

by Terry McGovern; "The Maginot Fortifications of Corsica," by Bernard Lowry; "Japanese Coastal and Island Defenses in the Pacific," by D. Colt Denfeld; "American Defence of British Bermuda, 1941-45," by Edward Cecil Harris; "The Leige Forts and Eben Emael," by Joseph W.A. Whitehorse; as well as one book review.

The FSG has always provided quality publications throughout their long history. However, like many volunteer organizations, they suffer when too few are doing too much and cannot keep up the pace. As with our organization, they rely on the submission of articles by their members, without compensation. If the material is not there, the traditional large issues fall further and further behind schedule. It is vitally important that the membership from both the FSG and CDSG step up and provide the quality material that have become trademarks of our respective organizations.

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Family History in Print

Member Wayne Feely recently purchased a copy of *Long Island's Military History*, reviewed in the Feb 2005 CDJ. On Page 72, he was surprised to find a picture of his uncle, Lt. Mark Bryant in the picture at the bottom of the page, the only one wearing a tunic and dark-rimmed glasses. Mark, born in 1895, was the brother of Wayne's grandmother. His children have confirmed that the picture is him. Wayne has other pictures of him in uniform.

An early ham radio operator, Mark went to OCS at the start of WWI. Commissioned a lieutenant in the Signal Corps, he was an instructor and experimenter in aviation radio. Originally stationed at Kelly Field in Texas, he was apparently moved to Long Island later in the war.

After the war he became a chicken farmer in Kingston, NY, where he was very skilled at constructing buildings on the farm. For four or five summers, Wayne was sent to the farm as a "slave laborer." The last summer was the best, as Bryant had decided to dam-up a creek that ran through the farm and build a reservoir to catch the water. It involved a lot of blasting and he had cases of dynamite. Wayne says he had a blast!

One rainy day he pulled his old military trunk from the attic. The outside had a large air corps star and inside was a decorated flying helmet together with uniforms, insignia, and a flag. He died in 1971, of old age and years of hard work.

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Fortifications of the World

<http://alainlecomte.free.fr/index.htm>

Alain Lecomte (alainlecomte@free.fr) notes that his "Fortifications of the World" web site is now up and running at <http://alainlecomte.free.fr/index.htm>. He invites participation of amateur fortifiers to provide questions, debate, and comments.

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Publication on the 1870s Program

Glen Williford has compiled *The Transitional Coast Defense Generation - American Seacoast Defenses of the 1870s*, virtually

the only source on American fortification construction in this much-neglected period. The 145-page account contains a general history plus harbor-by-harbor descriptions of what was actually accomplished, as well as maps and illustrations.

Copies of the spiral-bound work are available from the author for \$18, check or money order (or cash at your own risk), postpaid (in the US), from:

Glen Williford
634 Silver Dawn Ct.
Zionsville, IN 46077-9088

For further information or international postage costs, contact Glen at williford15@ameritech.net.

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Conference Report St. Babs XVIII Harbor Defenses of Portland May 10-15, 2005

Joel W. Eastman, Conference Chair

The 18th St. Barbara (named for the patron saint of artillery) meeting was held in the Harbor Defense of Portland, May 10-15, 2005, at the Best Western Merry Manor in South Portland. The hotel provided its banquet room for the exclusive use of the CDSG. Registration and setting up the sales bazaar began at 4:00 PM. Norman Scarpulla, assisted by volunteers, signed in registrants, witnessed the five hold-harmless forms required, and helped form car pools. Drivers were sold prepaid parking permits for Wednesday, Thursday, and Saturday.

At 8:00 PM CDSG Chairman John Weaver welcomed the participants, and read off the names of the 27 members who attended the first Portland conference in 1986, 12 of whom were present: Roger Davis, Elaine and Elliot Deutsche, Joel Eastman, Dale Floyd, Gregg Hagge, Craig Lentz, Leo Polaski, Norman Scarpulla, Tom Vaughan, and Glen Williford. Williford described the sales bazaar, pointing out the tables on a raised area in the rear of the room, and asked each person who had brought items to mention an example. Conference Chairman Eastman introduced volunteers who would be assisting him, and gave illustrated introductions to the HD of Portland and Wednesday's site visits.

Wednesday - Jewel & Long Islands, Forts Gorges & Scammel

The Governor's Restaurant, attached to the hotel, opened a half hour early at 6:00 AM and had lunches ready to be picked up in the lobby. Participants car pooled Wednesday, Thursday, and Saturday to Fisherman's (Chandler's) Wharf Public Parking on the Portland waterfront and walked to Long Wharf on Wednesday and Thursday and to the Casco Bay Lines terminal on Saturday. On Long Wharf, half the group boarded the Polly Lin II with Capts. Hal Cushing and his sister Karin Cushing Lannon, and the other half boarded the Kristy K, captained by Bill Frappier II and his son Bill III.

The boats departed about 7:30 AM for the 45-minute cruise to the outer-most point in the defenses, Jewell Island Military Reservation. Upon arriving participants were shuttled to the



1935 fire control tower on Jewell Island

shore by Capt. Warner Ogden, owner of the local Sea Tow franchise, in his Scooter, a Coast-Guard-type rigid hull with closed cell foam sides, was able to nose up to the rock remains of the army wharf, where Beach Masters Roger Davis and Larry Wing assisted passengers ashore. First on the beach were Joel Eastman and Leo Polaski, who carried a 14-foot aluminum ladder and mounted it in place of the original rusted ladder to the central battery commander's (BC) station of Battery 202.

