

4 July 2008

To: Mariners young and old

If ever someone existed who should have had a personal web site, that would have been Rear Admiral Lauren S. McCready, USMS (1915-2007). I made the suggestion to him more than once. I asked, "What better way is there for you to communicate with all of the cadet-midshipmen whose lives you influenced?"

Fortunately, he recorded many of his observations about his foremost interest...ships, especially their power plants and the people who operated them. His folio that follows, "The Men and the Ships of the War Years," is dedicated to Kings Pointers of 1942-1945 "...as remarkable and wonderful people as ever were!"

Admiral McCready wrote therein of a steamship, "A whistle that... raises the hair on the back of your neck to hear it!"

That sea lore and all else in the Admiral's folio deserves to be further disseminated as a way of transforming his tribute to us into a tribute to him.

Louis D. Chirillo, KP '43

A FOLIO



THE MEN AND THE SHIPS OF THE WAR YEARS 1942 — 1945

FIRST EDITION

Drawings and Text by
LAUREN S. McCREADY
Rear Admiral, USMS (Ret.)

50TH ANNIVERSARY
COMMEMORATIVE FOLIO

TO THE CADET-MIDSHIPMEN
OF THE WAR YEARS
1942~1945

WRITTEN AND ILLUSTRATED
BY

LAUREN MCCREADY

*For hon - steem
Great Laurey*

PUBLISHED BY THE
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ALUMNI ASSOCIATION
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ACKNOWLEDGEMENTS

- § Numbers of good people have aided me in hunting for information on old ships like my Siboney, the North King and others. Thanks to the Librarians at Kings Point ~ Dr. George Billy, Mrs Esther Bovarnick, and Donald Gill; and to Jorma Sjöblom at the SSHA, Steamship Historical Ass'n at the University of Baltimore.
- § The late Bob Harbut '42 started off the general idea of 12 scenes as a Calendar for '42; it's now this Folio.
- § Fred Sherman and Charles Cushing of the Alumni Ass'n have helped greatly as has Marty Skrocki of the Academy. Dave O'Neil '61 was my enthusiastic booster.
- § Frank Braynard helped with some historical notes on old ships. Luis Bejarano, former Librarian, gave good counsel.
- § Edward Fahan of Redding drew the portraits of Adm'l McNulty, Capt. Tomb and Adm'l Stedman, I'm not so good at drawing people though once I did an oil of Capt. Tomb that hung in Wiley Hall until it was given to his daughter Kay. Ed is a Navy veteran, all through the war, and a Pratt trained artist. He was my art advisor.
- § The book "We'll Deliver" by C. Bradford Mitchell, a 1977 Alumni Ass'n publication is a matchless, meticulous work on the early history of the Cadet Corps and Academy.

FOREWORD

Few individuals were more directly involved in the building of the U.S. Merchant Marine Academy during its early years than Rear Admiral Lauren S. McCready, USMS (Ret.). He brought to the task a first-rate theoretical knowledge of mechanical engineering, extensive shipboard experience as both an unlicensed and licensed marine engineer, an exceptional mechanical aptitude, a keen intellect, an insatiable desire for perfection and a love for the lore and tradition of the sea. Kings Point was a vehicle for bringing all his unique talents into focus and synergy. He was the visionary builder of Fulton Hall and the marine engineering curriculum, the consummate staff officer who presided over the acquisition of adjacent properties which were to comprise the 65 acre campus, and the master teacher who initiated thousands of young men into the profession of marine engineering. Last but not least he was and is a gifted writer and artist who, over the years, chronicled and illustrated history as it was being made. In the pages that follow, Admiral McCready shares with us his reminiscences of the ships, engines, mariners and lore which, during the wartime years of 1942-1945, infused Kings Point with the rich heritage and tradition which have made the Academy, its midshipmen and its graduates so successful during the Academy's first fifty years. His folio stands as a tribute to the efforts of him and the many plankowners of his generation who were "present at the creation" of the U.S. Merchant Marine Academy. God bless them all!



Paul L. KRINSKY
Rear Admiral, USMS
Superintendent, USMMA

June 1993

PREFACE TO THE FOLIO

§ A powerful grouping of ships, the Sea, men, trade and ocean commerce made up our prewar Merchant Marine. With War's advent this whole mix grew to huge dimensions in the unforgettable wartime years of 1942 to 1945. The brand new Academy and its many Cadets were absolutely central in this scene.

§ These pre-war and wartime ships, the Cadets and the Graduates of new Kings Point are certainly central in my own memories. The passage of nearly 60 years hasn't dimmed the view. Rather, it has blended these memories into one big overview of it all.

§ Like yeast, the Cadets and Graduates permeated our whole maritime World! They trained in every sea, sailed the whole world over, sailed in every kind of ship, Merchant and Naval, in every grade and rank. The Academy nurtured them, spread its influence worldwide; a great performance, a great heritage, great memories.

§ In a certain way I can see it all and since I like to draw I have depicted ships that typified it and I've also shown several of our Leaders of simply towering foresight, ability and character, really superb Officers.

§ Not all the ships were of modern build. Many were from WWI and not a few old hookers were dated way back to the early 1900's. Of course, the immense wartime production of Merchant and Naval vessels predominated.

§ This Folio is dedicated to Kings Pointers of 1942~1945, as remarkable and wonderful people as ever were! And to the great Academy!

§ It would be remiss not to say that over all these years the Academy has had an unusually capable and good staff in every Department. It has been led by a succession of very fine Superintendents from C.O.'s Jackie Wilson and John Bosler; Capt. Tombo, Admirals Stedman, McNulty, McLintock, Engel, King, Krinsky and our present Superintendent RADM Thomas Matteson, USMS. Two were K.P. Graduates.

§ And don't worry; today's Midshipmen continue with all our standards and traditions, as good as any!

§ The Prayer in our Anthem, "God Steer thee Well, Kings Point" has for a certainty been Answered, and Brimming Over!

Lauren S. McCready
Rear Admiral, USMS, (Ret.)
"Flywheel Farm"
West Redding Connecticut
July 1993





50TH ANNIVERSARY COMMEMORATIVE FOLIO



TO THE CADET-MIDSHIPMEN OF THE WARYEARS
1942~1945

WRITTEN AND ILLUSTRATED BY LAUREN MCCREADY

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Preface

1 ADMIRAL RICHARD R. McNULTY

As a Cadet in 1918 on the Massachusetts Nautical Schoolship "NANTUCKET" he envisioned the Cadet Corps and the Academy. He is the Father of both.

2 THE "EMERY RICE"

The former USS NANTUCKET, a great ship, central to our history.

3 THE ENGINE OF THE EMERY RICE

Built 1874-76, now preserved in Berger Hall.

4 THE "SIBONEY"

A 1918 troopship; liner between the Wars, My first ship, in 1935, C/M trained in her.

5 THE LIBERTY SHIPS

2750 built; fantastic role in the war, Many C/M trained in Liberties and later sailed in them. Only two now left: the JEREMIAH O'BRIEN, JOHN W. BROWN

- 6 ENGINE ROOM, USS "MONITOR", 1862
John Ericsson's revolutionary ship, set the stage for the Steam Navy of the United States.
- 7 THE 502'S AND THE 535'S
Prewar liners that served so well.
- 8 THE "URUGUAY"
With Moore-McCormack sisters BRAZIL and ARGENTINA - the Good Neighbor Fleet - they were important ships, and in them trained many C/M of our early classes.
- 9 TWO ENGINES - TWO OILERS
Engine room of twin screw ship, Great numbers of ships propelled by steam engines, "up and down jobs"
- 10 THE TANKER "SEAKAY"
Typifying the great tanker fleet, great tanker men. She was of the Keystone Shipping Co. which for more than 50 years has helped so many C/M and graduates. Admiral Thomas Patterson '44 trained in her.
- 11 THE OLD "NORTH KING"
Very old 1903 freight ship, reciprocating engine, polyglot crew of brave Mariners. Did her part so well in many dangerous convoys all through the war.
- 12 THE "CHARLES CARROLL" APA-28
A converted Merchantman, served in many theatres on distinguished Navy duty.
- 13 PENNSYLVANIA SCHOOLSHIP "ANNAPOLIS"
She trained many wonderful Officers, Merchant Marine and Navy.

14 CAPTAIN JAMES HARVEY TOMB, USN
Our first Superintendent; a truly superb Officer
and friend of the Merchant Marine.

15 ADMIRAL GILES CHESTER STEDMAN, USNR
Our second Superintendent; legendary Master
Mariner, splendid Officer, inspirational Leader of
thousands of our wartime Cadets.

16 THE EARLY DAYS OF KINGS POINT
A view of the Chrysler Estate and surroundings long
before the Academy was built.



EPILOGUE





Redrawn by
Edw Faham
1992

RICHARD R McNULTY - 1918 - AS A CADET ON THE
USS NANTUCKET ~ MASSACHUSETTS SCHOOLSHIP

RICHARD R McNULTY

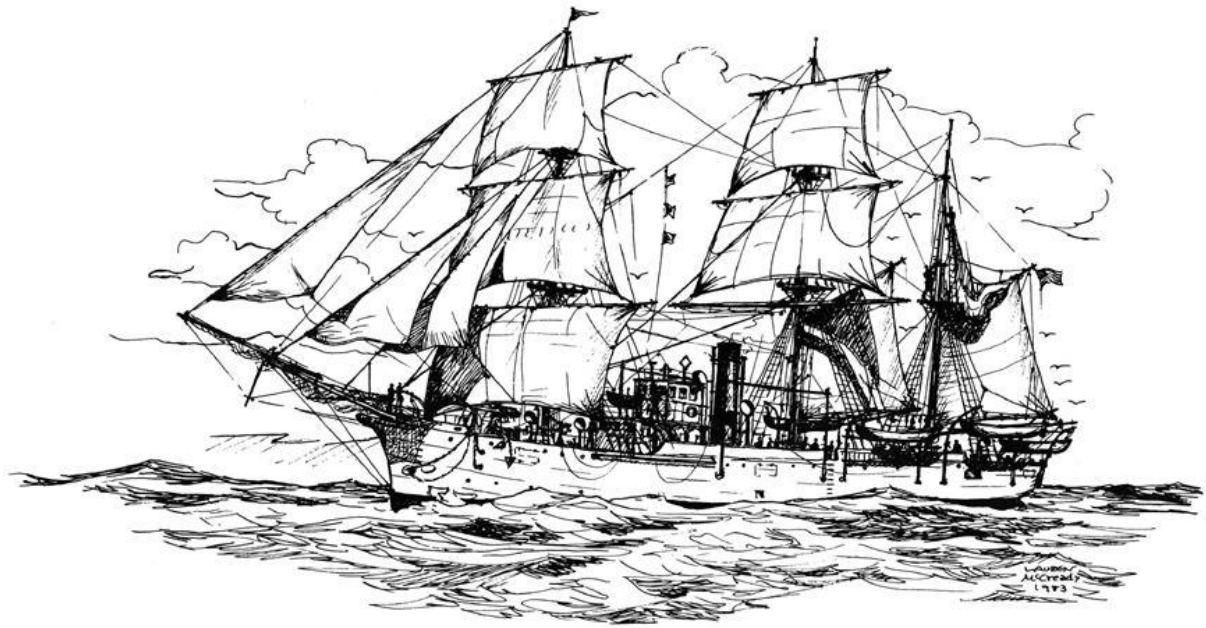
§ Here is a man whose vision and career moulded all of us, indeed changed for the better the entire U.S. Merchant Marine and boosted the Navy too. This began in Gloucester Mass, the salty town of his birth. Opting for the Merchant Marine he trained on the Mass Nautical Schoolship, the old 1876 USS NANTUCKET. Smart, as still a Cadet, he early thought, in 1918, there should be a better way, one to draw on all U.S. youths, every state, make a real Sea or Maritime College, educating not training. The Cadet Corps resulted.

