

**CDSG 1997 Conference, St. Babs XV
the Defenses of New York, April 2-6, 1997**

Mark Berhow

The 1997 CDSG annual conference was held this year at the Staten Island Hotel, located coincidentally on Staten Island. Leo Polaski, who "volunteered" to chair this third CDSG visit to the defenses of New York City, did an excellent job of putting together a complete program, during which the over 60 attendees were able to visit all the major fortification sites around the city. Despite the fast pace, it was a most enjoyable meeting. The weather could not have been better. A storm dumped upwards of three feet of snow between Boston and the Poconos on Monday, but only dusted New York City. By Wednesday, the sun was out and it warmed up to 60 degrees. The sun stayed for the next three days, the only overcast day being the last, Sunday. The cooperation of the weather, although appreciated, only added to Leo's fine arrangements. The formal opening of the conference on Wednesday was preceded by two special tours, to Fort Terry in Long Island Sound and to Fort Slocum in the defenses of Eastern New York.

Saturday, March 29-The conference actually started with an "extra," a special tour of hard to-get-to Fort Terry on Plum Island, now the USDA lab for the study of infectious diseases in animals and generally off limits to the public. Alex Holder made the arrangements to get the group on the island. The group took the government ferry boat from Saybrook, CT, and although the weather was overcast, the visibility was acceptable, much better than the fog which had accompanied a previous expedition. All the batteries were visited, as well as the mine casemates, garrison area, searchlights, and most fire control sites. The use of a USDA bus simplified the problem of transporting the group around the island.

Wednesday, April 2-The next "extra" was the special tour of Fort Slocum on Davids Island on Wednesday afternoon. As special arrangements had to be made to hire a boat, this fort was not included in the itinerary of the official conference. The island is owned by the city of New Rochelle, which hopes to develop the island in the near future. Fort Slocum, one of three forts which guarded the eastern entrance to New York Harbor during the breechloading era, is at the end of Long Island Sound, along with Forts Totten and Schuyler. Vandals have burned virtually all the 1880s and 1920s brick garrison buildings over the years; only the 1939 double company barracks, the headquarters, BOQ, a storehouse, and a few residences remain. Batteries Kinney (2 x 6 in ped.) and Fraser (2 x 5 in ped.) were razed during the construction of these barracks. Of the mortar batteries, Haskin and Overton (each 8 x 12 in mortar), three of four pits and the connecting galleries remain, the highlight of the island. This is the only time of the year to visit this heavily overgrown post, and after three hours

on the island, the twenty people of our group returned to the mainland.

The 1997 CDSG Conference officially started with introductory remarks by Conference Chairman Leo Polaski a little after 7 PM Wednesday night. After Leo's remarks and two presentations, followed by an admonition to get up early the next day for the long drive down to Sandy Hook, the group generally turned in.

Thursday, April 3-The group assembled in the parking lot of the visitors center of the Sandy Hook Unit of Gateway National Recreation Area. About half of the harbor defense sites the conference visited are in the Gateway NRA, under the jurisdiction of the National Park Service. We were met by Tom Hoffman, historian for the Sandy Hook Unit. Sandy Hook has been used by the military since the 1700s. It was the site of an uncompleted and never named Third System work, known only as "the fort at Sandy Hook." In the 1870s, Sandy Hook became the army's ordnance proving ground, followed by the installation of some of the earliest "concrete-era" fortifications authorized by Congress. The Sandy Hook reservation was named Fort Hancock, after the Civil War veteran Maj. Gen. Winfield S. Hancock. Used by the army through the early 1970s, the reserve was turned over to the NPS in 1972.

The Coast Guard graciously allowed us an escorted visit through the remaining army structures on their reserve at the tip of Sandy Hook, including the dynamite gun battery, built in the 1890s to emplace the unique pneumatic guns of Edmund Zalinski. The three guns (2 x 15-in and 1 x 8-in) were soon removed and the battery was modified in 1920 to house a mine casemate. Currently, the USCG uses the facility as a small arms target range. The army mine wharf and many of the earlier 1900s mine facilities have been destroyed and replaced by modern construction.

However, outside the Coast Guard reservation, next to the two remaining sections of the Third System work, is a 1900s torpedo storehouse, a 1940s storehouse, and a 1940s loading room. One bastion (later used as a mine casemate) and a section of wall is all that remains of the Third System work. The access to that casemate was filled with rubble, blocking access. The foundations of a cable tank are next to the wall.

