

# The CDSG Newsletter



The Coast Defense Study Group, Inc. — Spring 2022



## Chairman's Message

Robert Grimm

Just a quick note of thanks to Quent for his perseverance in organizing our 2020/2022 annual conference. There is a full description of the conference in this newsletter, but the quick takeaway is if you weren't with us you missed seeing some very hard to access sites. CDSG's annual banquet and meeting were held Saturday March 27th. We had reports from several committees with no significant change in membership numbers or finances. Mark Berhow gave a presentation on our 2023 conference in Portland, Maine. Looks like another series of amphibious assaults to very off the beaten path locations. Hope to see you there!

## CDSG to Portland, Maine

May 3 to 9, 2023 or May 17 to 23, 2023

Plans are moving ahead for the 2023 CDSG conference which will visit the harbor defenses near Portland Maine next May. While a few of the details still need to be worked out, most of the meeting itinerary is in place. The area around Casco Bay and the river bays to the north have an outstanding collection of remaining seacoast fortifications ranging from unique second and third system forts, largely intact early modern era forts, to WWII era forts. These include the remains of the Second System Fort Preble, Third System Forts Preble, Gorges, Scammel, Popham and Knox, the remains of the 1870s batteries at Fort Williams, Preble, Gorges, Scammel; Endicott era Forts McKinley, Levett, Lyon, Williams, Preble, and Baldwin; and the WWII batteries and fire control at Cape Elizabeth, Peaks Island, Jewell Island, Long Island, Great Chebeague Island, Bailey Island and others. Fort Knox, Scammel, and Gorges are outstanding examples of Third System architecture. Fort Levett and Fort McKinley are in private hands and have a number of garrison buildings remaining as well as a large number of artifacts in the gun batteries, fire control structures and mine facilities structures. In all a significant collection of seacoast defense structures that are rarely seen.

Several sites are accessible only by boat and a number are privately owned, so attending this conference will be the only way most fort enthusiasts will be able to see these. The current plan is for a four-day meeting with two optional add on days to visit some of the more remote locations. Weather and tides may change the final schedule.

Day 1: Fort Scammel and Fort Gorges by charter boat, hopefully 2 hours can be spent at each fort, with a possible trip to Long Island in the afternoon.

Day 2: Fort Levett and Peaks Island by Charter Boat and Ferry.

## CDSG Meeting and Tour Calendar

Please advise Terry McGovern of any additions or changes at [tcmcgovern@att.net](mailto:tcmcgovern@att.net)

### 2022 FSG - CDSG Special Tour

May 21/27 to May 31/June 7, 2022  
Sweden

Terry McGovern, [tcmcgovern@att.net](mailto:tcmcgovern@att.net)  
Lars Hansson, [www.bunkertours.se](http://www.bunkertours.se)

### 2023 CDSG Conference

May 3 - 10 or May 17 - 24, 2023  
Portland, Maine

Mark Berhow, [berhowma@comcast.net](mailto:berhowma@comcast.net)

### 2023 CDSG Special Tour

September

Northern Poland

Terry McGovern, [tcmcgovern@att.net](mailto:tcmcgovern@att.net)

### 2024 CDSG Special Tour

September

Puerto Rico

Terry McGovern, [tcmcgovern@att.net](mailto:tcmcgovern@att.net)

### Other Meetings and Tours

June 4 - 18 & June 18 - July 2, 2022  
Valor Tours

Aleutian Islands

Vicki Reynolds, [valortours@yahoo.com](mailto:valortours@yahoo.com)

June 5 -10, 2022

Association Vauban Annual Congress  
Savoie Region, France

Alain Monferrand, [congress@association-vauban.org](mailto:congress@association-vauban.org)

June 9 -12, 2022

INTERFEST Annual Meeting  
Kehl/Strassburg

Oliver Zauzig, [president@interfest.de](mailto:president@interfest.de)

August 27 - September 4, 2022

Kotor/Montenegro

ECCOFORT Study Tour & Seminar  
Hans-Rudolf Neumann, [hrv.neumannqt@online.de](mailto:hrv.neumannqt@online.de)

September 10 - 25, 2022

Valor Tours

Oahu/Midway/Samoa

Vicki Reynolds, valortours@yahoo.com

September 23 - 25, 2022

Deutsche Gesellschaft für Festungsforschung Annual Meeting

Julich, Germany

Andres Kupka, akupka@juelich.de

October 14 - 16, 2022

International Fortress Council Annual Meeting

Bergen, Norway via Zoom

Jeroen v.d. Werf, secretariat@internationalfortresscouncil.org

October 14 - 18, 2022

International Fortress Council Annual Meeting

Bergen, Norway (Zoom)

Jeroen van der Werf, tourvauban@gmail.com

December 9 - 13, 2022

Valor Tours

Wake Island

Vicki Reynolds, valortours@yahoo.com

April 2023

Morocco

ECCOFORT Study Tour

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

May 2023

Council on America's Military Past Annual Conference

Lincoln, Nebraska

Briget Hart, brigethshea@hotmail.com

September 22 - 23, 2023

Deutsche Gesellschaft für Festungsforschung Annual Meeting

Kufstein, Austria

Andres Kupka, akupka@juelich.de

September 2023

Amsterdam or Rome

ECCOFORT Study Tour

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

Day 3: Fort McKinley and Fort Lyon by Ferry

Day 4: Fort Preble, Fort Williams, and Cape Elizabeth by car with stops at fire control towers.