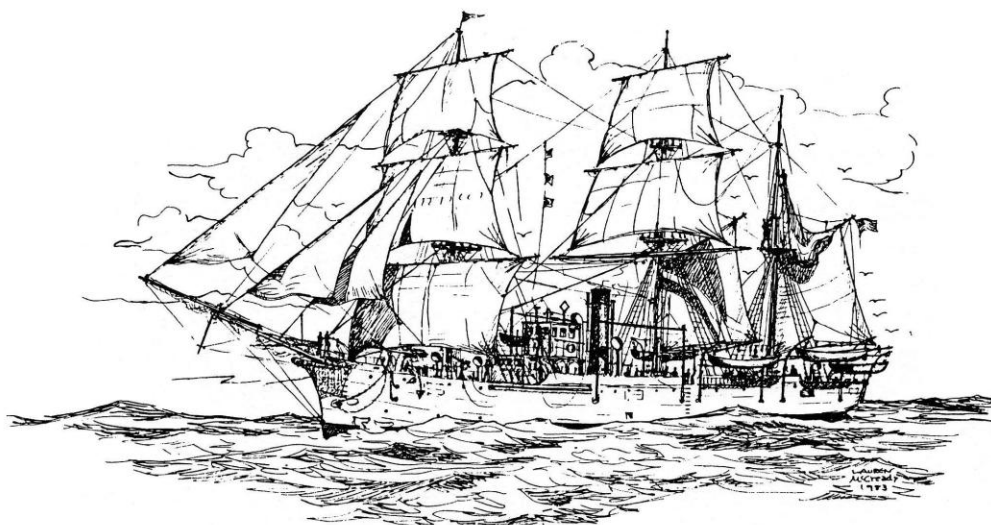
§ Big projects take time to hatch. By constant, prophetic planning, pushing, publicizing and politicking, to the Cadet Corps as we know it was formed in 1938, only 20 years later. Good going!

§ The Academy came in 1942 and look how it all grew. This is all Dick McNulty's child, all his doing. All along the way he enlisted the support of influential people so that whole ranks of the like-minded carried the day, among them Telfair Knight, a brilliant Administrator.

§ The picture, copied by a friend Edward Fahan from a 1918 photo, shows the great Cadet looking all the way ahead, taking a great "sight" if ever there was one!







1876

CG

THE EMERY RICE

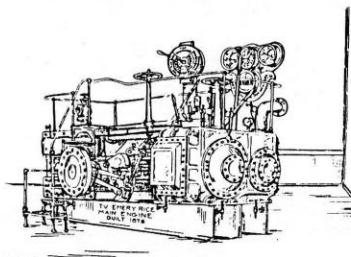
1958

- Over 100 years ago she was launched at Wilmington, Delaware, built at the famous Yard of Harlan and Hollingsworth. Nov 27, 1876 was the date. She was a Naval Auxiliary Gunboat, with square rigged sails and auxiliary steam power. She bore the illustrious name USS RANGER, the fourth Ranger in the U.S. Navy.
- She was 244 Ft. long, 32 Ft. beam, 1261 Gross Tons, mainmast 117 Ft. High. She was afloat for 82 years and one reason for her stout construction is that she was built of wrought iron not steel. This iron has great long-lasting qualities! Originally armed with 8 Four-inch guns, she was on duty with the Atlantic, then Pacific fleet until 1896. For a time she was a Survey Ship, crossing the Equator many times. On her last Navy voyage LT. Chester W. Nimitz, later the great Admiral, was her Navigator from China back to Boston!
- In 1909 she began her most famous role, training young men to become Merchant Marine Officers. Renamed USS NANTUCKET, she trained Massachusetts men. In 1942 Admiral Richard R. McNulty, who graduated from her in 1919, sent her to the newly-founded Kings Point. Aboard her, in fact, Kings Point itself was conceived by then Cadet McNulty, who envisioned a better training system, National in scope. Thus evolved the Kings Point of today, so this old and beautiful ship played a key role in our founding.
- She made many long summer cruises with Massachusetts Cadets, 10,000 miles or longer. She could sail very well, without using steam, as much as 236 miles in a day. The Cadets were very fond of her and all of them have fond reminiscences. But the sea routine was arduous, like this:

0345 Call the Watch	1130 Wind Chronometers; call Navigator and Sight-Takers
0430 Clean decks; watch wash	1300 Turn To, sweep down. Pipe down scrubbed clothes
0645 Up all hammocks. Watch below wash. Get sheets home, sails up taut, yards trimmed.	1330 Watch on Deck, Seamanship; Watch below, Studies
0730 Watch below to breakfast	1530 Retreat. Pipe Sweepers, Scrub Clothes
0800 Relieve the Watch, pipe Watch to breakfast. Report 0800 to Commanding Officer.	1600 Relieve the Watch. Extra Duty call.
0900 Prepare for Quarters and Inspection. Clean sweepdown fore and aft.	2000 Set the Watch. Report to the Commanding Officer
0915 Muster & Inspection; Physical drill; Semaphore	2030 Silence on the Lower Decks
1000 Seamanship or Engineering studies	

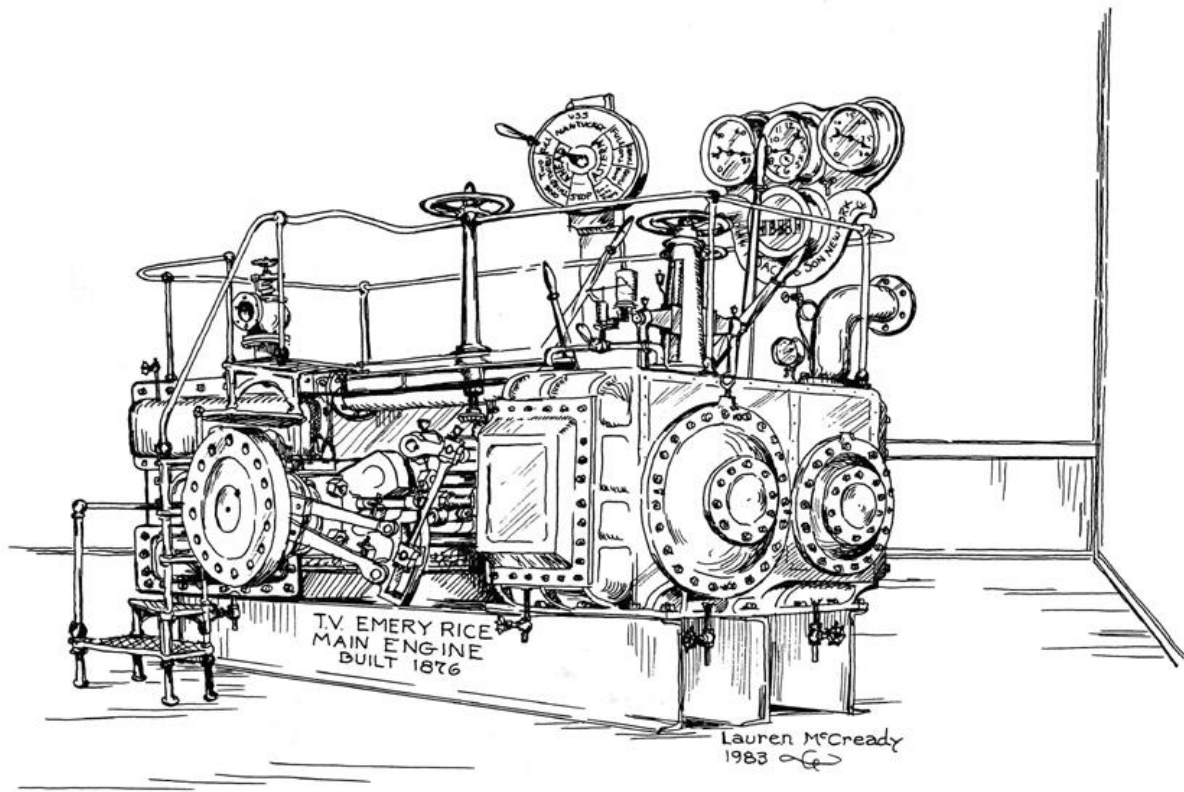
MIDNIGHT — Relieve the Watch

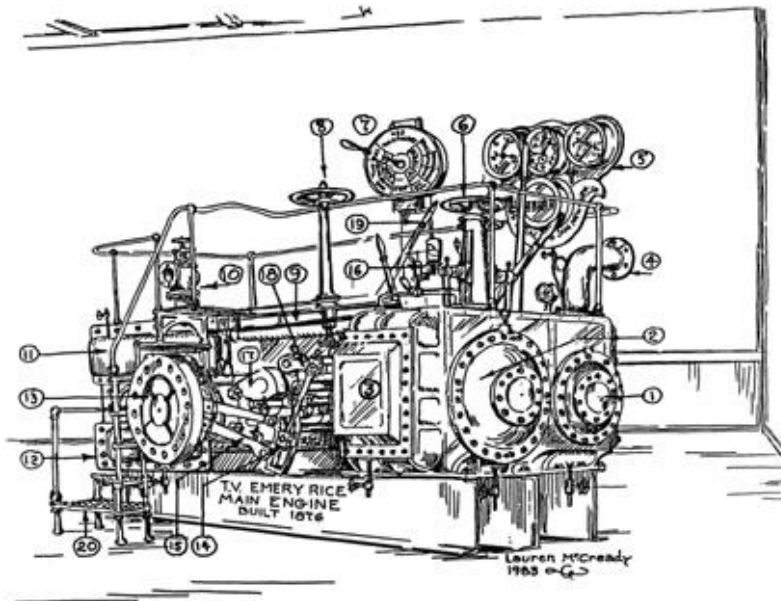
Renamed once more, she became TV EMERY RICE and trained many Kings Point men. Then she was retired to duty as a Museum Ship. In April 1958 she was scrapped but miraculously her big 61 Ton Steam Engine was saved.



This engine is now back at Kings Point, to become the central exhibit in the Hall of Marine Engineering of our American Merchant Marine Museum CG

Drawn by LAUREN MCCRACKEN PABAI, USNA
Flywheel Farm, Redding CT
May 28, 1984





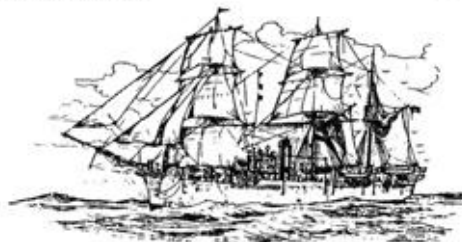
THIS IS THE ENGINE OF THE EMERY RICE

It is a Horizontal Back-Acting Compound Steam Engine of 560 Indicated Horsepower. Steam pressure was 80 pounds per square inch. High pressure cylinder 28½" dia, Low pressure cylinder 42½", stroke 42". Stephenson link valve motion and "Meyer's Riding Cutoff" in each valve chest to adjust for power, or economy of steam. Engine built in 1875, installed in 1876. Ship had four "Scotch" fire-tube coal burning boilers, natural draft. Engine had a "Sailing Clutch" to let the propeller spin freely when under sail only. This engine weighs 122,000 lbs, 61 tons, and it was a major problem to take it apart into 3 sections, about 40,000 lbs each, for shipment on USL "American Merchant" from San Francisco CA to New York thence here to Kings Point in Feb. 1904. The ship served many years as Massachusetts Nautical Schoolship 1909-1941 and at Kings point 1942-1958. The ship herself was towed from the Academy March 7 1958 to the scrapyard, but the engine was saved.