Visitors viewed the 1935 cable hut near the wharf, explored WWII Battery 202 (2 x 6-inch shielded), climbed the ladder to the BC, and viewed the sound absorbing material on the ceiling of the plotting room. In front of the battery was the roof of the wooden BC and the collapsed wooden magazines and gun blocks of AMTB 7. One of the highlights of the visit was the unique 1935 observation tower, with two new sets of stairs built by volunteers of the Maine Island Trail Association. A short distance away was the 1935 shelter and powerhouse for two mobile searchlights (SLs), the remains of a theater-of-operations building, a WWII observation tower, the footings of a SCR 296 radar tower, the prefabricated metal operations room, and two prefabricated metal generator houses. Participants then walked back to the shore, where they were shuttled to the charter boats.

Members were encouraged to eat their lunches on the half-hour cruise to Long Island, where members of the Long Island Historical Society driving Chrysler minivans shuttled participants from site to site on the very "long" island. The first stop was the home of Florence Brown and her son Brad. Flo and her husband John purchased the former army property after World War II. On the property is a 1920 concrete SL shelter for two lights on small rail cars. The rails run via a covered way from each end of the shelter to positions overlooking the bay, with concrete controller stations nearby. The shelter has been partially demolished and part of the covered way filled. Behind the shelter are a 1920 concrete SL powerhouse with its earth berm removed and a 1920 dormitory, now a dwelling. Visitors climbed a round WWII concrete FC tower that had mounted a SCR 296 radar; the antenna base was on the ground near the tower. The concrete-block radar-operations building has been remodeled into a house and the concrete-block radar generator building stands behind the house.

The volunteers next shuttled the group to AMTB 5 (2 x 3-inch and 2 x 90 mm gun blocks), concrete CRF, and magazine



AMTB #5 on Long Island

with a circular cottage built around it. Owner Jim Drake was there to welcome the group to visit his bath and laundry room inside the CRF, the enclosed observation room on the top of it, and the magazine on the lower level where troops painted the crests of the 240th CA and the Eastern Defense Command on the walls and outlines of a B-17 and a B-24 on the ceiling. The final stop was at the WWII USN auxiliary powerhouse for the navy fuel annex, whose huge diesel Fairbanks-Morse engines and generators are still in place.



Navy auxiliary power plant on Long Island

When the marine weather report for Thursday predicted strong winds from the northwest that would make it difficult to land at Forts Gorges and Scammell, the captains agreed that those two sites should be visited on Wednesday, deferring the Peaks Island visit to Thursday.

High tide was at 2:00 PM, and since it is only possible to land at the Fort Gorges Engineer wharf at high tide, it became the next stop. The captains expertly tied up the Polly Lin to the wharf, and lashed the Kristy K next to her. Although participants did not have directions and plans for the fort, those who had been there before assisted everyone but to view the fort thoroughly.

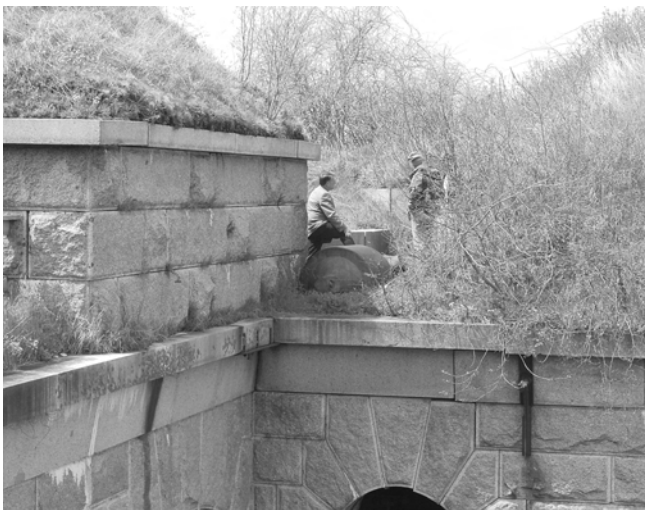
Fort Gorges was begun in 1858, nearly complete by 1865, and remodeled in the 1870s. Visitors saw the tiny moat, the main gate which acted as a drawbridge, double doors, opening for a bar,



Fort Gorges

and rifle slits in the sallyport. In the center of the parade ground is the foundation of a torpedo storehouse with a tramway that ran to a mine derrick at the end of the wharf. Mines from the fort were laid in the harbor during the Spanish-American War. The parade ground also has cisterns to supply water for the 500 enlisted men required to man the fort who would have lived in the casemates. The officers' quarters also had cisterns and one circular staircase to the second level survives.

The barbette level was modified in the 1870s to mount 15-inch Rodmans on the gorge and northeast side, with a service magazine between them, and a two-story great magazine was built out into the parade ground in the northeast corner. In the northwest corner are three bombproofs, a magazine, and an unmounted 300-pounder rifled Parrott gun.



Parrot rifle on the parapet of Fort Gorges

Participants re-boarded the boats, and the two vessels moved off for Fort Scammell on House Island. The east end of House Island was an immigration quarantine station, ca. 1900-1930. The original barracks, surgeon's quarters, and isolation hospital remain. Chairman Eastman led the group to the west end of the island where the fort was built in 1808 as a simple Second-System battery protected by a blockhouse. During the Civil War casemated bastions were built, and in the 1870s emplacements for 15-inch Rodmans, protected by traverse magazine and parados. The group passed the site of the cutting shed, where a huge pile of unfinished granite remains, and the granite engineer wharf, and entered through the sallyport.

