Maritime Industry Museum at Fort Schuyler
6 Pennyfield Avenue, Bronx, NY, 10465
www.nymaritimemuseum.org
maritimeindustry@sunymaritime.edu
718-409-7218

Voyage Abstract
Spring 2026

From the desk of the Executive Director

Matthew Bonvento ‘01’04

Spring has sprung and we are hard at work around the museum. We sadly had to cancel our planned events for the spring, but we are hoping to reschedule for fall or early next year. Stay tuned for programming information.

As you walk the decks you will see some beautiful improvements. Under the direction of our marvelous curator, Bill Sokol, we have begun to declutter old exhibits and artifacts that don’t tell a story. We are working towards an official exhibit opening of our exhibit Lessons learned from Disaster. This thoughtful exhibit highlights to significance in learning from past mistakes so as to not repeat them.

Your museum is also looking for your help. Donate today by scanning our QR code below. All your donations go towards our mission of preserving maritime history for future generations.

Maritime Industry Museum at Fort Schuyler Board of Directors

Marta Bede ‘04 ‘06 – Chairman of the Board
John Arntzen – Vice Chairman
Matthew Bonvento ‘01 ’04 – Executive Director
William Sokol ‘94 - Curator
Nick Orfanidis ‘73 ‘79 - Treasurer
Charles Anderson
Joseph Ahlstrom ‘82
David Allen
Marlene Boyer ‘99
Amie Carter ‘00
John DeCruz ‘92
Bradley Golden
John Ingram ‘64
Jill Kehoe
Clay Maitland
James McNamara ‘64
Mike Stamatis
Margaret Stocker
Gerard Thornton ‘90
Eric Van Dormolen ‘00
Roland Parent ‘68
Brian Rau ‘99
Steven Munoz ‘70
Gerhardt Muller ‘65

Thank you to our Corporate Members for their support

GMD Shipyard Corp.
https://www.gmdshipyard.com/

Marine Society of the City of NY
https://marinesocietyny.org/

Donate Today

Rendezvous in the Fog

by Steve Munoz, Class of 1970

Capt Bob Munoz, docking pilot for the McAllister Towing Co in New York harbor, was sleeping in his bunk in the early morning hours on the tug Steven McAllister in the spring of 1966 when the call came in from the dispatcher to head over to the Bay Ridge anchorage. It was early morning and the fog was pretty thick. He had the engine cranked up and brought the docking tug up alongside the American Export-Isbrandtsen ship, Exporter, a 473-foot-long freighter. The deckhand put up the ladder and he climbed up to the ship's main deck where he was met by the mate and was then escorted up to the bridge. After exchanging the usual pleasantries with the captain of the ship and the sea pilot, the captain said that he was ready to go. He had been forced to anchor there the night before because of the fog and was anxious to get going.

Captain Munoz pointed out the remaining fog to the captain, which was intuitively obvious from the bridge, but the captain said that he needed to get to his assigned berth north of the Military Ocean Terminal in Bayonne. On the radio Capt Munoz called for the Steven to come up to the starboard bow and get a line up to the bow of the ship. Despite the fog the ship's anchor was raised. The Dorothy McAllister also arrived and was to assist the docking of the ship at Bayonne.

Looking out at the fog, Capt Munoz decided to have the Dorothy head over to buoy 24 in the main channel. This way he could see the tug on the ship's radar and get a perspective where he was in relation to the channel and be able to better determine his heading for Bayonne. He then called for slow ahead on the ship's steam engine and headed for the Dorothy at the buoy.

Out on the wing of the bridge it was all quiet in the early morning hours. A steady rumble under the pilot's feet indicated that the ship was coming around and heading in a westerly direction toward the Dorothy. The sea pilot was asked to keep an eye on the radar. Everything appeared normal.

As the ship approached buoy 24, Capt Munoz would have the ship head in a more northerly direction up the channel, then head west again toward the entrance to Bayonne. For this he had the Dorothy head over to Robbins Reef so she could be seen on the radar and he would know when to turn into the channel north of Robbins Reef.

Everything was quiet. Too quiet! The sea pilot was asked if he saw anything coming on the radar. The response was that there was just a small looking ship south in the channel coming slowly north. A few more minutes went by and then there was this very LOUD foghorn and it wasn't from the Exporter. Everyone on the bridge ran over to the port wing. The foghorn was louder and closer.