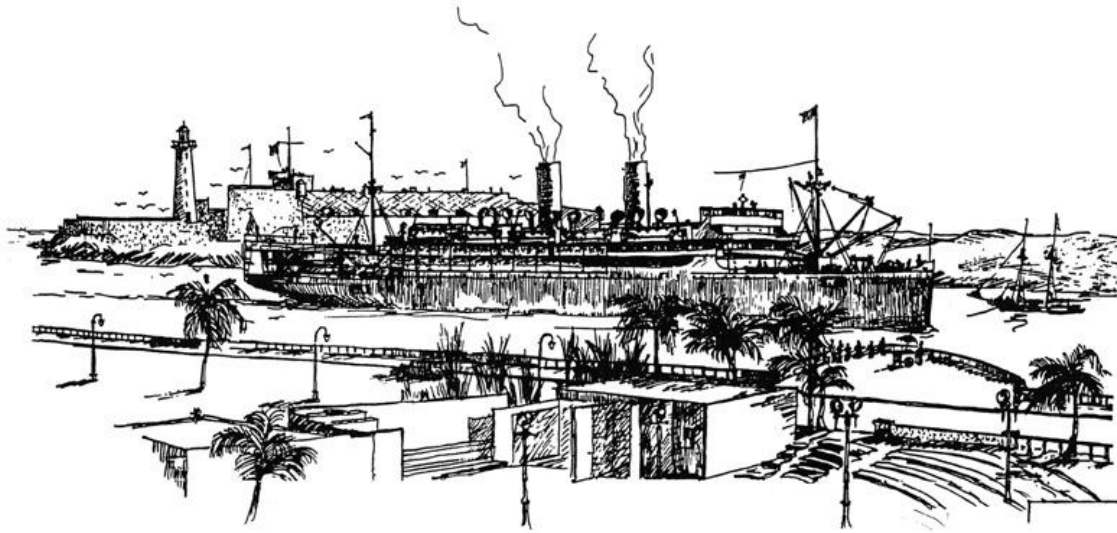
KEY TO PARTS

- | | |
|--|---|
| ① High pressure cylinder & head, 28½" dia. | ⑮ Cover, condenser salt water circulating pump. Pump is piston-type driven off engine motion |
| ② Low pressure cylinder & head, 42½" dia. | ⑯ Crankshaft coupling to propeller shaft |
| ③ Low pressure valve chest | ⑰ Stephenson link, L.P. reverse gear |
| ④ Main steam pipe to engine, from boilers | ⑱ Eccentric rods. There are 3; A&D, astern and one to Meyer's valve rod. (3 more on the H.P.) |
| ⑤ Main gauge panel, polished bronze. Steam pressure, condenser vacuum, clock, revolution counter | ⑲ Indicator for determining "Indicated Horsepower" |
| ⑥ Reverse gear controls; steam ram operated | ⑳ Crankshaft; aft Low pressure crank web |
| ⑦ Engine order Telegraph, Navy style, for the "USS NANTUCKET" her name when Massachusetts Nautical Schoolship 1909-1941. Speeds ½, ⅓, full, etc. | ㉑ Rods and arm to move reverse links |
| ⑧ Adjusting wheel, L.P. "Meyer's Riding Cutoff" | ㉒ Hand levers (2), emergency to assist reverse |
| ⑨ Copper exhaust pipe from engine to condenser | ㉓ Ornamental cast iron steps |
| ⑩ Atmospheric relief valve, on condenser | |
| ⑪ Condenser water box cover, to tubes | |

This is aft view of engine, from Starboard side



Lauren McCready
Flywheel Farm
Redding CT 2-20-84



THE SIBONEY ENTERING HAVANA HARBOR PAST ANCIENT MORRO CASTLE

Lauren McCready
1987

THE WARD LINE'S "SIBONEY"

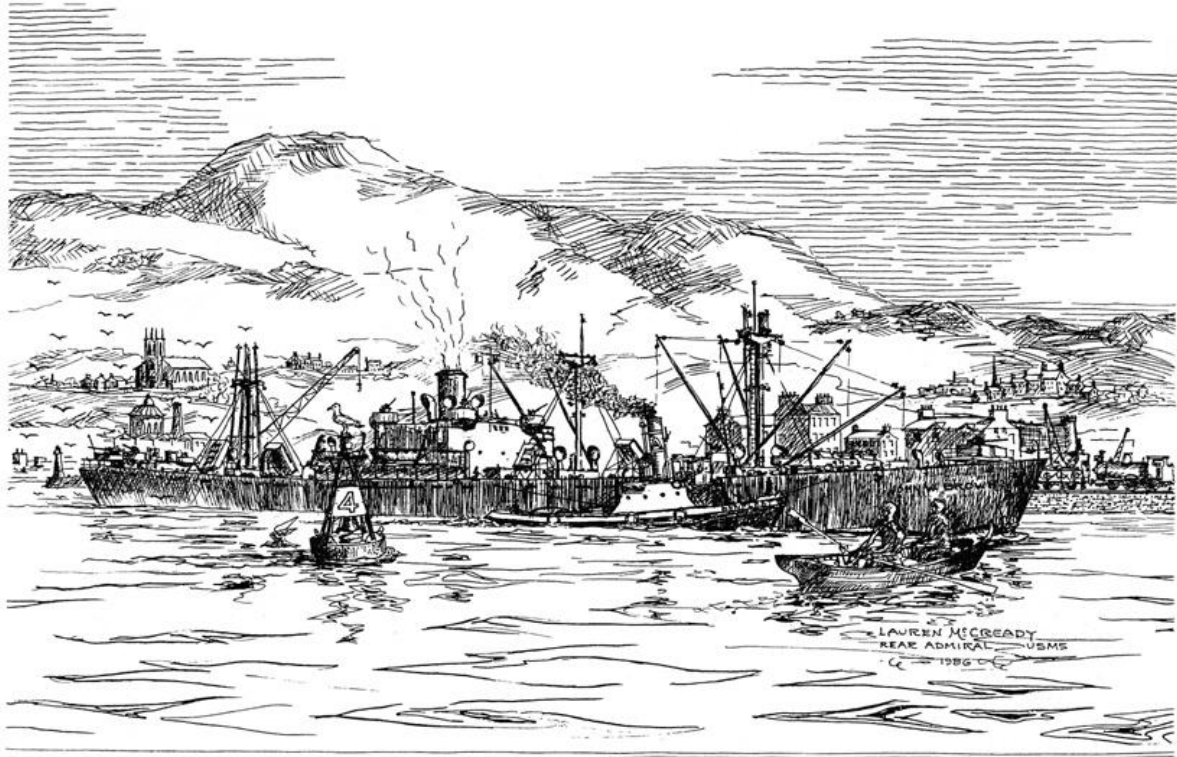
The SIBONEY is my favorite ship, my first one. I began seafaring on her July 3, 1935 and we went to Cuba and Mexico. She was built in 1918 by the Cramp shipyard in Philadelphia with her sister, the ORIZABA. Siboney is a town in Cuba, Orizaba a very beautiful snow-capped mountain in Mexico not far from Vera Cruz. The song "Siboney" is beautiful too, I think.

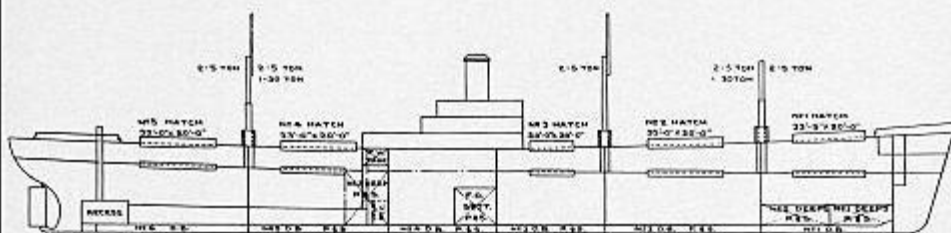
§ Siboney had 8 large Scotch boilers making steam at 190 pounds pressure, twin screws driven by single-reduction geared Parsons turbines of 9000 horsepower. At 120 r.p.m. these gave her 17 knots. My pay wasn't very high, \$45.00 a month then \$57.50 as fireman. But I learned a great deal on this ship and two other Ward Liners, the ORIENTE and the YUCATAN. All these ships were well known before WWII.

§ The scene shows us entering Havana harbor past ancient Morro Castle. The foreground is the Malecon, the beautiful scenic drive still there as shown. My job was to go up to the boat deck and turn all the ventilators to help cool the hot firerooms below, so I got a good view as we steamed pretty fast for sure steering through the narrow entrance. San Juan in Puerto Rico has a quite similar entrance.

§ Today's Merchant Marine doesn't have much resemblance to those days. I'm really glad to have sailed with those men in those old ships.

§ The corner design or motif on this page comes from Siboney's big brass Builder's Plate. I use it a lot, Lawrence O'Neill '41 trained in her, as well as other prewar C/M. He gave me photos he took in a very bad N. Atlantic storm. Became Hospital Ship, Charles A. Stafford.





EC-2 TYPE (LIBERTY) VESSELS CALIFORNIA SHIPBLDG. CORP.

LENGTH O.A.	441'-6"	GROSS TONNAGE (APPROX.)	7160
LENGTH B.P.	416'-0"	NET TONNAGE (APPROX.)	4370
BREADTH - MLD	56'-10 1/2"	DEADWEIGHT TONNAGE (TOTAL)	10807
BREADTH - EXTREME	57'-0"	DISPLACEMENT TONNAGE @ 27'-0 1/2"	14330
DEPTH TO UPPER DECK - MLD.	37'-4"	DISPLACEMENT TONNAGE @ 27'-10 1/2"	3423
DEPTH TO 3RD DECK - MLD.	28'-7"	PASSENGERS	NONE
DRAFT - LOADED	27'-0 1/2"		
DRAFT - LIGHT	7'-10 1/2"		

CARGO CAPACITIES			
HOLD	COMPARTMENT	GRAIN	BALE
1	HOLD	41257	36083
1	TWEEN DECK	42884	39322
2	HOLD	98660	92008
2	TWEEN DECK	46144	42630
3	HOLD	68459	59795
3	TWEEN DECK	27970	23904
4	HOLD	58841	52574
4	TWEEN DECK	35277	29409
5	HOLD	16830	15171
5	TWEEN DECK	34570	30864
1	NO.1 DEEP PORT	3639	2728
1	NO.1 DEEP STBD.	3639	3004
1	NO.2 DEEP PORT	7473	5294
1	NO.2 DEEP STBD.	7473	5378
4	NO.3 DEEP PORT	13674	12508
4	NO.3 DEEP STBD.	13168	12024
TOTALS		662608	493673
TOTALS LESS NO.3 DEEPS		535746	475043

SHIP'S STORAGE SPACE			
DECK	COMPARTMENT	CU. FT.	
UNDER	BOYS' STORES FWD	3034	
SECOND	" "	3492	
"	CABIN	4329	
"	LINEAL LOCKER	9618	
BOAT	BONDED STORES	105	
TOTAL		11626	

SHIP'S REFRIGERATED STORES			
	MEAT	80 L.F.	
	FISH	173 "	
	VEGETABLES	765 "	
	DAIRY	176 "	
TOTAL		1918 "	

FUEL CONSUMPTION @ LOADED DRAFT			
SPEED	BBLS/24HR	RANGE DAYS	
11	170	72	
10	150	81	
9	130	94	
8	110	111	
6.5	80	153	

PORT CONSUMPTION IDLE 30 BBLS/DAY
PORT CONSUMPTION CARGO 35 " / -

TANK CAPACITIES 100%					
FRAME	TANK	CARBU. FT. LBS.	FUEL TONS	FUEL TONS S.W.	TONS F.W.
	FORE PEAK	4845		138	
	NO.1 D.B.	5045	896	133	144
	NO.2 D.B. PORT	6641	1065	155	173
	NO.2 D.B. STBD.	6041	1065	152	173
	NO.3 D.B. PORT	4453	783	117	127
	NO.3 D.B. STBD.	4453	783	117	127
	NO.4 D.B. PORT	2412		60	67.2
	NO.4 D.B. STBD.	2412		60	67.2
	NO.5 D.B. PORT	4455	782	116	128
	NO.5 D.B. STBD.	4455	782	116	128
	NO.6 D.B.	4191	733	110	120
	AFTER PEAK	8318		182	
	NO.1 DEEP PORT	3983		114	
	NO.1 DEEP STBD.	3253		114	
	NO.2 DEEP PORT	7427		212	
	NO.2 DEEP STBD.	7427		212	
	NO.3 DEEP PORT	13503	2420	358	388
	NO.3 DEEP STBD.	13101	2320	345	374
	FRESH WATER PORT	987		28	27.0
	" STBD.	987		28	27.0
	SETTLING PORT	1061	535	50	
	" STBD.	1061	535	50	
TOTALS		12295	1634	3016	168.4
TOTAL LESS DEEPS		7755			

MANNING AUTHORITY					
DECK	ENGINE		STEWARDS - PURSER		
MASTER	1 CHIEF ENGINEER		1 CHIEF STEWARD	1	
CHIEF OFFICER	1 DE. ASST. ENGR.		1 CHIEF COOK	1	
2ND OFFICER	1 2ND ASST. ENGR.		1 2ND COOK & BAKER	1	
3RD OFFICER	1 3RD ASST. ENGR.		1 ASST. COOK	1	
CADETS	2 CADETS		2 MESSENGERS	2	
RADIO OPERATOR	1 DECK ENGR.		1 UTILITY MESSENGER	2	
CARPENTER	1 OILERS				
BOYS, A. B.	1 FIREWATER TENDERS	3			
A. B. REAMEN	8 WIPERS	2	PURSER	1	
D. REAMEN	3				
TOTAL		18	TOTAL CREW 43		

GENERAL PARTICULARS

WINCHES
3 DOUBLE GEARED STEAM WINCHES FOR 5 & 15 TON BOOMS (7'x12")
2 " " " " " 30 OR 50 " " (10'x12")

ENGINE
DIRECT ACTING CONDENSING THREE CYLINDER TRIPLE EXPANSION ENGINE
2500 I.H.P. @ 76 R.P.M.