The optional add days includes a driving trip up to Fort Knox near Bucksport with stops at Fort Edgecomb, Fort Popham and Fort Baldwin, a second day is being arranged to visit Jewell Island by charter. Other fire control and AMTB sites on Chebeague Island and Bailey Island may be beyond our time limitations.

The island visits will be a bit challenging as we will not have much if any ground transportation. We are looking into arranging transportation on Peaks Island. Fort Levett and Fort McKinley are now private property, and we will be required to stay together on a guided tour of those sites.

At this time the tentative conference registration fee will be around \$200 per person which will include our annual banquet, private boat charters, organization costs, and some admission charges. At this time, we are going to make pre-ordered lunches for our three boat trip days optional and attendees will need to purchase their own ferry tickets.

A finalized registration form with hotel and itinerary should be ready this August. Our charter boats may limit us to 49 on those days, so please do not wait to the last minute if you plan on attending.

\* \* \* \* \*

The Bermuda 9.2-inch gun article appearing in the last issue of the *CDSG Newsletter* (Winter 2022) was written by Charles Blackwood, who is a FSG member. He wrote the article for publication in the FSG newsletter, and the CDSG article is derived from that original FSG article.

\* \* \* \* \*

## Harbor Defense Of Manila And Subic Bay To Be Reactivated?

Charles H. Bogart

In February 2022, the Philippine Army purchased three batteries of Indian made Brahmos surface to surface supersonic anti-ship missiles. Each battery has three mobile launch platforms and each launch platform is equipped with two missile launching tubes. Each missile tube will have ten reloads. The battery also contains: command and control, fire control, radar surveillance, and support vehicles. The Brahmos missile can be guided by a homing system or satellite, and comes equipped with an inertial navigation system for midcourse guidance. The Brahmos at launching is powered by a solid stage booster and has for its second stage a liquid fuel ramjet for acceleration. The ramjet can propel the missile up to a speed of 3,000 miles per hour. The missile has a range of 180 miles and is armed with a 440-pound high explosive warhead.

It is understood that the Brahmos missile batteries will be emplaced by the Philippine Army as to prevent a naval blockade of the sea lanes leading to Manila and Subic Bay.

\* \* \* \* \*

## "Crash on Artillery" CAC Song

Ian Wolf

In *American Seacoast Defences, a Reference Guide*, 3rd Edition, are the words for various CAC Songs. Here is a link to an audio recording of the 1934 song "Crash on Artillery": [https://archive.org/details/78\\_crash-on-artillery-coast-artillery-marching-song\\_victor-military-band-the-four-c\\_gbia0055878/04+-+Crash+On!+Artillery+\(Coast+Artiller++Victor+Military+Band.flac](https://archive.org/details/78_crash-on-artillery-coast-artillery-marching-song_victor-military-band-the-four-c_gbia0055878/04+-+Crash+On!+Artillery+(Coast+Artiller++Victor+Military+Band.flac)

\* \* \* \* \*

## **No Boots Left Behind St. Babs XXXIX, CDSG 2022 Conference in New Orleans Trip Report**

Quent Schillare

The Coast Defense Study Group held its 2022 conference March 23-27 in New Orleans. From its headquarters in the Ramada Metairie-New Orleans Airport, a group of 40 intrepid adventurers and guests visited eight historic locations associated with the defenses of the city and the lower Mississippi River. Our last conference in New Orleans was twenty years ago, February 27 to March 3, 2002. We've penciled in our next visit to the city for twenty years hence, March 4-9, 2042.

This year's conference was unique for several reasons. Our annual conferences typically require a year to conceive, plan, and execute. With that in mind, the coordination team began planning in the spring of 2019 for a March 2020 conference. A few things got in the way, the coronavirus pandemic, and Hurricane Ida, to name just two. To name a third, conference scheduling in NOLA (as the locals call it) requires fitting events in between Mardi Gras, the Jazz Festival, and many other lesser known but well attended get-togethers. The onset of the pandemic and the responses by government at all levels forced us to reschedule the conference from March to September 2020 and then to cancel it altogether; a first for our organization. Because the planning for the 2021 conference to Charleston/Savannah was far advanced, the visit to New Orleans was pushed to 2022. While we were pushing, at the end of August 2021, Hurricane Ida came to town and impacted our planning in two ways. First, it badly damaged the first and then the second hotel we had booked. They cancelled on us. Second, the storm devastated several of the locations we planned to visit, especially, Grand Isle, the launch point for boats to visit Fort Livingston.

Faced with these obstacles, your valiant coordination team of Terry McGovern, vice chair and boat procurement specialist,

Chuck Ruby, registrar, and unparalleled navigator to marinas and other obscure locations, John Weaver, Third System subject matter expert (SME), Mark Berhow, computer smart guy, and me. Regardless of the physical, microbiologic, and bureaucratic obstacles the team pulled it all together arranged for the group to visit all eight historic locations, focusing on the five requiring water transportation.

