

Top Gun Trophy

This trophy was presented to the Midweek Muddlers by Graham Noel of "Hot Shot" B67 in December 2004 and is to be awarded on a season by season basis to the boat which achieves the best starting performance on aggregate. Hopefully, this trophy will encourage competitors to further hone their starting skills.

The trophy itself is loosely based on the Martello Towers built around the Southern and Eastern coastlines of Jersey, the southern-most Channel Island, to protect the population against French invasion.

In 1779 22 towers had been built out of a proposed 32, these towers were well armed and manned, but in fact they were never used in defending the island against the French threat. Martello towers were also built around the Southern and Eastern coast-lines of England and the name Martello appears to have originated from a round tower on Cape Mortella, Corsica which survived a famous battle.

Jersey is positioned approximately 16 miles off the coast of France and 110 miles south of England. Logically and geographically all the Channel Islands should be French, but historical circumstances have transpired which have linked them to the British Isles for more than 800 years.

In 1066, when the Duke of Normandy (known as William the Conqueror) gathered up his forces to invade England, his fleet was forced to shelter around the coast of Jersey for some time until the weather cleared. He then proceeded to England and as

is well known, defeated King Harold and became King of England.

In 1204 the then King of England, King John, lost control of Normandy, which fell into the hands of superior French forces. However, Jersey remained part of the Duchy of Normandy and has remained loyal to the English crown right up to today.

There have been many times since 1204 when French invaders have attempted to claim Jersey and the other Channel Islands but without success.

The islanders claim considerable connection to the Normans (believed to be mainly Danes) who invaded this part of France, known as Normandy. The Jersey population have claimed since then a very close connection with the sea, producing many privateer ships to harass the French and then to gradually explore further afield. They were amongst the pioneers to open up areas of Eastern Canada for Cod fishing and many early Jersey fishing families settled on the Gaspé and Nova Scotia coastlines of Canada.



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Towering achievements

General Conway's plan was ahead of its time, because it took the British Navy another 16 years to realise the value of such fortifications

SCATTERED around the coast of the Island are a series of towers which once protected Jersey's shores but now serve as monuments of the past - and even as curious features of Island homes.

When the decision was made to build the towers around the coast the reason was to protect the Island from French invasion during the Napoleonic wars. Aristocrats fleeing from France had settled in the Island and become loyal British subjects, but the threat of attack from France was still high.

In 1776 France began sending arms and money to help the Americans in their War of Independence, and the decision was taken to circle Jersey with watchtowers to improve the defences. A plan was drawn up by one of the Island's Governors, General Conway, who wanted 32 towers to be built around the coast. He based his drawings for them on a round design by a French nobleman, but gave some the addition of a battery at the base.

The idea was, according to Conway, to erect 'a number of towers of masonry with corresponding batteries in all the accessible parts of the coast'. Conway's plan was ahead of its time, because it took the British Navy another 16 years to realise the value of such fortifications and start to construct Martello towers along the English south coast.

Work started in Jersey in 1778, and one of the first towers to be built can be seen immediately opposite Grève de Lecq Barracks. The towers went up quickly around the Island and had their own unique design, with tall, tapering walls built with granite and a design far more elegant than that used to build their English counterparts.

When Conway died in 1795, a total of 22 towers had been built and La Rocco Tower



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was ready for construction. After his death the construction continued but with some alteration to Conway's design: instead of building towers with batteries at ground level, the new designs were based on a tower at Mortella, on the island of Corsica, which had defeated British warships in 1794 and had a battery not at the bottom, but at the top.

Eight of these Martello towers were constructed at various points around Jersey.

The last towers to be built in the Island can be seen to have been influenced by the design of the English Martello tower. This influence is evident in the appearance of Victoria Tower, which was one of the last towers to be built in Europe. Constructed in 1837, it has a far larger base and a steeper battery, giving it a squat appearance in comparison with the look of the Jersey round tower.

In total 31 towers were built, of which 24 remain. The original towers encircled the south and east coasts, while the true Martello towers, which were built from about 1810 onwards, were placed on the west, south and east coasts.