BOILERS
TWO MAIN BOILERS OF CROSS GRAM SECTIONAL SINUSOIDAL HEADER
STRAIGHT TUBE TYPE, FITTED WITH SUPER HEATERS, W.R.230° FUEL BURNER C

PROPELLER
SOLID TYPE BRONZE 4 BLADE 18'-6" DIA. 16'-0" PITCH

THE LIBERTY SHIPS

THE JEREMIAH O'BRIEN

THE JOHN W. BROWN

§ Let's start with the two great Liberties still preserved and kept running now better than new.

§ The O'BRIEN was successfully squirreled away from the Suisun Bay reserve fleet by Tom Patterson '44 and saved. He didn't ask Washington: just did it. "Acta Non Verba". The BROWN was saved just in time by her great Managers. Both ships deserve lots of support from all of us!

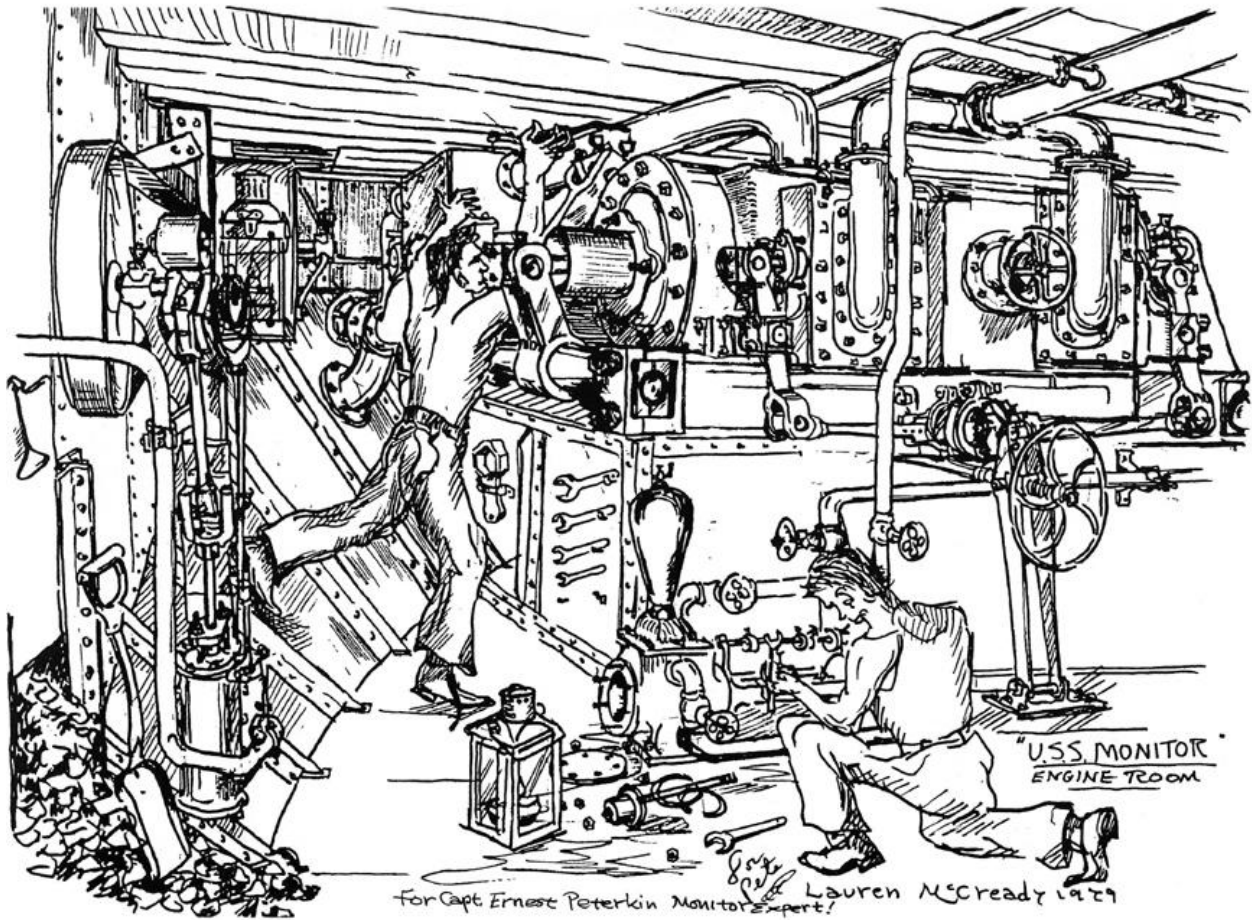
§ This profile chart of a Liberty is too good to leave out, shows all sorts of things about any Liberty. I like Inboard Profiles!

§ A great many of our men knew them; 2750 were built! Very fine ships indeed, not "Ugly Ducklings" at all! If all lined up, bow to stern, they would stretch for 220 miles, right from Kings Point all the way around Long Island, to Montauk and back to Kings Point again. Hard to imagine so many of them.

§ They performed all over the World in a remarkable way, with crews of "Merchies" hastily assembled, brave all.

§ This view shows the John W. Brown making a Safe Arrival in Newport, Wales. If she looks too deeply loaded, she is. Many were loaded below their marks to get more cargo across.

§ Many C/M were trained in these ships, many later sailed in them on their licenses, At 6 months Sea Time to raise a license many young Masters and Chiefs made it to the top, fast; a lot faster than pre-war or post-war times for sure.



THE ENGINE OF THE USS MONITOR, 1862

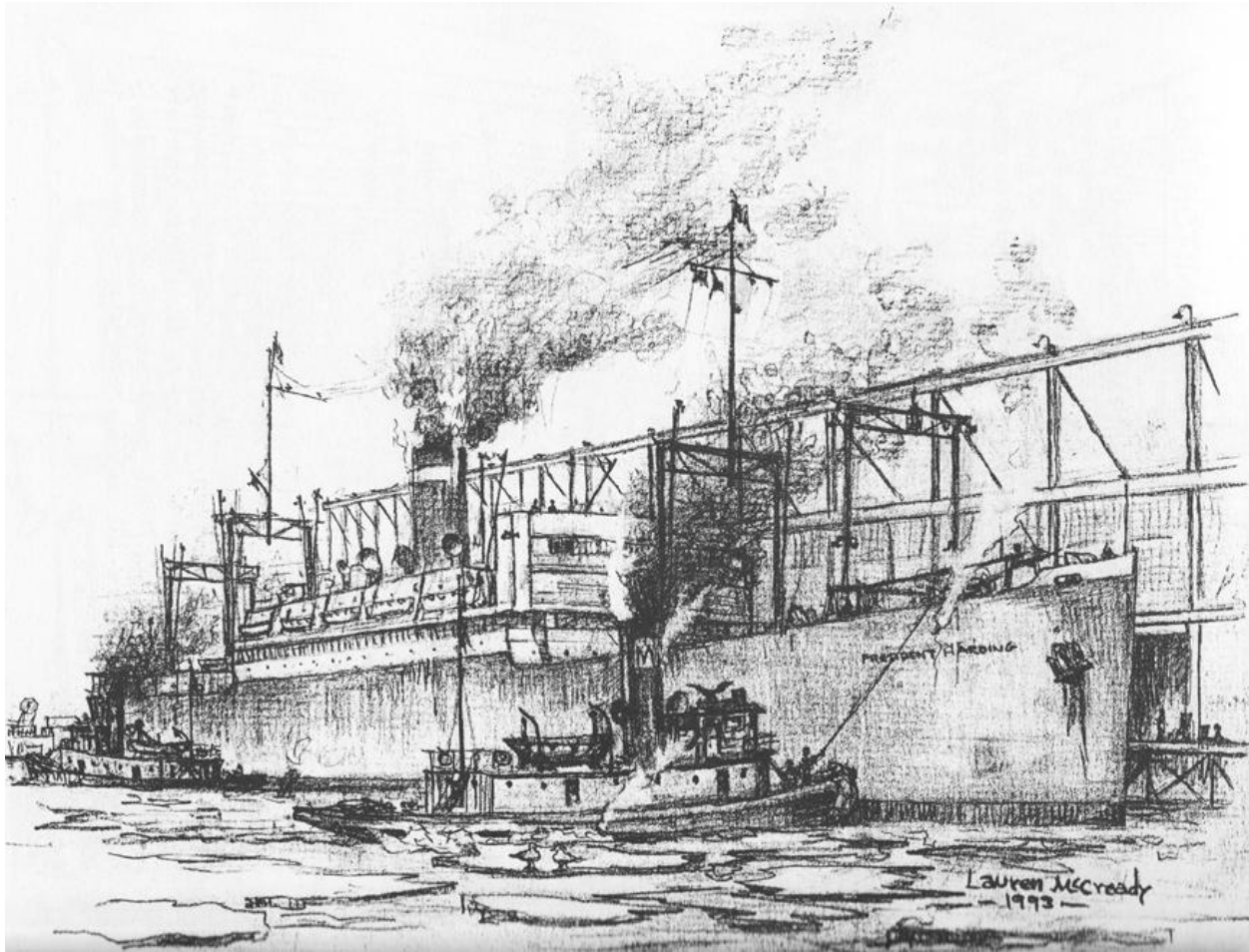
§ There may be no compelling reason to include this engine in the Folio except that it begins to show the evolution of the Steam Navy of the United States. 80 years later the Navy reached the zenith of great steam power. Our EMERY RICE, designed as USS RANGER (№ 4) in 1874, was one of the steps along the way. Her engine, all 61 tons of it, is today at Kings Point for all to see, touch and view in actual motion.

§ John Ericsson, the great Swedish-American Engineer, boldly drew up the MONITOR in just weeks. No sails in the very Age of Sail, two big 11" guns in a revolving turret, machinery below the waterline. In the very nick of time she fought the CSS VIRGINIA or MERRIMACK and saved the Union.

§ The engine was Ericsson's "vibrating lever" concept - two cylinders 40" bore, 22" stroke, back to back driving one crank on the propeller shaft to a large 9ft. 4-bladed cast iron propeller. Very clever screw and gear motion reversed it. 50 psi steam, 300-400 I.H.P., 60 rpm, 25 psi MEP.

§ The fellows down below were the Black Gang. They fed coal to the 2 fire-tube boilers just out of view on the right, oiled the bearings. A very modern-looking Worthington simplex steam pump is shown, being re-packed, same as we all have done. Forced draft blowers are seen too. Quite a plant!