This year's conference was 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 visits were to locations with military history that spans more than 102 years of United States fortification construction and occupation (1818-1920). And we visited 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 their bargaining position in ongoing peace negotiations to end the war. Not just one fight, the battle was a series of seven engagements (or nine or twelve according to our evening presenters) between the British Army and the Royal Navy on the one hand and the polyglot American forces on the other. It began with a Royal Navy victory 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 on January 8, 1815, primarily an artillery duel where the Americans had the biggest guns, did not occur after the end of the war, at least legally. Signed by the negotiators in Ghent, Belgium, on December 24, 1814, the treaty was ratified by Parliament and signed into British law by the prince regent on December 30, 1814. Trans-Atlantic 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



Fort Pike (drone photography by Andy Bennett)

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 did this have to do with the Third System and later defenses of New Orleans? Plenty! American military planners went to school on the campaign. Fort Massachusetts (1858) was sited to cover the deep-water anchorage in Mississippi Sound formerly occupied by the Royal Navy. Battery Bienvenue (1828) is located where the British invasion force disembarked from its boats on Bayou Bienvenue/Bayou Villiers. Fort Pike (1819) is on Pass Rigolets, and Fort Macomb (nee Wood, 1820) covers Chef Menteur, the two primary water routes into Lake Pontchartrain to the north of the city of New Orleans. Tower Dupre (1830) and Proctor's Tower (1846) in Lake Borgne protected the city on the east along routes explored by the British during the campaign. 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, a potential back door to the city. The conference visited each of these historic sites except Tower Dupre which has succumbed to time and weather and today is a pile of stones. What follows is a day-by-day report.

Day 1 (Wednesday, March 23). John Weaver arranged a pre-conference visit to Camp Parapet, a Civil War earthen fortification on the Mississippi River to the south of the conference hotel. Local historians opened the gate and about 40 people, local and CDSG, toured the works and discussed the site with historians. The actual conference kicked off with registration and preliminary announcements in the meeting room of the Ramada Metairie (3400 S. I-10 Service Road, Metairie, LA 70001). The evening began with a general introduction and safety briefing. Followed by a schedule change. John Weaver, our Third System SME, had to bow out of the conference because of a family emergency. Terry McGovern filled in with an overview of the defenses of the Panama Canal. Because of the aggressive daily travel schedule, the evening presentations ended between 9 and 10pm.

Note: in the interest of space, this trip report will focus on the how we got to a site, who helped us, and salient information about the site. For those with an interest in the works themselves



Fort Massachusetts (Mark Berhow)



Fort Pike (Mark Berhow)

the reader is directed to John Weaver's *A Legacy in Brick and Stone* for Third System fortifications and the various Reports of Completed Works for Endicott/Taft batteries.

Day 2 (Thursday, March 24). The day started with breakfast at the IHOP restaurant at the hotel and box lunch pickup in the meeting room. We drove east to Gulfport, MS, to board Ship Island Excursions' *Capt. Pete*, our private charter for a one-hour ride to West Ship Island and Fort Massachusetts. The coordination team decided to pay a premium to charter our own boat so we could control our time on the island and leave at 11:30am vice the normal tourist departure of 2:30pm. Fort Massachusetts is an element of the Gulf Islands National Seashore. The group was escorted to Fort Massachusetts by park ranger John Bernstiel who provided introductory remarks. The masonry fort is a small, truncated circle with two demibastions that sits in the sand on the west end of the island. It has a casemate tier and a barbette level. Of interest to our group was a 15-inch Rodman on a reproduction carriage, a hot shot furnace on the parade, on the remains of front pintle Rodman gun mounts. The site is under the active management of the National Park Service and in a good state of repair.

We reembarked on the *Capt. Pete* to return to Gulfport and continued our journey to Fort Pike State Historic Site back in Louisiana. Ray Berthelot, the parks program manager for the Office of Louisiana State Parks, met us at the gate and served as the SME. Fort Pike was the first fortification constructed in the Third System. It is shaped like a slice of pie with two demibastions and a central bastion. Vertically, it has one level of casemates with a barbette level sited to provide fire on the Rigolets. The parade is dominated by a two-level citadel intended for last-ditch defense. The interior of the fort was dry. The fort shows its age (203 years) and is under very light management by the Office of State Parks. Hurricanes and budgetary shortfalls impact the future.

After a ride back to Metairie and dinner on our own with enjoyed two interesting presentations. Rhett Breerwood, the command historian of the LA National Guard, discussed the history of Jackson Barracks, the headquarters of the LANG and a major Army base in New Orleans since the 1830s. Following Rhett, Marty Morgan, a local historian, and host of a show on the Science Channel, talked about exfiltration operations that fol-



lowed the battle of New Orleans, including recent archeological excavations of a fort site on the west coast of Florida established during the war of 1812.

Day 3 (Friday, March 25). This was our first day with local water transportation with an ambitious schedule to two hard-to-get-to forts and one drivable location. After breakfast we car-pooled to Campo's Marina at Shell Beach in St. Bernard Parish. Campo's Marina is said to be the oldest marina in continuous operation in the state of Louisiana. The day's first mission was to visit Proctor's Tower, an unfinished brick defensive tower near shore in Lake Borgne. Protected by rip rap on all four sides, the fort sits in water on three sides. This was our first opportunity to work with a local boat provider to land members of our group on rip rap—and reload them. Our fleet consisted of a large oyster boat and two smaller fishing charter boats captained by Robert Campo, Jimmy Corley, and one of Jimmy's employees. We learned that local boat captains like a challenge. We divided ourselves into two groups, those willing to climb over the rip rap from the small boats and those willing to take photos from the oyster boat. The small boats landed their first groups and then returned to the oyster boat to pick up another load. Those on the fort were able to explore both the outside and the inside, including some who climbed to the unfinished second level. To tie the site to history, a LA state historical marker near the Marina commemorated the first naval fight of the New Orleans campaign in December 1914.



