



Welcome to Fort Schuyler!

Historic Bronx, New York



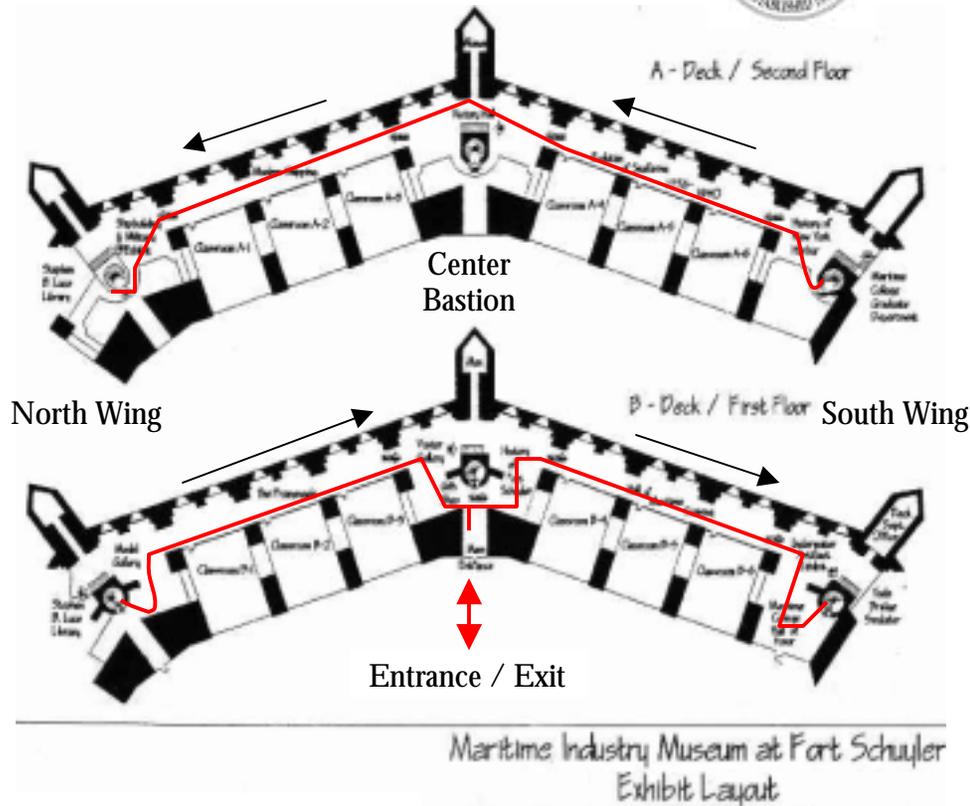
Self-Guided Walking Tour

2005 Exhibited Collections

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Tour Route & Information



Upon Entering the Museum, the Tour Route begins to the Right as you enter. Signs will indicate the Tour Route throughout the Museum.

Please be cautious when traversing our Spiral Staircases: they can be perilous. Straight staircases may be found in the vicinity of every spiral staircase, if you prefer. Guests with disabilities may contact the museum office for assistance.

Enjoy the Museum, and be sure to visit our Gift Shop before you leave!

HISTORY of FORT SCHUYLER



The narrow land-spit now known as Throgg's Neck, which juts into Long Island Sound at its junction with the East River, takes its name from John Throgmorton, who obtained a license to settle there from the Dutch Governor of New Amsterdam on October 2, 1642. Throgmorton's Neck was shortened through the years to Throgg's Neck.

Construction of a fort at the point was first considered in 1818. A tract of 52 acres was purchased by the Federal Government from William Bayard in 1826 and construction of the fort began in 1833. This was intended to close the western end of the Sound and thus protect New York from attack by sea from this direction.

