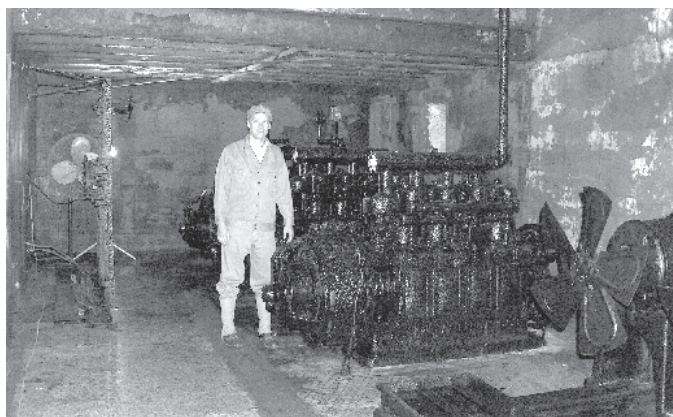


Also on the gun deck was the communications niche, which featured two EE-91 telephones connected to the BD-95 switchboard in the museum, and a TI bell connect to the TI apparatus in the museum.



The power room showcased a major stabilization effort by Ft. Mott State Park. Interpreted by Jim Richards, the three GE 25-kilowatt gasoline motor-generators and radiator fan motors were recently sand blasted and painted (sealed). This is part of a major restoration effort that includes lighting, fans, and reconstruction of the slate switchboard panels.



The last station open to the public was the battery commander's (BC) station for Battery Arnold. Jonathan Prostak and Larry Winchell installed all equipment in the station and Larry manned the station through most of the day.



The final major display was the collection of 19th-Century field artillery cannon and Gatling guns. This proved a very powerful draw to the public and was masterfully interpreted by the members of this dedicated group.



Future events planned at other locations include Fort Hancock on October 30-31, 2004, and Fort Mott, NJ, on December 11, 2004. For more information, visit the Army Ground Forces Association Website [http://andy\\_bennett.home.mindspring.com/agfa/](http://andy_bennett.home.mindspring.com/agfa/)

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### **Visiting the Harbor Defenses of Sitka, Seward and Kodiak Alaska June 17-28, 2004**

Gary Paliwoda

(Part I: The Sitka and Seward reports appear in this issue, the Kodiak report will appear in the next (February 2005) newsletter.)

#### **Harbor Defenses of Sitka**

Four of us met at SeaTac Airport to begin a weeklong visit to the Harbor Defenses of Sitka, Seward, and Kodiak, Alaska. Matt Hunter, CDSG member and Sitka resident, met us at the Sitka airport to begin the day's fort crawling. HD Sitka's mission was to deny the harbor to enemy vessels and protect the naval air

station and those waters within 25,000 yards.

At the marina, we met our boat, which looked like an LCVF with a bow ramp and an enclosed cabin. Following the boat ride to Fort Babcock at Shoals Point, Kruzof Island, we landed on the rocky shore. Once ashore, we walked along the shore and viewed several cribbed concrete structures at the high end of the beach. One has 1942 fingered into the concrete. What are these for, no one knows. The interiors are hollow and rooftop hatches are in the northwest corners. At the second site, some of the wood forms remain in place.

We walked west along the beach and then north into the brush to the No. 2 emplacement of the temporary battery, two navy 6-inch guns on pedestal mounts. Looking at the appearance of this emplacement, it is difficult to imagine how Matt was able to locate it. With a little brush clearing, he found the square bolt pattern of the navy mount. An attempt to locate the magazine was to no avail. There was some thought that the magazines are to the immediate rear of the emplacements due to lumber piled there.

Further west is the No. 1 Emplacement. This emplacement creates a greater wonder as to its being located. Completely buried, Matt decided on a location based on the roundness of the hill and then began digging. About six inches down he uncovered the bolts for the mount! To the northeast of this emplacement was a timber-lined and roofed trench that may have served as a magazine or quarters for the gun crew. The pit is rectangular, its interior still lined with wood. The roof is made up of about eight logs laid parallel. The opening into this pit was at the south end.

