AN ARCHAEOLOGICAL PREDICTIVE MODEL OF SNUG HARBOR CULTURAL CENTER

NYC LANDMARKS PRESERVATION COMMISSION

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INTRODUCTION

INTRODUCTION

Snug Harbor Cultural Center, a New York City owned property on Staten Island, is a multi-use cultural resource. It is being developed as a cultural center to house museums, galleries, a performing arts center, a botanical garden, and a conference center. Snug Harbor has had a rich and varied past. The extant buildings, seven of which are designated New York City Landmarks, are visible reminders of the site's use as an institution for aged and sick seamen. Prior to the 1831 construction of Sailors' Snug Harbor, this land was used as a colonial farm complete with main house and outbuildings. Because this property was near a fresh water inlet which fed into the Kill Van Kull, Native Americans may have settled on this land. Artifacts from the site's pre-20th century use still lie buried in the ground. This archaeological study will discuss the archaeological resources at the Harbor, explain how this archaeological data can provide us with new information about the history of the Harbor, and analyze and predict where these archaeological resources are located.

This report presents strong evidence that exciting archaeological materials may be found at Snug Harbor which reveal significant aspects of the histories of:

1. American Indians before the arrival of the Europeans

2. a colonial and early nineteenth century farm

3. a German-American farmer

4. one of the most significant charitable institutions of the nineteenth and twentieth centuries, Sailors' Snug Harbor.

The New York Landmarks Preservation Foundation, the non-profit arm of the New York City Landmarks Preservation Commission applied to the Department of Cultural Affairs for a $4,500 matching grant to develop an archaeological predictive model of the Snug Harbor Cultural Center. This grant is the first archaeological grant from one sister agency to another. The project can be used as a model for developing a detailed, long-term archaeological program for any city-owned site. This model analyzes Snug Harbor in its entirety. The goal of the model is to delineate areas of high archaeological potential based on prehistoric (i.e. American Indian prior to 1524 A.D.) and historic land use and the amount of modern ground disturbance. Just as with preservationists, archaeologists must evaluate the site's significance in terms of local and regional history. Discovering the degree by which any twentieth century construction may have destroyed earlier material will determine the important archaeological issue of how "intact" the site is. Having a well-designed research plan for the Harbor enables archaeological projects to stand as components of a larger historical study rather than as separate unrelated reports. The maps and the text from this report can be used by other city agencies to determine if their project will impact on an archaeological zone at Snug Harbor. The agency professionals can discuss with the Landmarks Commission the agency's plans and the type of archaeological work involved and then evaluate the pros and cons (in terms of time and money constraints) of either doing the archaeological work prior to construction, or changing the site of the construction project so that it avoids destroying the archaeological resources. If archaeological excavation is needed, then a scope of work can be designed by a city archaeologist at the Landmarks Preservation Commission.

METHODOLOGY

In researching and developing a predictive model for the archaeology of a large city-owned property, there are a number of tasks that must be undertaken. This section explains those steps and their specific application to the Snug Harbor project. There are ten steps.

1. History books are used as a reference to get an overview of the site and its role in local and regional history.

2. Local historical societies and museums are consulted to identify and research all secondary sources (periodicals and books) which have been written about the project area. Museum staff and local residents are contacted for information regarding Snug Harbor.

3. Primary sources (such as deeds, survey records, tax records, land patents, and architectural plans) are studied to ascertain the patterns of property transfers, boundary changes, and land use.

Initially, we felt that tasks 1-3 were covered in the report "Sailors' Snug Harbor: An Historic Structures Report" and in Barnett Shepherd's excellent book, Sailors' Snug Harbor, 1801-1976. However, this proved not to be the case. The emphasis in these accounts was on the architectural significance of the buildings, construction history, land use during the Sailors' Snug Harbor occupation, and a general history of the institution. These works did not present detailed information about the pre-1831 period. However, this information would be necessary for a complete archaeological assessment of the property. In addition, these accounts did not address the significance of the

Harbor as a cultural institution in terms of broader Staten Island's history, the role of the institution as part of the history and development of the Port of New York (one of the major themes that the Parks Department can stress as part of their Urban Cultural Parks program), and the institution as a reflection of the nineteenth century concern for the care of the sick and the elderly. Securing this detailed information on the historical significance of Snug Harbor is a necessary first step in order to lay the ground work for developing research questions and a research strategy for any archaeological work at Snug Harbor.