Proctor's Tower (Andy Bennett)

We left Campo's Marina in midmorning and drove elsewhere in St. Bernard Parish to The Parish Marina to link up with Monty Montelongo and St. Bernard Ecotourism. After a box lunch and safety briefing, we departed on a 27-passenger pontoon boat and a 20-passenger airboat to Battery Bienvenue out in Bayou Bienvenue. Although the British Army of 1814-15 was able to



Battery Bienvenue (Andy Bennett)



Battery Bienvenue (Pete Payette)

land at this site and make their way to the Mississippi River on semi-dry land, subsequent engineering and 207 years of weather has made the site a mixture of dry land and thick brush near the fort's brick wall and swamp with standing water everywhere else. Capt. Monty developed a procedure for all to get ashore. He ran the airboat up on the grass to the right of the ramparts and then tethered the pontoon boat next to it to enable everyone to access the fort. Along the ramparts are six cannons, some mounted on concrete stands. Although 19<sup>th</sup> century weapons, it is unclear if they were original armament to the site, but may have been emplaced years ago as tourist attractions. CDSG records indicate they are: one M1819 24-pounder siege gun, one M1829 32-pounder seacoast gun, three M1845 42-pounder seacoast guns, and one M1839 42-pounder seacoast gun. This last is serial #1 which may be a prototype of the later M1845s. Those brave enough to tread in the swampy ground behind the ramparts were rewarded with views of two magazines and two other structures. Battery Bienvenue was the group's first experience with boot-sucking mud resulting in several briefly lost boots and muddy feet. This resulted in the CDSG NOLA 2022 motto of "No boots left behind."

Our last stop of the day was Fort Macomb, a near twin of Fort Pike with smaller casemates resulting in a slightly smaller fortification. Fort Macomb receives less tender loving care from budgeteers for preservation and maintenance, but has an interesting present. The site is used as a movie location. As we visited a crew was removing equipment used the day before for filming. While CDSG members are used to visiting abandoned site by



"No Boots Left Behind"





Fort Macomb (Mark Berhow)

themselves, we are not used to sharing the location with many non-historians, including a snake wrangler who told us that he had only seen nine or ten snakes that day, all of them non-poisonous. Armed with that valuable information we were able to explore the casemates, the barbette tier, and the citadel. The interior of the fort was dry and because of the ongoing movie operations was cleared of brush and tall grass.

That evening CDSG member Chris Zeeman brought us up to date with Fort Adams, RI, where he is president of the Fort Adams Trust. A gem as both a Third System fortification with an advance redoubt and Endicott/Taft emplacements, Fort Adams is under active management. Following Chris, Ian Gray, a guide at the Chalmette National Battlefield, discussed the context, geography, and history of the battle of New Orleans.

Day 4 (Saturday, March 26). This was perhaps our most ambitious day. We had breakfast, picked up our box lunches, and drove south along the west side of the Mississippi to Buras in Plaquemine Parish. Rendezvousing at LZ Dock near Fort Jackson, the group climbed aboard a deck boat, a smaller Boston Whaler-type boat, and an airboat. Capt. Lonnie Davis of Bayou Marine



Fort St. Phillip (Andy Bennett)



Battery Merrill, Fort St. Phillip (Pete Payette)



Battery Pike, Fort St. Phillip (Mark Berhow)



Fort St. Phillip bastion (Mark Berhow)

led the flotilla across the half-mile-wide Mississippi to Fort St. Philip on the eastern shore of Plaquemine Bend. Louisiana river boatmen are crafty, and instead of disembarking over the rip rap and the levee on the river itself, the boats travelled through a series of bayous on the west side of the fort to stage for a landing operation where we transferred in smaller groups to the airboat to go ashore near Battery Merrill (4 x 6-inch pedestal mount). The guns and carriages for this and the other five concrete batteries



were removed long ago. Travelling west to east on foot across the swamp from Merrill to Battery Pike (2 x 10-inch disappearing carriage) the next concrete emplacement enabled us to use what we had learned about movement across swampy ground at Battery Bienvenue the day before. It seems that some of us did not learn the lessons very well. The batteries themselves were sited on dry high ground although below the loading platforms deep water made exploration impossible. Beyond Battery Pike, Battery Forse (2 x 8-inch disappearing carriage), Battery Brooke (2 x 3-inch masking pedestal), Battery Scott (2 x 3-inch masking pedestal), and Battery Ridgely (2 x 4.7-inch Armstrong) were all accessible. The top and side walls of the Third System Fort St. Philip are accessible, but sediment over the last 120 years has made getting into the works difficult. Most of us returned to the Battery Merrill embarkation point by retracing our steps through the brush and swamp, but a lucky few went down to the river and boarded the airboat which had landing through a gap in the rip rap. Sharing the site with us on this day was a herd of cows belonging to someone with grazing rights to the property. In the back of our minds was a chance encounter with a local critter. Several were sited but evaded their human visitors, except one large snake that was chased away by two of our more adventurous souls who walked the outside of the perimeter seawall. Several conference attendees deployed small drones to view areas inaccessible on foot, including one who spotted a six-foot long *Alligator mississippiensis* near the foundation of the former lavatory on the north side of the fort. Joining us on the trip to Fort St. Philip was Kelly

Duncan, a local attorney who is a direct descendent to Brigadier General (CSA) Johnson Kelly Duncan who was in command of the coast defense of the approaches to New Orleans during the early days of the Civil War. A unique connection with the last time Fort St. Philip heard shots fired in anger. The shuttling back to the west side of the river was uneventful.

