

channel into Hampton Roads. These emplacements are in the best physical condition at Fort Monroe and they mount several rare surviving coast artillery guns. It is hoped that the NPS will include this two batteries and the 3.5 acres they occupy into the new park once they understand their historical value and prominent location, but if not, the CDSG will work with FMA to insure that they are preserved and interpreted.

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Dispatches from Fort Wayne, Detroit

Jonathan A. Mycek

Fort Wayne survived the worst that time and neglect could do, but this summer, the old ramparts could not hold out against Mother Nature. In July and August, storms brought down trees, knocked out power, and severely disrupted the Historic Fort Wayne Coalition's Civil War Sesquicentennial event schedule. "The bad weather caused us some issues and problems," said one HFWC Volunteer, "but there will always be a next year." Though the elements were uncooperative, the Coalition was not idle.

In the last few months, the HFWC concluded negotiations with the City of Detroit for increased access to on-site office, storage, and fabrication facilities. The contract, according to a message from the Coalition Chairman, requires the group to staff the main gate, collect entrance and parking fees, and conduct tours. Fortunately, these are duties the coalition members are expert at. The extra space and equipment will give the group a more professional face and allow for expanded volunteer opportunities during the winter months.

This December, a Civil War commemorative Christmas returns to Fort Wayne. On December 10, 2011, military and civilian reenactors will showcase battlefield and homefront holiday traditions from both the North and South. Admission is \$5 for adults, \$3 for children under 15 years of age, and \$5 for secure parking for this exclusive, one-time event. Visit the HFWC Events Webpage for more information or to make a group reservation. (<http://www.historicfortwaynecoalition.com/christmas.html>).

As Fort Wayne moves into its 171st year, the post is slowly returning. The City of Detroit and all those participating in the fort's resurgence do so with a renewed vigor – an energized nostalgia for the past combined with a spirit of bold curiosity for the adventure ahead. With 2012, Fort Wayne looks forward to the continuation of the Civil War Sesquicentennial, the Bicentennial of the War of 1812, and most importantly, a visit from the CDSG during John Weaver's Great Lakes Fort Tours.



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Surviving U.S. Coast Artillery in Canada

Terrance McGovern

I recently had the opportunity to visit Newfoundland and Nova Scotia in Canada, including the three sites that contain rare surviving US coast artillery. At the former Fort McAndrews at Argentia, Newfoundland, two World War II 200-series batteries were constructed to defend the U.S. advance naval base. Batteries Construction Numbers 281 and 282 each mounted two 6-inch guns on shielded barbette carriages. Battery 281's guns were moved to Fort Columbia, WA, when the naval station closed in 1994, but the guns of Battery 282 have remained on site. They are 6-inch M1905A2 guns (#13 & #8) on M1 barbette carriages (#44 & #45). I toured the site with several CDSG members on September 17, 2002, and found the battery in an abandoned condition, although the property is owned by the Argentia Management Authority (AMA). We talked with a representative of the AMA about their future plans for these two guns. While they hope to turn the battery into a museum about the World War II history of the base, they have no resources to do so, and it does not appear that they will have any anytime soon. We offered the help of the CDSG Fund in carrying out basic preservation as the guns. As can be seen in the accompanying photographs, they have not received any care in a long time.



BCN 282

The second site I visited was Cape Spear (considered the easternmost point in North America), near to St. John's, Newfoundland, on September 18, 2011. During World War II, the United States provided two 10-inch disappearing guns to supplement the coast defenses here. Although Newfoundland was not part of Canada at that time, the guns were manned by the Canadian army. The two disappearing guns came from Battery Harker, Fort Mott, NJ. The Canadian Army constructed two concrete emplacements for these guns, but at the end of the war the guns were to be scrapped. Due their large size the 10-inch barrels remained at the site, while the carriages were removed. Today, the two 10-inch M1888 guns (#41 & #3 Watervliet) still lie within their emplacements. As you can see in the accompanying photographs, the barrels and emplacements are being maintained and interpreted by the Parks Canada.