§ She lies on the seabed off Cape Hatteras. Lots of us must have sailed right over her! I'm on the NOAA Committee to preserve and study her remains. Capt. Ernst Peterkin found and published many of her original drawings. Brave people fought this ship like all their later brothers and innumerable Kings Point graduates who served in Navy engine rooms all during the war.



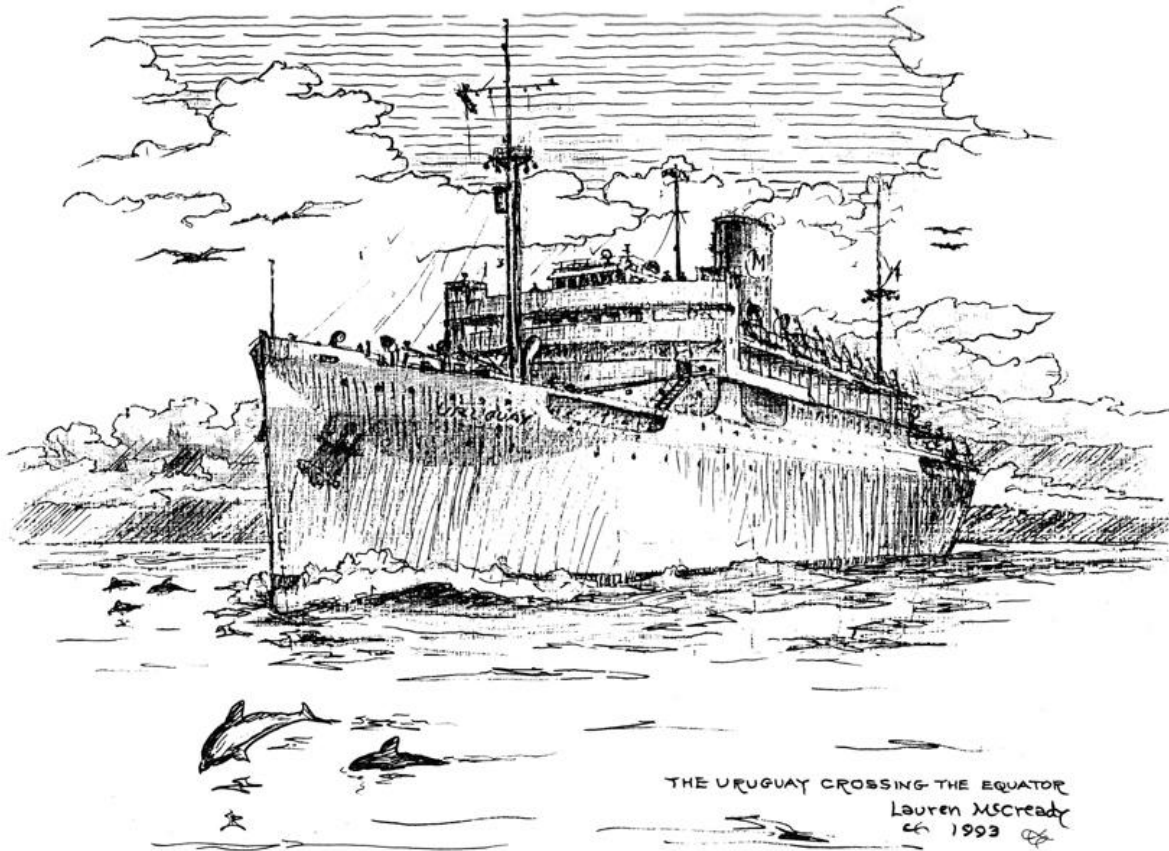
"THE 535's"

§ Children of WWI, the 502's and 535's were two important classes of larger Passenger ships, built 1918, 1919. They didn't sail in WWI but they did great work between the wars and in WWII. The figures are their L.O.A. or length overall, bigger than their relatives the mass-produced "Hog Island" freighters. Well built, they were very tough and reliable ships. The 502's had twin 3500 I.H.P. reciprocating steam engines much like Plate 9. The 535's had watertube boilers and geared steam turbines, both burning gooey black Bunker "C" fuel oil.

§ Numerous old Steamship lines ran them. U.S. Lines had the very well known PRESIDENT HARDING and PRESIDENT ROOSEVELT; the Munson Line, Dollar Line, American President Line and others all operated them.

§ The scene shows the PRESIDENT HARDING, with our own renowned Captain Stedman commanding her, leaving New York, Pier 60 N.Y. for Europe at noon on a cold and icy day. She has just let go her lines, just given the Engineers "Half Astern". The smoke comes from the busy Firemen below, lighting off more oil burners, more "fires" in her boilers. This was years before the advent of "Combustion Control" equipment. Her deep steam whistle is giving the required "one long blast" as she backs into the Hudson.

§ A whistle like that is so "shiplike" it raises the hair on the back of your neck to hear it! The windlass drains emit steam as the lines are heaved in. The straining Moran tugs are "pouring on the coal" too, making yet more smoke.



THE URUGUAY

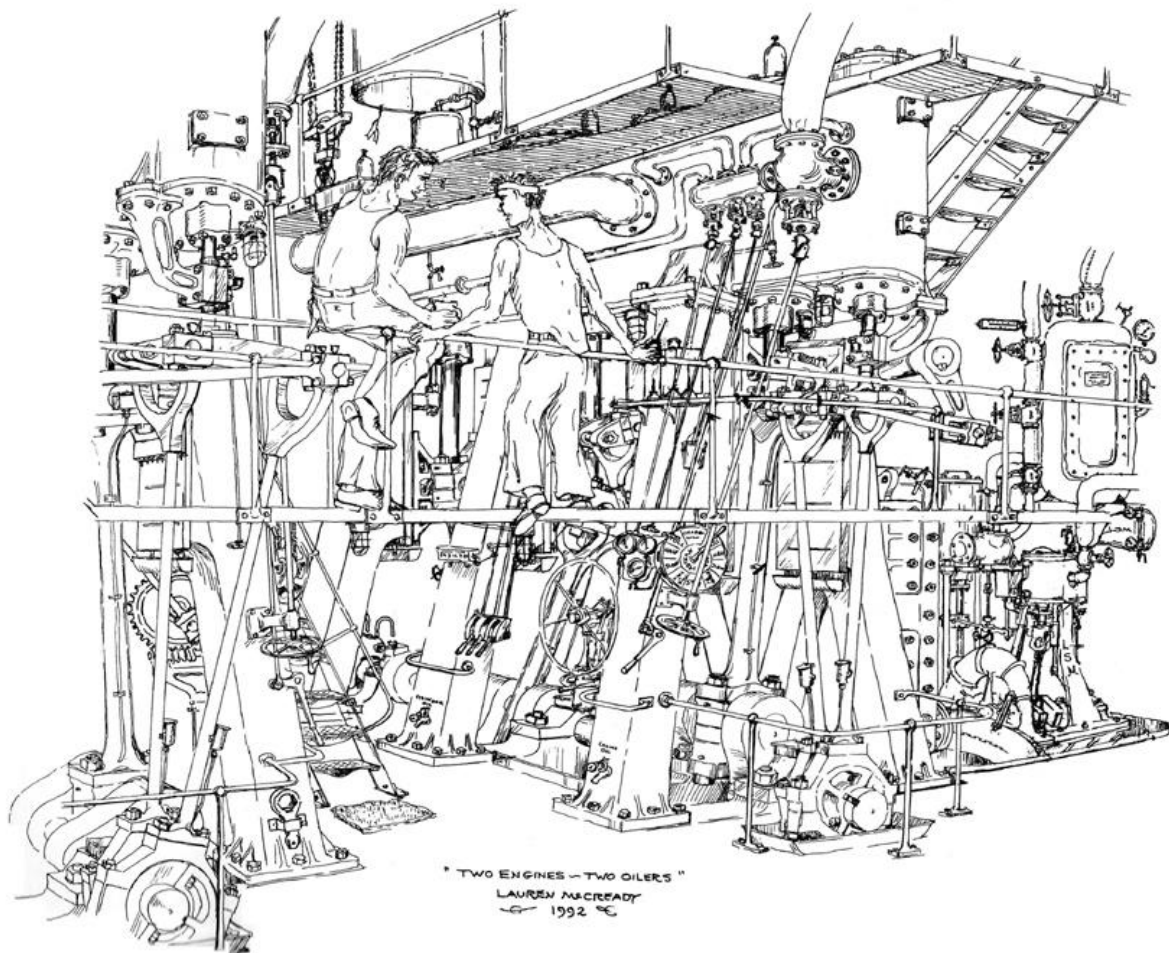
§ In our prewar fleet there were three big sisters. Built in 1928, they were first run by Panama Pacific as the PENNSYLVANIA, CALIFORNIA and NEW YORK; then by Moore-McCormack. They were turbo-electric, very fine ships. My Brother Tom went to California in one about 1931. They were two-stackers, but in 1938 they were all rebuilt and modernized into handsome one-stackers, renamed ARGENTINA, BRAZIL and URUGUAY, the "Good Neighbor Fleet."

§ The early Cadet Corps had lots of C/M in sea training but no Academy. I well remember the days when I was a Cadet Training Instructor in 1941 in Washington, working for Dick McNulty and Telfair Knight in the Hill Building not far from the White House. I made up exams and Educational "stuff" for the Cadets and reviewed their fitness reports that came in all the time from the ships.

§ One day Dick McNulty asked me — "Do you know Spherical Trigonometry?" "No, Sir." "Well, learn it and write a Manual for the Cadets' Navigation sea course". I bought a Beach ball, drew all the triangles on it and wrote the Manual; still have a copy up in the Barn.

§ Mooremac had a Chief Engineer who put unusual care into Cadet matters. His name was Victor Link. Any Cadets trained in these ships, on the long voyages to Rio, Montevideo and Buenos Aires, were well trained for sure. Maybe some remember "Rusty", a young lady in B.A. who trained Cadets too?

§ Recently I discovered that our own (captain) Charlie Renick was on the BRAZIL as a Cadet, then an Officer in the URUGUAY soon after his '47 Graduation. So this picture is for him as a recognition. And I learned too that Lou Chirillo, now a World Class shipbuilding expert, was a Cadet on her during the North African Invasion. She was in Glasgow so long getting ready for the Invasion that Lou learned to "speak Scotch"!



TWO ENGINES ~ TWO OILERS

§ On ships with steam engines the Oilers had really great responsibilities! Every bearing had to get oil regularly, by hand, never allowed to "run hot". A really hot bearing would melt its Babbitt metal surfaces and the engine would have to be slowed or stopped. In a Convoy this could mean Bye Bye for the ship and crew altogether, the end.

§ Oilers were very clever, their routines unvaryingly patterned on $\frac{1}{2}$ hour "Rounds". They went over the whole engine, feeling each bearing, oiling each with a hand-held squirt can. Oil boxes on the moving parts were stuffed with horsehair to keep the oil from flying out. Each received just so many "shots"; say 8, 10, 14 squirts of golden oil. Steam engines had special oil, a compounded mineral and vegetable oil mixture so it could make a creamy emulsion in the bearings with water dripping down most of the engine.

§ The First Assistant ruled the Oilers, he doled out their oil like a Scotchman, only 4 quarts for one watch, possibly 5, from under lock and key. The First controlled their squirt cans too, not too large spouts. Cans were pets, the bottoms emerged to squeeze real smoothly.

§ To "feel over the engine" meant fingers rigidly extended to go right down the big crank web and crank bearing to feel the temperature and get a smear of oil. Clean oil, ok, black oil trouble. If getting hot, rush with "a Tomato can" to add fresh oil in time.

§ Even drunken oilers, leaving port, seemed to be able to oil fairly well, to my surprise.