Rod Lincoln, the Plaquemine Parish historian, and Charlie Schmitz, a local historian and tour guide, met us at Fort Jackson to provide access and answer questions. In addition to the Third System fort, the group had access to Battery Millar (2 x 3-inch masking pedestal) on the river levee and Battery Ransom (2 x 8-inch disappearing carriage) on the parade of the fort.



Fort Jackson (Mark Berhow)



Fort Jackson (Andy Bennett)



Fort St. Phillip (Mark Berhow)



Hornsby-Ackroid engine and power plant, Fort St. Phillip (Mark Berhow)



Battery Millar, Fort Jackson (Pete Payette)

The day ended with the annual banquet, and annual meeting at Don's Seafood in Metairie. After the annual meeting Mark Berhow briefed the assembled folks on the planning for next year's conference to the harbor defenses of Portland, ME.





St. Babs XXXIX New Orleans Conference Attendees (Michel Van Best)

Day 5 (Sunday, March 27). Breakfast at the IHOP and box lunch pick up was followed by a long carpool drive to Grand Isle on the Gulf coast. As we neared the coast, we started to see the desolation caused by Hurricane Ida six months before. An estimated 50% of the buildings on Grand Isle were destroyed or uninhabitable. We assembled at newly rebuilt Sand Dollar Marina to link up with our two deck boats from Jean Lafitte Marine. Captains Rick and John were initially hesitant to tackle the newly emplaced rip rap around the western end of Grand Terre Island, home to Fort Livingston, but they accepted the challenge. We divided the group into two, an adventurous group intent on going ashore and the leisure group content to sail around the island and photograph the remains of the Third System fort. As luck would have it, after a two-mile ride across Barataria Bay, many passengers of both boats went over the rip rap to explore the fort. The remains of the fort were accessible from the rip rap and were relatively dry. Folks went up to the barbette level and explored some of the interior. There were no encounters with critters probably because of the ongoing noisy reconstruction of the protective rip rap and the removal of the remains of the former fisheries station. They were working on



Landing at Fort Livingston (Mark Berhow)



Fort Livingston (Pete Payette)



Fort Livingston (Andy Bennett)



Fort Livingston (Mark Berhow)



a Sunday when we visited. Both boats returned to the Sand Dollar Marina where many conference attendees enjoyed their box lunches on picnic tables under a protective covering. The conference officially ended.

For the record, here is a list of conference attendees: Matt Bell, Andy Bennet, Mark Berhow, Keith Chapman, Carl Chappell, Craig Dyson, Julie Ann Dyson, Karl Fritz, Andy Grant, Robert

Grimm, Alex Hall, Dave Jamroz, Carolyn Jamroz, Dave Jernigan, Pat Jernigan, Scott Larimer, Scott Logan, Olga MacKenzie, Jim MacKenzie, Danny Malone, Dale Manuel, Terry McGovern, Jeanne Parks, Don Parks, Pete Payette, Phil Payette, Bill Preston, Chuck Ruby, Quent Schillare, Rolf Thoendel, Jim Touza, Ann Touza, Michel Van Best, Steve Waldron, Greg Wolf, Ian Wolfe, Chip Woodman, Bob Wooley, Sue Wooley, and Chris Zeeman.