Cape Spear Battery

The third site I visited was McNutt Island, near Shelburne, Nova Scotia, as part of the CDSG special tour to Nova Scotia. A lobster boat transported us to the island on September 22, 2011. During World War II, the U.S. Army supplied the Canadians two 10-inch guns on barbette carriages to provide coast defense for the anchorage at Shelburne as ships assembling here for convoys to Europe. The two barbette guns came from Battery Quarles, Fort Worden, WA. The Canadian Army constructed two concrete emplacements for these guns, but at the end of the war the batteries were abandoned. Several years later, efforts were made to scrap the guns, and one gun was cut into chunks before these efforts were abandoned. Today, the two 10-inch M1888 guns (#12 & #37 Watervliet) on M1892 barbette carriages (#11 & #1 Watertown) remain abandoned within their emplacements. As you can see in the accompanying photographs, one gun with its carriage remains intact (but with most of its small pieces removed), while the other gun and carriage are in pieces (and several of those pieces are missing). Ownership of the site is not clear, but mostly likely it is owned by the provincial government.



Fort McNutt

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CDSG Special Tour to Nova Scotia, Canada

September 19–24, 2011

Article and photos by Charles H. Bogart

Thirteen members of CDSG spent September 19–24, 2011, touring the coastal defenses on the southern and eastern coasts of Nova Scotia, Canada. Thanks to outstanding assistance and coordination by Parks Canada, we were able to visit all remaining sites within the Halifax area. During our stay at Halifax, we were chaperoned from site to site by Hal Thompson, William Naftel, and Kevin Robins.

Mary Ann and I came to Halifax a few days before the start of the tour to visit some other fortifications in Nova Scotia. We thus drove to the northwest side of the province to see two colonial coast defense sites; Fort Anne at Annapolis Royal and Fort Edward at Windsor. Annapolis Royal under the French had been known as Port-Royal, a name they inherited from even earlier Scottish settlers. To defend the port, they built a fort. The fort was captured by the British twice in 1654 and in 1690. Rebuilt by the French in 1702, the fort held off British attacks again in 1704 and 1708, but finally fell to the British in 1710. The British renamed the fortification Fort Anne and the city Annapolis Royal. The city was the capital of Nova Scotia until 1749, when the capital was transferred to Halifax. The fort was garrisoned by the British during the American Revolution and during the War of 1812. The earthen fort is in remarkably good condition today, managed by Parks Canada.



Fort Anne

Fort Edward, located at Windsor, was built in 1750, a wooden blockhouse surrounded by an earthen fort. The blockhouse still stands, the oldest surviving blockhouse in North America. The fort was garrisoned during the Revolutionary War and the War of 1812 and used as a recruiting camp during World War I. The blockhouse and earthen fort are in good repair, and is part of the local park system.

Our tour at Halifax started on Monday, September 19, with a visit to the massive Halifax Citadel built 1828 and 1856. The granite and brick citadel was occupied by British troops until turned over to the Canadian military in 1906. The citadel served as headquarters for the defense of Halifax during both World



Fort Edward

Wars. This site is managed by Parks Canada and staffed by reenactors in period costume. It is also home to the local military history museum, which includes a timeline of the defense of Halifax. One interesting display is a diorama showing how the fort would have

withstood an attack by the Americans. The walls of the fort are lined with various period muzzleloading rifled and smoothbore cannon. Besides exploring both the interior and exterior of the citadel, CDSG members were allowed to peruse photographs, maps, and reference materials in the Citadel's library. Our guides made a particular point to allow us to examine all of the various guns on display within the Citadel. During the course of our visit, Dave Danskin, the Parks Canada official who coordinated our visit, was commissioned by Kentucky Governor Steve Beshear as a colonel in the Kentucky Militia, with the duty of raising a company of soldiers, at his own expense, to help turn back malicious Canadians and their Indian allies raiding the Commonwealth of Kentucky.

The afternoon was spent driving south along the west shore of Halifax Harbour to visit four defensive positions: York Redoubt, Sandwich Battery, Chebucto Head Battery, and Connaught Battery.