The ship's captain shouted out to the helmsman, "Full astern!"

Capt Munoz shouted, even louder, "No, No, No! Full ahead! Left full rudder!"

On the radio he yelled, "On the Steven, full ahead on the starboard bow."

There was silence on the bridge. The ship vibrated and picked up speed, slowly turning to port and started heading south.

"Steady as she goes!" yelled Capt Munoz to the helmsman.

"On the Steven, all stop."

Then out of the fog this big black hull appeared, some 200 feet away, as the two ships safely passed port to port. On the bow of this big black hull was the very famous name F-R-A-N-C-E. It was only the longest passenger ship in the world at the time. So much for a "small" ship coming slowly up the channel.

After the France quickly disappeared again, the captain turned to the pilot and said," Capt Munoz, you were right in going ahead." Capt Munoz responded, "Captain, if we had gone astern and with the time it takes to stop this ship's headway and then start going astern, part of your ship would have been over there, as he pointed a finger out in the fog, and we would be over here about getting our feet wet right about now. Now let's see if we can get you to Bayonne."

From the port wing of the bridge, Capt Munoz called out in a more normal voice, "Hard left rudder. Slow ahead. On the Steven, full ahead."

Capt Munoz turned the Exporter around to head north again back toward Bayonne.

Over the years Capt Munoz referred to company damage reports as "alleged" incidents. However, in this case he said that if a damage report was required, it would have been required on waterproof paper.

Editor's Note: I originally wrote this article for the NY TUGS magazine that appeared in Vol 2, No 3 in 2010.

Exporter
Dave Boone collection

Dorothy McAllister
Dave Boone collection

Steven McAllister- Dave Boone collection

S.S. LEVIATHAN IN WAR AND PEACE AND ART

Roland R. Parent, Class of 1968

Many old salts and ship buffs probably remember that before the great S.S. United States entered service in 1952 there was another great ocean liner, flagship of United States Lines, named Leviathan, that could arguably have been called the flagship of the entire U.S. Merchant Marine for a short period of time; certainly the largest and most glamorous ship flying the Stars and Stripes during her era.

S.S. Leviathan's complex history started in 1913-14 when she was built as the German Vaterland at Blohm & Voss, Hamburg. She was the second in a trio of German ocean liners designed to challenge Great Britain and dominate North Atlantic passenger service. When built the Vaterland was the largest ship in the world at 59,956 gross tons. Her passenger service under Hamburg-America Line was an incredibly short period of only three months before World War I broke out and she was laid up in the neutral port of New York (Hoboken). When the United States entered the war in 1917 the Vaterland was seized by the U.S. government then turned over to the Shipping Board, reflagged and began conversion into a troopship named U.S.S. Leviathan.

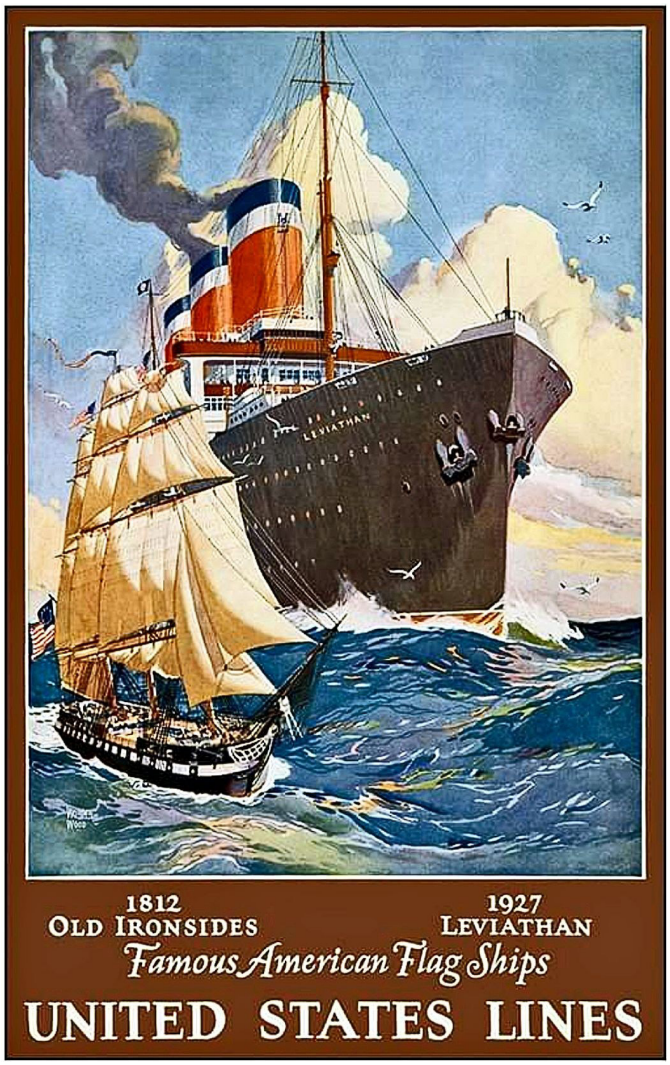
During two years as a troopship she made ten round trip voyages to France. During that period her troop capacity was increased more than double her passenger capacity to over 12,000 plus crew. During the war she was the largest ship to ever be painted in dazzle camouflage and was able to sail without escorts at over 25 knots.