Of the seven towers that have been lost, six were of the original Jersey design and only one of the Martello pattern. Three fell victim to coastal erosion, three were destroyed in the Occupation and one seems simply to have disappeared.

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Mortella Point

The year is 1794, and Britain is at war with France. Corsican patriots have pleaded for British aid in freeing Corsica from the occupying French Revolutionary forces. To this end the Royal Navy is to bombard a large, round tower situated on Mortella Point, to allow the Army to capture it. But the tower puts up a good fight and the Navy is repulsed with serious damage and sixty casualties. The 'Mortella Tower' is indeed a formidable barrier against invasion....

The British actually captured the tower at Mortella Point twice; in September 1793 it was taken after two hours' bombardment by HMS Lowestoft. Corsican patriots took over from the French garrison, but eventually lost the tower to the French again. The tower was up-gunned to mount one 6-pounder and two 18-pounder cannon, as again the Royal Navy took on the tower. On Sunday, February 9, 1794, HMS Fortitude (armed with 74 guns) and HMS Juno (32 guns) sailed into San Fiorenzo Bay. Captain William Young of HMS Fortitude wrote in his log:

February 9

Light airs and clear weather, at 1 weighed and came to sail, let go the steam anchor under the stern and the best bower [anchor] with a spring on it abreast of Mortella Tower which begun immediately to fire on us. As soon as the ship was properly placed we returned the fire and kept a constant firing until half after 3 when an explosion took place between decks occasioned by a red hot shot striking a powder box, which communicated to others and blew up several men. Soon after the ship was perceived to be on fire, by red hot shot. 3 minutes before 4 cut away the cables and spring, came to sail...came to with the best bower in 16 fathom. Water got out the shots and extinguished the fire.

a.m. 10 February

Came on board carpenters from the different ships to examine the damages, mustered the ships company, found 6 men killed and 57 wounded.¹

The tower eventually fell to the besieging British Army, who had landed further along the coast. Major-General David Dundas and Lieutenant-General John Moore established a four-gun battery 150 yards from the tower, and bombardment began. After two days, the tower was still holding out, until a lucky shot caused a fire to break out amongst some material used to strengthen the parapet, and only then did the tower succumb.²

The tower was demolished³ to prevent its re-use by the French before the British left Corsica in 1796, although problems were encountered when trying to blow it up. The whole experience left its mark on British defensive ideas, however, and detailed plans were taken of the tower before its destruction. The Commander-in-Chief of the Mediterranean, Admiral Sir John Jervis wrote at the time that he "hoped to see such works erected on every part of the [English] coast likely for an enemy to make a descent on."⁴

It was at this time that the name 'Martello' was first coined. It is believed to have originated from a corruption of 'Mortella', after the location of the tower which had so impressed its attackers. Confusion over this sometimes arises due to the Italian coastal watch towers known as 'Torre di Martello' or 'Hammer Towers' in which a hammer was used to strike a bell to warn of the approach of pirates.

1. From a typed transcript held by the Redoubt Fortress Museum, Eastbourne. The original source is unknown.
2. More detailed accounts of the Mortella Point Action are given in: Mead, Cdr. H.P. *The Martello Towers of England* from 'The Mariner's Mirror' July and October, 1948, and also in Sutcliffe, S. (1972) *Martello Towers*
3. The extent to which the Mortella Point tower was demolished is shown in the photograph at the top. While the tower appears to be standing, it is, in fact only one half, preventing it from mounting guns again. Bill Clements says in *Towers of Strength* (1999) "The tower at Mortella Point was an example of a common type and the remains of others may still be seen on Corsica" (p48).
4. Quoted in Sutcliffe, op cit, p.22