The first site visited was York Redoubt, first fortified in 1794 with a blockhouse. In 1798, this was replaced with the Duke of York Martello Tower, which was incorporated into an eight-gun (9-inch and 10-inch RML – rifled muzzleloaders) coast defense battery built circa 1870. The guns are still in place. The redoubt was upgraded before World War I with a fortress observation post. While we were there, work was being undertaken to stabilize the Martello tower. Next to the tower were emplacements for two 6-pounders. With the outbreak of World War II, York Shore Battery was built on the shoreline below the old fortifications. A recent chain link fence to protect visitors enclosed the heavily deteriorating battery, but we circumvented it by climbing around the ends of the fence. At the start of the war, the battery was armed with two 12-pounder guns from Fort Ives, which were



Halifax Citadel



York Redoubt

later replaced with two twin 6-pounder mounts in an enclosed concrete emplacement... This battery was emplaced above the anti-submarine net anchorage. Three searchlight emplacements were nearby, and controlled from the Martello tower. Due to time constraints and rain, we did not visit the Spion Kop Fortress Command and Fire Control Centre dating from the late 1880s, York Redoubt was abandoned by the military in 1956 and is now managed by Parks Canada. Our Parks Canada hosts did a great job showing us around the site and letting us inside various structures in the rain.

We then traveled to Sandwich Battery on the grounds of the Royal Canadian Navy Damage Control School. The RCN went out of their way to make us welcome, even though we were not quite sure they understood why we came so far to view broken concrete. The battery, built before World War I, contained two 9.2-inch BLR and two 6-inch BLR. This battery, along with Fort McNabb, were Halifax's principal defense works during World War I. Both batteries were disarmed during World War II and replaced with more modern artillery. The concrete firing platforms and magazines have deteriorated badly, with the concrete breaking off in large chunks, as the batteries, until recently, were used for fire suppression training.



Sandwich Battery

The next battery we visited was Chebucto Head. Built in 1943 and in operation until 1956, when the guns were transferred to Portugal as part of a NATO military assistance program, it consisted of three 6-inch MK24 guns on MK5 mounts. A number of searchlight positions stretched along the coast from the nearby lighthouse to beyond the gun battery. The concrete gun positions are now the foundations of some expensive homes which are located at the end of a private road, but we had permission to visit. The battery observation post and fire control station has also been turned into a private residence. One searchlight position has been made into a patio area for viewing ships entering and leaving the harbor.

Finally on the way back to Halifax we saw Connaught Battery, built in 1910. It was the first coast defense battery constructed by the Government of Canada. The battery for three 4.7-inch quick-firing (QF) guns in a single emplacement, abandoned by the Canadian Army after WWII. The unarmed battery is in a local park.



Chebucto Head



Connaught Battery

On Tuesday, September 20, Parks Canada arranged for us to use an ex-US Army LARC (Lighter Amphibious Resupply Cargo) to negotiate the water between Halifax and Georges Island, home of Fort Charlotte. The LARC landed on the island, driving up onto the beach. Our Parks Canada host was Carla Wheaton. The island was first fortified in 1815 with a Martello tower that was torn down in 1877 after modernization of the island's defenses 1864–1870. The modernization saw the installation of a casemated battery of four 10-inch RMLs and a barbette battery of eight 9-inch RMLs on the south end of the island. At the turn of the century, part of the barbette battery was modified for three 4.7-inch emplacements. During World War I, a submarine mine defense depot was established on the north end of the island. During World War II, an anti-aircraft gun was mounted on the island. The island was abandoned by the Canadian Army in 1960 and in 1965 came under Parks Canada. The 1864–1870 fortifications are armed and in remarkable shape, but the torpedo station is little more than a ruin. Access to the island is presently limited due to damage to the island's dock, thus the LARC.



Georges Island



Georges Island

Upon our return to the mainland at noon, we traveled to city-owned Point Pleasant Park, home of the Prince of Wales Martello Tower, Cambridge Battery, Northwest Arm Battery, Chain Rock Battery, Fort Ogilvie, and Point Pleasant Battery. Prince of Wales Martello Tower, built in 1792 and is 26 feet high and 72 feet in diameter, was in remarkable good condition. In 1813, the tower's upper level mounted two 24-pounder guns on traversing platforms, with four 6-pounder guns on the barrack floor. The tower has been recently closed to the public due to budget cuts, however, our three Parks Canada guides opened it for us to explore. We were able to explore all three floors, but it was quite evident that mildew was attacking the lower level due to lack of daily ventilation.