There were also additional problems in using some primary sources. The archives at Snug Harbor are currently an uncatalogued collection. The Staten Island Institute of Arts and Sciences and Snug Harbor Cultural Center hope to raise grant money to cover the cost of having the collection catalogued. In its present condition, a researcher could spend weeks going through documents before finding any relevant material.

4. All the historic maps pertaining to the site are compared with contemporary maps of the site.

5. The locations of all the known buildings (based on the research in steps 3 and 4) are plotted on a contemporary base map of Snug Harbor. The Landscape Division of the Department of General Services has plotted the location of some of the demolished buildings at the Harbor. Although these maps were very useful, additional structures needed to be added. The DGS map, <u>Snug Harbor Parking, Roads, Walks and Landscape</u>

-- Phase I was used as the base map for the Harbor from which structures, utility lines/tunnels, and contract limit lines and/or proposed work were plotted. Because the DGS map uses the 1906 Borough of Richmond Topographic Survey as its base map, buildings demolished prior to 1906 are not found on this map. Historic maps were consulted to obtain the location of all pre-1906 structures. There was an additional problem with the DGS map. The demolished structures that are plotted on the DGS map were not always the same size and shape of the exact same structure on the 1906 map. Whenever there was a discrepancy between the two maps (regarding the demolished structures) we used the data from the 1906 map.

6. Historical accounts of known American Indian villages, and archaeological reports of the survey and/or excavation of Native American sites are reviewed. Any village locations which are discovered in this research are plotted on the base map.

7. Geographical changes in the landscape such as streams, ponds, and the original shoreline are noted. This information is compared with the data presented in archaeological regional studies which analyze the location of excavated Native American sites. These studies also try to predict the likely locations of other Indian settlements. The locations for any probable Indian sites at the Harbor are then plotted on the base map.

8. Twentieth century utility maps which precisely locate sewer, gas, electric, water, and telephone lines are consulted. The locations of these utility lines are plotted on the base map. (This task was completed by the Department of General Services in 1984, and the

department provided us with this map).

9. From the material gathered in tasks 1 and 2, a determination is made about which types of sites at the Harbor are likely to be the most significant in terms of adding new information about the past.

10. Final maps and text are prepared indicating which areas (if any) have a high probability of yielding significant archaeological remains. The final report,based on the above ten steps, will contain:

1) an overview map of the entire Harbor property

2) detailed maps of specific areas of the Harbor

3) a text discussing both the entire Harbor property and individual sites within it

Our model should be useful to the various city agencies responsible for planning and developing Snug Harbor as well as to individual museologists, archaeologists, historians, architects, landscape architects, and preservationists who are interested in Snug Harbor's history.

Outline of the Report

The city's interest in Snug Harbor has focused on the architecture of the Harbor and its open spaces for use as a public park. The archaeological interest in the Harbor is in the social history of the institution and the people who lived there as well as the people who lived at the Harbor prior to the nineteenth century. Consequently our first chapter -- the historical chapter -- only provides a brief summary of the development of Snug Harbor as an architectural complex.

Our focus is on the role of Sailors' Snug Harbor as a cultural institution. Historian Dr. Robert W. Venables provides a broad context for understanding the role of the Harbor in local, regional, and national history. A chart of the chronology of Sailors' Snug Harbor's major historical events is provided at the end of this chapter.

Chapter Two presents the archaeological research questions which can be tested at the Harbor. For archaeological purposes the Harbor's history is divided into three major cultural periods: Native American, 8,000 B.C. to A.D. 1700; Dutch/ English Colonial to Federal, c.1639-1831; Institutional, 1831-1976. The chapter explains what types of sites at the Harbor are archaeologically significant for each time period. The report discusses why certain archaeological deposits are not considered to be archaeologically significant. The chapter places the sites at the Harbor into a broader context, and compares and contrasts them to other sites being investigated by archaeologists.