The Mortella Point Tower



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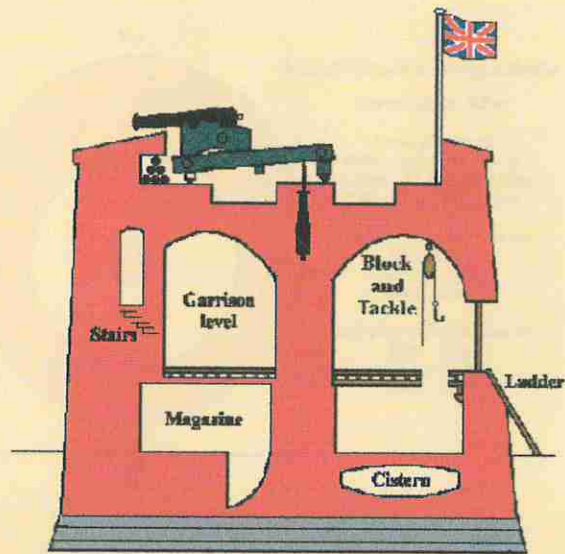
Introduction

South coast Martello Towers had several distinguishing features: round appearance, first-floor entrance doorway, and two small windows.

Inside, ammunition and supplies were stored on the ground floor, known generally as the magazine. In most towers a cistern was sunk into the foundations to store clean water.

The middle floor was the garrison's living quarters for twenty-four men and one officer, and was usually divided up into three or four rooms. There were two fireplaces for cooking and heating. Built into the wall was a stone staircase leading up to the roof, where the cannon was mounted on a rotating oak carriage.

A massive brick pillar rose from the foundations to the roof to support the weight of the gun, and provided the base for the central pivot, around which the gun carriage could turn through 360 degrees. The original 24-pounder cannon had a range of about 1000 yards, (rather more than is shown in the illustration at right!)



Tower Cross-section

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Structural Features

The towers were an incredible feat of engineering - the sheer complexity of the structure can only be marvelled at. Foundations were sunk to an unknown depth, and consisted of large stones, as can be seen at Tower 61, where the ground level was lowered when the surrounding housing estate was built. The tower was then built up from this solid rock base. The bricks were bonded in 'hot lime mortar', which was a mixture of lime, ash and hot tallow. The resulting bond was phenomenally hard. Experiments had been conducted at Woolwich by the Royal Engineers prior to construction, to determine the best mix. Cannonballs were fired at the experimental walls, and were found to bounce off. This was partly due to the roundness of the shot not being able to get enough contact with the surface of the rounded and sloping tower walls. It was not until the birth of the Rifled Muzzle-Loader (RML) gun in the 1860's, with its pointed shells, that the Martello's walls were really threatened, and even then they gave a good account of themselves. The external surface of the tower was coated with a tough cement covering known as 'stucco', to seal in the brickwork.



Cutaway of Tower 66



Vaulted roof in Tower 64

The core of the Martello structure was the central pillar, as shown in Tower 66 (above) and 64 (right). It was designed to support the first floor, the magnificent vaulted ceiling and roof, as well as the gun. Up to first floor level it was about 1.5m thick, then being cut back to 1.4m to hold the floor. It then rose up and arched out to support the vaulted ceiling, said to be as much as 3m thick. Inside the pillar was encased an old cannon, no longer in use. This was used to hold the centre-pin around which the gun carriage rotated. When Tower 67 was demolished in 1922, it was noted that the cannon in the pillar was dated 1615, and bore the monogram of James the First. The trunnions were stamped 'WC' possibly being the mark of Walker and Co., who later cast 24-pounders for the Martello scheme.

The top of the pillar was capped with a granite slab when it reached the gun platform. It is said that in 1911 the entire central pillar was removed from one of the Towers in Norman's Bay, near Bexhill, apparently without appearing to affect the stability of the tower structure. It is not known which tower this was, but it has since disappeared for one reason or another, as the surviving Norman's Bay tower, 55, still has its central column.

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Introduction

Only 25 of the original 74 South Coast Martello Towers still stand; the loss of 49 towers in the last 190 years is not, however, as a result of poor construction. Most have been washed away by an encroaching sea undermining them, others succumbed to the explosives and hammers of property developers and the Royal Engineers, or shot and shell of the Royal Artillery.

The table below gives a rough idea as to what caused the demise of those towers that have disappeared from the map, although it should be noted that it is not clear in every case what the actual cause was. Towers 37, 39 and 40 were all undermined by the tide, but finished off with explosives, while Tower 70 was used for gunnery practice after collapsing partly, and such cases are included under the primary cause of loss. Similarly, both Towers 19 and 68 could still be argued to be standing, as they have not been totally destroyed to their foundations, but as they are far from complete, they are counted as being lost.