Prince of Wales Tower

The other five batteries within Point Pleasant Park belong to the Halifax City Park system. Cambridge Battery had been armed with several 10-inch RML when built in 1868, but at the turn of the century, they were replaced with two 6-inch BL (breechloading) guns (removed in 1918). The battery sits in the open near Prince of Wales Martello Tower and is in reasonably good condition, but unarmed. Point Pleasant Battery located along the park's waterline, with waves undercutting its foundation. Although it is protected by a chain fence, we were able to visit the battery via the shoreline. The battery had been armed with two 12-pounder QF guns. We were also able to view the remains of the searchlight emplacement and its power room. We then walked to the remains

of earthen Northwest Arm Battery, where a few muzzleloading cannon remain. Further up the Northwest Arm was the Chain Rock Battery which once mounted two 12-pounders. Crossing over the peninsula, we visited Fort Ogilvie, built to mount several 8 and 10-inch RML in an enclosed battery. Around 1900 the fort received two 6-inch guns (later replaced with two 4.7-inch guns during World War II). Presently the fort has several RML on hand with one displayed in 6-inch emplacement. A large "blockhouse-style" battery observation station was also within the fort's perimeter.



Fort Ogilvie

On Day Three, Wednesday, September 21, we traveled by launch from downtown Halifax to McNabs Island to visit and Forts McNab, Ives, and Hugonin. Only Ft. McNab belongs to Parks Canada; most of the island, along with the other fortifications is under provincial, was turned over to Provincial control. Upon arriving on the island, we viewed the site of Sherbrooke Tower, a Martello tower built between 1815 and 1828 on the seaward tip of Maugher Beach. The tower was torn down in during World War II, and its location is now occupied by a lighthouse.

Our first visit was to Fort McNab, a walk of a mile. Parks Canada opened all the casemates and other portions of the battery for us to explore. Fort McNab had been built between 1888 and 1892 and it was armed with one 10-inch BL (with a second 10-inch emplacement not armed) and two 6-inch BL guns. The fort is basically a defended battery with a ditch around the emplacements, bombproof casemates for gunners, and un-climbable fence around the rear of the gun line. In 1906, the fort received new guns in the form of one 9.2-inch BL (replacing the 10-inch BL) and two 6-inch BL guns. During World War I, Fort McNab controlled the examination anchorage for ships entering the Halifax Harbour. As a result, a 6-pounder QF "bring-to", quick fire examination gun and searchlight positions were added to the fort. Following World War I, the fort was in caretaker status, although the 9.2-inch gun received a new barrel. The fort was again manned during World War II. In 1942, the 9.2-inch gun was moved to Hartlen Point, the location of the new Devil's Battery. A 75 mm gun replaced the 6-pounder in 1943. In 1944, the older 6-inch guns were taken out and replaced with new guns from Sandwich Battery. In 1940, a new battery command post was constructed atop the casemates and a CDX microwave radar command post was built into the empty 9.2-inch emplacement in 1944. The fort



Fort McNab

was again mothballed after World War II but reactivated with the start of the Korean War. At this time the 6-inch No. 2 gun was replaced with a naval twin 4-inch gun mount. In 1960, the fort was declared surplus to the Canadian Army's needs and let for use as a park. The fort is in excellent condition. The original 10-inch BL barrel is displayed in its emplacement, while a 6-inch MK VII gun on a MK II mount has been installed in the remaining 6-inch emplacement.

Next we walked to Strawberry Battery, which had been built in 1940 to replace Fort Hugonin and armed with two 12-pounder QF, quick fire guns removed from Fort Hugonin. Also constructed were three large searchlight stations below the battery. This battery was emplaced above the anti-submarine net anchorage. The battery was disarmed in 1947, but guns were reinstalled with the start of the Korean War. The gun battery was finally withdrawn from service in 1956. Our excursion to Strawberry Battery required crossing a knee-deep tidal inlet. This battery is also in good condition.

After drying out, we hiked about a mile to visit Fort Hugonin, which was built 1899–1900 for four 12-pounder QF, quick fire guns. The fort was in service during World War I, but following the war, it was allowed to deteriorate. In 1922, two of its guns were moved to a practice battery at Sandwich Point. In 1940, its remaining two guns were moved to Strawberry Battery. The fort supported a naval acoustic range during World War II and was retained until declared surplus circa 1990. The fort is in good condition.

