

STATEN ISLAND AND ITS FERRY

Thousands of years before Europeans arrived, Staten Island was settled by Leni Lenape Indians who gathered oysters and practiced agriculture. After several wars between the Dutch and the Lenape, Staten Island was permanently settled in 1661 and soon became a home to Dutch, Huguenots (French Protestants), English, and both slave and free African-Americans.

In the centuries that followed, Staten Island supplied the region with superb oysters as well as cherries and peaches from its notable orchards. It became a popular beach resort destination, and then was known as a place where Ivory soap was made and ships were built (including several past ferries).



Cecil C. Bell

Today, Staten Island is the fastest growing borough in New York City. In area, it is two and a half times as large as Manhattan, but its current population of nearly 500,000 is less than Manhattan's was in 1850. Although it is part of a great city, it remains a comparatively quiet island. The only direct link to Manhattan is the Staten Island Ferry.

ON THE BOAT

On October 25, 1905 the Staten Island Ferry became a city-operated service, now within the Department of Transportation. Every year, the Staten Island Ferry carries over 19 million passengers, about 65,000 a day. Most of those riders are Staten Islanders bound for work or school, worship or play. Their first concern is getting where they need to go, safely and on time. But as any of the nearly three million tourists a year can attest, a ferry trip is not like a ride on a bus or subway. A ferry ride offers views of New York City at its most beautiful, framed by sky and water, an opportunity to see the landmarks of the harbor from the deck of a boat; to smell the sea air and, on windy days, to taste the salt spray.



Cecil C. Bell

Even for regular ferry riders the ferry is more than transportation. It's a daily respite, 25 minutes twice a day to call their own. They're free to read and reflect, to write, to do homework or nap or talk, to observe the harbor under all conditions of weather and light. In a world full of second-hand entertainments, the ferry offers a wealth of first-hand experiences.

Staten Island is suburban in character. It has never developed an urban center or gathering place. The ferry functions as a floating public space, where new acquaintances are made and friendships develop. A chance encounter on the ferry in 1876 brought together three of the young men who then founded the Staten Island Museum in 1881.

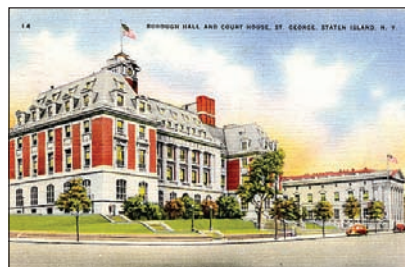
TAKE A 5-MINUTE WALK TO THE STATEN ISLAND MUSEUM



You can see several nearby attractions as the ferry approaches St. George.

HENRYK J. BEHNKE

As you exit the boat, follow signs for the ballpark. This leads to the terrace on the west side of the terminal, a great spot to take pictures of family or friends with Manhattan as a spectacular backdrop. Here you'll see the most visible of the terminal's sustainable building features, a **green roof**, planted in milkweed to attract the migrating Monarch butterflies that pass through Staten Island every fall. The roof is irrigated by rain water collected in a cistern. One of the environmental benefits of this green roof is to reduce run-off, which carries pollutants into the harbor.



Borough Hall & County Courthouse
POSTCARD FROM THE HUGH POWELL COLLECTION.



September 11 Memorial

Both walls are lined with back-lit profiles in marble of 262 Staten Islanders who died on September 11. If you stand between its walls, you will be on axis with the site of the World Trade Center.

Walk down the broad steps and along the waterfront esplanade, which,

like the **St. George Terminal** and the adjacent **Richmond County Bank Ballpark**, were designed by the noted architectural firm HOK. From the esplanade, you can catch close-up views of passing container ships and tugs. Take the pedestrian ramp just before the ballpark up to Richmond Terrace, the street that was once a Lenape Indian trail. Across Richmond Terrace is the Renaissance-Revival style 120 Police Precinct Station House (1922), and behind it, at the corner of Wall St. and Stuyvesant Place, is the **Staten Island Museum (1918)**.