Chapter Three divides the Harbor into eleven areas and discusses the archaeological significance of each area. The format is the same for each of the eleven sections. In each section, the historical data on the site's use (including key information on the major structures) is presented along with photographs and maps of the area being discussed. Archaeological recommendations are given for each area.

Chapter Four summarizes the recommendations presented in Chapter Three of the archaeologically significant areas. This chapter contains a map of the Harbor marked with all of the archaeological areas.

CHAPTER ONE: HISTORICAL OVERVIEW

Sailors' Snug Harbor (1833-1976) was the first home for retired seamen in the United States, continuing a tradition of charity and social welfare in New York City which dated back to the colonial era (see Figure 2:1). It was also the creation of "one of the world's wealthiest charities" (Harlow 1976:187), because of its real estate investments on the island of Manhattan. Today, when a return to privately endowed rather than publicly-funded charities is promoted by the federal government as more efficient, it might be fascinating to sponsor a debate on whether the history of privately-funded Snug Harbor stands as a beacon of social and cultural success or as a symbol of extravagance and even waste (given, for example, its Trustees' willful destruction of the Randall Memorial Church in 1952.)

Like any significant institution, Snug Harbor's history is in part a microcosm of broader American social and cultural history. The purpose of this short essay is to place Snug Harbor and its seamen in their major historical contexts. Readers seeking the history of Snug Harbor in greater detail should consult Barnett Shepherd's excellent and profusely-illustrated Sailors' Snug Harbor.

Legend has it that no less a man than Alexander Hamilton convinced wealthy merchant/country gentleman Robert Richard Randall (c. 1750-1801) to endow a retired seamen's home. The legend is simply that -- legend (Shepherd 1979:15). But the direct evidence is no more helpful in determining Randall's motives, for his will gives no hint of his