The last fort to be visited was Fort Ives, whose construction started in 1865. The fort was built with two faces, one to cover



Fort Hugonin



Fort Ives

the channel on each side of the island. The west face was armed with six 9-inch RMLs and the southwest face with three 10-inch RMLs. Between 1888 and 1892, the 9-inch RML guns were replaced with two 6-inch BL guns and two 12-pounder QF guns. Next to the 12-pounder a large powerhouse was constructed in 1910 to support the fort's searchlight stations. In addition, the fort received a battery of three 6-pounders to cover the minefield which was to be laid in war time between Fort Ives and Point Pleasant. A mine casemate was built into the fort's southwest face. The fort was manned during World War I with updated shoreline searchlight positions to cover the anti-submarine nets and minefield. Fort Ives was deactivated after World War I, only to return to service in World War II when it served as a barracks area. Two 10-inch RMLs on their original carriages grace the walls of the fort, along with. An impressive collection of RML barrels are laid out in the fort's parade. The fort is in good condition,

although all windows and openings are bricked up. The shoreline searchlight positions are accessible but in poor shape.

We returned to the mainland at 4 PM and drove to Devil's Battery on the golf course of the Royal Canadian Air Force Shearwater Base. We had permission to visit and walked through the golf course rough to find the three emplacements. They had been stripped of all material equipment and are overgrown within the high grass. For some reason, the golfers thought we were bird watchers and were amazed that we were seeking the old gun batteries. The battery consisted of three dispersed 9.2-inch guns, each in its own pit but connected by underground passages that also linked to a command post and power station. All three gun pits were visited and recorded. Considering the benign neglect of the RCAF, these gun emplacements, they are in fair condition.



Devil's Battery

The next day, Thursday, September 22, we drove south to visit McNutts Island, in Shelbourne Harbour. Shelbourne served as an alternate convoy port to Halifax during the early years of WWII World War II. We had chartered a lobster boat and sailed from Gunning Cove. Captain Crowell also provided land transportation for us in the form of a large ATV pulling a farm trailer and an old SUV. While the ride was bumpy in the fog, it was better than the 3-mile walk to the battery for two former US Army 10-inch M1888 guns on M1893 barbette carriages. Gun No. 1 has been dismantled and partly cut up, while Gun No. 2 still rests on its carriage. The site was heavily overgrown, and vegetation is working its slow destruction of the battery's



McNutt's Island

concrete emplacement and connecting passageways. However, considering that the battery has lain abandoned since 1945, the site is in fairly good shape.



McNutt's Island

After returning to the mainland, we drove to the site of Gunning Cove Fort, built in 1783, but no remains were visible. We then headed for Government Point Battery, which from 1939 to 1944 contained two casemates, each housing a 4.7-inch gun, plus a searchlight position. Both casemates still stand, although in very rough condition, full of junk and hidden in high vegetation. After our visit here, we returned to Halifax.

The next day, Friday, September 23, we drove north to Cape Breton Island and the harbor of Sydney, about a five-hour drive from Halifax. Our first stop at Sydney was Fort Petrie, where the curator opened the fort for our visit. Built during World War I, it housed two 4.7-inch QF guns. In 1917, a 4.7-inch field artillery gun was added to the position. Abandoned after the war, the fort was reactivated in 1939. A two-gun concrete battery was built to house two 6-inch MK2 naval guns. These were replaced by two twin 4-inch MK14 gun mounts in 1944. A 6-pounder Hotchkiss gun was also emplaced in 1943 to serve as an examination gun. Two waterline searchlight positions were emplaced to either side of the gun block circa 1940. A three-story observation tower once, disguised as a steepled church, overlooks the gun battery. Abandoned after World War II, the site was to have been demolished in 1990, but was saved by the Sydney Harbour Fortification Society. The observation tower now houses a museum, and the magazines have been pumped out but are



Fort Petrie



Fort Petrie

still dripping water. The fort's operating costs are met through donations. Considering its age, the above-ground installations are in excellent shape, but one searchlight position has toppled down to the beach.

After Fort Petrie we drove to the east side of the harbor to visit Stubbett's Point Battery, Chapel Point Battery, and Oxford Battery. Stubbett's Point Battery lies adjacent to the highway on a high cliff. In service from 1939 to 1946, the battery contained a twin 6-pounder gun and three searchlight positions. The battery anchored the anti-submarine net that stretched from South Bar to Daly Point. The site is now a refuse pit and graffiti heaven. The concrete is in very poor condition and appears to be in danger of collapsing onto the beach below.