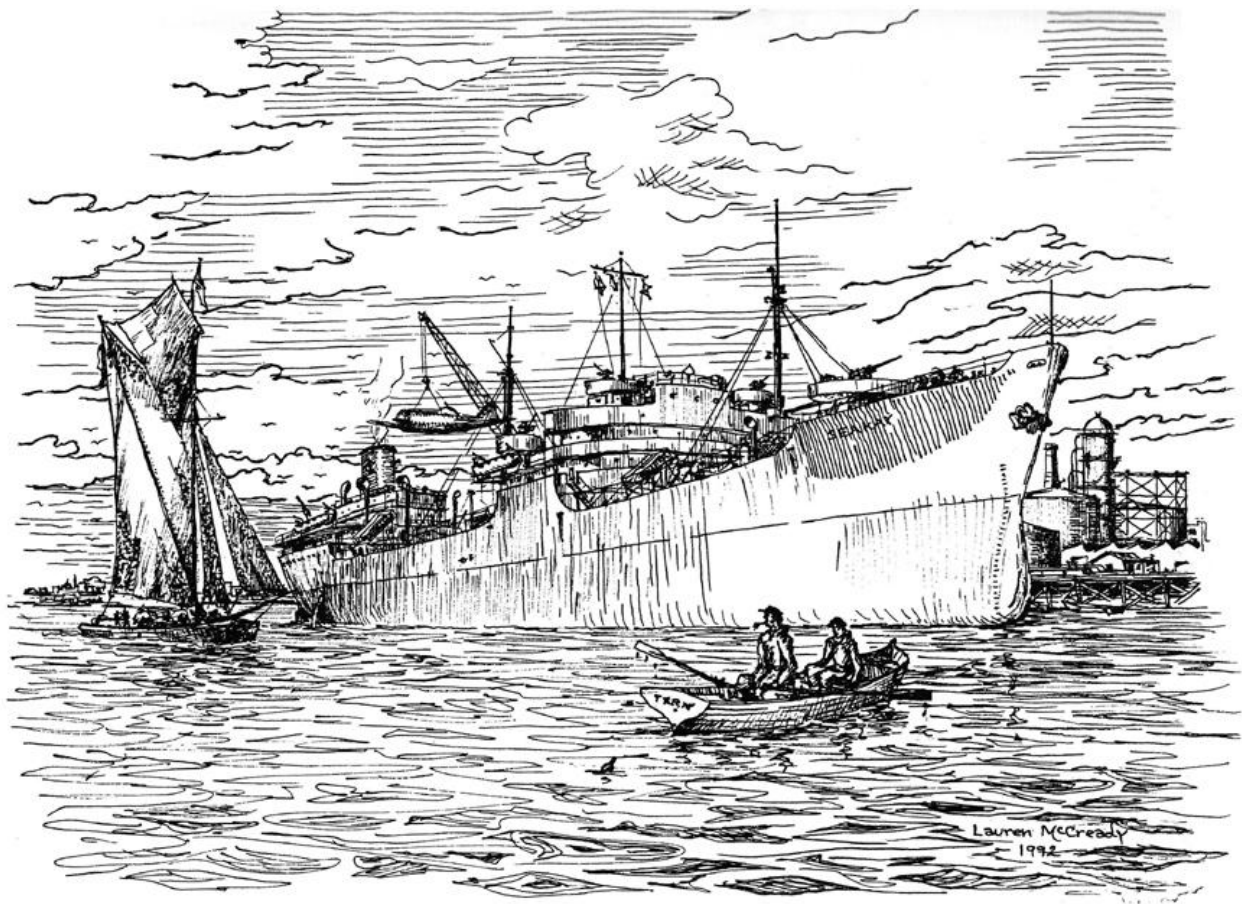
§ If the First had "keyed up" or tightened a big crankpin or cross head in port, it had to be watched extra. If it wouldn't stay cool for the first watch it was the First's fault. After that, the oiler's.

§ On some ships the oilers had to "tend water" also, keeping the right level in the boilers, some juggling act. All for \$6250 a month, wipers like me got \$4500, firemen \$5250 before the war,

§ The picture shows a big passenger ship with two big engines; two oilers on watch, one for each engine. They are resting between rounds, but not for long. A fast ship like my old Yucatan might turn 120 rpm and require "20 minute rounds" with squirts catching the flying boxes every other stroke. The old tankers and Liberties turned only 72, 76 rpm, much easier to oil.

§ Brass drip feed boxes also fed bearings. These had tubes with white "worsted" (wool) stranded just so, which drew the oil by capillary action to creep up the tubes then down to the bearings. The more the wool, the more the oil drips. The oiler refilled these boxes each watch.

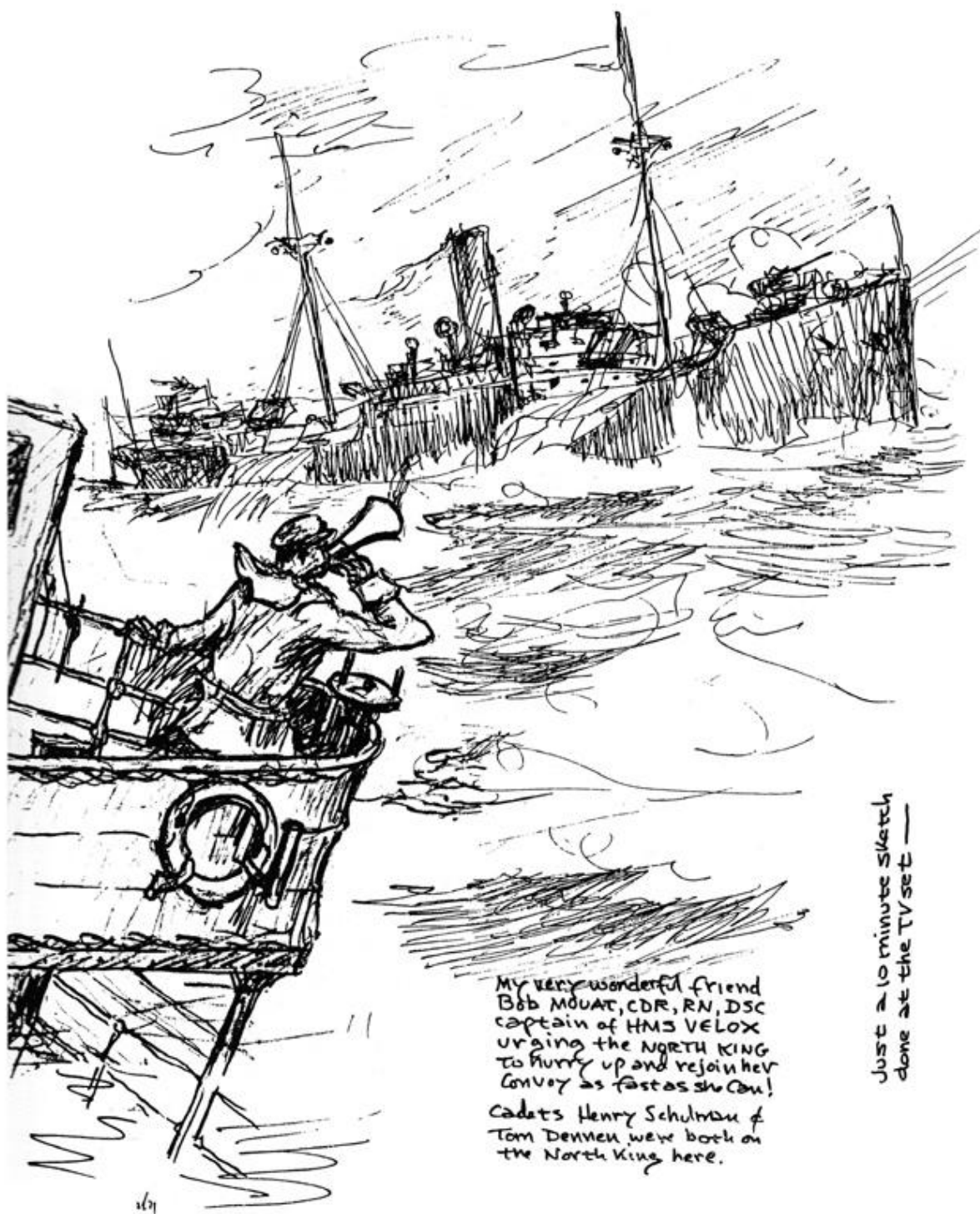
§ So, you see, these Oilers were really great guys. By comparison the oilers on a turbine or Diesel ship have nothing to oil, nothing much to do, for maybe \$1800 a month at that.



THE LAST VOYAGE OF THE SEAKAY

- § The SEAKAY, a splendid nearly-new tanker of the Keystone Shipping Company is shown pumping out her 98,000 barrels of 90 Octane Avgas at Thames Haven. She is also offloading the last of the Republic P-47 Thunderbolts, airplanes she carried over on her "Meccano Deck". The Meccano deck was a light grid atop a tanker's hull, permitting carrying much additional valuable cargo besides her oil. Captain Hewlett Bishop of Marad was the inventor.
- § The Keystone Shipping Co., with Charles Kurz and members of his family and close Associates who still run it, has always wonderfully aided the Midshipmen and Graduates with training and jobs.
- § SEAKAY, empty, is stripping her tanks of the last few barrels of cargo. She's already starting to pump in ballast, the Pilot is aboard and soon she will sail for home. This is the last voyage that Cadet-Midshipman (now Admiral) Thomas Patterson ('44D) made in her before being detached by Paddy Brennan (DSNY) and Harold King for advanced training at K.P.
- § On her very next trip in March 1944 she was torpedoed and sunk in the Atlantic. Most fortunately, however, Captain Alfred Jorgenson and all but one of her crew of 84 sturdy merchantmen and Navy gunners survived.
- § Of all the men and ships ever worthy of remembrance the Tanker seamen and the Tankers are in the lead.
- § This scene is of London as the Thames Sailing Barge shows. Hundreds of these carried cargoes all around East Anglia and at times far beyond.





THE NORTH KING

§ For many decades, since the late 19TH Century in fact, the Seas have been criss-crossed by one kind of freighter. The "Three-Island" cargo ships with Scotch boilers and reciprocating steam engines did this job. Around 1890 the perfection of the triple expansion engine proved so economical of coal and oil that long-range efficient voyages became common, worldwide.

§ One of these was German-built in 1903. An old ship by WWII, they fixed her up and what a job she did! She was the NORTH KING. She sailed the very worst of the war zones including Murmansk and, believe it or not, lasted until her scrapping in 1957.