Visitors explored the 1870s and earlier emplacements and magazines on the north side of the fort and then entered the west bastion, with its casemated emplacements and magazines designed for never-built 13-inch Rodman guns, and its emplacements and service magazine for 15-inch Rodmans. On the southwest corner of the fort visitors saw the modified 1808 fort, with emplacements for 15-inch Rodmans and a WWI AA base. On the east were 1870s emplacements and magazines, including an experimental concrete emplacement for a 15-inch Rodman. Next was the one-story concrete great magazine, built on the site of the blockhouse, and the long tunnel to the East Bastion, with two casemated levels. Captain Hal set off firecrackers to demonstrate the noise of firing and what would happen to the



Fort Scammell

smoke. On the barbette level was another WWI AA gun block. Visitors left the fort through an opening in the work left during the 1870s' construction and visited the post cemetery and a cable manhole.

Captain Karen served hot coffee in the immigration barracks building while we viewed photographs and plans, and Captain Hal gave a brief history of the island before the boats returned the group to Portland. Joel Eastman led a few members to view the Milk Street Armory, the headquarters of the 240th CA Regiment, Maine National Guard. The armory had a 10-inch DC dummy gun, BC stations, plots, meteorological station, SL, and controller station in the drill hall. It is now the Portland Regency Hotel, and only the rooms on the front of the building are original.

The evening program began with a briefing on Thursday's schedule and then two excellent presentations. By special invitation, Kenneth E. Thompson, Jr. gave an illustrated lecture on Portland's First and Second-System forts, followed by Glen Williford's illustrated lecture on 1870s fortification construction.

Thursday - Fort Levett and Peaks Island

On Thursday morning, the group followed the same schedule as Wednesday, boarding the boats and landing on the army wharf at Fort Levett. The first to land took shelter from the strong winds from the northwest in the WWII waiting room on the wharf while the rest offloaded. Eastman then moved them to the stable while the second boat landed. Caretakers Marty and Judy Kotz joined the group, and Eastman led the way around the parade ground by the water cistern and pumping plant, WWII garbage-

grinder house, the hospital and hospital steward's quarters, and guardhouse, to the post headquarters where the group photo was taken. The walk continued by the double officers' quarters, commanding officer's quarters, fire station, and two double NCO quarters, to the central powerhouse, which was explored.

Eastman led one group to an AA battery with AABC scope, gun-director, and height-finder emplacements and a troop-built AA command post, and on to a Sewell-construction BC for Battery Kendrick (2 x 12-inch DC), while the other participants began visiting Batteries Kendrick and Ferguson (2 x 6-inch ped). Battery Kendrick had powder hoists, and has a sub-caliber platform and AA shell racks in the left magazine of emplacement two. Battery Ferguson, converted from a four-gun to a two-gun battery, includes a plotting room and shell hoists. The group next walked in front of the battery line to view the foundation of a 1920 searchlight shelter, and then on to Battery Daniels (3 x 3-inch MP), used as a magazine and the site of the BC for AMTB 2 (2 x 90 mm fixed), whose 90 mm gun blocks are on a ledge at water's edge. Adjacent to Daniels is a two-story WWII mine station with iron DPF base still in place.



Battery Ferguson, Fort Levett

Eastman led the group cross country to Battery Bowdoin (3 x 12-inch DC), with a Sewell BC and a concrete plotting room below. Emplacement one has a circular staircase and windows in the magazine, and base plates for time-interval bell boxes attached to rails behind two emplacements. The framework for WWII camouflage netting is still in place. Next, the group was shown the walkway from Bowdoin to the single brick company barracks, now gone, and then to WWI Battery Foote (2 x 12-inch BCLR), casemated and gas proofed during WWII, with a new power room. Participants were encouraged to climb the ladder to the new BC on top of old BC, and to view the un-vandalized enlisted latrine.

Next to Foote is a WWII FC tower with an anti-aircraft information service (AAIS) balcony, a brick wireless station, a 1920 SL powerhouse, and the remains of a wooden 1920 SL tower. At the east end of the island a 1905 combined station still stands with remains of dormitory and switchboard room, WWII groupment station, emergency station, a concrete instrument base in front of the groupment station, a concrete-block SCR 296 operations



Hoist in Battery Bowdoin, Fort Levett

building, and the bases of the radar tower. On the way back to the wharf, Peter Colli opened his 1920 protected switchboard building with telephone equipment still in place.

The participants then boarded the boats and ate lunch while the captains gave them narrated tours of the islands before it was time to land at Peaks Island. To all the captains' surprise, the public landing float had been removed for maintenance, but the owner of a private wharf graciously allowed the group to use it. Members of the group used the restrooms at the public library and picked up snacks at the island grocery store before it was time to tour the island.

Members of the 5th Maine Regiment Museum arrived with cars, pickup trucks with cushions or chairs in the bed, and one golf cart to shuttle the group around the island. The first site included two WWII FC towers, the foundation of a 1920 combined FC station, the concrete base and counter weight of a disappearing SL, and a 1920 concrete SL powerhouse. The police gave us keys to one of the city-owned towers, but we could not open the lock.