Status	Towers	Total
Lost to Beach Erosion	16-21, 29, 31-34 36-37, 39-44, 47, 51-53, 56-57, 65, 67, 69-70, 72	30
Used in Military Tests	35, 38, 49, 71	4
Used for Materials/Development	10-12, 22, 26-27, 45-46, 48, 50, 54, 58-59, 63, 68	15
Still Standing	1-9, 13-15, 23-25, 28, 30, 55, 60-62, 64, 66, 73-74	25

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Tower Distribution

When Twiss surveyed the coastline between Folkestone and Seaford, his sharp tactical eye was responsible for deciding where each tower should eventually be built. Each was sited according to the lie of the land and the surrounding features and existing defences. The low-lying beaches of Hythe, Dymchurch, Pett and Pevensey were particularly vulnerable to invasion attempts, and so the towers were situated close together for mutual support. At approximately 600 yards apart on these low stretches of beach, the 360 degree arc of fire afforded by each cannon allowed an overlapping of the arcs, providing an effective cross-fire for any invader trying to land. The Pevensey Bay line was said to be able to fire on one ship from fifteen towers simultaneously, such was their frequency along the shoreline.

Some towers were employed to command high ground overlooking the beaches and marshes that were possible landing places. The cliff-top towers (4-9) along the Shorcliffe Heights gave the defenders command over the lower beaches of Folkestone, Sandgate and Hythe. Towers 43 and 44 utilised Galley Hill and Bulverhythe Cliff near Bexhill, Tower 68 on St. Anthony's Hill commanded the area surrounding Eastbourne Redoubt's landward side, and the Wish Tower guarded the low Eastbourne beaches from the safety of a small knoll.

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Tower 1

- Status: Still standing, used as a residence
- Location: East Wear Bay, Folkestone
- Grid Reference: TR 242373

Tower 1 stands 200 feet up on the cliffs above East Wear Bay, within sight of Towers 2 and 3 below, all of which could have benefited from the addition of moats. It was quite possibly used by the Coast Blockade and Coast Guard, but was described as unoccupied and missing its outer skin of brickwork as early as 1870.¹

The tower may have been occupied during the Second World war, but if so, was abandoned soon afterwards.

By the 1970's Folkestone Corporation had bought the tower and begun repair work.² By the 1990's, the stucco cement rendering had been replaced with one of brick, and with a ground-level door and extra windows added at both floor levels, the tower became a residence. The photographs show the hoist probably used during the renovation work, hanging over the parapet.



Tower 1 in 1998

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1. Report of Committee on Coast Defences 1870 (PRO WO 33/25) p.28
2. Sutcliffe, S. *Martello Towers* (1972) p.86



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Introduction

This section will be expanded and reorganised in due course, but for now, it just contains a photographic tour of Tower 66, divided into 9 parts.

Before beginning the tour, it may be of interest to read of somebody else's experience of a derelict Martello Tower, (probably no. 63), taken from the Eastbourne Chronicle of September 4, 1937:

"The first impression this massive tower gives is loneliness, for, though there are houses quite near, the desolateness of the beach, the flatness of the land and the silence all contribute to the old-world atmosphere. The entrance is high above the beach and calls for a little climbing up the side of the round base...Once inside the entrance the modern world may be forgotten, and the imagination can stray to the time of Napoleon's threatened invasion. There are two big pits [cistern manholes] in the floor of the tower, so one must go carefully, and it would be foolhardy to walk about in there with no light when darkness falls.

Walking round the middle floor needs care, because of the many holes. And don't walk through a window, either! The drop of over twelve feet would not be pleasant. The top of the tower may be gained by a dark stairway. The top is, of course, in the open air, and a delightful view of the surroundings (bare though they are) is obtained.

An old gun with G.R. IV inscribed on it lies on the floor. It has other initials on it, but they have been made with chalk by other visitors to the tower. True, there is not much to see in the tower other than ruin and cold stone, but the atmosphere lends such a lot. The imagination does the rest."

