



"Customs duties were greatly relieved," related "Cap" (as he was affectionately known), "when the Coast Guard took over the enforcements in 1924. Then all our duties were confined to Upper Bay and rivers."

Mr. Tobin was promoted to Chief Marine Engineer in 1926 and in 1934 was transferred to the U. S. Coast Guard as Chief Engineer through an executive order. In 1942 he was made a Temp. Reservist.

When World War II started, the Patrol Base on Ellis Island (known as the Boat Pool) consisted of only 10 boats, but 2 more were added since then. The fleet—before it was decommissioned in 1945—consisted of six 38' picket boats, four 56' AB boats, a 34' "pup", and the 78' Siwash.

The main duty of the base—which at one time had a complement of 138 Coast Guardsmen—was to work with the U. S. Customs Service and also to act as fire boats in emergencies.

It can be noted that in the early stages of the War, when there were no machinist schools open, the Boat Pool turned out many fine machinists under the capable tutelage of Mr. Tobin. These men made use of their fine training later on when they were participants of many Pacific invasions. "Cap" Tobin feels gratified to know that he's given these men a start toward civilian vocations...

