening to the passage as shown in preference to building the wall, for while the wall protected the passage from possible enfilade fire it also served to catch any projectile coming over the parapet in direct fire with a proper angle of fall and elevation, and this seemed a greater objection than the change in the location of the opening to the passage way.

5. It is proposed to locate latrines in the traverse between guns 4 and 5.

6. The battery is placed below the crest of the hill in

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order to protect the guns on the main line from reverse fire and conceal the battery as much as possible. It is planned to have the cut and fill balance.

7. In regard to the estimate, it should be observed that this battery is located upon a hill approximately 100 feet high and over $3/4$ of a mile from a wharf. The road from the wharf to the battery leads through the town of Hull where it will be impossible to build a tramway. It may be possible to buy the materials of construction where they can be delivered on the reservation by the line of the New York, New Haven and Hartford Railroad, which has a spur ending on the reservation near the 12-inch battery, but no bids have been received for the last two years from any bidder who could economically so deliver the material and consequently it is assumed that all materials of construction will have to be hauled from the wharf to the site of the battery by teams. This very materially increases the expense of building. The large item of drainage is made necessary by the long sewer which must be constructed from the latrines. The other drainage can open cut on the slope of the hill and will be comparatively inexpensive, but the sewer will probably have to be laid to a connection with the sewer from the post buildings and will require approximately 1200 feet of sewer pipe.

8. There is at present no plant of any sort or kind located

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upon the Fort Revere reservation. It is probable that considerable plant which is now in use at Lovells Island will be available for use at Fort Revere by the time the excavation for this battery can be completed, but as all of the plant will require more or less repairs, this and the cost of moving will be a very appreciable item.

It will be most advantageous to locate emplacements 5 and 6 and the traverse between emplacements 4 and 5 at the present time and the estimate has been prepared accordingly.

Estimate.

| | |
|--|-----------|
| Excavation, 3,000 cu. yds. @ 60¢, | 1,800.00 |
| Concrete, 3,400 cu. yds. @ 11.00¢, | 37,400.00 |
| Iron work, | 1,500.00 |
| Drainage, | 2,000.00 |
| Waterproofing, | 1,000.00 |
| Doors and windows, | 1,000.00 |
| Speaking tubes, railings, ventilators, etc., | 800.00 |
| Hydrants, pipe, electric fittings, | 500.00 |
| Plant (repairs, moving, etc.), | 3,000.00 |
| Superintendence and contingencies, | 8,000.00 |
| Total, | 60,000.00 |

Very respectfully,

Your obedient servant,

Harry S. ...

Captain, Corps of Engineers.

3 tracings in sep. roll.

Through Col. Chas. R. Suter,

Corps of Engineers.

Division Engineer of the Northeast Division:

214
3
M-E-D
1902.

June 25, 1903.

45087

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Boston, Mass.,
June 24, 1903.

Taylor,
Captain Harry

REPRODUCED AT THE NATIONAL ARCHIVES

Complying with Dept. letter of
19, 1903, submits plans and est.
two empls. for 6-inch rifles,
1 carr., model 1903, at Fort
1 ere, Mass.
1 Refers to items in the est. for
1 lining and drainage, as increas-
1 cost of the work.
Says, most advantageous to build
empls. 5&6 and the traverse bet.
empls. 4 & 5 at present time, and has
prepared est. accordingly.
Est., \$60,000.

3 Incs. E.D. (tracings)

See 47136
122

129
FORTIF. U.S. ENGINEER OFFICE
CATIONS, BOSTON, MASS.
8
BOSTON JUL 7 1903

1st indorsement.
NORTHEAST DIVISION
ENGINEER OFFICE.

June 25, 1903.
Respectfully forwarded to the
Chief of Engineers, U. S. Army,
recommended for approval.

Chas. R. Suter
Colonel, Corps of Engineers,
Division Engineer.

214, 1902.

Incls. 4-6 in sep. roll.

2nd indorsement.

Office Chief of Engineers,
U. S. ARMY.

June 30, 1903.