Westward, we continued our trek along the beach and then uphill to Site 5, Shoals Point, Battery Construction Number (BCN) 290, Tactical No. 1. It was 88% completed, with two 6-inch guns on barbette carriages. Construction was stopped late in the war as it was realized there was no threat to Naval Operating Base Sitka. The HD annex states concrete work complete except gun aprons; guns, power plants, and accessories removed. Wiring was partially complete and removed. The sewer remains connected but all latrine facilities were removed. Water pumps were removed but piping remains in the emplacement. Fuel tanks have been removed, leaving empty pits. Access to the roof of the still-uncovered magazine was via a rough path to the center of the structure. Atop the roof was the BC-CRF. Also without covering, it stands atop the magazine, angled out to sea with an azimuth different from the directrix of the battery. No stairs are in place to the upper level of this two-level station. The lower level needs its raised floor as the slit is about 10 feet off the floor. Following lunch atop the magazine, an attempt was made to locate an easy path down to one of the magazine entrances. The best route was to slide down the angled concrete wing wall of the rear entrance while hanging on to tree branches.

Entering from the rear, the corridor is filled with steel framing and doors stored here pending installation and when construction ceased, left in place. The power room is to the left, bolts rising out of a very clean floor, looking as if they were set in the concrete yesterday. In the muffler gallery is a wooden ramp; due to its size and complexity it was probably constructed by the battery builders for ease of lowering equipment into the muffler

gallery and adjacent mechanical room. Plotting, spotting, and radio rooms are on the No. 1 Gun side of the battery. Reaching the front corridor and examining the shell and powder magazines, several are lined with benches left by the contractors, along with large flat shelves, several with the angled tops that an engineer would spread his drawings on.

In an adjacent shell magazine are the half-inch-thick steel plates that were to be installed in the BC-CRF. These plates, mounted on tracks within the station, would be rolled into place to provide splinter protection for the crew. Also within this room are several steel mounting brackets that were to be installed in the power room.

Exiting to the gun blocks, both blocks remain intact though heavily overgrown. The concrete aprons were never placed and this has allowed the brush to overtake the gun blocks. The path back to the magazine is also heavily overgrown.

The return to the top of the structure was made easier by exiting through the muffler gallery, up the hill and climbing a tree for the last six feet to the magazine roof. Once atop, we descended the hill in front of the battery and then east along the beach to the boat pickup. From the shore, the BC-CRF station could be seen through gaps in the trees. S/Ls 7 and 8 were planned for Shoals Point but not built (Annex).

No attempt was made to visit the other sites on Kruzof Island: Site 1 - Hill 800, B1/1; Site 2 - Cape Edgecumb, S/Ls 1 & 2; and Site 3 - Sitka Point S/L 3 & 4, as the harbor defense project annex indicated that no construction occurred at those sites. At Site 4 - St. Lazaria Island, B2/1, SS1, and SCR-296 were planned. The annex states that the SCR-296 was crated and removed after having been erected on the island. Existing structures are tower foundation, transmitter building foundation and floor, and foundations for two generator buildings. Site 6 - Lava Point, B3/1 for BCN 290; Site 7 - Sound Island, with S/L 9, DEC and Signal Station (SS) 2; and Site 8 - Lisianski Peninsula, HDOP tower and S/L 10, were not visited due to time constraints.

The next stop was Site 12 - Kayak Island. Constructed here were BES B2/2, a double distant electric control station (DEC) and searchlight shelters, 13 and 14. Approaching from the west, B2/2 was atop rock on the island's west shore. In the trees to the southeast could be seen part of S/L 13. From the rocky landing, we climbed the steep slope before reaching the island's generator location, a concrete pad minus its wooden structure. Overlooking the water to the west was the double DEC. Immediately south was a wooden structure with one door and two windows, thought to have been a latrine. Further south was S/L 13 and across the narrow channel S/L 14. This latter light was not visited. S/L shelter 13, a large concrete structure to house the searchlight, contained only one bay, distinguishing it from the Kodiak searchlight shelters.

Crossing a valley, B2/2 was atop the rock. A very narrow path led down the rocks along the cliff to the rear entrance. As built, it is difficult to imagine how the contractor would have been able to cover this structure with dirt as at similar sites in the lower 48 states. There is a near vertical drop to the front and back and a steep drop to the south. From the north only the roof can be seen. Retracing our route and re-boarding the boat, we went off to Whale Island's 90mm AMTB. Landed on a dock, we fol-



lowed the footpath uphill past numerous cottages and a sawmill to a ridge on the southern part of the island. Emplacements 1 and 2 were for mobile mounts, 3 and 4 were fixed mounts, all at 50' elevation. Emplacement 3 is now under what can best be described as a combination shack and a tent. Nothing was visible of this emplacement. To the south emplacement 4 is fully visible on property owned by the business partner of our host's father. The owner is aware of its significance and has taken an interest in it. The BC for this battery was to the north, on the second hill over. Four magazines and the BC were not located. The annex states that no construction work was done on AMTB S/L 2 on Whale Island.