Next participants were shuttled to a privately owned two-story WWII mine station that was opened for us. The next site included a 1920 cable hut, a WWII mine casemate with a house built on top, a WWII mine station converted to a cottage, the CRF and magazine of AMTB 4, (3-inch & 90 mm), and WWII Battery Cravens, (2 x 6-inch shielded) with a huge neo-Victorian summer house built on top of it. The group then moved to WWII



Disappearing searchlight counterweight on Peaks Is.



Battery Cravens, Peaks Island

Battery Steele (2 x 16-inch BC), and stopped briefly in front of Battery Steele's PSR.

Shortness of time prevented us from stopping to view the gun blocks of AMTB 5 in front yards of homes. We were then driven to the 5th Maine Regiment Museum, a 19th Century summer home, built by veterans of that regiment, which is now a community center. The group enjoyed the WWII exhibit on the second floor while refreshments were served, and rest rooms visited. The volunteers then shuttled the group to the ferry wharf for the 5:00 boat to Portland.

At 6:00, the annual dinner for volunteers was held in the Board Room, with special guest Russell Hewett of Winthrop, Maine, who served in Battery E, 240th CA, at Forts Williams, Levett, and Lyon. Russell also demonstrated a scale model of a 12-inch disappearing rifle that rose with the trip of the locking levers. Russell showed slides and commented on his service in the harbor before and during WWII. Eastman then briefed the group on Friday's plans and Art Krause showed his model of a Civil War temporary battery and gave an excellent presentation on the batteries built in Maine.

Friday - Forts Preble & Williams, Cape Elizabeth

On Friday morning, the participants carpoled to Fort Preble, now the campus of Southern Maine Community College in South Portland. Parking behind the gymnasium, we walked to the edge of the harbor between the cable tank, QM and engineer storehouses, ordnance machine shop and the ordnance storehouse, now the Portland Harbor Museum, to the unfinished



Fort Preble

Third-System work. Behind the casemates is the 1860's granite facing over the brick wall of 1808 Fort Preble. A wooden staircase led to Battery Mason (1 x 3-inch Ped) with a built-in megaphone in the telephone booth, and then to the top of the protected switchboard room with its dug-in emplacements for AA gun director, height-finder, BC scope, and command post, built in 1937. Leaving Mason, participants entered the 1870s magazine of the North Battery and viewed the collapsed switchboard building, built in a Rodman emplacement and then protected with concrete in 1920.

Next, the group moved to Battery Rivardi (2 x 6-inch DC), viewed the keystone of the 1808 fort in the rear of the battery, and explored the interior of the battery. Granite stairs on a 1870s magazine behind the battery led to a view of the 3-inch AA emplacement and the blast aprons of Rivardi and the 3-inch AA gun blocks in front of each. The WWI zigzag trench in the parapet of the old smoothbore battery on the west side of Rivardi is still visible, and the 1870's magazine at the end of the parapet was turned into a plotting room for one of the Endicott mortar batteries in the 1930s.

Walking north from the magazine, the group passed two brick double-officers' quarters and the three-story concrete pedestal that stood inside of the tower of the DPF building that controlled the fire of the mortar batteries. The pedestal is now a coast artillery memorial with a remote camera for a local TV station on top. Moving west to the high ground, the group passed two brick single-officers' quarters and the Batteries Chase and Kearny (16 x 12-inch BLM), which are buried beneath a round culinary arts building. At the bottom of the hill are the brick guardhouse, administration building, firehouse, bakery, barracks, and hospital. Another barracks across the parade ground was lost to fire in the 1960s.

Carpooling to Fort Williams in Cape Elizabeth, we walked first to nearby Battery Keyes (2 x 3-inch Ped), its adjacent 1920 CRF station, and Sewell-construction double-secondary mine station which sits atop the magazine. Returning to the parking lot, it was possible to see the foundation of the hydrogen generator plant for the balloon complex on the north side of the beach, also the location of the torpedo storehouse and mine loading room. Remains of the tramway and mine wharf could be seen on the south side of the cove below the mine casemate.

The group walked down a set of stairs to the open mine casemate, and examined the remains of the 1870's emplacements and magazines near the top of the stairs. Above the mine casemate, the single emplacement of Battery Hobart (1 x 6-inch Armstrong) was built on a 15-inch Rodman emplacement. Adjacent to Hobart is a concrete retaining wall behind which the double mine station stood, and at the end of the wall is a 1870's magazine with its entrance covered. Up the hill next to the magazine are the parapets of Battery Sullivan (3 x 10-inch DC), now buried. In front of emplacement three, the National Guard fired its four 155 mm mobile guns. On the site is a small concrete base in the ground with "155" written on it and a brass disk marked with an X. This may have marked a base line for lining up the guns. Battery DeHart (2 x 10-inch DC) is also buried to the parapet. There are benchmarks in the concrete parapets of both batteries.



Battery Blair, Fort Williams

Battery Blair (2 x 12-inch DC) is also buried, but the loading platform of Emplacement two is an interpretive center with panels describing the fort and its functions. The group then walked from Blair to the museum in the keeper's house of Portland Head lighthouse, which was opened especially for the conference. The museum has a room devoted to the fort, with a scale model of how it appeared in 1940, as well as photographs and artifacts. The group asked the museum director to open the gift shop in an adjacent building, and the conference chairman oversaw the museum while two of the museum staff manned the gift shop.