1. Respectfully returned to Captain Taylor, approved.
2. At this time it will not be possible to allot the full amount of the estimate, but all of the concrete and most of the fill can be provided for with available funds. For these purposes, an allotment of \$54,000 for emplacements Nos. 5 and 6 and the traverse adjoining No. 4, is hereby made from the appropriation for "Gun and Mortar Batteries," for construction of gun and mortar batteries, Act of March 3, 1903.
3. When such record as may be

necessary has been made, these papers will be returned to this office.

By command of Brig. Gen. Gillespie:

Frederic V. Allen
Major, Corps of Engineers.

45087

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Incls. 2-4 in sep. roll.

Through Col. CHAS. R. SUTER,

Corps of Engineers,

Division Engineer, Northeast Division.

Wash. July 2, 1903.

3rd indorsement.

NORTHEAST DIVISION
ENGINEER OFFICE.

New York, July 6, 1903.

Respectfully forwarded to Captain Taylor, inviting attention to the preceding indorsement.

Chas. R. Suter
Colonel, Corps of Engineers,
Division Engineer.

214, 1902.

Incls. 4-6 in sep. roll.

4th indorsement.
U. S. Engineer Office,
Boston, Mass.
July 8, 1

Respectfully returned to Chief of Engineers.

Harry Gordon
Captain, Corps of Engine

129

8

Forts. B.

Incls. 9, 10 and 11 in sep.

UNITED STATES ENGINEER OFFICE,

ROOM 1015 BARRISTERS HALL, 25 PEMBERTON SQUARE,

BOSTON, MASS.

May 31, 1904.

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

General:

1. In compliance with E. D. letter (45087) of May 11, I have the honor to submit inclosed herewith an estimate of the amount \$112,480.50 required to construct emplacements Nos. 1, 2, 3, and 4 of the battery for six 6-inch rifles on disappearing carriages, model of 1903, at Fort Revere, Mass.

2. I recommend that the four emplacements be built upon the type plan so far as conformable to the character of the site and as shown on the tracing transmitted with letter of Captain Taylor, from this office June 24, 1903; except that the wall between the storeroom and the shell-room be built straight, throwing the jog from the storeroom into the shell-room, being modified as shown in red on the accompanying sketch, permitting the jointed rammer staves to be put in the shell-room along that wall and the tool chest under them, and that the openings in the walls of the office room and guard room, made on the type plan to receive the rammer staves, be closed.

Very respectfully,

Your obedient servant,

W. J. Fisher
Lieut. Col., Corps of Engineers.

129
37

Forts B.
2 inclos.

45087
9
JUN 11 1904

1st Indorsement.
WAR DEPARTMENT,
OFFICE OF THE CHIEF OF ENGINEERS,
WASHINGTON.
June 4, 1904.

Boston, May 31, 1904.

STANTON

129
45
JUN 6 1904
LT. COL. W. S. STANTON

Submits estimate of amt. required to construct emplacements Nos. 1, 2, 3 and 4 of Battery for six 6-inch rifles, on disappearing carriages, model of 1903, at Fort Revere, Mass., and recommends that they be built as shown on tracing transmitted June 24, 1903 with letter of Capt. Taylor, except that the wall be modified as shown in red on the accompanying sketch.

1. Respectfully returned to Lieutenant Colonel Stanton, approved.
2. For the purpose, an allotment of \$112,500 is hereby made from the appropriation for "Gun and Mortar Batteries," for construction of gun and mortar batteries, Act of April 21, 1904.
3. These papers to be returned.

By command of Brig. Gen. MacKenzie:

Frederic V. Cook
Major, Corps of Engineers.

45087
9
Incls. 10&11 accomp.

2nd Indorsement,
U. S. ENGINEER OFFICE,
Boston, Mass.
June 7, 1904.

Respectfully returned to the
Chief of Engineers.

W. S. Stanton
Lieut. Col., Corps of Engineers.

129
45
Forts B.
Incls. 46 & 47 accomp.

RECD. OFFICE CHIEF OF ENGRS JUN 13 1904

45087
9
JUN 13 1904
Incls. 10 & 11 accompany.
A

Requisition No. Req. 2502.

Office of the Chief of Ordnance

Date office order.

United States Army Sk.

Received

Washington January 31, 1915.