At the dock, the boat returned to bring us back to the marina and the four of us checked into the Sitka Hotel. We then visited the local cemetery to see a pair of 6-pounder guns on wheeled carriages. Both have deteriorated significantly since last seen in the mid-90s.

The next morning, we departed for Site 9 - Harbor Mountain, and the SCR-582 atop its peak. While stopped at a grocery store to pick up lunch, it was pointed out that this store now occupied the site of the Watson Point 90 mm AMTB, four emplacements, 2 and 3 being the fixed mounts. Emplacement 2 is probably under the parking lot and 3 under the store. Four magazines were constructed to the rear of the parking lot under a dirt mound this side of the present road but not seen. Additional magazines were alongside the road climbing the hill to the east. The BC station was atop the hill across the road to the southeast, on a site now occupied by a home.

Just below the summit of Harbor Mountain, we parked and walked the final distance to the summit site of the SCR-582. The four concrete footings remain along with the generator pad and wooden boardwalk. To the north we could see the channel and its banks where the Lisianski Peninsula HDOP tower and S/L 10 were located. Further north was Site 7 - Sound Island, with S/L 9, DEC, and signal station (SS) 2. Downhill into town, our boat picked us up at the marina for the visit to the harbor islands.

Departing northward we passed the former Sitka Naval Air Station, now occupied by two schools. Beyond the inner harbor we set sail for Site 10 - Abalone Island and the SCR-296 for BCN 292. We landed in a small cove and took a steep trail, alongside which we saw the generator pad for the SCR-296. Up the ever-increasing slope, we reached the SCR-296 site, four concrete pylons at the island summit. The transmitter building remains on site, slightly downhill to the north of the tower.

Next we headed over to Clam Island, part of Site 10, to visit B1/2, double DEC, and S/Ls 11 & 12. Clam Island is another small island with peaks and valleys to cross to visit the respective sites. Upon landing, we set out through one valley before climbing a peak to visit the wooden B1/2 tower at the summit that has since collapsed. The summit is so small that the four concrete pylons were set downhill such that the tops of the pylons barely topped the summit. The wood tower stood atop these pylons. Having collapsed to the southeast, the floor of the observation room sits upright. The azimuth and DPF bases were visible in the wreckage.

Across the valley, the double DEC could be picked out through the tall trees. This DEC was so constructed on the front side of

the hill that there is no room to stand in front of the station. This station's single doorway is on the rear and well above ground. Our access was to climb an adjacent tree to climb in through the slit of the lower station. An internal ladder provided access to the second level and up to the roof. Exiting as we entered and then circling to the rear of the station, we made our way over to S/L 12, perched on the edge of the cliff. From the rocks down to the front, a picture could be taken of the S/L shelter and the DEC atop the hill to the rear. Walking along the cliff edge, we soon reached S/L 11. Almost at the very edge of the cliff, it allowed only a slight angle in which to take photos of the shelter. Returning the way we came in, we crossed over the generator pad for these lights.

Departing Clam Island, the boat circled west of Site 11 - Makhanati Island (Fort Rousseau) to land us on the southeast side of the island. This saved us the long walk over the now eroded causeway which runs from the airport to Makhanati Island, crossing several islands, most of which contain other sites related to the military presences here during World War II.

Almost immediately upon landing there was a war reserve magazine and a short distance to the southwest an additional magazine. Both appear to be driven into the side of a rock cliff and lined with corrugated steel much as a Quonset hut. The entrances differed the first having a small anteroom, the second a single wall opening to the outside.

Departing uphill, we bypassed BCN 292, Tactical 3, to head over to the No. 4 Panama mount, breaking for lunch at the mount that Matt had spent five days clearing. The mount is completely cleared of brush save for three trees left standing. The front edge of the 270-degree mount is set just to the rear of the rock cliff.

A short distance north is the No. 2 gun block for BCN 292, apron in place. It was guessed that Panama mounts 2 and 3 were where the BCN 292 magazine now sits. A walk through the interior brought us to the No. 1 Gun Block and adjacent to it on the north side, the No. 1 Panama Mount. On the rocky shore below the No. 1 Gun Block are the broken remnants of a concrete structure that seems to match those cribbed structures seen on the shore at Shoals Point, including the bolt pattern.