In December 1845, the fort was ready for its armament of 312 seacoast and garrison guns, six field pieces and 134 heavy guns. The installation of the armament was completed in 1856, and the fortification was named Fort Schuyler, in honor of General Philip Schuyler, who commanded the Northern Army in 1777, and whose conduct of the campaign is credited with laying the groundwork for the final defeat and capture of Burgoyne by Schuyler's successor, General Horatio Gates. The fort was built of granite brought from Greenwich, Conn., in an irregular pentagon, and is said to have been the finest example in the United States of the French type of fortification for the purpose of both sea and land defense. It was built to accommodate a garrison of 1,250 men.

Three full bastions at the salient of the waterfront, two demibastions flanking the gorge on the land front, and the bastioned cover face and covered way protecting the land side were armed for firing from every angle. The fort had two tiers of guns in casemates and one en barbette. The casemates had two embrasures each. Two gun embrasures and one howitzer embrasure were closed later on to make room for a torpedo casemate. On the land side, approach was over a drawbridge, after the manner of a medieval castle. This opened into a tunnel with narrow slits in each side for riflemen who thus would be able to pour a heavy fire upon any attacking force from that quarter.

The fort was re-garrisoned by the infantry on June 28, 1877. Construction of modern defenses was begun in 1896. Under this program two ten-inch and two twelve-inch guns on disappearing carriages; two five-inch rapid fire guns, two fifteen-pounders and battery commanders' stations for the ten-inch and twelve-inch batteries were installed. The coast artillery now garrisoned the fort.



After October 12, 1870, when artillerymen left, the post stood abandoned; but three years later work was begun on widening the terreplein of the north and east waterfronts for barbette batteries of fifteen-inch guns, leaving the emplacements unchanged on the south front and the demibastions of the gorge. This work was suspended in 1875 for the want of funds. It was in 1874 that the New York State Merchant Marine Academy, now to occupy the old fort, was founded.

In October, 1931, the fort was taken over by the Headquarters and Service Platoon and Company A, Twenty-ninth engineers, which were making a fire control map of New York and vicinity. This last garrison was officially withdrawn on May 1, 1934, and plans were begun for converting the fort into a home for the Academy.

Restoration of Fort Schuyler as the permanent land base of the New York State Merchant Marine Academy has been under way since the summer of 1934. Only those familiar with the property prior to that time can fully appreciate the vast amount of work that has been done. While outwardly the main building remains much the same, with the exception of the roof, the interior has been completely transformed. These changes are visible. In and around the fortification many improvements now hidden to view were made in the process of modernizing the structure and making it ready for school purposes.



Fort Schuyler from above, as she appears today.

UNDERWATER ARTIFACTS

B-Deck, Center Bastion

In cooperation with the Eastern Dive Boat Association, the Maritime Industry Museum at Fort Schuyler has artifacts from many local shipwrecks of different time periods, giving a unique look at the local shipping history of the area.

The assortment of items on display is evidence of some of the maritime history that lies beneath the surface of the oceans. The exhibit was established, for the museum, by the member captains of the Eastern Dive Boat Association and their crews. Among the local shipwreck artifacts featured are those from the Cunard liner Oregon, the world famous Andrea Doria, engraved silverware from the pre civil war sail/steamer Black Warrior, along with remnants of the cargo from the tramp steamer Iberia, and the prohibition days rumrunner Lizzie D. which is still "delivering" its illegal cargo. Our country at war is seen through items recovered from the destroyer USS Turner, which blew up outside of New York harbor during WW II, and from the armored cruiser USS San Diego and the R.C. (Revenue Cutter) Mohawk, both sunk along our coasts during World War I. A visit to this exhibit is a "must".



The MARITIME COLLEGE at Fort Schuyler

B-Deck, Center Bastion, South Wing

In a high risk and technology-based industry, the level of training given to its employees can mean the difference between life and death. In this exhibit we will follow the history of SUNY Maritime College, and in the process see how training America's sailors has changed since the school's first training ship went into service in 1874.