The eight houses occupied by inmates are known by letters A B C D E F G H Fig 1 Main Gate, 2 East Gate, pass
from the Doctor's Residence; 3 Church; 4 Music Hall; 5 Chaplain's Residence; 6 Chapel; 7 Vegetable Storage;
8 Mortuary; 9 Mechanics Departments; 10 Laundry; 11 Matron's Residence; 12 Conservatory; 13 Hospital; 14
Sanitarium; 15 Home for Seamen's Children; 16 South Gate, pass to the Cemetery; 17 Stables and Barn; 18 Power
House; 19 Residences of Employees; 20 Governor's Residence; 21 Steward's Residence; 22 West Gate, driveway
23 Harbor Dock; 24 Boat House; 25 Bath House; 26 Fish Pond; 27 Band Stand.
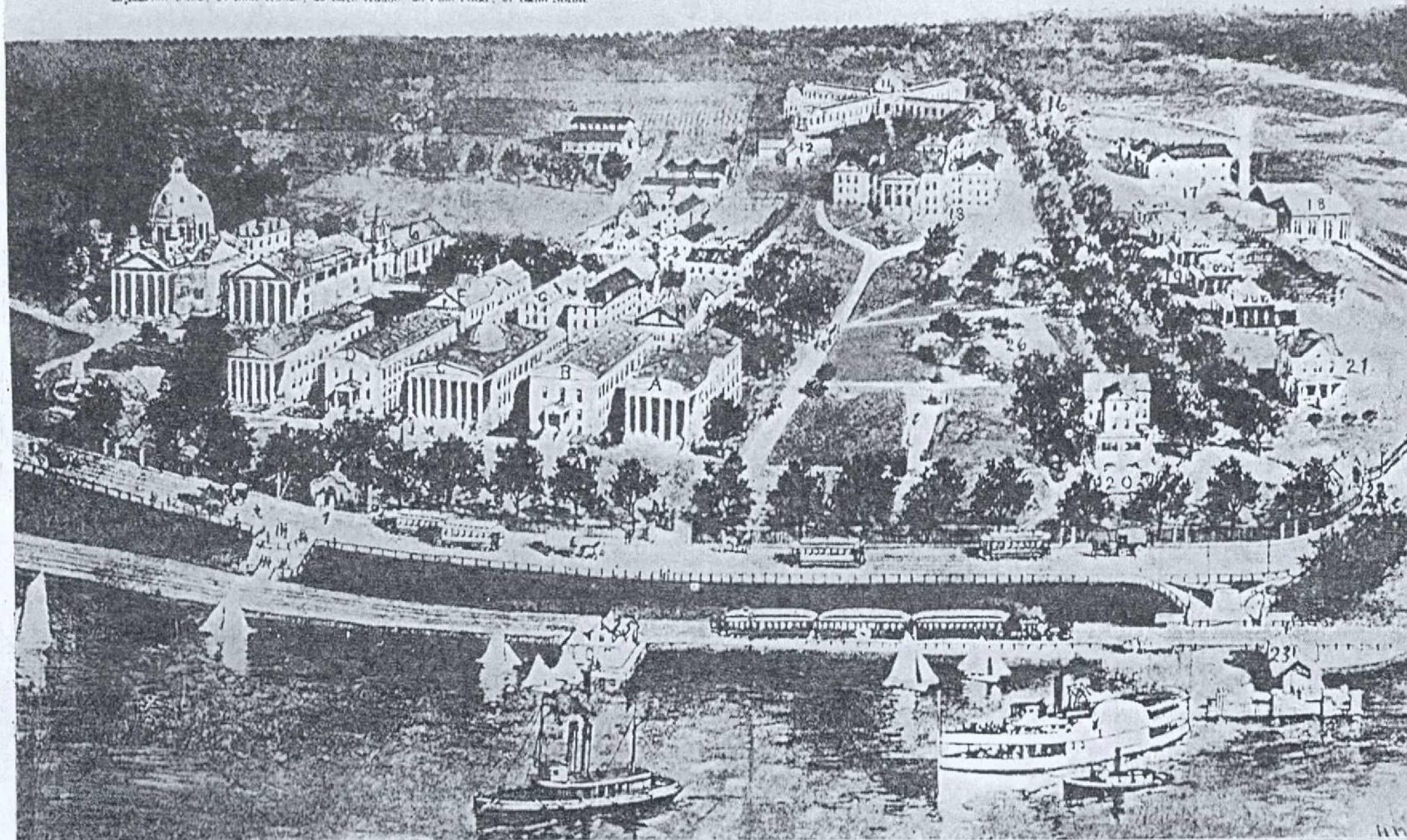
Figure 1:1 Bird's-eye View of Sailors' Snug Harbor, 1898.

(Staten Island Institute of Arts and Sciences, Archives, Postcard Collection)

reasons. Circumstantial evidence is strong, however. Randall's father, Thomas Randall, was one of the New York City merchants who organized the Marine Society of the City of New York in 1770, five years before the Revolution. Among its many goals was to assist ship captains who had fallen on hard times and aid the widows and orphans of ship captains. Thomas Randall's son Robert joined the Marine Society around his twenty-first birthday (Shepherd 1979:15). It seems plausible that since the father had founded an organization to aid the captains of the quarterdeck, the son would found an institution to help the seamen of forecastle ("fo'c's'le" — located forward of a ship's first mast, hence the term "before the mast").

Robert Randall also may have been influenced by a personal insight into how life at sea could take cruel turns: in 1772, his older brother Thomas was the master of a ship returning to New York from the West Indies. As the New York Gazette and Weekly Mercury noted, "a few miles from Sandy Hook, [Thomas] was knocked overboard with the Boom and drowned" (Shepherd 1979:15). If his brother could not be saved from the sea, perhaps others could be. Or perhaps bachelor Robert Randall sought to perpetuate in Snug Harbor a familiar, sea-faring family which would continue for generations.