Just to the south of the light station is Gun Block 2 of AMTB 1, (2 fixed and 2 mobile x 90 mm), which has been incorporated into the landscaping plan. Diagonally across the field is Battery Garesche' (2 x 6-inch DC). Its two remaining 6-inch guns were removed in WWI, and it was turned into an AA battery with two gun blocks on either side of the parapet. There is a Sewell-construction latrine next to Emplacement two, with two seats for enlisted men and one for officers. Behind the battery to the west are the concrete base and counterweight of a disappearing SL, the foundation of a 1905 brick FC station, and the foundations of a Sewell-construction station.

Exiting the woods, the group moved east to the gun shed for the fort's 155 mm GPF guns, the one-story, concrete militia (National Guard) storehouse, and between the bachelor officers' and captains' quarters. Below this is the parade ground, with a wooden bandstand on the south side, and on the north side a set of bleachers, a fieldstone bandstand, and a level area where the post swimming pool is now buried. Behind the bleachers are the firehouse and a path that leads to the brick transformer house, concrete powerhouse, and the protected telephone switchboard. Bag lunches were eaten at the parking lot and its adjacent picnic tables.

After lunch, the group convoyed to the FC stations at Trundy Point. The chair reassured the neighbors while the others walked to the concrete World War II observation tower and the 1922 steel tower which served 12 inch Battery Foote at Fort Levett. The convoy left under the leadership of Norman Scarpulla and drove to Two Lights to photograph the west lighthouse tower that was converted to a two-level observation tower topped with a SCR 296 radar during WWII. The copper dome is a recent addition. While on the site, the CDSG group was infiltrated by a female lighthouse enthusiast who had come to photograph the same light tower, and knew its history.

The convoy retraced its route and turned into Two Lights State Park to first view the WWII round concrete tower built

to resemble a silo sitting next to a farmhouse and barn, which were converted into a recreation building. The farmhouse burned during the war. The participants then drove down the hill to WWII Battery 201 (2 x 6-inch shielded), which was completed but never armed. A WWII exhibit was mounted in the battery in 1995 and metal labels identify each room. After Battery 201, participants could either follow the directions to Forts Allen and Sumner or return to the hotel to prepare for the annual banquet and business meeting.



Fire control tower at Two Lights State Park

Fort Allen Park on the Eastern Promenade in Portland is a War of 1812 militia work. The earthwork above the bandstand is apparently original. On the south side of the parking lot is a 6-inch gun from the USS Maine; on the opposite side is the bridge and mast of the USS Portland (CA-33). Fort Sumner Park is the site of First-System Fort Sumner. At this location were an earthwork and a citadel. A covered way led to a coast defense battery overlooking the entrance to the inner harbor.

The Friday evening program began with a cash bar at 5:30 and the banquet at 6:00. Chairman John Weaver opened the annual meeting about 7:30. After the meeting, conference chairman Eastman presented a briefing on Saturday's site visits. There were no presentations because of the early morning departure.

Saturday - Forts Lyon & McKinley

On Saturday, participants picked up a bag lunch and a bag breakfast at 5:30 AM, carpooled to the waterfront at 5:45, purchased a ticket to Diamond Cove at the Casco Bay Lines terminal, and left on the 6:30 boat. After landing on the former Fort McKinley QM wharf, half of the participants waited on the wharf for shuttle boats to Fort Lyon, while the other half walked to the Fort McKinley Museum and then returned to shuttle to Fort Lyon while the first group visited the museum. Island resident Joyce Klein welcomed the visitors to the museum, which displays a WWII army ground mine outside and inside, an 8-inch shot truck, an observer bench, a Battery Berry sign, an ice saw, and numerous excellent photographs.

When two members set down their bag lunches on the floor, a dog smelled the sandwiches, rushed in, grabbed the two bags, made off with them, devouring both sandwiches except for the onions and green peppers. After the museum closed, Mrs. Klein went home, made, and delivered replacement sandwiches to the two hungry visitors.



Battery Abbott, Fort Lyon

Fort Lyon is privately owned by the nonprofit group Rippleffect, which works with young people using sea kayaks. Staff member Aaron Frederick whisked participants from McKinley to Lyon on the organization's fast shuttle boat. From the Fort Lyon landing, visitors followed a trail to the central powerhouse, passing a 3-inch AA emplacement protected by an earthen revetment. Next was the unique Battery Abbot (3 x 3-inch Ped), laid out in a triangle. The concrete BC and CRF stations were added during WWII, the CRF station several hundred feet in front of the battery. Beyond the CRF are the AA control stations, identified

by a grove of evergreen trees apparently planted during WWII. Rippleffect built a composting toilet atop the height-finder emplacement. Just beyond is the gun director emplacement, and to the rear is the emplacement for the AABC scope. Just below the gun director emplacement the foundation a small double mine secondary station is hidden by undergrowth, but was located by Gary Palawoda. Finally, on the south side of the island is Battery Bayard (3 x 6-inch DC), disarmed during WWI. Behind the battery are the foundations of the WWII mobilization buildings where the garrison lived during the war.