The group then assembled for a tour of the normally off-limits "Nine-gun Battery." This large contiguous structure was built in units over a period of years, beginning in 1896. The group walked through the galleries and across the top of (from north to south) Battery Alexander (2 x 12 in DC), Halleck (3 x 10 in DC), Battery Bloomfield (2 x 12 in DC), and Battery Richardson (2 x 12 in DC). The poor quality of the Rosendale cement was very evident in the older Batteries Alexander and Halleck, while Battery Richardson, built last, 1902-4, with Portland cement, is in much better shape. Batteries Bloomfield and Richardson still had major portions of their ammunition hoists remaining, though badly

deteriorated. We headed off on our own to visit the other batteries in line to the north of Nine-gun Battery: Battery Peck (2 x 6 in Ped., modified for 90 mm guns in 1942), Battery Engle (1 x 5 in BP, later the site for an observation station), Battery Morris (4 x 3 in Ped.) and Battery Urmston (6 x 3 in, 4 MP and 2 Ped.), all of which are normally open to the public.

Next was a stop at the unique Battery Potter, the only gun-lift battery built by the US Army, as well as the first Endicott era battery. This structure housed the physical plant to raise, lower, and service two 12 in guns on platforms. This technologically challenging arrangement was soon superseded by the disappearing carriage, and Potter was disarmed. Later, a number of fire control stations were built on top of the battery. Although all guns and equipment have been removed from the battery, it is still an imposing place, if for nothing else than its sheer size. There is nothing else like it in American concrete harbor defense construction.

A quick visit to the proving grounds was next. The firing platforms, two protective "blocks" for the test crews, and a couple of storage sites for gun barrels remain. The site is being significantly encroached on by modern uses: a large parking lot behind the gun line and a beach pavilion being built right next to the site. It is an unfortunate placement as this site has such historic significance.

After a quick visit to Battery Granger (2 x 10 in DC), the group gathered at Batteries McCook and Reynolds (16 x 12 in mortars in an "Abbot Quad"). The interior, used for the Harbor Defense Command Post during WW II, is full of asbestos, and we were only able to peer inside the magazine area. The NPS is planning to open a trail across the top of the battery in near future, but the group did not wait for that improvement, climbing up and over the high mound. We visited the Sandy Hook Museum in the old guard house, where we were greeted by NPS officials and told of future plans for adaptive reuse of the buildings around the post. It is hoped that private groups will rent and renovate the buildings as a way of preserving them. A visit around the impressive parade ground and buildings area was especially interesting for those interested in buildings, highlighted by the contrasting beige-brick coast artillery and red-brick ordnance buildings. Especially impressive was one of only two 20-inch Rodman smoothbore cannons built. The group then visited Battery Gunnison (originally 2 x 6 in DC, modified for 2 x 6 in Ped. during WW II and renamed "New Peck") to photograph the two M1900 6 in guns on M1900 pedestal mounts that were replaced by the NPS in the 1970s. This battery also has its ammunition hoists in place.

Next on the hectic first-day schedule were Batteries Kingman and Mills (both 2 x 12 in BCLR). Originally built as open emplacements with protected magazines, similar to Batteries Hall and Haslet at Fort Saulsbury, DE, these batteries were casemated during WW II. They

are generally kept closed, but are visited by ranger-led tours. The exteriors of both batteries are in fine shape, but the shot rails in Kingman are falling down in many places. The interior of Mills is in better shape.

With this stop, we concluded our visit to Fort Hancock. The only battery not visited was Battery Arrowsmith (3 x 8 in DC). Built facing Sandy Hook Bay, this battery was designed for rear defense. Erosion had undermined the front of the battery and the NPS demolished the parapet area in 1995. The gun platforms and some of the traverses remain.

Next on the itinerary was a delightful visit to the former Navesink Highlands Military Reservation, now Monmouth County's Hartshorne Woods Park. This reservation was long closed to the public, even after the military left in the 1970s, but the county has made Herculean efforts to clean up the reservation, re-pave the major access roads, clear and remove vegetation around the batteries, and even remove old unused pavement. We visited Battery Lewis (2 x 16 in BC, casemated) and its PSR, Battery 219 (2 x 6 in BC, shielded), and the fire control stations below Battery 219. The park staff must be commended for their work in preparation for our visit. All the batteries and fire control structures were open for our inspection. The staff had cleared the area around the fire control stations of vegetation just before our arrival. Battery Lewis was completely cleared of all the trees and shrubs which had overgrown it, and the same will be done at Battery 219 by this summer. Members of the staff were on hand asking questions about the history and facilities of the site. The county plans on developing an interpretive program with signs, brochures, and ranger-led talks. I must say that this was one of the most satisfying visits of our conference, to see such an enthusiasm in a relatively small governmental agency. The only thing marring the program was the complete destruction of the Nike command site two years ago. Some of the intrepid marched through the jungle to visit the remains of the temporary mortar battery (4 x 12 in mortars). The rest of this battery has been covered by debris flowing from the gully above.