Training Ship Galleries

U.S.S. *St. Mary's*

B-Deck, Center Bastion

First Training Ship of the New York Nautical School, 1875 – 1908

A sloop of War built in 1844; USS ST. MARYS served in the Pacific Fleet during the Civil War and made some patrols against the slave trade. She was assigned to the City of New York as a training ship to the newly formed New York Nautical School by the Secretary of the Navy, and Act of Congress. After thirty-three years of service, the longest of all the training ships, she was retired.

U.S.S. Newport *B-Deck, Center Bastion*
Training Ship of the New York Nautical School, 1908 – 1931

At the end of the nineteenth century steam had begun to replace sails. The Newport built in 1895, with its triple expansion steam engine in addition to her sails, provided a far better training platform in the transition to the new age of steam than the St Marys. NEWPORT had seen action in Cuba during the Spanish American War.

U.S.S. Empire State (I) *B-Deck, South Wing*
Training Ship of the New York State Merchant Marine Academy,
1931 – 1946
Former USS *Procyon* (AG-11)

One of the famous "Hog Islander" class vessels, *Procyon* was built in 1919 as *Shaume*. She served as flagship of the Navy's Pacific Fleet Supply Train from 1923-1930. More modern in design, she had a steam turbine and the latest in navigation equipment. At the beginning of World War II, the *Empire State* was reassigned to the US Maritime Commission, renamed the *American Pilot* and served as a training ship for other maritime schools as well as the New York State Maritime Academy.

T.S. Empire State II *B-Deck, South Wing*
Training Ship of the New York State Maritime College, 1945 – 1956
Former USS *Hydrus* (AKA 28)

With the end of World War II, many newly built ships were available as training vessels. With twin screws, two engine rooms and turbo-electric power the *Hydrus* built in 1944 was considered an ideal replacement for *Empire State I*. She was christened as *Empire State II* in an impressive ceremony attended by Governor Thomas E. Dewey.

T.S. Empire State III *B-Deck, South Wing*
Training Ship of SUNY Maritime College, 1956 – 1959
Former USS *Mercy* (AH-8)

A gallant ship which earned two battle stars while serving as a hospital ship with the Fifth and Seventh Fleets in the Pacific, *Mercy* was built in 1942. Her spaces were more suitable for the growing College student body than the former cargo transport. She was christened by Governor Harriman in a ceremony at Albany.

T.S. Empire State IV *B-Deck, South Wing*
Training Ship of SUNY Maritime College, 1959 – 1973
Former USNS *Henry Gibbins* (T-AP-183)

Empire State III began to show signs of wear and tear as a result of the extensive use of the vessel in World War II and a replacement was sought. The USNS *Henry Gibbins*, was available and selected. The *Gibbins*, an Army transport, launched in 1942 as the *Biloxi* was delivered to the Army Transportation Service on February 27, 1943. She was renamed *Henry Gibbins* saw service in the European Theater during World War II. She was made famous in the book *Haven* which recounted the memorable voyage in 1944 when she carried 1000 Jewish Refugees from Italy to the United States under an order signed by President Franklin Delano Roosevelt. After the war, the *Gibbins* transported war brides from Europe to the United States. In 1950, she was transferred to the Navy's Military Sea Transportation Service and was used extensively as a troop transport until 1959. In 1959, she was transferred to the Maritime Administration, renamed *Empire State IV* and assigned as the newest training ship for the New York Maritime College. She had excellent spaces for training ship use and also had two geared turbines. A scale model of the vessel, built by Barry Marsh '86, is on display in the Museum's Hall of Training.

T.S. Empire State V *B-Deck, South Wing*
Training Ship of SUNY Maritime College, 1973 - 1990
Former USNS *Barrett* (T-AP-196)

Laid down in 1949 as the SS *President Jackson* for the passenger service of American President Lines, she never entered that service. Instead she was commandeered by the government, renamed the USNS *Barrett* for service as a transport in the Pacific during Korea and Vietnam. Younger than *Empire State IV*, she provided better space and more modern equipment for the training of cadets.