\* \* \* \* \*

## A Postcard From Hawaii

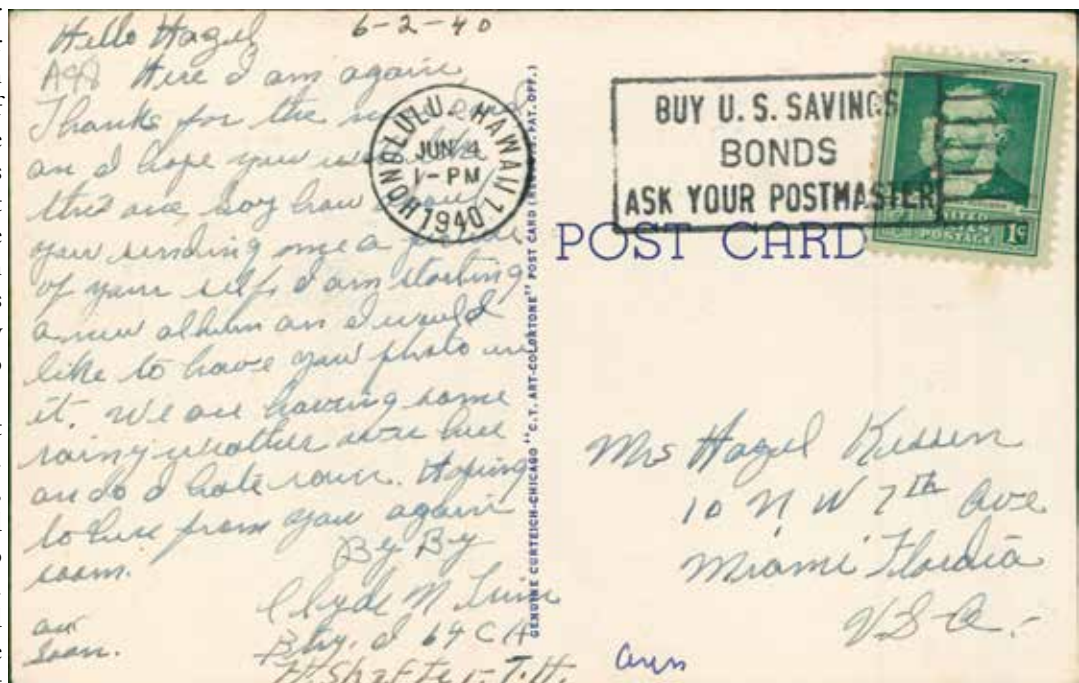
Charles H Bogart

I recently bought on eBay a postcard featuring the *U.S.A.T Hunter Liggett*. The sales site did not show the back of the card. The postcard upon being received held a pleasant surprise for me for on its back was a hand written message. The postcard had been mailed from Honolulu, Hawaii on June 4, 1940 by Clyde M. Linn, Battery I, 64<sup>th</sup> CA Regiment, Fort Shafter, Territory of Hawaii. The photo of *United States Army Transport Hunter Liggett* on the front of the postcard was taken circa January 1940 as the ship has an American flag painted on her side. World War II started in September 1939 and Germany soon launched a campaign of unrestricted submarine warfare. United States merchant ships as a result of this submarine warfare quickly had painted on the sides of their hulls American flags, to show that the ship belonged to a neutral country.

The postcard was sent by Clyde Linn to Mrs. Hazel Kedden of Miami, Florida. The postcard reads: "6-2-40 Hello Hazel, Here I am again. Thank for the nice card and I hope you will like this one. Say how about



*United States Army Transport Hunter Liggett* at Honolulu, Hawaii. She does not appear to be carrying any armament.



you sending me a picture of yourself. I am starting a new album and I would like to have your photo in it. We are having some rainy weather at the base and do I hate rain. Hoping to hear from you again soon. By By, Clyde M Linn”

The postcard was mailed using a one cent stamp so it traveled by ship back stateside not via a Pan American Clipper aircraft. Note the cancellation flag reads “BUY U.S. SAVING BONDS ASK YOUR POSTMASTER.” In June of 1942 the cancellation flag would read “BUY U.S. WAR BONDS ASK YOUR POSTMASTER.”

One would assume that Clyde was still with the 69<sup>th</sup> CA when the Japanese attacked Pearl Harbor. What his fate was during the war is unknown.

*U.S.A. T Hunter Liggett* had been built by the Emergency Fleet Corporation as part of the United States World War I war effort. She was launched in 1921 as *Palmetto State*. As built, she was 535 feet long with a beam of 72 feet, and displaced 13,529 tons. Shortly after launching she was acquired by Munson Steamship Lines and renamed *Pan America*. She was employed by Munson during the 1920s and 1930s in liner service between New York and South American ports. In February 1939 *Pan American* was purchased by the War Department and renamed *Hunter Liggett*. The Army quickly put her in liner service between New York and the Philippines. The ship would transport from New York soldiers and dependents being reassigned overseas or to the west coast. The ships normal itinerary was New York, Puerto Rico, Panama, San Francisco, Hawaii, Guam and the Philippines. The return trip would bring stateside soldiers, with their dependents, who were being reassigned or discharged. .

On May 27, 1941, *Hunter Liggett* was turned by the Army over to the U.S. Navy. She now became *USS Hunter Liggett AP-27*. Then in February 1943 after being equipped with landing craft she was reclassified as an attack transport, APA-27. As an attack transport *Hunter Liggett* saw service throughout the Pacific Theater of War. She was decommissioned on March 18, 1946 and sold for scrapping in January 1948.

\* \* \* \* \*

## CDSG Fund

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:

- \* Educational study of coast defenses
- \* Technical research and documentation of coast defenses
- \* Preservation of coast defense sites, equipment, and records for current and future generations
- \* Accurate coast defense site interpretations
- \* Assistance to groups interested in preservation and interpretation of coast defense sites

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 project grants. Major contributions are acknowledged annually. Make checks or money orders payable in US funds to: Coast Defense Study Group Fund or the CDSG Fund. Donations

can also be made by credit card through the CDSG website at [www.cdsg.org](http://www.cdsg.org).

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

Send donations to (and made out to):

CDSG Fund c/o Quentin Schillare

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

Or use your credit card via PayPal on the [www.cdsg.org](http://www.cdsg.org) website.

Send Fund Project requests to:

CDSG Fund c/o Terry McGovern

1700 Oak Lane, McLean, VA 22101-3326 USA

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

\* \* \* \* \*

## CDSG Logo Hats, Shirts & Patches

The CDSG is pleased to offer custom-made hats, T-shirts and patches to our membership. Wearing these hats, T-shirts and patches are a great way to make others aware of the CDSG and its goals. It is also an excellent way to promote new memberships in the CDSG.