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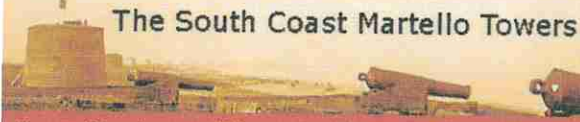
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Interior

This is the scene that would greet you if you were to stand in the original doorway. The central pillar naturally draws the eye up its column, and onto the beautifully vaulted ceiling, which was about 3m thick. The quality of workmanship is of the highest order - in the days of concrete and plasterboard such work is rarely, if ever seen. The pillar was cut back just below the first floor level to support the floorboards, and also held the roof and cannon on its carriage.

The first floor has long since rotted away, making it difficult to give you an idea of how the interior really looked. Therefore, a logical sequence of pictures is more difficult to achieve than if the floor were still there, and divided up into rooms, which was the sort of virtual tour that I wanted to depict. The sequence of photographs will follow the order in which I explored the tower.

The wooden steps are modern, but most of the interior is otherwise untouched, which is rare for a building of this age. The doorway at lower right is the magazine entrance, and the doorway above it to the right of the central pillar is the stone staircase to the roof, flanked by a fireplace on both sides. Most of these features will be examined more closely in the following pages.



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Ground Floor



This is the original first floor doorway as seen from the ground floor. Again, the thickness of the walls can be appreciated. There was at this time a wooden door fitted, but this has since been replaced with a barred gate. The whitewash on the walls appears to have been common to all towers, and was probably frequently repainted, as the dampness causes it to peel and flake. The black pipe is that which took rain water from the drains on the roof down to the cistern and is fitted into a specially-made recess which runs the length of the tower. Originally made from lead, this plastic replacement was probably fitted to take any water to the cistern to prevent it penetrating the brickwork. The unpainted band of red brickwork highlights where the floor originally was, and one of the stone corbels is visible between the two white poles.

This is a close-up of the assortment of objects stacked against the wall underneath the doorway, partly seen in the previous photograph. The door is that which originally was part of the room partitions on the first floor, and behind it is the partition that would have abutted against the wall, and to which the door would have been hinged. The photograph on the Tower 24 page gives an indication of how the partitions looked and were arranged. A near-complete partition will be seen in a later photograph. The white pole is part of the flagstaff arrangement which is present in many old pictures of Martellos with a flag flying. Tower 66 was used up until the 1970's as a depot for the firing range that was situated nearby, and a red flag was flown from the flagstaff on the roof as a warning that the range was in use.



Moving around the pillar, we come to the magazine doorway. Under a layer of dirt and beach shingle on the right, is the other cistern manhole. After a little digging and scraping I managed to locate it, and found it had a metal cover on it. I carefully prised this up to inspect the cistern, as can be seen in the next two photographs. The square piece of board in the corner may be covering a sump. Just how deep the cistern is, or what its capacity for water storage is, is not known, as cistern size probably varied between those towers that had them. As the tower was designed to withstand a siege, the capacity must have been quite considerable in order to support the garrison of 25 men.



This photograph shows the cistern manhole open, with the cover leaning against the magazine wall. You can see into the magazine, and the ventilation cavity in the back wall is just visible. The floorboards that cover the magazine roof are raised off the brickwork slightly, probably to allow air to circulate and prevent dry rot setting in. Some repair work has been carried out to the brickwork to the top right at some point. The brick missing from either side of the doorway was probably where the



wooden doorframe was attached to the brickwork. The door itself would have been of wood, and covered with copper sheet for strength and to avoid sparks flying in such a dangerous area.

This is a close-up of the opened cistern manhole, showing the thickness of the brick floor and the ovoid shape of the hole. The reason behind the shape is not clear, unless it was to prevent the cover from falling through the hole by accident when being replaced. The cistern is almost totally full of rubbish of all sorts. The other manhole under the wooden steps does not seem to have a cover like this one, as I could see a small patch of light coming from that direction when I stuck my head down to take a peek.

(NOTE - I replaced the manhole cover securely and placed some boards over it to prevent anyone from falling in - the surviving wooden room partition has since been laid flat over the top by somebody else to further prevent this.)