T.S. *Empire State VI*

B-Deck, South Wing

Current Training Ship of SUNY Maritime College, 1990 – Present
Former SS *Mormactide*

Our current training ship was laid down as SS *Oregon* at Newport News Shipbuilding and Dry-dock Company, Newport News, Virginia. The vessel was built for States Steamship Company and was launched on September 16, 1961. She was delivered to her owners in February of 1962 for service in the Pacific trades. In the 1970s, the vessel was purchased by Moore-McCormack Lines for the South American trade. She was renamed *Mormactide* and operated by that company until 1982 when she was taken out of service. The vessel changed ownership on more time. United States Lines purchased the vessel but did not have the opportunity to operate her. She was turned over to the Federal Government and laid up in the Reserve Fleet in the James River in December 1982. In November of 1988, the *Mormactide* was taken under tow through the St. Lawrence Seaway to Bay Shipbuilding Corporation in Sturgeon Bay, Wisconsin. There the vessel was converted to a public nautical training ship and re-named *Empire State VI*. She was delivered to the State University of New York Maritime College on December 31, 1989.



The IRISH BRIGADE at Fort Schuyler

B-Deck, South Wing

Despite suffering through the anti-immigration "Know Nothing" movement over 160,000 Irish born soldiers fought in the Union army during the Civil War. They fought in predominately "Yankee" regiments and in units composed of their own countryman. There were famous Irish American outfits including the 37th NY "Irish Rifles," "Irish 9th Massachusetts, 69th Pennsylvania, and 23rd Illinois Volunteer Infantry regiments. None fired the imagination of Irishman and Yankee alike as did Brigadier General Thomas F. Meagher's "Irish Brigade." The name was not chosen merely to describe the nationality of the men who would comprise this body of men; it was also chosen in honor and remembrance of the men who had gained such a stainless reputation for Irish valor in the preceding century, and to serve as a reminder of the standard to be upheld. The brigade, composed of the 63rd, 69th and 88th New York Volunteers, was

later augmented by the 28th Massachusetts and 116th Pennsylvania Volunteers. This unit assembled and trained at Fort Schuyler, before marching south to participate and distinguish themselves in some of the bloodiest battles of the Civil War.

Most of the men of the brigade were from New York City, though a fair number came from outside of Manhattan Island. Part of the Sixty-ninth's Company F was from Brooklyn, and many of the men of Company K were from Buffalo. Company D came all the way from Chicago. Two companies of the Sixty-third were from Boston, while another was from Albany. Most of the Eighty-eighth's men enlisted in New York City, but Brooklyn contributed men to Companies D and I and a number of Jersey City men joined Company G. The men who filled the ranks of the Irish Brigade were from all walks of life and social classes. Attorneys served in the ranks alongside brick-layers. Some were landless tenant farmers from the old country, who were reported to have been recruited shortly after exiting the immigrant landing point at Castle Garden, and who spoke only Irish Gaelic. The majority of the rank and file was, however, urban workmen.

The Irish Brigade Association, based at Fort Schuyler and the 69th New York Historical Association continue to honor these Irishmen with this exhibit.



HALL of HONOR

B-Deck, South Wing

At the extreme end of the South Wing is reserved an area to honor the most accomplished alumni and faculty of the Maritime College. Among those honored are U.S. Servicemen who gave their life in the service of their country, and extraordinary heroes who faced daunting odds and emerged victorious.

Honorees include:

Arnold A. Bocksel, Class of '36

Arnold Bocksel, a graduate of the NY Maritime College in 1936, is a decorated WW II veteran who endured over three years of barbaric treatment by the Japanese as a POW. His experiences are eloquently told in his book entitled *Rice, Men and Barbed Wire*. Mr. Bocksel was awarded several medals including the Bronze Star, the Prisoner of War Medal, and the Conspicuous Service Cross from New York State. He has also been

acknowledged through several Presidential Citations, both from the United States and the Philippines.