To order your hat, T-shirt or patch, please complete the order form below and send it along with your check (made out to CDSG, Inc.) to Terry McGovern at 1700 Oak Lane, McLean, VA 22101-3326 USA (e-mail: [tcmcgovern@att.net](mailto:tcmcgovern@att.net)).

CDSG hats, T-shirts and patches ordering information

Black T-shirt with white ink:

Size & # \_\_\_L \_\_\_XL \_\_\_2XL \_\_\_3XL

Red T-Shirt with white ink:

Size & # \_\_\_L \_\_\_XL \_\_\_2XL \_\_\_3XL

Kacki T-Shirt with black ink:

Size & # \_\_\_L \_\_\_XL \_\_\_2XL \_\_\_3XL

Navy T-shirt with yellow ink:

Size & # \_\_\_L \_\_\_XL \_\_\_2XL \_\_\_3XL

Total Number: \_\_\_ times \$ \_\_\_\_\_ = Total \$ \_\_\_\_\_

(domestic \$18/overseas \$26 each)

CDSG Cloth Patch: \_\_\_ times \$ \_\_\_\_\_ = Total \$ \_\_\_\_\_

(domestic \$4/overseas \$6) each

CDSG Color Decal: \_\_\_ times \$ \_\_\_\_\_ = Total \$ \_\_\_\_\_

(domestic \$2/overseas \$3) each

Hats: \_\_\_ times \$ \_\_\_\_\_ = Total \$ \_\_\_\_\_

(domestic \$20/overseas \$25) each

Be sure to include your name and shipping address.

You can also order online at [cdsg.org/shopping/](http://cdsg.org/shopping/)



\* \* \*

## Support the CDSG.ORG Website

The CDSG supports its web site ONLY through donations. If you download PDF files from the website, please help the CDSG continue to maintain it by donating a shareware fee. The suggested fees will be noted next to each PDF document. We suggest a minimum donation of \$5.00. Thank you for supporting the CDSG web site!



\* \* \* \* \*

## Warship International Steam Back Into History...

Go to sea with the ships of the world's navies – the USN's *Essex* & *Independence*-class carriers, the *Arizona*, the Japanese I-400 class subs, HMS *Vanguard*, Czarist Russia's battleships, French cruisers of the 1922 Program. These are subjects of some of the articles that have appeared in recent issues of *Warship International*. These issues are still in print and can be obtained at special rates for new members.

What ever happened to USS *Lexington's* (CV-2) 8" guns?  
How much do you know about the cannon of "Old Ironsides"?  
Want to learn more about early naval radio experiments?

These questions and many more are answered in each issue of the world's most unique naval journal – WARSHIP INTERNATIONAL.

A ONE VOLUME SUBSCRIPTION of 4 QUARTERLY ISSUES IS ONLY- U.S.A. \$42.00, CANADA \$45.00, OUTSIDE NORTH AMERICA \$55.00, we now feature Pay-Pal.

A SAMPLE COPY \$3.00, this includes postage & handling.  
WARSHIP INTERNATIONAL

Dept. CD

P.O. Box 48

Holden, MA 01520-0048

See us on the World Wide Web: <http://www.warship.org>



\* \* \* \* \*

## Company of Military Historians

This organization is dedicated to the study and preservation of military history in the Americas. Its objectives are to promote and advance the research of military history and traditions through publications, exhibits, and meetings. Members include anyone interested in military history, such as historians, collectors, writers, artists, and those involved in living history.

The company publishes the quarterly journal, *Military Collectors and Historian*, and an ongoing series of color plates— "Military Uniforms in America." Memberships start at \$60

For membership information contact:

Company of Military Historians

P.O. Box 910, Rutland, MA 01543-0910

Phone: 508-845-9229

E-mail: [cmhhq@aol.com](mailto:cmhhq@aol.com)

<http://www.military-historians.org>.

\* \* \* \* \*

## The Artilleryman Magazine

The *Artilleryman* is the only magazine exclusively for artillery shooters and collectors. History, unit profiles, events, places to visit, book reviews, advertising. It is published quarterly; subscriptions are \$34.95 a year. Free sample copies are available.

The *Artilleryman* Magazine

96 Craig Street, Suite 112-333

East Ellijay, GA 30540

Call (706) 940-2673

email: [mail@ArtillerymanMagazine.com](mailto:mail@ArtillerymanMagazine.com)

<http://www.ArtillerymanMagazine.com>

Help Preserve Our Military Heritage

## Council on America's Military Past

See our web site for information on publications and activities

[www.campjump.org](http://www.campjump.org)

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

## The Coast Defense Study Group **cdsg.org**

The *CDSG Newsletter* is published quarterly by the Coast Defense Study Group, Inc. along with the *Coast Defense Journal*. Submissions for the newsletter should be sent to the editor or publisher below.

Submission deadlines are the first of the month in February, May, August, and November of each calendar year. All rights are reserved. Comments on business matters should be addressed directly to the Chairman of the Board of Directors.

CDSG Publications  
PO Box 6124, Peoria, IL 61601  
berhowma@cdsg.org

The CDSG is a non-profit corporation formed to promote the study of coast defenses and fortifications, their history, architecture, technology, and strategic and tactical employment. The purposes of the group include educational research and documentation, preservation of historic sites, site interpretation, and assistance to other organizations interested in the preservation and interpretation of coast defense sites. Membership in the CDSG is open to any person interested in the study of the coast defenses and fortifications of the United States.