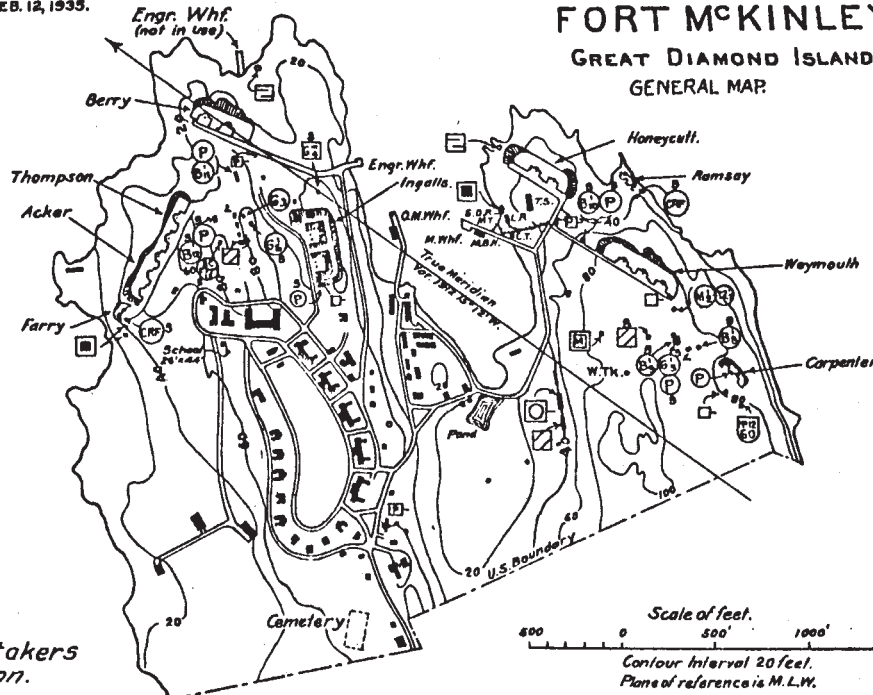
Once most visitors had returned from Fort Lyon, the conference chair led the participants for a tour of the North Fork of Diamond Island. Fort McKinley is a private condominium association and permission is required to visit. The group walked from the museum up the hill by the guardhouse, bakery, barracks, post headquarters, double barracks, schoolhouse, post exchange, and bowling alley. Homeowner Peter Macomber welcomed the group to his mining complex that includes a 1920s mine casemate, a replica of the Sewell-construction addition to the 1900 mine casemate, the 1900 brick casemate, Battery Farry (2 x 3-inch MP), and CRF on top of the mine casemate. Peter led people into his summer home to view the 1900 brick mine casemate, which sits atop the 1890 casemate, and then opened up the CRF (a summer bedroom) and the battery.

The next stops were at Battery Acker (2 x 6-inch DC) and Battery Thompson (3 x 8-inch DC), both unlocked for our visit. Acker has shot hoists, overheard rails, and telautograph hangers. Thompson has shot hoists in place and a sub-caliber platform in Emplacement 2. Emplacement 3 is finished with fieldstone and brick on the outside and inside of the first level. A concrete retaining wall containing ducts for telephone cables

EDITION OF OCTOBER 20, 1919.
REVISIONS: APRIL 10, 1920; FEB. 11, 1921.
JAN. 29, 1925; MAY 6, 1929; FEB. 12, 1935.

SERIAL NUMBER

PORTLAND HARBOR, MAINE.
FORT MCKINLEY
GREAT DIAMOND ISLAND.
GENERAL MAP.



BATTERIES.
NORTH FORK.
INGALLS.....4-12" M.
BERRY.....2-12" Dis.
THOMPSON...3-8" •
ACKER.....2-6" •
FARRY.....
SOUTH FORK.
HONEYCUTT.2-8" Dis.
WEYMOUTH.3-8" •
RAMSAY.....
CARPENTER 2-6" P.

□ or ○ denotes stations
made surplus by
new project.

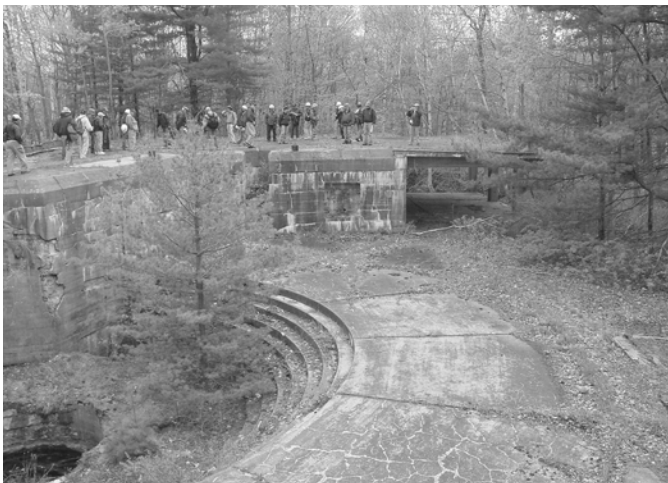
Inactive - Caretakers
Infantry garrison.



Summer home at mine casemate, Fort McKinley

runs behind all three batteries and ends in a set of concrete steps leading to the FC area.