Stubbett's Point Battery

Next we traveled to Chapel Point Battery which is, in layout, almost a mirror image of Fort Petrie, on an abandoned piece of land in back of a subdivision. During World War I the site contained two 4.7-inch field artillery guns. The battery site was abandoned after World War I but reactivated in 1939 when two 4.7-inch MK7 guns were emplaced here. In 1944, these guns were replaced with two twin 4-inch MK16 gun mounts. The four-story concrete fire control observation tower was disguised as a church tower, and several searchlight positions were also constructed. The site today is overgrown with recognizable concrete that has been heavily vandalized. Fort Petrie was visible across the water.

The last site visited this day was Oxford Battery. Construction of this battery started in 1944. It was to be armed with three 9.2-



Chapel Point Battery



Oxford Battery

inch MK15 guns on MK9 carriages in three dispersed pits. Only two of the guns were mounted before the war ended. The site was disarmed in 1948. The battery lies hidden in a scrub wood lot with an ATV mud path leading into it. The gun pits are full of junk, with one containing a burnt-out car; the flying insects are omnipresent; and the concrete is breaking up. All in all, the entire site is in poor condition, but we can say we were there. We ran out of time, so we did not visit the three-story battery command post. After our visit here, we drove to Louisbourg, where we stayed overnight.

Saturday morning, September 24, we first visited the site of the Royal Battery, which was located outside of the fortress. The battery, built between 1724 and 1732, contained 52 guns and, with Island Battery, controlled the entrance to the harbor. We then drove to the visitors' center where we met our Parks Canada guide, Troy Allen. We visited Battery Wolfe, one of the British siege batteries that took part in the 1758 capture of Louisbourg. Following this excursion, we toured the visitors' center museum before taking a bus to Fortress Louisbourg, which is located a



Fortress of Louisbourg

mile from the museum. The fortress is a 1961 reconstruction of one-fourth of the original fortress, as the British destroyed the site when they abandoned it in 1761. Our guide was only interested in telling the military history of the fortress, so we skipped all of the cultural activities to visit the fortress's defensive works and military buildings. We spent four hours with our guide visiting the Dauphin Demi-Bastion, the King's Bastion, Eperon Battery, the Piece de la Grave Battery, Frederic Gate, and Dauphin Gate.

Fortress Louisbourg is a world-class site, well worth visiting as the restoration has been done very well, and the reenactors are very good at portraying their characters. We closed out the tour with a traditional period meal at a tavern within Louisbourg, which was excellent.

With this, our CDSG visit to Nova Scotia ended, and we broke up to go our separate ways. Mary Ann and I, instead of driving onward, returned to Louisbourg to take a tour of the history of its commercial foundation. One needs to understand the commercial and military basis of Louisbourg before one can understand its purpose. The next day, September 25, we headed east to Fort Beausejour in New Brunswick and Fort Amherst on Prince Edward Island. Both were French colonial earthen coast defense fortifications. Fort Beausejour guarded the overland route between the Bay of Fundy and the St. Lawrence River. It was built in 1748 but captured by the British in 1755 and renamed Fort Cumberland. Its capture was one of the events that led to the expulsion of the Acadians. The fort was renamed Fort Cumberland by the British. The fort was attacked by Americans in 1776, but they were unable to take the fort. The fort was abandoned by the British after the Revolutionary War but re-garrisoned during the War of 1812. It is in remarkably good condition and is managed by Parks Canada. Features of both the French and British periods are present and interpreted on the site.



Fort Beausejour

We reached Prince Edward Island via the toll bridge and drove to Rocky Point, site of Fort Amherst. This fortification was built by the French in 1720 to guard Port-la-Joye, now Charlottetown. The fortification was captured by British forces in 1745, recaptured by the French, in 1746, and rebuilt into its present form circa 1750. The fort was retaken by the British in 1758 and renamed Fort Amherst. It was garrisoned by the British until 1770, when it was abandoned. The fort is now located in a city park, and the earthen work is in fair condition; unfortunately, the museum was closed for the season. The next day Mary Ann and I returned to Halifax and caught our flight back home.