Annual dues for 2022 are \$45 domestic printed, \$55 for Canada printed, and \$90 for international printed. Join/renew online at [cdsg.org](http://cdsg.org).

Checks payable to: The Coast Defense Study Group, Inc. (CDSG)  
Send to: Quentin Schillare, Membership Chairman  
24624 W. 96th Street, Lenexa, KS 66227-7285  
[membership@cdsg.org](mailto:membership@cdsg.org)

### **2021-2022 Board of Directors of the CDSG**

Robert Grimm (Chair)  
Steve Waldron  
Norm Scarpulla

#### **CDSG Publications**

Bolling W. Smith, Journal Editor  
Mark Berhow, Publisher

#### **CDSG Press & ePress**

Terry McGovern, Chair

#### **CDSG Fund**

Terry McGovern, Quentin Schillare, & Mark Berhow, Trustees

#### **Membership Committee**

Quentin Schillare, Chair

#### **Finance Committee**

Terry McGovern, Treasurer & Secretary

#### **Preservation & Interpretation Committee**

Gordon Bliss, Chair

#### **Representative & Outreach Committee**

Norm Scarpulla, Chair

#### **Projects & Website Committee**

Mark Berhow, Chris Zeeman

#### **Audit Committee**

Ned Libby, Chair

#### **Nominations Committee**

Richard Wong, Chair

### **Upcoming Conference and Tour Committees**

2022 New Orleans Conference—Quentin Schillare, Chair  
2022 CDSG Special Tour to Sweden, Terry McGovern, Chair  
2023 Portland Maine, Mark Berhow, Chair  
2024 To Be Determined, Volunteer Chair needed!

## The Coast Defense Study Group Press

This is an all-volunteer operation provided as a service to our members and to other interested historians. Credit card orders are accepted on the [cdsg.org](http://cdsg.org) website. For mail orders please send check or money order in U.S. currency. Please note clearly in your order which items you are ordering. All prices include domestic / international shipping costs (US Postal Service). Allow at least 8-10 weeks for delivery.

**CDSG 1985-2021 Publications.** Text-searchable PDF files of the entire set of *CDSG News/Journal/Newsletters* \$50 domestic and foreign on a data USB drive, or by download. Once purchased, yearly download updates can be obtained from Mark Berhow ([berhowma@cdsg.org](mailto:berhowma@cdsg.org)).

**CDSG eDocuments** \$50 domestic and foreign mail. These PDFs cover a range of historical documents related to seacoast defenses, most are copied from the National Archives. The collection is available as PDFs on a USB drive or as a download link. Included are PDFs of annual reports of the chief of coast artillery and chief of engineers; various board proceedings and reports; army directories; text books; tables of organization and equipment; WWII command histories; drill, field, training manuals and regulations; ordnance department documents; ordnance tables and compilations; and ordnance gun and carriage cards.

**Harbor Defense eDocuments** \$250 domestic and foreign mail. These PDF documents form the basis of the conference and special tour handouts that have been held at harbor defense locations around the U.S. The collection includes RCBs/RCWs; maps; annexes to defense projects; CD engineer notebooks; quartermaster building records; and aerial photos taken by the signal corps 1920-40, and other items.

These collections are available as PDFs on a USB drive or by a download link, the size of the collection varies from harbor to harbor. Contact Mark Berhow at [berhowma@cdsg.org](mailto:berhowma@cdsg.org) for more details.

### **CSDG Press Books (\$ domestic / \$ international)**

*Notes on Seacoast Fortification Construction*, by Col. Eben E. Winslow (GPO, 1920), hard cover reprint, with 29 plates included in a separate paperback. Both items: \$35 / \$45

*Seacoast Artillery Weapons* (Army Technical Manual 4-210, 13 Oct. 1944), paper back reprint. \$25 / \$35

*The Service of Coast Artillery*, by F. Hines and F.W. Ward (1910), hardcover reprint \$40 / \$60

*Permanent Fortifications and Sea-Coast Defenses*, Congressional Report No. 62, U.S. House of Rep. (1862), hardcover reprint \$30 / \$45

*American Seacoast Matériel*, Ordnance Dept. Doc. #2042, (1922), Hardcover reprint \$45 / \$65

*The Endicott and Taft Reports*, reprint of original reports of 1886, 1905, 1915, hardcover, with plates included in a separate paperback \$45/ \$95

*Artillerists and Engineers, the Beginnings of American Seacoast Fortifications, 1794-1815*, by Arthur P. Wade, paperback, (2010) \$25/ \$40

*American Seacoast Defenses: A Reference Guide*, Third Edition edited by Mark Berhow (2015), hardcover \$45 / \$95

*Historic Fortifications Preservation Handbook*, 2003 guide to preservation methods for concrete fortifications spiral bound softcover \$15 / \$70

*WWII Harbor Defenses of San Diego*, 2021 by H.R. Everett, available from Amazon, \$40 list price, (\$50 if ordered from CDSG, domestic shipping only).

Checks payable to: CDSG Press

Send orders: CDSG Press

C/O Terry McGovern,

1700 Oak Lane, McLean, VA 22101-3326

email: [tcmcgovern@att.net](mailto:tcmcgovern@att.net)

**Order online at [cdsg.org](http://cdsg.org)**