Participants viewed a surviving Sewell-construction latrine, Thompson's brick 1905 B' station, Acker's collapsed Sewell B' station, a protected telephone switchboard room with all of its telephone equipment intact, and a magnificent 1905 brick fire command building with its observer bench. In front of the fire command station is a concrete base for an emergency station and the remains of a Sewell battle command station. Across the road stands the Battery Berry's brick 1905 B' station that has been turned into a summer cottage. A portion of the loading platform extension of Berry (2 x 12-inch DC) has collapsed, so Eastman led the group onto the parapet to view the two emplacements. The group then moved on to visit the small 1905 brick fire command station for Battery Ingalls (8 x 12-inch BLM). Data booths were first developed in Portland and those at Ingalls have glass in their roofs. Participants ate their lunches and rested around the foundations of the icehouse beside the ice pond.



Battery Berry, Fort McKinley

After lunch, Eastman led a tour of the south fork of Fort McKinley, beginning with the large central powerhouse. The adjacent protected telephone switchboard was not visited because there is no floor, some earth cover has been removed, and the route is covered with thorn bushes. The next stop was the South Fork Mining Area, owned by Ed Drinan, who restored the mine



Torpedo storehouse Fort McKinley

complex on the North Fork. Participants examined the hoister house and tramway, the cable tank whose roof and overhead crane have fallen, the collapsed mine loading room, service dynamite room, cable hut, and 1890, 1900, and 1920 mine casemates. The 1890 mine casemate behind the 1900 brick casemate can be entered via the ventilation space. Drinan has restored the windows and door of the 1920 casemate. The group then moved back up the tramway to the torpedo storehouse.

Behind the TS, Battery Honeycutt (2 x 8-inch DC), has "1898" in the cement over the entrance to Emplacement 1. The roll of cable in Emplacement 2 is not mine cable, but it was addressed to the mine group on the wooden reel. Moving northeast from Honeycutt the group viewed two wheels on an axle for a tram-car, a cable hut, and two pillars for azimuth instruments. To the southeast are Battery Ramsay (2 x 3-inch MP) and a large 1920s CRF station.



Battery Ramsay, Fort McKinley

Eastman then led the group back to the mine area and up a hill to Battery Honeycutt's brick 1905 B' station, with the foundation of a Sewell-construction plotting room addition. Next is Battery Weymouth (3 x 8-inch DC), with a concrete powerhouse behind it. Just southeast of Weymouth is the remains of what is believed to be the first Sewell-construction double mine station. Diagonally across the road is Weymouth's brick 1905 B' station and the foundation of Sewell fire command station that replaced the exposed brick station. Just to the west is the WWII

concrete, two-story CRF for Battery Carpenter. A few hundred yards to the west is Battery Carpenter (2 x 6-inch Ped), which was modified during construction and during WWII. The shot hoists are still in place but the tiles are falling from the ceiling in the magazine. Carpenter was the site of a Spanish-American War battery of two 8-inch BL rifles on modified Rodman carriages. A new house is under construction next to Carpenter, and the foundation and counterweight of a disappearing SL sits next to the driveway. A short distance to the north is the SL powerhouse that had pieces of carbon for the light and pieces of WWII camouflage netting.



Hoist in Battery Carpenter, Fort McKinley

The group then moved to view the “old fire command station,” which was abandoned early due to its location on one of the highest points of ground. Its owners, Bruce LaPierre and Kathryn Adamchick, have completely restored the brick and concrete structure with the permission of the Maine Historic Preservation Commission, and allowed the group to enter the station. The owners were able to seal the roof, preserving the circular glass and concrete ceiling, and they rebuilt the floor, leaving the DPF



Old Fire Command Station, Fort McKinley

base exposed, and replaced the windows in the observing slit and one sidewall. The other very large window has been replaced by a door leading to a walkway to the new summer residence built behind the tower.

By the time participants returned to the ice pond, the conference chair had driven the group so hard and fast that it was

ahead of schedule, allowing a tour of non-tactical buildings for those still able to walk. Eastman led the survivors to the stable and then up the hill to the west, pointing out several well shelters and the central water softening and pumping plant, which was now a summer home. The hospital steward's quarters are located next to the unrestored hospital. Across the street are two double NCO quarters, one brick and one cement plaster.



Commanding officer's quarters, Fort McKinley

A road leads to the post cemetery and the original army tennis courts. The bodies in the cemetery were disinterred and moved to the national cemetery in Long Island, NY, after the fort closed. The last three buildings are another cement plaster double NCO quarters, a brick, Spanish-style double firemen's quarters, and the original WWII sentry house. Returning to the hospital, the group stepped onto one of the most beautiful parade grounds in the country. The kidney-shaped area has barracks on the low ground to the south, officer's quarters on the higher ground on the north, with the commanding officer's grand house at the highest point. At the east end of the parade ground are the 100-foot flagpole and the administration building. The BOQ and 1939 movie theater were lost in a 1970s fire, and later one barracks burned.

Behind the administration building is the unrestored double barracks. To the north is the magnificent post exchange, with a gymnasium behind and a bowling alley next to it. All three



Unrestored double barracks, Fort McKinley

structures were visited. Across the street is the fully restored one-room schoolhouse. Walking back by the administration building, the group saw the bakery, fire station, several double NCO quarters, and then walked by the guardhouse to the wharf area, where there are three QM and one ordnance storehouse, a workshop, and the previously mentioned stable.

The group boarded the ferry at 4:50 to return to Portland, and the conference reconvened at 7:30 in the banquet room. Eastman showed slides of what the participants had seen Saturday and what they would see on the Sunday add-on tour. Norman Scarpulla gave a slide show on Angel Island in San Francisco Bay, Tom Vaughan displayed and discussed American flags placed on the caskets of veterans returned from Europe after WWII, which had gold stars instead of white, and Mark Berhow showed a color movie of the harbor defenses of the Columbia River during WWII which he has recently digitized. At 10:00 PM, St. Babs XVIII officially ended.