Lt CDR Scott Kelly, USN, Class of '87

Born February 21, 1964, CDR Kelly received a BS degree in Electrical Engineering in 1987 from the NY Maritime College, and went on to earn a MS in Aviation Systems from the University of Tennessee, Knoxville. After logging over 2,500 flight hours in more than 31 different aircraft, Kelly was accepted to the space program and became the pilot to the shuttle "Discovery". Between December 19th and 27th in 1999, CDR Kelly took the NY Nautical School (NYNS) pennant into space with him on a mission to upgrade the Hubble Telescope. This is the same NYNS pennant that traveled to the North Pole with Ross Martin (NYNS, 1909 graduate) on the Peary Expedition. On that same mission, CDR Kelly had 3 space walks, 120 earth orbits, and traveled a total of 3.2 million miles in 191 hours, 11 minutes.

Capt. Stephen Michael Gabrys, US Army, Class of '64

Capt. Gabrys graduated from the NY Maritime College in 1964. He went through Ranger training, and became a member of the US Army Special Forces. He volunteered for two tours of duty in Vietnam. On the 29th of April, 1969, Gabrys was shot once in the chest while commanding his mobile strike force company. He bound his wound and continued to skillfully direct his men in the ensuing struggle with the North Vietnamese forces, during which he was killed by a second shot. He was posthumously awarded the Distinguished Service Cross for his actions that day.

Nearby are 'Gallant Ship' Citations, given to vessels whose crews' bravery made the difference between an accident and a tragedy. The plaques may be found on the seaward wall of the west wing, near the Irish Brigade exhibit.

Maritime College past Presidents are also honored, in chronological order adjacent to the Hall of Honor.



EVOLUTION of SEAFARING

A-Deck, South Wing

This multi-faceted exhibit features the development of seafaring from the earliest of times to the modern era. Paintings, artifacts, navigation instruments of the various eras are on display for the visitor to observe.

Early Beginnings to the Age of Steam

Early shipping was dependant on the use of oars to propel small ships of simple design. As years progressed, sails supplemented oars on new and larger vessels being built. In 18 century the use of sails became the principal means of propulsion. In the late 18th century and early 19th century, two events took place that would forever change world ocean transportation. The first was the establishment of the United States of America and the second was the sailing of the first steamship across the Atlantic. This part of the Evolution of Seafaring exhibit shows the development of shipping from early times to World War II.



VICTORY HALL

A-Deck, Center Bastion

Mass produced merchant ships were the key to moving men, weapons, food and fuel to the war zones of World War II. The Maritime Commission Liberty, T-2 Tankers, and Victory Ships were the key to victory. Our exhibit honors these ships and the private citizens that operated them to win World War II.

Several models along with actual artifacts from the ships themselves are displayed here as part of the museum collections on display. Engine control panels and bridge displays allow visitors the chance to see what it may have been like to work aboard a Victory Ship.



MODERN SHIPPING

A-Deck, North Wing

In the over fifty years since the end of WW II, shipping has changed from ships carrying a variety of cargoes to specialized ships, designed to carry certain cargoes, like Container Ships and Crude Oil Tankers. Our exhibit shows the variety of ships now sailing the high seas.

SHIPBUILDING and MILITARY SEAFARING

A-Deck, North Wing

With a WW II model of the Brooklyn Navy Yard as a background, a closer look is taken into the construction of a ship and the new weapons of war being built for the military.



MODEL GALLERY

B-Deck, North Wing

Moving into the *Promenade* exhibit of the museum, we are proud to display some of our most cherished and valuable models, including large scale models of the liners S.S. *Bremen*, S.S. *Reliance*, S.S. *Hansa*, S.S. *Argentina Maru*, S.S. *Saturnia* and others. Also featured here and as part of the *Promenade* exhibit is the models of Frank Cronican, part of the museum's collection of his world famous work.



The 'PROMENADE'

B-Deck, North Wing

This exhibit shows the unique character of the North American Superliners and how they changed the image of travel by ship forever. Shipping lines included are US Lines, Grace Line, Cunard Line, and French Line.

Come explore this fascinating world...

The Maritime Industry Museum at Fort Schuyler State University of New York Maritime College Campus

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