We turned eastward, down to the entrance to the HEC-P-HDCP, constructed on the reverse slope of a hill east of BCN 292. The interior is very clean, with no graffiti and no trash on the floor. A wooden table three feet wide by ten feet long remains in one of the rooms. In one room are noted five circular holes in a line that the RCW identifies as for the navy antennae leads. Atop the roof is a concrete block with five similar holes in a line. The escape trunk is in one corner, a single vertical shaft to the roof. It is different from others, as it does not open as a hatch but as a doorway from the shaft to the roof.

Continuing uphill, we reached the site of the wooden SCR-582/HDCOP tower. It has collapsed to the south, the observation room with the DPF base and azimuth instrument post readily seen. The pylons remain to the north. Several steel cables lie about, attached to the debris of the tower.

Descending to the southwest, we were now at the rear entrance to BCN 292. Reentering the structure, we gathered at a hatchway that led down to a series of three lower rooms. Three members of the group, using the collapsed door, climbed down to these

rooms. All three rooms have several inches of standing water but there is sufficient debris for stepping-stones to walk on. The first two rooms are maybe 12 feet square; the third room is a longer rectangular room accessed from the second room. It is about 10 feet wide and the length of the first two rooms. This last room has wood-framed bunks within it. The doors between the interiors of the rooms and from the shaft to the first room look to be of office quality, louvered on the lower end. The door we used as footing in order to climb down is of heavier construction and not louvered.

What was this lower level for? Crew area since the bunks were present? It is located below the plotting and switchboard rooms. Why only a hatchway down? We could not tell if there used to be ladder rungs on the wall as the door blocked our view. There is no concrete ring embedded in the ceiling over the shaft to lower items down. The shaft is too narrow for sloped stairs.

Exiting to the rear of the battery, we turned west and uphill to the BC-CRF station. It is a two-level concrete structure, different from the one at Shoals Point in that the two levels are not directly in line but the lower level is offset to the left as one faces the ocean. Dirt backfill has been placed around this structure. The rear entrance is down a winged-wall exterior path, entering a covered portion where a set of five steps leads down in to the lower rear of the station. An azimuth base is lying on the floor, while to the left a set of wooden stairs leads up to the BC position. From this room four steps rise to the lower position finding position.

This completed our tour of the Harbor Defenses of Sitka. Sites on the south side of the harbor not visited due to constraints included Site 13 -Kita Island, B4/3 (footing excavations only), S/Ls 15 & 16 (not built); Site 14 - Biorka Island (Fort Peirce), BCN 291 Tactical 3 (98% complete), BC3 (atop battery), SCR-296-3, and Little Biorka Island, B1/3 (completed to floor level, 140' altitude), S/Ls 17 and 18 and SS3 (foundation and floor complete, steel reinforcing for walls in place, 130' altitude, listed as unbuilt); Site 15 - Ataku Island, B2/3 (completed except for wiring, 260' altitude), S/Ls 19 and 20 (230' altitude, not built); Site 16 - Golf Island, B3/3 (no work done on site, 440' altitude) and S/Ls 32 & 22 (not built).

From the annex, BCN 291 had all concrete work completed, backfill complete except final fill atop battery; all electric fixtures and wiring were left in the emplacement but sources of power were removed. The guns were removed as well as latrine facilities but sewer lines were left intact. Water mains to and from were left in place; pumping facilities were removed. Concrete fuel pits and tanks were left in place but gauges and pumps removed.

Many thanks were due to Matt and Bob Hunter for their assistance in making arrangements and escorting us around for two days. Enroute to the airport, we visited the rebuilt Russian blockhouse on a hill overlooking the center of Sitka. Crossing the cable-stayed bridge we came upon the concrete WWII power plant, now sealed and posted with asbestos warning signs. Around the corner, we drove onto the former naval air station ramp to visit the two hangers and the NAS parade with its Russian cannon before heading north to the Sitka airport. Stopping enroute in Juneau, we continued on to Anchorage, where we picked our SUV and headed south along the fjord to Seward.

## Harbor Defenses of Seward

The mission of the Harbor Defenses of Seward was to defend the port facilities of Seward and any shipping that might be in the harbor, to prevent the enemy from using the harbor as a base, and to allow any warships to debouch to the sea.