However plausible the above causes are, they are more sensible than the legend that Robert was somehow making amends for the fact that his father's fortune had been partially acquired through privateering during the French and Indian War, 1754-1763. There was nothing inherently dishonest about amassing a fortune through privateering in the colonial period. England as well as her enemies engaged in

privateering. Simply put, privateering was an official, government sanctioned right to take a privately-fitted ship onto the seas to disrupt enemy shipping. Prizes seized were the reward. In fact, it was an economically sound way to sponsor a war at sea: the government signed a piece of paper (called a letter of marque) and a private individual raised the crew and obtained the ship. If the privateer failed to disrupt enemy shipping, the privateer's investment failed, and the government had not expended any funds. If the privateer succeeded, the private rewards were deserved because the government got a percentage. The ships of the official "navies" took on the indispensable tasks: escorting troops; harrassing major ports and shipping lanes; battling other navies; and, of course, intercepting and sinking the enemies' privateers (Leach 1973:136, 197, 210, 248-249, 297, 391, Robinson 1976:418-419).

Privateering, like so many other aspects of American history, has its roots in England. During Elizabeth I's struggles against Spain in the late 1500s, John Hawkins and Francis Drake were famous for their exploits as privateers -- Drake even visited the English colony of Roanoke in North Carolina in 1586 after a privateering expedition to the Caribbean (Morison 1971:649-651).

The American colonists did not organize any large-scale privateering until King William's War (1689-1697) (Robinson 1976:418-419). It was during this war that Captain William Kidd, New York City merchant, gave privateering its shadiest reputation (Bunker 1979:40-43). The vast majority of privateers, however, were faithful to the law and order of their sovereign, and by the mid-eighteenth century privateering was

institutionalized. This institution continued in the nineteenth century during the War of 1812. America's last privateers sailed for President Abraham Lincoln in 1863 during the Civil War, and for the Confederate rebels of Jefferson Davis from 1861 to 1865. In fact, the American Confederates have the distinction of being the world's last privateers (Robinson 1976:419).

Privateering during the colonial period was a popular and incredibly profitable venture which reached its top form during the French and Indian War (1754-1763), the war in which Thomas Randall, father of Snug Harbor's founder Robert Randall, flourished. Well over 11,000 seamen engaged in privateering during the war. Although a breakdown by colonial city is not part of the historical record, it is known that three major ports -- New York City, Newport, and Boston -- contributed a total of 230 ships with a total of 5,000 crew members during the entire war. Prizes seized by these privateers -- ships and cargoes -- were reported in New York City newspapers as being worth as much as 15,000 pounds sterling, literally a fortune in those days. In 1757, several warships of the royal navy arrived in New York port only to have many of their crewmen desert to join the privateers -- so many that for awhile the royal navy did not have enough seamen to sail the ships out of the port! To say the least, Thomas Randall was in the right place at the right time (Adams 1927:293-295, Fowler 1976:22-24).

Snug Harbor's growth as a charitable institution evolved alongside other charitable institutions connected with the port, and with American life in general. The "Society for Promotion of the Gospel

Among Seamen in the Port of New York" continued a missionizing tradition typified by the colonial era's "Society for the Propagation of the Gospel in Foreign Parts," founded in England in 1701 (Adams 1927:132, 152-153). By 1853, New York City counted a total of twenty-two asylums, eight hospitals, seven medical dispensaries, and 165 societies working for one charitable cause or another. Among the institutions charitably serving seamen in 1853 were various religious missions plus the Marine Society (still helping widows and orphans of deceased seafarers, as it had when it was founded in 1770 by merchants such as Thomas Randall); "The Sailor's Home" for white seamen; and "The Colored Sailor's Home" for non-white seamen (Spann 1981:74).

Snug Harbor's founding and subsequent expansion not surprisingly paralleled the commercial growth of the port. Reflecting this growth, the Seamen's Bank for Savings was founded in 1829, at 149 Maiden Lane, to encourage savings among crew members (Bunker 1979:260). In addition, one of the reasons Sailor's Snug Harbor was able to erect so many fine buildings was because of its investments in real estate, investments which would not have been as profitable if New York had not emerged as the premier port of the nation by 1823. Until 1823, it was possible that preeminence could have gone to Boston, a colonial rival of New York, or Philadelphia, its primary and superior colonial rival. But by 1823, New England and Philadelphia had been bested. When the Erie Canal was completed in 1825, it simply reaffirmed and helped assure what was already fact (Albion 1939:15, 373). Manhattan real estate climbed accordingly, and with it, the funds available for Snug Harbor's Trustees. Precisely how Snug Harbor, dependent upon New York real estate, benefitted and how it paralleled the growth of the port can be

seen in the following statistics of trade (Albion 1939:392–393):