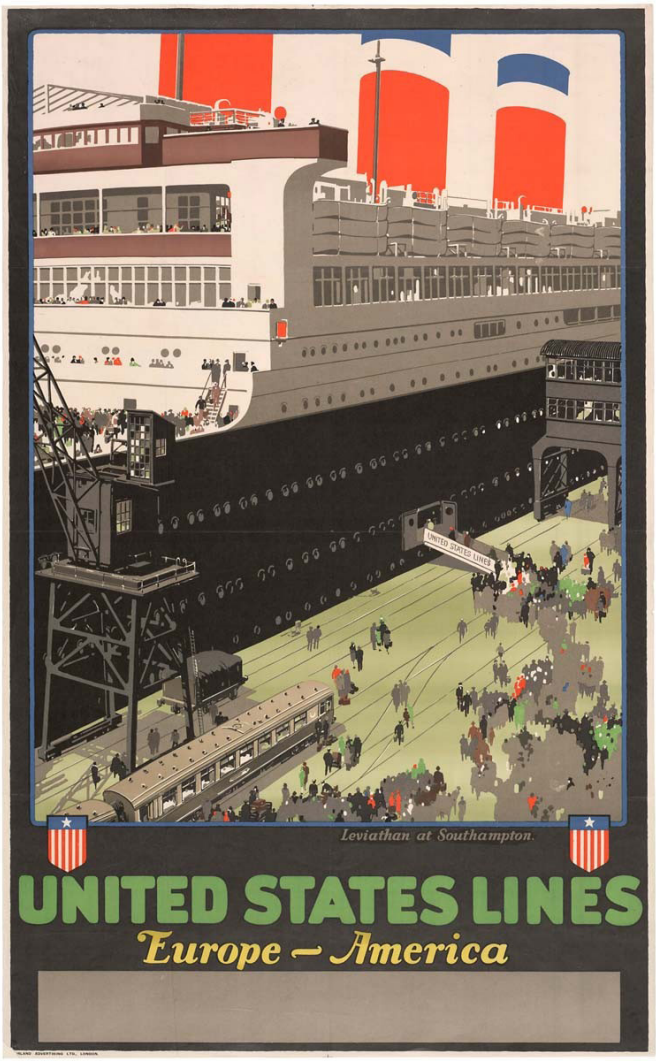
After the Armistice and repatriation of troops at war's end was complete the ship remained idle at Hoboken until 1922. She then went into Newport News Shipbuilding & Dry Dock for rebuilding, restoration and some required modifications for American passenger service. The work at Newport News, supervised by William Francis Gibbs, future architect of the S.S. United States, included conversion from coal to fuel oil. On July 4, 1923, the S.S. Leviathan sailed on her new maiden voyage under the house flag of newly formed United States Lines.

For the next ten years the Leviathan ran on remarkably steady transatlantic service to Southampton, Plymouth, Cherbourg and LeHavre, with a loyal following of predominately American passengers. In spite of her size, speed and loyal following she was almost always unprofitable for a variety of reasons. She was in direct competition with Cunard, White Star and French Lines where alcohol was served. The Leviathan was restricted from selling alcohol due to Prohibition which was enforced on all American flagged ships. Virtually every other ship at sea served alcoholic beverages to their passengers. Furthermore, when the Depression hit in 1929, bookings dropped precipitously and losses mounted. She made her penultimate voyage with passengers in early 1934. Her final transatlantic voyage in 1938 was to the shipbreakers in Scotland.