While waiting for our boat, we photographed the two 90 mm emplacements at the landing. Termed Lowell Point on the annex maps, the area now goes by Miller's Landing after the family that owns the area. The No. 2 emplacement is minus a substantial portion on its seaward side. S/L 14, of local design, was planned for Lowell Point but not built.

Aboard the boat, we were shortly on our way south in Resurrection Bay to Rugged Island, former site of Fort Bulkley. We passed Caines Head (Fort McGilvray) - BCN 293 (Tactical 2), its BC, SCR-296, and an HDOP site. South of Caines Head is Rocky Point - site of four Panama mounts, two magazines, B2/2, and S/Ls 1 & 2 with their power plant and one DEC. As we passed west of Rugged Island, the Alma Point fire control and searchlights (B3/3, elev. 362'; S/Ls 5 & 6, elev. 70 and 174', with two DEC's elev. 107' and 206') on the northwest corner of Rugged Island could not be seen. The boat turned east into St. Mary's Bay and nosed into the rocky shore next to the remnants of the former army dock.

Once on Rugged Island we began our 740-foot climb to BCN 294 (Tactical 3), along a steep and rugged switchback trail. We passed the incomplete tunnel for the war reserve magazine, dug in (30' by 10' wide and 10' high) the rock face with no concrete ever poured. It was to include three rooms off the main tunnel, each 300 sq ft. Further up the cat trail was the upper end of the tramway and remnants of the hoist house. Several warehouse foundations in the cantonment area were passed as we continued uphill. At the last hairpin turn was the AAA magazine with the generator structure for SCR-296-3. The transmitter building for this radar has 12-inch-thick reinforced-concrete walls and is over the cliff's edge.

At the summit, we reached the battery at the left rear of the No. 2 Block. Initially the battery looked like a typical 200-series battery until one reached the plotting room corridor, which has a flight of 13 steps going down. The back portion of the battery is a full story lower than the magazines. At the bottom of the stairs the layout is the opposite of that normally seen. The power room is to the number-one and the plotting and switchboard rooms to the number-two side. Tile walls are intact and as we exited from the plotting room to the corridor, the wood in the frames looked freshly cut, not 60 years old. One of the frames was being notched for hinges; the sawdust remains on the floor at the bottom of the frame. No interior finishing work such as painting, electrical, or plumbing was completed. The plotting and switchboard rooms are stark relative to what is usually seen in 200-series batteries.

The power room has had some items wall-mounted above the diesel generator beds, such as tubing. Some of the ductwork received the steel frames; some did not. A wooden platform supported by heavy timbers is in the power room, from the entrance to the far generator bed. We returned to the magazine corridor and exited on the No. 1 Gun Block, which is so heavily overgrown

we were unable to see Patsy Point, planned location for S/Ls 3 & 4. We went back through the battery and turned to our right to find a place where some of the backfill had been placed high enough that we could climb atop the magazine. In the center is the two-level BC3-B1/3. Set at an angle, like the Sitka batteries, it is impossible to walk behind the BC due to the lack of space to the edge of the concrete magazine roof. We made our way around front to the entranceway into the station at the far side of the magazine. As with Makhanati's BCN 292, this has a long wing-wall path, covered over with steps down and entry into the station. Directly in front is a set of wooden stairs that, thanks to the climate, looks like it was just installed. On the floor behind the stairs is the wooden form used to install the DPF base in the adjacent room. Next to it on the floor is an azimuth post, possibly for installation in the next room. Upstairs in BC3, two additional azimuth posts stand uninstalled in the left rear corner. Some of the steel shutters for the station are in place. Outside, small wing walls that extend out from the structure at the rear of the observation slits hold back the backfill once placed to bury the structure. The HD annex reported all concrete work complete and work begun on the backfill and installation of signal, power, and gun equipment.

Our visit over, we retraced our steps downhill and the path up to the signal and met stations. Accessible by rope up a vertical rock wall, the SS sits on the very edge of the cliff; the met station is in a room off the SS.