20-inch Rodman smoothbore, Fort Hancock

After a short visit to Twin Lights State Historic Site, the location of two fire control stations for Batteries Kingman and Mills, as well as a magnificent view, we called it a day.

Friday, April 4-We drove to Fort Wadsworth at the Staten Island side of the Narrows. The post was recently transferred to the Gateway NRA and is not yet generally open to the public. Gathering in a central parking lot, we were met by our ranger and volunteer guides. Fort Wadsworth was, until recently, used primarily by the navy and Coast Guard for housing and facility functions. A large section has now been turned over to the NPS, which will base its headquarters for the Gateway NRA there. Many of the old fortifications were partially buried and most were heavily overgrown during the final military years. The National Park Service has been working hard over the past two years to clear several major fortification areas of brush, debris and neglect. They plan to open several areas of the fort in the coming year, with the official opening on May 3. In order to get access to Fort Wadsworth, Leo volunteered us for a work party to help clean up Battery Dix (2 x 10 in DC). We were admonished not to wander off on our own and doubly warned to stay away from the housing areas now being used by various federal agencies. We were divided into three groups, each of which was to spend an hour clearing overgrowth off of the battery. The groups then each visited the other fortifications with a ranger. Our group started off at the northern end of the fortifications, visiting Battery Catlin (6 x 3 in Ped.), built between the traverses of the older 1870s works. The area has been completely cleared of brush and debris, and is remarkably improved.

Then we headed up the hill to visit Fort Tompkins, the Third System work atop the heights behind Battery Weed. Again, the area had just been cleared of its heavy overgrowth and looked to be in very good condition. Our schedule was a bit rushed and we were not given a lot of time at each site. I would have liked to have spent more time at Tompkins; other groups did get a little more time there. After a quick visit to the top of Tompkins, we walked over the remains of Battery Duane (5 x 8 in DC). This battery is arguably the first disappearing battery built. Unfortunately, the army destroyed two of its emplacements, removed the magazines of the other three, and used the area for coal storage. Only the three gun platforms and the parapet remains.

We took a quick walking tour of the major caliber batteries facing south, toward the ocean approaches. Most of these batteries have been buried up to their loading platforms by the navy and fenced off. We visited the tops of Batteries Upton (2 x 10 in DC), Barry (2 x 10 in DC), Richmond (2 x 12 in DC), 218 (2 x 6 in BC, shielded), and Ayres (2 x 12 in DC). Only Batteries Barry and 218 remain mostly unburied in this group of batteries, and 218 was sealed off. The large number of

fire control structures once located behind this row of emplacements have all been destroyed.

We then headed down to Battery Dix to do our hour of volunteer service labor. Dix is in good shape, and will be better once all the overgrowth has been cleared. Dix is particularly interesting, as it is the battery pictured as a typical battery in the front plate of *The Service of Coast Artillery* by Hinds and Ward (just reprinted by the CDSG). While our groups were working there that morning we were photographed and interviewed by both local newspaper and television crews. The next day a picture with Alan Hardey and Michael Kea hard at work appeared in the *Staten Island Advance*, along with a five paragraph article entitled "Historic Gun Site Gets a Good Cleaning," commenting on the CDSG visit to New York and the clean-up efforts preparatory to the park opening. It was good publicity for both the CDSG and the NPS.