Attending the tour were Michael Van Best, Gordon Bliss, Charles Bogart, Mary Ann Bogart, George Cook Jr., Maurice Gehlen, Jack Hays, Penny Hays, Terrance McGovern, Gary Paliwoda, Rolf Thoendel, Glen Williford, and Charles Trollope. I would like to thank Gordon and Terry for organizing our visits to several sites and for keeping me on track. Roger Sarty also played a role in helping us arrange visits to several sites. The Canadians were great hosts and they insured we reached all the sites and had transportation we needed to visit. We would not

have had a successful tour without their help. In recognition of this support by Parks Canada, money was collected from those participating in the tour to purchase various CDSG publications for donation to the Halifax Citadel Library. It should also be noted that before the tour I had purchased a number of CDSG baseball hats for distribution to our tour members and as gifts of acknowledgement for support provided to us by the locals. The hats were well received by all, and I would like to suggest that CDSG consider stocking such hats in the company store for sale and distribution at other CDSG sponsored outings.

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Support the CDSG 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!

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The CDSG Fund

The CDSG Fund supports the efforts of the Coast Defense Study Group, Inc., by raising funds to support preservation and interpretation efforts concerning seacoast defenses around the United States. The CDSG Fund is seeking donations for preservation projects around the United States consistent with the goals of the CDSG. Donations are tax-deductible for federal tax purposes, and 100% of your gift will go toward the project selected. The CDSG Fund will acknowledge your gift and keep you informed on the status of its projects. Make checks or money orders payable in US funds to The CDSG Fund.

The CDSG Fund is always seeking proposals for the monetary support of preservation and interpretation projects at public parks and museums. A one-page proposal briefly describing the site, the organization doing the work, the project to be done or supported, and how the money would be used, should be sent to the address listed below. Successful proposals, usually one to two per year, are typically funded at \$500 or more. Upon conclusion of project, or the year in which funding was received, a short report suitable for publication in our newsletter is requested.

Send all donations and proposals to:

The CDSG Fund
C/O Alan Hardey, Trustee
1577 Braeburn Road, Altadena, CA 91001-2603
oozlefinch_1@earthlink.net



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CDSG Logo Patches and Shirts

The CDSG is pleased to offer custom-made T-shirts and patches to our membership. Wearing these 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.

The CDSG patches have been available for several years. Designed especially for the CDSG, these quality patches combine the Coast Artillery Corps and the Corps of Engineers symbols to reflect their involvement in U.S. coastal defenses. Placed on hats or jackets these patches will show your membership in the CDSG.

To order your 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).

CDSG T-Shirts and Patches Ordering Information

Red T-Shirt with white ink:

Size & # ___S ___M ___L ___XL ___2XL ___3XL

Kaki T-Shirt with black ink:

Size & # ___S ___M ___L ___XL ___2XL ___3XL

Navy T-shirt with yellow ink:

Size & # ___S ___M ___L ___XL ___2XL ___3XL

Total Number: ___ times \$_____ = Total \$_____
(domestic \$18/overseas \$26 each)

Patch: ___ times \$_____ = Total \$_____
(domestic \$4/overseas \$6) each

Be sure to include your name and shipping address.

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CDSG Fund Challenge Meet in Record Time

Terrance McGovern

In the August 2011 CDSG Newsletter, the CDSG Fund challenged our members to match the Fund's donation to the Fort Miles Historical Association (FMHA) to pay for the relocation of a 16-inch/50 barrel from Portsmouth, VA to Cape Henlopen State Park. Our goal was to double the \$1,000 that the CDSG Fund agreed to provide for the 16-inch/50 project. It's great to report that our members have already meet this challenge by donating \$1,050 so far. We will be send the FMNA a check for \$2,050 for this worthy cause. Currently no 16-inch coast defense battery has a barrel on display to help visitors to be better understand the function of these massive structures. Your donation will make this happen. We are still accepting donations for this project so please send us a donation. Remember your gift is the CDSG Fund is tax-deductible for federal tax purposes and 100% of your gift will go to the 16-inch/50 Project (please indicate this purpose on your check). Please send your check made payable to the CDSG Fund as soon as possible as FMHA needs to move the barrel by March 2012 or the barrel will be scrapped by the Navy. Your check should be mailed to Alan Hardey at 1577 Braeburn Road, Altadena, CA 91001-2603.