Sunday - Forts Edgecomb, Knox, Popham & Baldwin

At 7:30 AM on Sunday, about 25 hardy souls headed "down east" under cloudy, threatening skies. Ranger Jim Davis greeted us at Second-System Fort Edgecomb, a semi-circular brick and stone emplacement protected by a wood blockhouse, the only surviving Second-System blockhouse. Jim opened the fort for us, and then answered questions. After a two-hour drive, the group arrived at Fort Knox, named after Maine resident Henry Knox, one of the most magnificent Third-System forts, which was manned during the Spanish-American War. The brick Endicott torpedo storehouse has been turned into visitor center and museum. Most of the cannons were scrapped during WWII, but one casemate-mounted 10-inch Rodman, one barbette-mounted 15-inch Rodman in Battery A, one 15-inch Rodman unmounted in Battery B, and original howitzer carriages are still in place. CDSG Chairman John Weaver, who has consulted with the state parks department on Knox, led an excellent tour of the casemates, batteries, and land defenses.



Fort Knox

Most of the group met at the Chowder House Restaurant on US Rte. 1 in Belfast for more sea food, and then continued south, leaving US 1 in Bath to drive down a long peninsula to

the mouth of the Kennebec River. By the time we reached unfinished Third-System Fort Popham, a cold rain was falling but John Weaver again gave an excellent tour. Visitors viewed the Spanish-American War battery behind the fort, which mounted an 8-inch BL rifle on a modified Rodman carriage before driving around the harbor to the site of Fort St. George, 1607-08, and Endicott-era Fort Baldwin.



Fort Popham

The conference chair and his two assistants huddled in their car with the engine running and heater blasting, while the hardy folks from "away" climbed the hill to view Battery Cogan (2 x 3-inch ped) and CRF, Battery Hardman (1 x 6-inch DC), and Battery Hawley (2 x 6-inch Ped). During WWII, two Panama mounts were built in the 6-inch emplacements for 155 mm mobile guns, the only emplacements so built in the US. Two additional Panama mounts were built below Battery Hawley, along with a WWII concrete FC tower with AAIS position behind the battery.



Battery Hardman, Fort Baldwin

Assistant Conference Chair Norman Scarpulla led the convoy to Small Point, as the chair checked in with the property owner. Scarpulla led the group down an adjacent peninsula, through a complex system of paved and then dirt roads leading to summer cottages. A walk along another complex of woods roads led to the WWII concrete FC tower at Small Point that has an AAIS position and had a telephone switchboard. The tower, in excellent condition, is used by the navy with the permission of the owner. After everyone came out of the pine forest, Conference Chair Eastman declared the Sunday add-on day officially concluded. The group convoyed to US 1 and headed south to Portland and points beyond, tired but happy.



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Portland Conference Group Photo

For a 4x6 color print of the group photograph taken on May 12 on the front steps of the Fort Levett administration building (above), send a check for \$1.00 made out to Joel Eastman and mail it to him at 36 Lester Drive, Portland, ME 04103

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Follow-Up on the Portland Conference

Joel Eastman and Norman Scarpulla

Despite expensive boat charters and fewer participants than expected, the CDSG Portland Conference covered its costs and produced a small surplus. We have received numerous compliments on the meeting from participants, for which we are most grateful. In addition, the Long Island Historical Society and the Fifth Maine Regiment Museum on Peaks Island, whose members provided transportation on their respective islands, also praised the CDSG. Islanders thought the CDSG was a "wonderful group of people," and the volunteers were delighted to join the tour for

many had never visited most of the military sites we saw. The President of the Long Island Historical Society called the event "the easiest and most successful fund raiser we have ever undertaken." Kim MacIsaac of the 5th Maine was extremely grateful for the generosity of the members who purchased books at the museum and placed money in the organization's donation box.

The conference organizers are also grateful to all the people who made the conference a success: the staff at the Merry Manor Inn and the Governor's Restaurant; the crews of the charter boats who moved us from island to island in such a gracious and professional manner; the property owners who allowed the group to visit their sites; the staffs of Southern Maine Community College, Fort Williams Park, Two Lights State Park, and Fort Edgecomb State Park who welcomed us and unlocked normally closed structures for us to visit.

The organizers could not have run the conference alone, and our thanks go to the members who helped out on registration, the sales bazaar, the evening programs, and the site visits, especially those who graciously offered assistance when it was needed in the field.



1986 Portland Conference Group Photo at Fort Scammell with Fort Gorges in the Background. Front Row: Tom Vaughan, Elliot and Elaine Deutsch, two unknown, Gary Paliwoda, Jack Kiester, Gayle Floyd, Ray Lewis, Bob Zink, Ed Olmstead, Glen Williford, Fred Holzbauer, Al Chiswell, Dean Mayhew, Norman

Scarpulla, Linda and Joel Eastman, Julie Davis. Back Row: Alex Holder, Unknown, Gregg Hagge, Nina Williford, Unknown, Dale Floyd, Unknown, Bolling Smith, Anne Zink, Roger Davis, Joey Holzbauer, Craig Lentz, Charlie Kimbell, Leo Polaski, Unknown. Photo by Alex Holder.