After a bag lunch, our group passed the partially buried Battery Mills (2 x 6 in DC, with two separated emplacements) and the mostly buried Battery Hudson (2 x 12 in DC). We walked along the newly cleared 1870s emplacements and Battery Barbour (2 x 4.7 in Armstrong Ped., 2 x 6 in Armstrong Ped.). Facing the Narrows, these guns were mounted in emplacements spaced along the 1870s battery line. Only one 6 in Armstrong emplacement remains uncovered, but these Rodman and Armstrong emplacements were probably the most improved sites on the fort, as those who had previously tried to view them in the vegetation were quick to note. Passing under the Narrows Bridge we came to the mostly buried (only the last two emplacements were uncovered) Battery Turnbull (6 x 3 in Ped.) and on to the substantially intact Battery Bacon (2 x 3 in MP). This brought us to Battery Weed, the Third System fort on the western shore of the Narrows. This massive four tier work, finished by the start of the Civil War, complemented Fort Lafayette on a shoal near the Brooklyn side of the Narrows, which in turn was protected on the land side by Fort Hamilton, which also covered the Narrows.



Battery Dix, Fort Wadsworth



Battery Weed, Fort Wadsworth

Lafayette was destroyed for the construction of the Narrows Bridge, but Weed remains. Our group only spent a short time at Weed, as our NPS guide did not have the key to let us into the galleries; the other two groups did go atop the fort. I took the opportunity to look over the extensive remains of the mine facilities located outside Battery Weed, including the partially burned mine storage building, the foundation for the mine loading room, the tramway rail tracks, the "new" mine casemate (the wooden structures have collapsed), and the tops of the buried cable tanks flanking the entrance to Battery Weed. The older mine casemate was located in one of the galleries of Battery Weed, and during WW II a mine casemate was built inside Battery Ayres.

A hurried "let's get moving" from Leo admonished us to get going if we were to get parking at or a bus ride to the Staten Island Ferry Terminal. The groups quickly scattered, making for the ferry over to the tip of Manhattan Island. I was fortunate to catch the 2:30 ferry, those that were on the 3:00 ferry were late for the ferry to Governors Island, our next stop for the day. After a quick visit to Second System Battery Clinton, we caught the USCG ferry to Governors Island. Used by the army for many years, the island was the site of harbor defenses beginning in 1776. Fort Jay (later renamed Fort Columbus for a time) was begun in the 1790s, but received its final form during the next decade. Two other defensive works were built on the island, South Battery, a water battery built before the War of 1812, and Castle Williams, another circular Second System work built 1807-12. Governors Island was used extensively by the army through the 1960s for various functions, including the HQ of the 2nd Corps Command. After the army left, the island was used by the Coast Guard. In 1996 the Coast Guard closed out its use of Governors Island and currently maintains only a small caretaker detachment on the island. All the living quarters and most of the other buildings have been emptied. After being

greeted by our Coast Guard guide, we headed for Fort Jay. Jay is impressive, with four bastions and a dry ditch. The entrance is commanded by an impressive stone carving of the crest representing the island. Inside the parade ground were four early 1900s quarters buildings. On the north bastion were two 10 in and one 15 in Rodman guns on their iron carriages. For me, Jay was one of the highlights of the meeting. After a walk through the deserted officers' housing and a short visit to South Battery, heavily modified into an officer's club, we headed over to Castle Williams, now reunited with those who had taken the later ferry. Here again we were thwarted by a misplaced key and were unable to go inside Williams. After a walk over the outer slopes of Fort Jay (which were converted to a short par-3 golf course) and another quick visit through the inside of Fort Jay, we caught the USCG ferry back to Manhattan, and the Staten Island ferry back to Staten Island. Another hurried dinner and a short program of presentations at 8 PM ended the second full day of the conference.

Saturday, April 5-This day was to be a little less hectic than the last two. We drove over the Narrows Bridge to Brooklyn and up towards the Eastern New York defenses at the southwestern end of Long Island Sound. We gathered near the entrance to Fort Totten at Willets Point and walked through the mine facilities area, which has most of its buildings intact, out to a nice old searchlight shelter with some of the track for the light. While the drivers moved our cars, we headed to the Fort Totten Museum located in the old ordnance storehouse. On our way there we crossed over completely buried Bat-



Fort Totten



Battery Sumner, Fort Totten

tery King (four pits, two pits armed, 4 x 12 in mortars each), the original "Abbot Quadrangle" mortar battery. After a brief welcoming talk by curator Jack Fein and a short visit to his museum, we headed down a long tunnel to the two front-face tiers of the uncompleted Third System work. It was interesting to see how these stone fortresses were put together. In the 1880s & 90s, a mine casemate was built in the old works, and a large magazine was built into the hillside behind. To the west is overgrown Battery Baker (4 x 3 in Ped.) with its covered CRF station behind.