Staten Island Museum HENRYK J. BEHNKE

It is New York City's only general interest museum, covering arts, natural sciences and history with a focus on Staten Island. Come in to round out your ferry tour with the exhibition "Staten Island Ferry: 100 Years of Municipal Service." The grandfather of Museum co-founder William T. Davis was the longtime superintendent of one of the privately-operated Staten Island ferries. Davis' own files contribute to the array of ferry models, photographs, drawings, paintings, recorded interviews, plans, and artifacts that tell the story of the ferries and the people who ride and work on them.

Another permanent exhibition is "The Lenape: The First Staten Islanders," a Richmond County Savings Foundation Exhibit depicting the lives of Native Americans through a renowned collection of artifacts which include pieces over 10,000 years old.

Natural Science exhibitions draw on over a half-million entomological and 25,000 botanical specimens in the Museum's collections, some begun by the naturalists who were among the founders. And don't miss the changing art and history exhibitions.

After your visit, ask the receptionist for information on other attractions within walking distance or a short bus ride away. Come again!

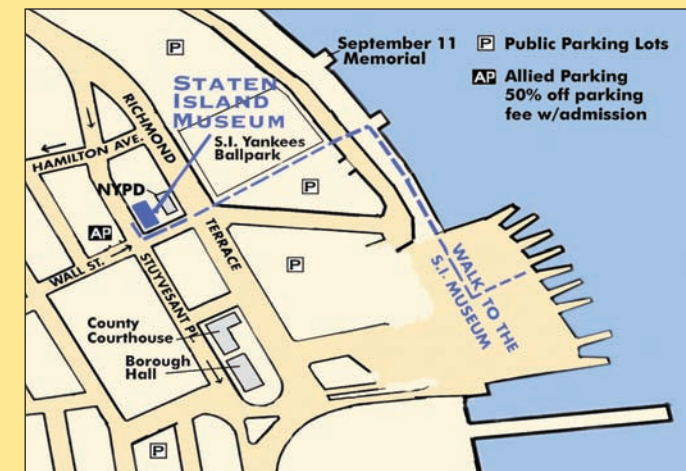


Stone head found on Staten Island in 1881.

STATEN ISLAND MUSEUM

SCIENCE • ART • HISTORY

www.statenislandmuseum.org



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MUSEUM HOURS: Sunday–Friday 12:00PM–5:00PM
Saturday 10:00AM–5:00PM

ADMISSION: Adults \$2, Students/Seniors \$1.
Children under 12 free. The Museum is wheelchair accessible.

VISIT THE MUSEUM
2 FOR 1 ADMISSION
WITH THIS FLYER



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STATEN ISLAND MUSEUM FERRY RIDER'S GUIDE



PHOTO: LESLIE AGUILAR, 5TH GRADE, P.S. 16, STATEN ISLAND

THE VIEW FROM THE BOAT: LOOK INSIDE

When Henry Hudson sailed into these waters in 1609, he found the world's largest natural harbor and a fine, navigable river that he named for himself. The harbor was not only large, it was in a convenient location halfway down the East Coast, and less troubled with ice than Boston or Philadelphia proved to be. Once the Erie Canal connected the Hudson River to the Great Lakes in 1825, shipments to and from the Midwest passed through the now-thriving port.

Largely because of its geography, New York became America's dominant city, built on shipping, manufacturing and immigration. In the 20th century, New York's economy shifted from manufacturing to financial markets and information systems. Today, nearly all of the harbor's cargo arrives in containers stacked on ships headed for New Jersey's Newark Bay.

What hasn't changed is New York's continuing appeal to immigrants and out-of-towners with dreams and the energy to fulfill them.

WHITEHALL FERRY TERMINAL (2004)

ARCHITECTS: FREDERIC SCHWARTZ & ASSOCIATES
PERCENT FOR ART PROJECT: MING FAY

The present Whitehall Ferry Terminal is the fourth one on the site since the early 20th century, when Whitehall Terminal was the twin to the green Battery Maritime Building next door.