To the

Commanding Officers

of the Arsenal named below:

You are hereby required, by direction of the
Chief of Ordnance, to issue the following Ordnance Stores

To The Artillery District Ordnance Officer,
District of Boston,

Shipping Address.

Port Revard, Mass. *Battery 3rd Regt.*

Thro. the Ordnance Officer,

Dept. of the East.

Order for Supplies No. 308.

From The Inspector of Ordnance, U.S.A., Works of the
Morgan Engineering Co., Alliance, Ohio.

4- 6" Disappearing Carriages, L.P., model 1903, Nos. 22, 23, 24
and 25.

When issue is made an extra copy of the invoice should be
sent to this office.

Order for Supplies No. 309.

From The Inspector of Ordnance, U.S.A., Works of the
Mansfield Engineering Co., Mansfield, Ohio, care of
Wellman-Souder-Morgan Co., Akron, Ohio.

2- 6" Disappearing Carriages, L.P., mod. 1903, Nos. 62 and 63.

When issue is made an extra copy of the invoice should be
sent to this office.

Order for Supplies No. 310.

From Rock Island Arsenal.

6 Duck covers for telescopic sights, for 6" Disappearing Carriages,
L.P., model 1903.

Respectfully,

(Sgd.) A. H. Russell,

per CAC.

Maj., Ord. Dept., U.S.A.

11

45087-12
FEB 1 1905
WAR DEPARTMENT.

CHIEF OF ORDNANCE

Furnishes copy of his letter of Jan. 31, 1905, directing the issue of certain ordnance, etc., for Fort Revere, Mass.

| | |
|------------|----------------------|
| 124 | U.S. ENGINEER OFFICE |
| 41 | BOSTON, MASS. |
| Feb 1 1905 | |

File

1st indorsement.
WAR DEPARTMENT,
OFFICE OF THE CHIEF OF ENGINEERS,
WASHINGTON.
February 1, 1905.
Respectfully referred to Col.
W. S. Stanton, Corps of Engineers,
to note and return.

Enc. returned to Brig. Gen. Mackenzie
Major, Corps of Engineers.
Frederic V. Allen

45087-12

2nd indorsement,
U. S. ENGINEER OFFICE
Boston, Mass.
February 3, 1905.

Respectfully returned to the
Chief of Engineers.

W. S. Stanton
Colonel, Corps of Engineers.

129-91
Fort S. B. OFFICE CHIEF OF ENGRS. FEB 6 1905

All communications must be addressed to "The Chief of Ordnance, U. S. Army, Washington, D. C."

Subject:

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


F101.

July 6, 1905.

Memorandum for Major Abbot,
Engineer Corps, U. S. Army.

1. Invoice voucher just received covers the issue of one 6" disappearing carriage, L. F., model of 1903, Wellman-Seaver-Morgan Company, No. 65, to Fort Revere, Mass., for Battery "Sanders". The shipment was made from Akron, Ohio, the 25th ultimo, and the voucher shows that the District Engineer Officer was notified of the shipment the 28th ultimo.

2. This carriage was manufactured by the Wellman-Seaver-Morgan Company under contract of the Mansfield Engineering Company.


In Charge of Supply Division.

45087
WAR DEPARTMENT.

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|---------------|----------------------|
| 129 | U.S. ENGINEER OFFICE |
| 123 | BOSTON, MASS. |
| July 6, 1905. | |

Chf. of Conference

Recommendation regarding
assignment of 1-6th dis-
appearing company, for
stationing at Fort Hancock.

H. J.
C.

1st Lieutenant
OFFICE OF THE CHIEF OF ENGINEERS,
WASHINGTON.

- July 11, 1905.
1. Respectfully referred to
Col. W. S. Stratton, Corps of
Engineers, for his information.
 2. To be returned.

By command of Brig. Gen. J. H. Dyer

John V. Abbott
Major, Corps of Engineers.

45087
13

2d Indorsement.

U. S. Engineer Office,
Boston, Mass.
July 14, 1905.

Respectfully returned to the
Chief of Engineers.

W. S. Stratton
Colonel, Corps of Engineers.

129
123
Forts. RECD OFFICE CHIEF OF ENGRS JUL 14 1905

RECD OFFICE CHIEF OF ENGRS JUL 17 1905