Above on the hill behind the old work is the main gun line, Batteries Sumner #1 (1 x 8 in DC), Graham (2 x 10 in DC), Mahan (2 x 12 in DC), Sumner #2 (1 x 8 in DC), and in line further west, Stuart (2 x 5 in BP) and Burnes (2 x 3 in Ped.) While a bit overgrown, these batteries were in fairly good shape. Battery Graham still had one shell hoist and the power room next to Battery Mahan still had its marble power board. Lunch followed, with little or no time to visit the main post area around the parade ground; at least I did not get there.

Next we crossed the bridge to Fort Schuyler and the SUNY Maritime College campus on Throng's Neck. Nearly all the old post buildings, as well as most of the Endicott batteries and fire control structures, have been destroyed and replaced by college buildings. The principal remaining army structure is the impressive Third System work located at the tip of the peninsula. The exterior of the structure and the extensive land defense outworks to the rear remain substantially intact. Of the Endicott batteries, only Battery Gansevoort #1 (1 x 12 in DC) remains, filled to the parapet level, but the interior of that emplacement is accessible.

The college has substantially remodeled the interior galleries of the stone fort, they now house the college administrative offices, the library, and the NY Maritime Museum. The library has won national and international awards, deservedly so, and the museum is also excellent. The exterior of the work looks unchanged, but the interior has been reworked to house the book shelves,

offices and research areas. I found this very attractive, an excellent example of adaptive reuse. Top notch! The view from the top of the old fort was also impressive, and included Third System works at Fort Totten, across the water. The outworks of the old fort, while not rivaling Fort Adams, are unusual in this country, and alone would justify a visit.

Our final stop of the day was Fort Hamilton, where construction during several different eras essentially eliminated all the 1870s and Endicott remains. Fort Lafayette, in the water at the Narrows, was destroyed for the bridge. All that remains of Fort Hamilton is the Third System caponier, which now houses the Fort Hamilton Coast Defense Museum, and the Fort Hamilton Community (once Officers) Club. The advanced redoubt has also been destroyed. The rear exterior of the fort is relatively intact, but the club alters much of the old casemates. We visited the two Endicott fire control stations atop the structure. In a park on the western side of the bridge approach is the other 20 in Rodman; a few pieces of artillery, including a 12 in naval gun tube, sit near the entrance gate. The rest of the reservation has been extensively used for housing. We had a nice dinner at the club and kicked off our annual business meeting, which was completed at the Staten Island Hotel.

Sunday, April 6-Up early again to check out of the hotel, we headed back over the Narrows Bridge for our final stop, Fort Tilden, now a part of the Rockaway Unit of the Gateway NRA. We met at the visitors center in the post hospital. After a brief introductory talk by our ranger host, we visited the harbor entrance observation post or "command bunker," then went on to the two separate casemates of Battery Henry L. Harris (2 x 16 in BCLR). Originally built entirely unprotected, the gun emplacements were later casemated, the magazines remaining as separate structures connected by a rail line. After Harris, we headed to the western edge of the old reservation and examined Battery Kessler (2 x 6 in Ped.). Originally built as a temporary battery and rebuilt with a protected magazine in 1943, Kessler became the prototype for the 200 series 6-inch batteries built during WW II. The group fanned out with stops at the Nike radar site, of which only one heavily vandalized building remains (We did not visit the more intact Nike site at Fort Hancock.), the plotting room for Battery Harris, and the protected magazine (built in the 1940s) for Harris. Brief stops were made by those interested at Battery 220 (2 x 6 in BC, shielded) now mostly buried except for the battery commander's station atop the magazine, and the Nike launch area. Most of the Nike buildings remain at this site, now used by the NPS as a maintenance yard, but three of the four launcher magazines were recently filled in and capped with cement. The fourth magazine was left, hopefully for interpretation, but looks pretty neglected at the moment. Other members went out to visit Norton Point: gun blocks for

a 90 mm AMTB in the sand dunes and a relocated two-gun, 3 in battery near the current surf line.

That brought to a close the official agenda and a long week of tours and meetings. Leo Polaski is to be commended for coordinating this meeting, struggling through the maze of bureaucratic obstacles leading to permission to visit these sites. He was assisted by Karl Schmidt, who put together the infamous handout (over 720 pages!!); Alex Holder, who arranged the Fort Terry trip, and with Tom Vaughan, did a three day dry-run to assist with planning; Bill Lewis, who volunteered again to provide those much-needed tailgate sodas during our long days; Roger Davis, who provided many of the maps for the daily handouts; and Nelson Lawry, who had planned a preservation session but was kept from attending because of a family emergency. Many thanks are also due to many members, such as Joel Eastman, Mike Kea, B.W. Smith, Elliot Deutsch, Terry McGovern, and Craig Lentz, who offered encouragement and ideas when they were most needed.