Table 1:1

TONNAGE ENTERED FROM FOREIGN COUNTRIES AT PRINCIPAL PORTS
Compiled from annual *Reports on Commerce and Navigation*

(Thousands of Tons)

	TOTAL U.S.	CHIEF GENERAL PORTS				COTTON PORTS				OTHER PORTS				
		NEW YORK	BOSTON	PHILADELPHIA	BALTIMORE	NEW ORLEANS	CHARLESTON	SAVANNAH	MOBILE	QUODDY	PORTLAND	SALEM	NORFOLK	SAN FRANCISCO
1821	846	(170)	(160)	(74)	(72)	(81)	(49)	(35)	–					
1822	888	(240)	(184)	(85)	(65)	(51)	(46)	(20)	(4)					
1823	894	(226)	(202)	(78)	(62)	(69)	(53)	(24)	(4)					
1824	952	(247)	(187)	(81)	(62)	(87)	(57)	(29)	(12)					
1825	973	(294)	(177)	(88)	(68)	(72)	(45)	(16)	(6)					
1826	1047	274	139	87	72	72	56	21	14					
1827	1055	287	123	78	59	97	64	29	17	12	40	17	18	
1828	1018	284	117	88	60	116	50	20	17	13	34	17	9	
1829	1003	270	122	75	58	100	51	20	17	14	30	18	11	
1830	1099	305	113	77	61	118	72	26	15	24	26	17	14	
1831	1204	333	126	80	65	132	53	28	21	53	33	15	17	
1832	1342	400	157	81	71	126	52	29	22	69	40	16	23	
1833	1608	420	178	92	82	133	49	31	21	101	37	16	21	
1834	1642	443	183	83	65	136	54	26	18	101	33	14	18	
1835	1993	465	194	78	65	156	53	35	30	65	30	10	19	
1836	1935	534	224	84	70	148	56	32	31	69	30	10	14	
1837	2065	579	242	91	96	136	58	32	27	75	25	14	14	
1838	1895	422	196	83	77	182	64	46	39	69	33	10	14	
1839	2116	563	230	111	78	183	54	29	39	67	30	15	14	
1840	2289	545	245	87	82	255	60	63	55	80	24	18	19	
1841	2368	547	291	99	89	264	54	46	60	58	27	14	21	
1842	2242	570	276	94	86	255	53	40	57	57	26	20	16	
1843*	1678	312	144	47	51	361	79	61	105	39	14	11	9	
1844	2894	576	288	89	82	310	74	46	80	58	29	18	13	
1845	2946	579	308	91	80	363	71	48	110	59	34	20	7	
1846	3110	655	318	88	89	315	56	57	77	72	37	23	9	
1847	3321	853	325	159	123	402	74	48	59	70	28	20	42	
1848	3798	932	432	119	102	366	61	37	61	59	38	26	13	
1849	4368	1117	451	142	110	425	98	64	87	74	41	33	9	
1850	4348	1145	478	132	99	349	96	57	96	58	64	36	20	130
1851	4993	1448	512	159	113	328	92	47	55	62	57	47	12	245
1852	5292	1699	518	178	128	423	101	49	87	77	57	40	20	238
1853	6281	1755	582	183	119	511	94	52	79	106	62	45	12	252
1854	5884	1840	653	191	156	492	89	53	86	115	43	39	57	208
1855	6945	1735	707	185	165	435	88	47	69	107	67	38	45	172
1856	6872	1581	682	173	153	663	121	70	159	128	53	43	52	168
1857	7186	2035	714	189	163	612	126	108	107	82	69	43	84	149
1858	6605	1694	665	156	156	583	126	66	115	74	74	36	73	147
1859	7806	1890	734	180	189	659	129	86	131	69	89	34	62	221
1860	8275	1973	718	185	186	632	126	92	160	73	115	51	67	235

* 9-month period; shift from Sept. 30 to June 30 as end of fiscal year. Figures in parentheses, 1821–25, are state rather than port totals, but were almost the same.