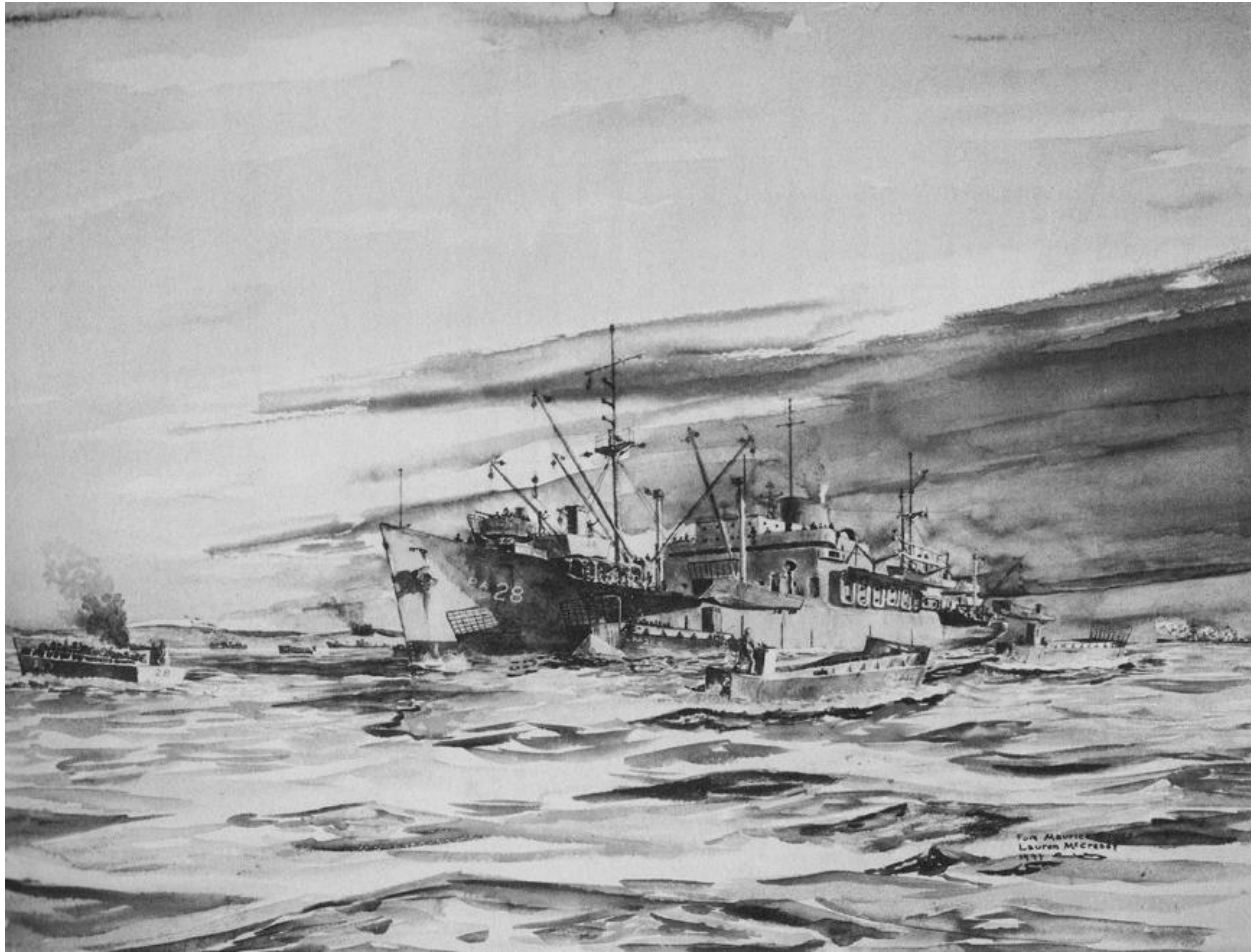
§ A noteworthy brave old ship, she began her second World War with a really mixed "League of Nations" crew: Norwegian Master, Greek engineers, Dutch, orientals, Yugoslav, Canadian Swedish, Brazilian and all the rest. She was operated by U.S. Lines for the WSA, the War Shipping Administration.

§ If you want to read a great Kings Point sea story, read Henry Schulman's in the winter '82 "Kings Pointer". As a green tyro out of hasty "plebe Study" in the Chrysler estate in spring '42 Henry stepped aboard. Helping the Greek engineers by writing in English, he ordered all the voyage stores, truckloads of stuff, nothing deleted by the USL or WSA people, the first time he ever stepped aboard any ship. #AT? (How about that!)

§ She made her many remarkable voyages with never a scratch. The mixed Officers trained Henry ('43 E) and the Deck Cadet Tom Dennen ('43 D) (Later Captain), really well.

§ She wasn't very fast; sometimes she became a "straggler". The scene shows her being coaxed to rejoin her Convoy by destroyer HMS VELOX. VELOX is another story! Commanded by Bob Mouat who made C.O. at age 23! He won the DSC when another destroyer was mined in 1940, still a Passed Midshipman from the Royal Naval College. Only one other Officer survived and Bob saved numbers of the crew. King George VI gave him his DSC.

§ So, NORTH KING, the ordinary old cargo ship is shown, to commemorate her brave crews, her own brave kind, and the wonderful Convoy Escorts who brought so many safely across. (The sketch is left rough as first done in a few minutes sitting in front of the TV set)



THE USS CHARLES CARROLL APA-28

§ She began as a Delta Line passenger ship on a C-3 hull, DELURUGUAY, but the Navy took her when she was nearly completed at Sparrows Point. What a job she and her crews did for the Navy!

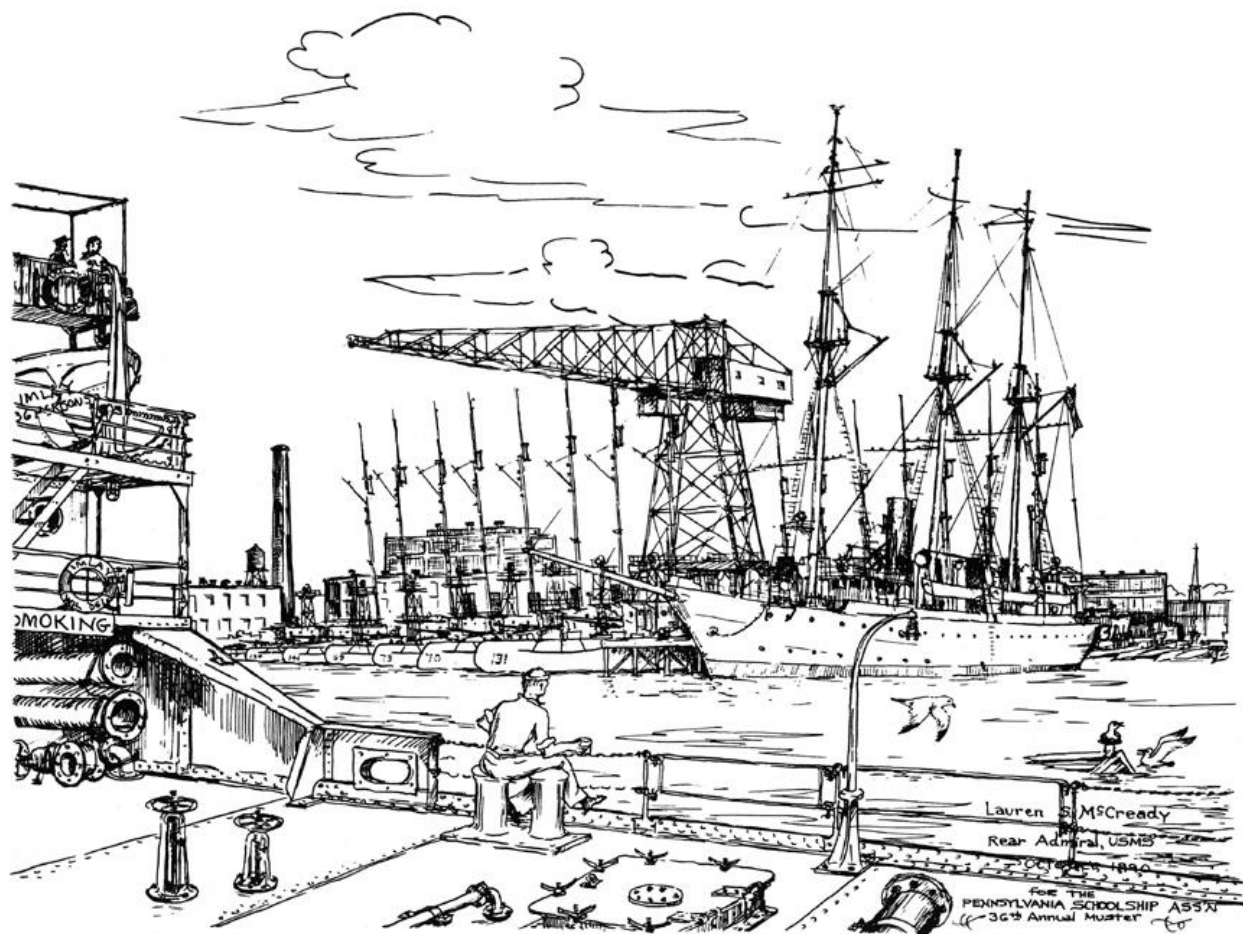
§ To say she went everywhere would be an understatement. She was an APA fitted to carry over 30 landing craft and 1500 or more combat-loaded troops. She was in many Invasions: - Oran, Casablanca in North Africa, Salerno, Sicily, several in the South Pacific, Okinawa where she battled Kamikazes, and the big one in Normandy on D-Day - then the Aug. 15th Invasion of Southern France.

§ After V-J Day she was part of the Magic Carpet repatriating thousands of soldiers so glad to get home they didn't mind bunks five-high.

§ Aboard have been Eighth Army "Desert Rats," James Forrestal, King George VI, Ernie Pyle, many Divisions like 1st, 36th, 29th, 3rd, 45th, 82nd and 102nd Airborne, 69th, 1st and 2nd Marine Divisions and others.

§ The painting was done in 1977 when Maurice J. Gross, '42 retired, He was her Chief Engineer at young age of 24. The scene is sunrise, H Hour, 0547 hrs on D-Day, off OMAHA RED Beach, and her landing craft are all very busy. Seen also are USS BARFIELD and the old battle ship TEXAS firing her 14" shells onto shore targets.

§ I am trying to pay tribute here to a gallant ship and the many more like her, and to the Navy personnel who did so well. Many were Kings Pointers and reservists. Maury Gross, Al Fiore, Malcolm MacIntyre, Zeke Mukhalian, Mike Chicurel, Pierre Becker Chas. Renick & more were Navy. They added a lot of lustre to the Navy, the Academy and themselves as Graduates and Alumni.



PENNSYLVANIA SCHOOLSHIP "ANNAPOLIS"

§ This scene, drawn for the Pennsylvania Schoolship Association's Muster, shows the ANNAPOLIS at the Philadelphia Navy Yard. The date is the Spring of 1938.

§ The tanker is my old IMLAY. It was my first job as a regular 3rd. I had sailed Unlicensed, often as Wiper, on the SIBONEY, ORIENTE and the YUCATAN and HALSET. My very first Engineer's job was a sudden promotion from Wiper to 3rd on the tanker HALSET. She was a C.D. Mallory ship, a great Company. Just a half-trip North from Corpus Christi, October '37. Nobody even knew I had a license except the Scotch Sup't Engineer Bob Douglas, who'd heard me playing bagpipes on the HALSET during shipyard overhaul in Newport News. He said, when no 3rd could be found in Corpus, "Give it to that kid in the foc's'le, the one with the bagpipes!" My pay went from \$45 to \$175 a month, just like that!

§ We made many trips to Philadelphia, bringing crude oil from Port Arthur Texas. IMLAY will dock in a few more minutes at the Atlantic Oil refinery at the end of Passyunk Ave, a long trolley ride from downtown.

§ On the bridge wing is her Master, Captain George Betts, PNS, who was tragically lost in the war on the MUSKOGEE, as was the Imlay's Chief Engineer Bill Hampton with all the rest on the MUSKOGEE.

§ The Navy Yard is full of old WWI four-stack flush deck destroyers; also submarines, mostly S-boats, with probably some old O and R boats too. All were red, from red lead painting. Among these destroyers were many of the "50 Destroyers" given to the British by Pres Roosevelt in Britain's darkest hour. These were completely refurbished down to new bedding, china, tableware, even new pencil sharpeners, before delivery! Roy Eisenberg's brother worked on these in the Philadelphia Navy Yard.

§ The graduates of the PNS will note the scene; it's their winter base in the Navy Yard.

§ The important thing here is to remember that Kings Point was founded and to a large extent built by Schoolship graduates from the Massachusetts, N.Y., Pennsylvania and California ships. There are so many that I couldn't list them all, but I'll have a go. The Chief one is, of course, Dick McNulty, then Nerney, Hickey, Crosby, Beatty, Waters, Bosler, Thomas, Queen, and Mackenzie from Mass. Einar Mangoldt was a great old sailor from Denmark and Peder Gald from Norway. Then the great builders Sandberg, Travis, Carlson, Brady & Sheaf, Salty O'Hara; from N.Y. Then the legendary set from Penn; Jackie Wilson, Ray Eisenberg, Billy Armstrong trained by "Mr. Densmore" (the Anne's Chief Engineer), Althouse, Hassall, King, Dwyer, Kane, LaRocca, Wichert, Steiner - From Cal., Sauerbier; and others.