Unlike earlier facilities, this terminal offers well-designed light-filled spaces and panoramic views in all directions. Ming Fay's comfortable granite seats are a functional art project called "Whitehall Crossing," funded under a City program that uses a percentage of construction costs to fund artworks in public projects. The seats were designed to resemble the Native American canoes that once crossed the harbor.

ST. GEORGE FERRY TERMINAL (2004)

ARCHITECTS: HOK
PERCENT FOR ART PROJECT: MICHAEL FALCO

This is a dramatic rehabilitation of a plain 1940s structure (plus additions), not an entirely new building. The architects literally raised the roof to admit light and cut through walls to allow views out, into and through the terminal.

Mike Falco's photographic mural on glass, "Where Marsh Meets the Sea," is above the pedestrian entry door, on the St. George side.



The Bayonne Bridge on the Kill van Kull.

KILL VAN KULL

In Dutch, a "kill" is a river or strait; here, a tidal strait between New Jersey and Staten Island. It's a working waterfront, lined with container ports, refineries, tug marinas and New York's largest repair yard, where ferries and other vessels are regularly overhauled. It is also the main route for container ships headed for Port Elizabeth and Port Newark, New Jersey.

On April 23, 1789, George Washington journeyed from Elizabethtown, New Jersey to his first inauguration. Washington boarded a red-canopied ceremonial barge and was rowed through the Kill van Kull and across the harbor to Manhattan by 13 pilots dressed in white, representing the first 13 states of the Union. The barge was accompanied by sailing ships and small craft. Cheering citizens lined the shores of the Kill van Kull, the men raising their hats in salute as Washington passed.

5. CENTRAL RAILROAD OF NEW JERSEY TERMINAL (1889)

This was an early intermodal facility for trains, ferries and buses. Ellis Island immigrants boarded trains here for their new lives in states to the west. Today, it is an exhibition space in Liberty State Park.



6. ELLIS ISLAND (1892)

During its peak years from 1892 to 1924, millions of immigrants passed through Ellis Island. One of four fates awaited them: a ferry to Manhattan to be met by relatives; a ferry to the railroad terminal (#5.); a hospital stay on Ellis Island until they recovered from their acute illnesses; or, for the unfortunate, an escort through a back door and onto a ship to return them to their home countries.

7. STATUE OF LIBERTY (1886)

This gift to America from the people of France is modeled in copper by Auguste Bartholdi, with internal metalwork designed by Gustave Eiffel. It functioned as a lighthouse from 1886 to 1902 and was the first electrified lighthouse in the United States.

CRANES

Container cranes are markers of the most important change in shipping since sail gave way to steam. Container ships are a huge investment, but their cargo can be unloaded in one day rather than the four or five needed for conventional ships.



8. ROBBINS REEF LIGHTHOUSE (1883)



Cecil C. Bell

"Robbins" means "seal's" in Dutch. In the 17th century, seals sunned themselves on the rocky reef that caused shipwrecks before the first lighthouse was erected here in 1839. The present lighthouse was built in 1883. When the keeper died three years later, his German-born widow took over his duties, initially at about half his pay. Kate Walker raised two children at the light and in 26 years of service, rescued 50 people and one Scottie dog. There are four rooms around the base and a circular cast iron terrace high up, where she served tea to friends who rowed the mile from Staten Island to what was called "Kate's Light." Automated in 1966.

10. BATTERY WEED AT FORT WADSWORTH

JERSEY CITY

5. CENTRAL RAILROAD OF NEW JERSEY TERMINAL

LIBERTY STATE PARK

6. ELLIS ISLAND

7. STATUE OF LIBERTY

Upper New York Bay

NEW JERSEY

PORT LIBERTY & TERMINALS

BAYONNE

SEPTEMBER 11 MEMORIAL

STATEN ISLAND MUSEUM

STATEN ISLAND

8. ROBBINS REEF LIGHTHOUSE

ST. GEORGE FERRY TERMINAL

BROOKLYN

9. VERRAZANO NARROWS BRIDGE (1964) & 13. BAYONNE BRIDGE (1931)

Both were designed by engineer Othmar Ammann who said, "It's a crime to build an ugly bridge." The Verrazano Narrows Bridge is named for Giovanni da Verrazano, the first European explorer in the harbor. It's America's longest suspension bridge, constructed of steel cables that contract and expand seasonally, making the double-deck roadway 12 feet (3.6 m) lower in summer than winter. The Bayonne Bridge was completed four months before Australia's Sydney Harbor Bridge. Both were modeled after his 1917 Hell's Gate Bridge between Queens and the Bronx.