Despite the vicissitudes of a decade of Prohibition, competition, Depression and idleness, the Leviathan was the subject of much affection from travelers, ship lovers, artists, poets and historians. The iconic image of three huge red, white and blue funnels was seen everywhere during the "Roaring Twenties." Especially powerful advertising images were exhibited in about a dozen full size posters, very much in the European poster style, that were seen in travel agencies, train stations and other public spaces in Europe and America. Those images could also be found in periodicals and post cards. Several of those images are reproduced here.

The Leviathan is represented in our own Maritime Industry Museum by a monumental painting hanging in the center bastion of Fort Schuyler by marine artist Worden Wood.





Donate Today

Maritime Industry Museum
at Fort Schuyler

Membership Application

Date: _____

Name: _____
First Middle Last

Street Address:_____

City:_____ State: _____ Zip Code: _____

Best Phone: _____ Email address: _____

Membership: (Please circle appropriate level)

Regular Member	Annual.....$50.00
Senior Citizen	Annual.....$40.00
Chief Mate's/First Assistant Engineer's Club	Annual.....$125.00
Captain's/Chief Engineer's Club	Annual.....250.00
Corporate	Annual .....$ 500.00
Corporate Life	LIFE ..... $ 2,500.00
Admiral's Club	LIFE ..... $ 1,500.00

We welcome Corporate Sponsors. Please call for Corporate Application and information.

In addition to my dues I'd like to donate $_____ to help the Museum.

Membership Fee..... $_____

Donation ..... $_____

Total ..... $_____

Please make check payable and send to:

The Maritime Industry Museum
6 Pennyfield Avenue
Bronx, NY 10465

*Museum dues and donations are tax deductible

Enjoy our word search.
This month we are searching for words and names associated with SUNY Maritime College.

SUNY MARITIME

S S V C D B E R K E X O G T P F G P Z Z
W L D A N B A R D A P S N I Z S R C R E
U Y A O D U C V G R Y J X M R E D J I M
V C B I K U O R A R T H U R M T O D E P
W P B Z E B H R A M G V L O M H V G S I
N C Z Z P R D M O P N I D K M B J P E R
V I F I R S T A N D F O R E M O S T N E
R O B E T S O F E S E F F A D C U Z B S
G G L A G H F O R T S C H U Y L E R E T
G G H I Y K E F U P Z N A B C R J N R A
G H B Y V L Z P A T R O N R E P N M G T
R P A P P E I N O A S R E H L M U G S E
D F P E V Z T S P I S D W N E A E O A G
U M G P H F F P H T N P P M J R M E Y M
B R M S G M A R I A H T O I R S O G I L
Z W M E V H R T V E L F R S E C R E N E
D G P G U U N M X O R L T N V J T S G Z
S A L L Y P O R T S A Y I N G K E C T D
R S R F C D P T H R O G G S N E C K O G
C J S M E H F G R P D H S U D C D O N T

ARTHURMTODE BAYLISHALL DOMER EMPIRESTATE

FIRSTANDFOREMOST FORTSCHUYLER HAPPARNHAM MUGS NEWPORT

OLIVETPIER RIESENBERGSAYING SALLYPORTSAYING STMARYS

THEPOINT THROGGSNECK VANDERCLUTE

NORFOLK TUG COMPANY

Norfolk Tug Company is a member of the US Waterways family of companies. Headquartered in Norfolk, VA, our tugs operate in locations along the Atlantic Coast with most of our vessels operating in the Chesapeake Bay and in and around New York City. Purchased by current management in 2003, the Tug Fleet has grown from one tugboat to the current fleet of 16 tugs, 20+ shoreside personnel, and 130+ mariners. We believe we operate the most technologically advanced and most environmentally friendly 2000 and 3000hp tug fleet in the industry. As well, we have developed one of the most successful short-sea shipping initiatives removing tons of CO2 and trucks from congested highways each year.

NY Harbor Tug Race, Hudson River, 9-1-2019

VISIT US ONLINE