§ They all had great brains, zeal, everything - Marvellous workers, every one exemplary.



JAMES HARVEY TOMB, CAPTAIN, USN (RET.)

JAMES HARVEY TOMB, CAPTAIN, USN (RET)

§ The first Superintendent. The Academy was then only a few months old after its doors opened Jan. 24, 1942. I was then the Head of the Dep't of Engineering, pretty small as a Dep't, only a few Officers, no equipment, more Cadets arriving all the time, CCC shacks going up for Barracks and La Pierre-Litchfield working as Architects for the new Academy being planned and built. Capt. Tomb closely guided our planning with frequent meetings and questions for the venerable Lester La Pierre and Clarence Litchfield (whose son, then 10, I now know well as a fine Architect too.)

§ Capt. Tomb and his wife Helen were our real leaders. I saw him often. Coming from Merchant ships I knew virtually nothing of the Navy or Navy ways. Soon I knew Capt. Tomb as a fine, officerlike, capable and kindly man of Commanding ways and great Character; rare things, a Leader.

§ Once I sat down in his office before he sat down. "Lt. McCreedy, you must remember that a Junior Officer should never sit down before his Senior does!" "Yes Sir; sorry."

§ He would tell me stories. How he graduated from Annapolis in 1899. (His Navy father served gallantly in the Civil War.) Soon detailed to a torpedo boat overhaul in a Southern yard; her shafts were aligned at night, not by day under hot sun beating on one side, said he. And lots more. He Commanded the USS ARCOO took in laying the 1918 mine barrage, thousands of mines all across the North Sea to sink U-Boats,

§ Early on he became a friend of the Merchant Marine, especially its training, then sketchy. Most Mariners made it up through the Hawse pipe; only a few were from the State Schoolships and these often had to sail Unlicensed in the foc's'le before getting an Officer's job. First he Commanded Fort Schuyler, in the '30s rebuilt from the old fort. Then he came to us; lucky for us!

§ No finer gentleman, real Officer, real Leader, none of better Character and Leadership did I ever know. Many early C/M will remember him just as I do.



GILES CHESTER STEDMAN

GILES CHESTER STEDMAN

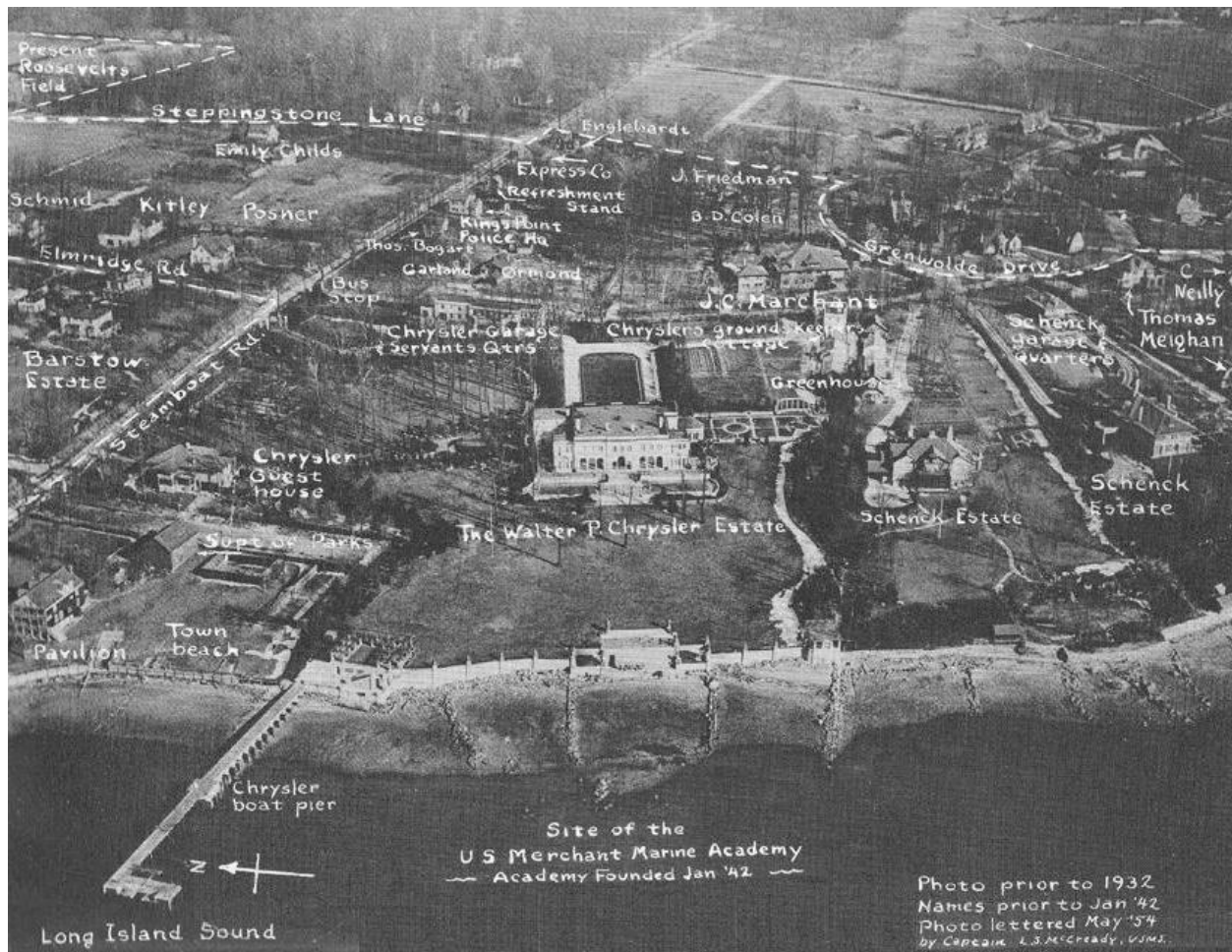
§ One of the very greatest Merchant Marine Officers. A 1918 Seaman in the Coast Guard on the Cutter OSSIPPEE he saw his war through. Then he sailed in Merchant ships, rising steadily up from the Focs'le through every license; in those days Command was gained slowly. Many a Mate had a Master's License. His first Command came on March 1931 on the US Lines AMERICAN MERCHANT.

§ Ship after ship felt his strict Command; passengers, especially the Ladies, demanded to sail only with him, "Steddy". He developed an enormous capability, unparalleled in Seamanship, making heroic Atlantic rescues, tough, understanding, a superb real Officer, none better anywhere. He Commanded the USS WEST POINT, his former pride AMERICA, through perils of Japanese attacks out East as her Navy C.O. Paddy Brennan was her Chief Engineer.

§ Then he was detailed to Kings Point; was the second Superintendent when Captain Tomb retired in '43. Commodore and Admiral Stedman's very strict grip, his leadership and example moulded our own leadership and discipline to the truly great levels that have marked the Kings Point product as the best there is from that day to this.

§ The lots of "Smokers" for the C/M and graduations every few weeks. Giles spoke intimately and forcefully to every Cadet in every Class, in Bowditch Auditorium.

§ Thus we have thousands of wartime Graduates led by this legendary, inspirational and unforgettable Officer.



AERIAL VIEW OF KINGS POINT LONG AGO

§ Taken prior to 1932, this view was marked and captioned by me much later. The house, WILEY HALL, was built in 1915 by Couturier Henri Bendel then bought by the Walter P. Chryslers in 1923. A few of our staff in the early years had long been in the Chrysler employ: "Mr. Woodger" the Groundskeeper, Ole Henriksen who was warned in dreams in the First War not to sail in a certain ship that was lost, Swedish Helgé Johnson, a driver who racked up thousands of hours of "Comp Time" but never able to be taken.

§ We bought the whole Estate of 12 acres in late 1941 for \$100,000. Homes of the well-to-do surrounded it; it was and is the Gold Coast. Sinclairs, Barstows, Schenks, Posners, Hitchcocks, Meighans, Marchants and others lived adjacent, soon the 12 acres proved too small for ultimate planning. Admiral McNulty ordered me to go to the neighboring homes and measure them. Cadets and I did this. As soon as I drew their floor plans McNulty marked them up with his green pen - "classroom", "Storage", "office", "lab." In a few weeks the Federal men had these properties and thus we grew to 68 acres. 68 was the figure till the early '70's when after prolonged negotiations with Mr. Lundy, the Barstow Estate across the road was bought by the Alumni and given to the Academy. Superintendent Admiral McIntock had been forbidden to bargain for it at all.

§ In the view the Chrysler's pool hadn't yet been built, the "DPW" building was the village's bath house with beach, the Police Station about where O'HARA HALL is now, etc., etc.

§ Not generally known is why it's called "Kings Point" in the first place! About 1851 Mr. John Alsop King, a wealthy New York socialite, heard it was nice out on Long Island. A mile north of us at the very tip he built, from Architect Alex Davis' plans, a most beautiful and sumptuous Mansion, still standing, with magnificent trees and gardens owned of late by Herman and Sybil Brickman who indeed coaxed Mr. Lundy to sell the Barstow Estate.

§ It's now owned by Herman's daughter Marge and her husband Herb Kern. Marge is a famous Herbalist, "The Queen of Green" and Herb won 7 Battle Stars in the Normandy Invasion and ETO. Thus the whole peninsula became "Kings Point" and here we are.

§ Circular Grenwolde Drive is still our boundary. Well-worn trees and turf mark where generations of C/M have "gone over the fence" to get to attractions in Town, hey?

EPILOGUE

§ For 50 years I have drawn our Christmas cards, showing many ships, many scenes of our old 1770 farm, "Flywheel Farm", and other aspects usually of family life. The style has evolved much as seen here, I've been drawing since I was 3 or 4. The texts are the way my stories have evolved so it comes together in this Folio.

§ Years ago Bob Harbut '42 asked me to do a Calendar for the Class of '42 with 12 pictures. On and off, it never actually came to pass but the idea is here now in Folio form. A Calendar is only a 1-shot thing. I hope a lot of early C/M and also more recent Graduates will like these views and stories.

§ I was born July 26, 1915 in Pelham Manor N.Y. of Virginia Father Thomas and New England Yankee Mother EFner. My father's 100 acre Mathews Co. tidewater Farm is exactly the same as it was 120 years ago. Mother's place was a big Estate at 158th St. and Riverside Drive, in NY City, running all the way down to the Hudson. If we had it now, what a Wow!

§ I went to Pelham High, a fine school seen off the Hutchinson River Parkway, then NYU College of Engineering '33-'37 in the middle of the Great Depression. In '35 I began seafaring summers, a very good idea. Unforgettable, wonderful times. I sailed C.D. Mallory tankers as an Engineer from '37 to '41. In 1940 I went to Fort Trumbull ("Trumbull Tech") in New London, a really wonderful school so well run for the US Maritime Service by the U.S. Coast Guard. We learned all kinds of Engineering upgrade to run the new Maritime Commission "high pressure" ships. That was the big turning point in my life; enter R.R. McNulty.

§ That was because Adm'l McNulty asked the school's Commandant, CDR "Jiggs" Donohue about any likely prospects for Instructor in the new Cadet Corps and he named me (and A.C. Hoffman). That made my whole career after the ships; I left the tankers and joined the Cadet Corps January 6, 1941.

§ I worked a year in Washington for him then in Jan. '42 I was sent to Kings Point where Jackie Wilson as "C.O."; I, and Max Marshall and Chief Quartermaster Davidson, USCG opened the doors. The Chryslers had just left; their potted plants were still in the house.

§ The 18000 Graduates are really my family; none better!

§ I have been married to Joan, my South African wife, for seven years. Plate 12 mentions the Eighth Army "Desert Rats" - Joan was a Nurse in the So. African Army and nursed a lot of these and many other wounded in the war, in South African hospitals.

§ That's the story
Lauren McCready Rear Admiral USMS (Ret.)



"Isleham", my Father's birthplace, Mathews Co., Virginia. Just like this today.



My Mother's birthplace on 158th St. and Riverside Drive in N.Y. City, built in 1860