Leo and the membership of the CDSG would like to thank the following individuals and organizations for making the 1997 St. Babs Conference the success it was:

Fort Terry (permission): Plum Island Research Station, USDA, ARS

Fort Slocum (permission): Ms. Sheila Gianotti, Dept. of Development, City of New Rochelle, City Hall, 515 North Avenue, New Rochelle, NY 10801. 914 654-2186.

Fort Slocum (boat): Pat Barrett, 25 Davenport Ave., New Rochelle, NY 10801. Home 914 737-4755, Town Marina 914 235-7339.

Fort Hancock, NPS: Tom Hoffman, Sandy Hook Unit, Gateway NRA, PO Box 530, Sandy Hook, NJ 07732. 908 872-5970.

Fort Hancock, USCG: Lt. Cmdr. Patrick Trapp, CO, USCG Station Sandy Hook, Highlands, NJ 07732-5000. 908 872-3442.

Twin Lights: Tom Laverty, Twin Lights State Historic Site, Lighthouse Rd., Highlands, NJ 07732. 908 872-1886.

Navesink Military Reservation (Hartshorne Woods County Park): Lee Homyock, Monmouth County Parks System, 805 Newman Springs Rd., Lincroft, NJ 07738-1695. 908 842-4000.

Fort Wadsworth: Mary Gibson Scott, Superintendent, Staten Island Unit, Gateway NRA, 26 Miller Field, Staten Island, NY 10306. 718 448-7056. Felice Ciccione, Curator, same address. 718 448-5629. (As the park opens to the public, the address and phone numbers will change.)

Governors Island: Lt. Will Agen, USCG, Closure Project Resident Office, Bldg. 110, Governors Island, New York, NY 10004-5004. 212 668-7200.

Fort Totten: Jack Fein, 61-34 218th St., Bayside, NY 11364. 718 352-5657.

Fort Totten, NYPD area: Lt. Mike Ditrani. 718 352-1409.

Fort Schuyler: Frank Duffy, Director, Maritime Industry Museum, SUNY Maritime College, 6 Pennyfield Ave., Ft. Schuyler, Bronx, NY 10465. 718 409 7218.

Fort Hamilton: Florence Loftus, Administrative Support Office, Ft. Hamilton, Brooklyn, NY 11252-5701. 718 630-4040.

Fort Tilden: Jose Rosario, Superintendent, BP/JB Unit, Gateway NRA, HQ Bldg. #69, Floyd Bennett Field, Brooklyn, NY 11234. 718 318-4300.

Also for the NPS: Kevin Buckley, General Superintendent, Gateway NRA, Bldg. #40, Floyd Bennett Field, Brooklyn, NY 11234. 718 338-3338 (Also subject to change when Ft. Wadsworth opens to the public).

Staten Island Hotel: Ann Adams, Director of Sales, 1415 Richmond Ave., Staten Island, NY 10314. 718 698-5000.

Dellwood Caterers: Doreen Shannon, Staten Island Hotel, 1415 Richmond Ave., Staten Island, NY 10314. 718 370-0585.

Members attending: Dave Larsen, Mark Ligget, William Liell, Leo Polaski, John Sledge, Terry McGovern, Bill Lewis, Joel Eastman, Lance Furbert, Roger Davis, Roy and Juddie Ashley, Bob Nebergall, Holman and Barbara Jenkins, Henry Trawick, Larry Wing, Elliot and Elaine Deutsch, Herb Hart, Tom Batha, Charlie and Mary Ann Bogart, Gary Paliwoda, Peter Williamson, Mike Kea, Glen and John Williford, Tom Hale, Tom Vaughan, Bill Gaines, B.W. Smith, Greg Hagge, Sue Vance, Bob Naborney, Craig Lentz, Karl Schmidt, Alex Holder, Chris Okane, Mark Berhow, Jim Odel, Bob Burt, Lee Guidry, Norman Brower, John Potter, Jonathan Prostack, Dale Floyd, Alan Hardey, John Weaver, Gordon Bliss, Roy and Lola Gavlak, Martin Egger.



Battery Catlin, Fort Wadsworth