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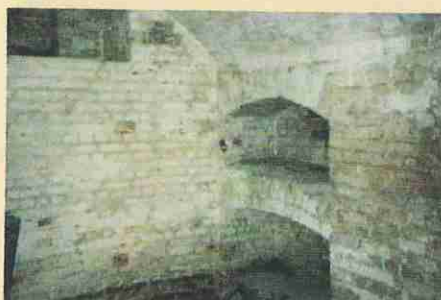
Magazine

Looking through the magazine doorway with the central pillar at left, we can see three small cavities in the floor against the rear wall of the magazine. These were drainage sumps of some description, but whether the yellow pipe system is a modern addition concerned with drainage, or just some discarded rubbish, is not known. The other side of the lantern shelf can be just seen to the left, partly hidden by the pillar. How effectively the lamp lit the magazine is open to question.



This is looking just to the right of the previous photograph, with the end of the yellow pipe giving a reference point. The oval pit in the floor is evident, as are the yellow London bricks which are interspersed with the local red ones throughout the tower. At the back can be seen the air vent cavities which were connected to the ducts that ran up to the twin circular vents in each window, then up to the roof.

Looking further to the right through the magazine door, the oval cavity (and the tower in general) is full of large pieces of junk that the coastguard probably removed from the beach over the years. The magazine was originally laid with a wooden floor, the height of which can be gauged from the unpainted band of brickwork on the far wall. This again was to allow air to get beneath the boards and circulate, as it was even more important to keep the magazine dry than anywhere else in the tower.



Looking into the right-hand corner of the magazine, we can see the ventilation cavities set in the walls, looking very much like old-style ovens. At the rear of each cavity is a square duct that leads up to the window on that side of the tower. The bottom cavity was flush with the wooden floor, and care would have been taken not to obstruct these cavities too much for fear of blocking them. The cavity at top left contained the duct that ran over the staircase and up to the roof.

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First Floor

Having left the magazine and climbed up the wooden stairs, you are now standing directly above the magazine door, with the central pillar to the right. The purpose of the black pipe is unknown, although it may have contained electrical cables. Below this can be seen laying on its side against the wall, an original room partition with a window in it. This has since been laid flat on the floor to cover over the cistern manhole. The west window is just out of shot, at top left.



Standing at the top of the wooden steps, this is the east window. The brickwork on the right side was cut away during the war, to create more space for the crew of a Vickers machine-gun that was set up here. The west window has its left side similarly widened. The 'No.7' appears to have been painted on for identification purposes during the war. The embrasures on the roof are all numbered 1-6, the west window being no.8. Had this photograph been taken 60 years earlier, Tower 65 would have been visible in the centre of the window. After being vacated by the Coastguard, vandals threw stones at the windows, breaking both, and covering the tower floor with shingle.

The fireplaces were not only used for heating, but also for cooking. This is the eastern fireplace of the tower, in which is visible a raised edge of brickwork upon which a grille was placed, to support cooking pots. The black soot stains are evident, and were so persistent that no amount of whitewash would be able to cover them, without them showing through the paint again. The stone hearth area was flush with the wooden floor, some boards of which are visible. These boards, supported by the magazine roof, are probably all that remain of the original floor. A wooden room partition would have been in place to the right, on the breastwork which projected into the tower to provide the depth of brickwork into which the stairs were built.



Just to the right of the previous photo, we see the doorway to the internal staircase with the west fireplace, outlined by the white power cable. This fireplace also shows very clearly signs of soot staining on the walls, no doubt the result of a strong sea breeze blowing down the chimneys! The scaffolding pipe embedded in the brickwork acts as a safety rail, as the flooring on the magazine roof ends very abruptly in a drop of almost 3 metres.

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Staircase



This (left) is the arched doorway to the stairs, showing the way in which the steps arch round the corner sharply. There were 25 stone steps in all, and they curved round as they rose up through the tower to emerge on the roof. The handrail is probably a modern fixing, for the benefit of the coastguard, although some towers do seem to have had a standard iron bannister fixed into the outer wall of the staircase. The photo on the right shows the view down the stairs from near the top. A circular air vent was built into the centre of the arched ceiling.