10. BATTERY WEED AT FORT WADSWORTH (1861)

Look for the stone fortress on the water in the shadow of the Verrazano Bridge (it floods in severe storms). It was built as an addition to Ft. Wadsworth, which is out of sight. Ft. Wadsworth and Ft. Hamilton across the Narrows were built after the War of 1812 to strengthen harbor defenses. Like Castles Clinton and Williams, no shots were ever fired in anger from any of these fortresses.

JERSEY CITY

MANHATTAN

1. BROOKLYN BRIDGE

MANHATTAN BRIDGE

WHITEHALL FERRY TERMINAL

2. CASTLE CLINTON

1. BROOKLYN BRIDGE (1883)

Designed by the German engineer John Roebling. After his death in 1869, his son Washington took over the job, but was disabled by decompression illness from working below water in a pressurized caisson. Washington's wife, Emily, assisted her husband by explaining changes to the contractors and inspecting the finished work. In 1884, P.T. Barnum's circus demonstrated the bridge's safety by parading 21 elephants across it.

2. CASTLE CLINTON (1811) & 3. CASTLE WILLIAMS (1811)

Castle Clinton was once an off-shore fort, working in tandem with Castle Williams to defend Manhattan. It was built for the War of 1812 between the United States and Britain.

Castle Williams was called "the cheesebox" for its shape from the water side. Despite the cannon on the roof, no shots were ever fired in anger from either fort.



Castle Clinton c.1850 before infill.

4. GOVERNORS ISLAND

Under British rule, the island was the residence of royal colonial governors. In 1776, General Washington's men built earthworks here before the Battle of Brooklyn. Their artillery fire provided cover for the retreating rebels. Without that successful retreat, the first and largest battle of the Revolutionary War could well have been the last. Long a Coast Guard base, the island is now a National Monument. Open seasonally. The octagonal structure is a ventilator tower for the Brooklyn-Battery Tunnel that connects Brooklyn to lower Manhattan.



Ventilator tower



The Governors Island ferry leaves from the Battery Maritime Building (1909).

WHICH BOAT ARE YOU ON?

Each class of ferryboat has a distinctive design. Each ferry (a double-ended boat) is named after an individual important to Staten Island or to honor a group or an ideal.



MOLINARI CLASS, 2004-2005, 4,500 PASSENGERS

"Guy V. Molinari," Staten Island's Borough President 1990-2001.

"John J. Marchi," a Staten Island State Senator since 1957.

"Spirit of America," honoring the response to September 11, 2001.

All three boats feature a Percent for Art multi-media installation by Werner Klotz and John Roloff entitled, "The Middle of the World."



BARBERI CLASS, 1981-82, 6,000 PASSENGERS

"Andrew J. Barberi," (1914-1979) a legendary football coach at Staten Island's Curtis High School.

"Samuel I. Newhouse," (1885-1979) publisher whose Advance Publications empire was founded on the "Staten Island Advance" newspaper.



KENNEDY CLASS, 1965, 3,500 PASSENGERS

"John F. Kennedy," United States President 1961-1963.

"Governor Herbert H. Lehman," New York Governor 1932-1942.

"American Legion," the largest United States veteran's association.

The Kennedy class boats are being phased out, but the John F. Kennedy will remain in the fleet for training purposes and as a back-up vessel.

AUSTEN CLASS, 1986, 1,280 PASSENGERS.

If you take a ferry late at night, you may find yourself on one of these: "Alice Austen," (1866-1952) pioneering photographer who captured "the lark life" of her day and class.

"John A. Noble," (1913-1983) distinguished American marine artist whose work chronicled the last chapter of the Age of Sail.