The HECF-HDCP station was an additional 400 feet northeast on the trail. Making our way around the growth, we eventually located one of the two powerhouses. Soon, a building foundation was located and then the sewer trench, which we followed up a steep climb to the HECF-HDCP, a very large structure with two interior floors and an SCR-582 site atop the roof. Entry was via a doorway to the left rear of the structure. At the corner of the corridor a set of stairs led to the upper level, which contains the observation room and access to the rooftop SCR. The ladder is installed in a room set aside for the SCR equipment, behind the very large observation room at the front of this second level. The interior of the structure is clean compared to most sites visited in the lower 48 states. The power room contains several electrical switch boxes and the furnace/boiler. In the operations rooms, several light fixtures with bulbs remain. No escape trunk was located and there were no remains located of the SCR-582 tower on the roof. According to the annex, with equipment this station was 87% complete. The structure was stripped of all equipment, cleaned, sealed (no sign of sealing remains), and locked. The buried harbor defense radio station was not seen. From atop the cliff to the southwest, there is a broad view of the east channel into Resurrection Bay and on the opposite side, Barwell Island, site of B2/3, S/Ls 10 & 11, and two DEC's. This completed our visit to Rugged Island.

With time left on the clock for our boat charter, it was suggested that we circle south and up the east side of Rugged Island on our return. This would allow us to see the Barwell Island, Carol Cove, and Topeka Point installations. While south of Rugged Island, we could locate the sites of BCN 294, the SCR-296-3, SS, and HECF-HDCP. The SS-met juts out from the cliff and may not be long for this world, as erosion continues to undermine

the station. Barwell Island to our east was too far away to pick out the structures on site - B2/3 (485' elev.), S/Ls 10, (425') & 11, (400' elev.). The two DEC's and one power plant were at approximately 470'.

Soon the Carol Cove installations could be seen - BES B4/2, the highest of the three sites at 250', one DEC in the middle at 225', and S/L 9, the lowest of the three structures at 140'.

Passing Hive and Renard Islands, we soon reached Topeka Point on the Bay's east side. Slightly above the water is the remnant of S/L shelter 3 at an altitude of 40'. Above, buried in the thick growth and not visible from the boat, was S/L 4 at 630', both DEC's, at 215' and 565', and B1/4 at 775'. On the opposite side of the peninsula and not visited, Chamberlain Point included B2/3, S/Ls 12 & 13, and one DEC. These stations are atop steep cliffs at 500', 300', 200' and 390' elevation. Two S/L power plants were also on the point.

The boat then turned west across Resurrection Bay to Rocky Point. Despite assurances from several members of the group that Rocky Point was not accessible, we took a look to check out the wave conditions because one previous visitor and a boat crewman were tossed into the 35-degree water on their first try and two boat crew during a second visit. Much to our pleasant surprise, the surf was like glass. Captain Mike nosed the boat on to the beach, lowered a six-foot stepladder over the bow, and ashore four of us went. Forging the stream, everyone got their feet wet but on the opposite side, a short walk brought us to two concrete magazines and four Panama mounts. The two magazines were not much larger than the S/L shelters we had seen, partially covered with dirt, and with covered ways that led from the trail to the magazines and magazines to the emplacements. The magazines are between emplacements 3 and 4, and between emplacements 2 and 3. The four Panama mounts differ from most in that 1 and 3 are 180-degree mounts while two and four are for 270 degrees. Above Rocky Point, B2/2 at 314', S/Ls 1 & 2 at 130' and 210', the power plant at 240', and the DEC at 210' were not visited due to lack of time. Day over, we headed back to the cottage to ready for the next day.

The next morning the water taxi, with a bow ramp, dropped us off at North Beach where we would begin our hike to Caines Head. After a one-mile hike uphill, passing several magazines along the trail, I was given directions to South Beach at the fork in the trail. Down the South Beach trail was an SCR-296-2 site and further down an HDCOP at 125' elevation. From the fork it is 1.5 miles down to South Beach. The rest of the group continued up to Caines Head.

After one mile, I came to a break in the trees, which led out to a cliff 100-200 feet above the water. There were no signs of the SCR and the trail along the cliff eventually disappeared as the cliff side has now collapsed. Returning to the trail and continuing to South Beach, I could not locate the observation station but at the beach I could see Rocky Point across the water. For the second consecutive day the water was like glass. I retraced my steps back up, with still no sign of the SCR. Eventually I reached the fork and turned uphill for the one-mile hike up to Caines Head and BCN 293.

I rejoined the group as they completed their tour of the battery. The interior is clean, single-level like most 200-series batteries.