This is where the stairs open out onto the original roof level. The last 4 steps were steeper and shallower than the previous 21 and were made so, in order that the stairs could terminate before they interfered with the placement of the firestep racer (the iron rail upon which the outer wheels of the gun carriage run). Just visible on the back wall is the alcove into which the roof door fitted so as to be flush with the wall when open, thus providing more space in an enclosed space.

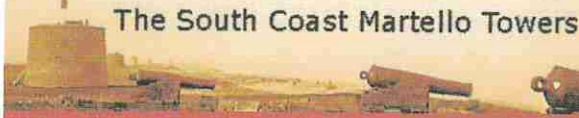


Looking back at the stairs doorway having moved onto the gun platform, a small ventilation channel can be seen at the very bottom centre, providing air flow to the stairs. The right hand door surround slab has been removed for some reason. This may have been during military occupation during the Second World War, as the gap left by the missing slab allows a weapon to be brought to bear down the staircase shaft without exposing oneself to return fire from the enemy in the unlikely event that they should attempt to charge up the stairs to capture the roof. To the right of the door is one of six iron rings set into the parapet wall for block and tackle for traversing the gun carriage. Further right is a shot locker, cut across by a corrugated concrete blast wall. A small observation slit is just visible where the hand rail ends.

With the stairs at extreme right, here can be seen one of two concrete blocks laid across the firestep to allow the tripod of a Vickers machine-gun to be set up to fire over the parapet down onto the beaches. The other block was situated in the corresponding position on the other side of the tower. The embrasure is no.1 of 6 on the original gun platform.



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Roof

Having moved into the room containing embrasure no.6 with its Vickers gun block, we can see the sole remaining piece of racer set into the firestep, the rest having been lookout, some possibly when the small Coastguard lookout room was built on the roof at some point in the twentieth century. This room was demolished to clear the way for the concrete roof in 1940. At left is a shot locker, and at right an electrical box, installed either as part of the military wartime occupation, or for the benefit of the Coastguard station later on.



The 32-pounder cannon was probably cast at Carron in 1829, and mounted the following year. It was probably dismantled in 1940, and for some reason, Tower 66 retained the cannon on the roof and lost its carriage, where 64 kept its carriage and had the cannon removed - perhaps for preservation purposes, although at a time when survival was at stake, it is unlikely that such sentiments prevailed. The muzzle faces inland, in roughly a northerly direction.



This room is to the rear, with embrasure 4 at right and no.5 just visible at left. The rough edge of the internal concrete blast walls is seen on the right. The vertical steel ladder is fixed to the floor, and leads up to the small coastguard station which was probably built on shortly after the war to replace the one demolished to

make way for the roof. Embrasure 4 faces north.

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Coastguard Station

Climbing up the ladder takes you up to the Coastguard station on the roof, which was built of brick, meaning that it was probably built after the war as opposed to being part of the concrete fortification. A photograph from 1948 shows work being carried out on the tower, and the Coastguard station in place. At the far end where the electrical boxes are, is a door onto the roof on the left, and the lookout post on the right.



Looking through the door into the Coastguard station, the door showing signs of having been forced open by the vandals. A map lies on the floor, but otherwise the post was empty, but now probably houses equipment connected with the harbour navigation beacon installed on the roof.



After having gone through the door opposite that of the lookout post, access to the roof is gained. This shows the thickness of the wall facing the sea, although it should be noted that concrete fortification encroaches over the parapet by some way, making the walls look thinner than they actually are. This photograph was taken from behind the rail fixed to the roof, and shows the way in which parapet coping stones were interlocking, almost like a jigsaw puzzle. Whether the stones were originally held in place by metal staples is not known.



This finaling photograph of the virtual tour shows the view eastwards, towards Tower 64 giving a defender's eye-view of the low-lying beaches upon which French, and later German, troops were expected to land.

The curve of the coastline is evident, and having been scoured out over the years, caused the beach to be washed from under Tower 65 in 1933. The harbour entrance has since been created roughly where the groyne runs across the centre of the photograph.

