

Garrison Point Fort

Commenced	1862?	Armament	
Completed	1872	1872	mixture of 9-inch 10-inch RMLs 1880 28 x 9-inch RMLs, 10 x 10-inch RMLs, 3 x 11-inch RMLs, 3 x 12.5 inch RMLs
Cost	£ 81,067 to June 1868. Final £89,229	1890	3 x 6-inch, 4 x 12 pr QFs
Map Reference	TQ908756	1898	Upper tier 2 x 11-inch RML, 6 x 10-inch RML, 5 x 9-inch RML, 2 x 6pr. QF
Position	Mouth of Medway, Garrison Point on Isle of Sheppey		Lower tier 3 x 12.5-inch RML, 1 x 11-inch RML, 4 x 10-inch RML, 6 x 9-inch RML, 2 x MG
Type	Sea Front - casemated with two tiers	WWII	2 twin-six-pounders
Ditch	Dry	Caponiers	
Guns	36	Counterscarp galleries	
Barrack Accom.	360 men	Haxo casemates	
Present use	Port signalling - embarkation way-storage	Moncrieff Pits	
History	Used as a testing ground for Brennan		
Disposal Condition	Good- Magazines derelict but dry		
Access	Apply to Sheerness Docks		
Sources	'Coast Defences of England and Wales' Hogg,		

History and Description

Garrison Point Fort occupies the extreme point of land at the north of Sheerness Docks. It was designed to protect the narrow entrance of the Medway between Garrison Point and the Isle of Grain opposite. It commanded the channel from the Nore which opposite the fort is only 800 yards wide. The river was also swept by the guns of the fort as far as Saltpan Reach, a distance of four miles. It was proposed as a casemated work for 36 heavy guns in two tiers, protected behind iron shields. By 1872 it had a mixture of 9-inch and 10-inch RMLs in the casemates, the heavier guns commanding the channel and river while six lighter guns flanked the shore and land approaches to the fort. The Illustrated London News of 1876 reports an armament of 44 guns in a double tier (22 in each tier) behind iron shields. In 1880 11-inch and 12.5-inch guns were added. Two turrets were proposed for the roof but were never installed. Instead it received the usual 6-inch guns in the 1890s together with four 12pr Q.Fs. Shortly before WWII twin-six pounders were added.

The fort was used for trials of the Brennan torpedo and three of the launching rails are still partly visible, as are the iron directing stations on the upper part of the sea facing casemates. The Fort is within the boundary of Sheerness Docks and the boarding tunnel for the continental ferry passes through its upper casemates consequently blocking them off. The lower casemates are partially used for storage and coastguard facilities. The basement magazines are empty and unused.

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