This structure has been completely covered over with dirt and trees have taken root. This was different from the batteries seen earlier in the trip that were not completed. The BC station atop the battery is also covered. The sliding steel shutters that operated 10 years ago have now rusted in place. The HD annex states that the battery was complete except for the communication equipment that was being installed and the camouflage. Subsequently, all ordnance and signal equipment was removed from the emplacement. Power cables were disconnected, tagged, and left in place. Emplacement lighting was left in place, entrances were sealed and locked, and gun plugs capped with heavy timbers (no sign of during visit).

I considered another walk down to look for the SCR-296-2. Returning to the cliff's edge enroute to South Beach, I looked for another path uphill. I noticed on the north side a collapsed steel frame structure, maybe the SCR-296 transmitter building. If so, the SCR-296 tower has to be nearby. The map shows the transmitter building next to the tower on a hill across the road. Turning south into the growth, I came across the west generator building foundation. Seaward of this foundation was a trail leading uphill to the summit at 380 feet and the now collapsed SCR-296-2 tower. This trail is the continuance of the one from the east and shows the erosion that is causing the trail to disappear into the sea. The SCR tower with four telephone-pole legs has collapsed since it was last seen standing.

Continuing north on the trail brought me to the monument honoring the World War II troops who manned the Harbor Defenses of Seward. The former army dock is below this position.

A short walk downhill completed the hike back to North Beach, where I rejoined the group for the short ride back to Miller's Landing and then dinner.

Departing the cottage northward, we made a left turn into the remnants of Fort Raymond. Construction has considerably changed the area and the equipment present indicates additional construction to come. A sign designated the area as the Seward Military Recreation Area. We drove to the Anchorage Airport and our flight to Kodiak.

(The Kodiak report will appear in the February 2005 *CDSG Newsletter*.)

### **Sandy Hook and More in Archaeology Magazine**

Norm Scarpulla

The July-August 2004 issue of *Archaeology Magazine* has a four-page article titled "Guns of Sandy Hook." Mostly based on an interview with Dana Linck, retired National Park Service archaeologist, the article focuses on Sandy Hook Proving Ground and its archeological remains. The author briefly mentions the role of Sandy Hook as an active coast defense location (Fort Hancock). There are several photos of cannon and projectiles in the article. Two are x-ray photos of recovered proving ground projectiles that had been filled with screws and ball bearings to approximate the weight of an explosive filled shell. Linck explains the mission of the proving ground, and how the remains, such as projectiles, have been recovered.

The article generated two letters in the September-October 2004 issue. In one letter, the curator of the West Point Museum points out that prior to the Civil War, West Point had been the proving ground, and that the West Point Museum has a significant collection of cannon, small arms and projectiles.

The other letter is from the commercial photographer who had provided a sweeping aerial photograph of Sandy Hook for the original article. He says that after reading the article, he realized how much he had missed, and went back for more photos. A good aerial photo of an Endicott era emplacement was published with the letter.

Although not specifically coast defense related, an article in the January-February 2003 issue, "Fortress on the Hudson," reports on Bannerman's Castle on Pollepel Island in the Hudson River near Beacon, NY. This was the warehouse (and family summer home) for Bannerman and Sons, a famous New York City military surplus dealer from 1865 until about 1960. The article discusses the "castle" and the history of the firm. The State of New York Office of Parks, Recreation, and Historic Preservation now owns the island. The Bannerman Castle Trust is attempting to preserve the building and open it to the public.

The Archaeological Institute of America publishes *Archaeology Magazine*. Back issues are available through their website, [www.archaeology.org](http://www.archaeology.org), generally for \$7.50 a copy.

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### **2005 CAMP Conference and Call for Papers**

The Council on America's Military Past (CAMP) has announced that its 39<sup>th</sup> annual military history conference will be at San Diego, CA, May 4-8, 2005. Special emphasis will be on the military's role in the settlement of the American Western Frontier. Sites to be visited include Forts MacArthur and Rosecrans. For further information, call 703 912-6124, Fax 703 912-5666, or email [camphart1@aol.com](mailto:camphart1@aol.com). Anyone interested in presenting a 20-minute talk at the conference should submit their topic to: CAMP '05 Conference Papers, P.O. Box 1151, Fort Myers, VA 22211-1151, by January 15, 2005.

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### **Prout's Neck BES to be Destroyed**

A WW II-era BES at Prout's Neck near Scarborough, Maine will be destroyed in the near future. Despite efforts by local historic preservation societies to stop the demolition and an interest by the owner of the \$3 million-dollar property, approval has been given for the tower to be destroyed according to a November 1st newspaper article. The owner decided he could not incorporate the tower into his building plans.