Table 1:2

TONNAGE CLEARED FOR FOREIGN COUNTRIES AT PRINCIPAL PORTS
Compiled from annual *Reports on Commerce and Navigation*

(Thousands of Tons)

	TOTAL U.S.	CHIEF GENERAL PORTS				COTTON PORTS				OTHER PORTS					
		NEW YORK	BOSTON	PHILADELPHIA	BALTIMORE	NEW ORLEANS	CHARLESTON	SAVANNAH	MOBILE	QUODDY	PORTLAND	SALEM	NORFOLK	RICHMOND	SAN FRANCISCO
1821	688	(168)	(150)	(73)	(66)	(74)	(64)	(56)							
1822	911	(203)	(141)	(76)	(68)	(58)	(65)	(43)	(2)						
1823	929	(216)	(143)	(80)	(70)	(84)	(78)	(47)	(2)						
1824	1021	(240)	(139)	(82)	(79)	(76)	(79)	(48)	(8)						
1825	1055	(275)	(150)	(84)	(70)	(77)	(74)	(28)	(10)						
1826	1052	227	94	73	64	91	82	44	17						
1827	1111	262	89	72	70	120	93	50	16	23	42	18	19		
1828	1048	242	92	67	64	124	73	31	20	21	47	15	17		
1829	1077	233	92	57	61	120	90	55	19	22	37	17	19		
1830	1105	243	93	67	58	142	72	58	26	33	38	19	15		
1831	1244	276	102	72	75	150	77	48	25	54	42	16	23		
1832	1362	309	148	60	64	147	89	63	31	67	43	20	30		
1833	1639	333	157	71	71	146	86	62	38	101	42	17	40		
1834	1711	329	156	62	58	183	100	60	39	101	41	15	30	24	
1835	2031	366	181	68	63	196	82	56	46	65	44	14	28	19	
1836	1990	401	204	64	57	195	96	66	52	67	53	15	27	24	
1837	2022	410	184	63	74	221	88	61	64	72	50	17	24	17	
1838	2012	346	163	62	66	259	106	80	82	63	46	13	24	17	
1839	2089	446	195	77	68	232	81	48	65	61	45	16	23	20	
1840	2353	408	181	83	93	350	105	86	118	79	38	16	20	24	
1841	2571	405	234	83	87	317	87	55	85	58	42	16	23	31	
1842	2276	451	225	78	82	317	95	61	89	57	41	18	22	25	
1843*	1792	285	140	47	56	373	112	84	135	39	28	14	19	14	
1844	2917	498	257	79	91	338	93	62	101	61	42	20	21	24	
1845	2984	483	266	76	92	373	117	75	142	70	40	19	20	18	
1846	3189	553	290	64	119	548	75	58	97	75	50	23	23	29	
1847	3378	758	281	143	169	440	91	55	66	75	44	23	53	24	
1848	3865	788	394	98	120	436	89	49	116	68	47	27	24	28	
1849	4429	931	414	120	149	487	145	84	148	79	60	34	24	27	
1850	4361	982	437	111	126	369	121	72	112	65	77	35	26	24	180
1851	5150	1250	494	140	106	421	138	69	121	66	77	45	26	24	422
1852	5278	1279	510	139	128	544	140	61	163	81	69	40	24	22	352
1853	6065	1384	590	151	143	630	151	81	143	108	77	45	23	27	442
1854	6019	1598	613	170	191	603	123	68	118	125	56	37	31	24	421
1855	6179	1446	687	142	158	604	140	95	145	123	133	40	35	26	322
1856	7000	1520	647	129	159	773	161	87	213	142	84	43	19	36	305
1857	7070	1756	666	141	188	728	143	120	166	97	104	38	22	47	262
1858	6802	1460	612	119	164	733	145	88	149	85	116	35	26	53	225
1859	7915	1476	642	125	171	808	161	138	206	81	130	30	25	53	354
1860	8789	1678	633	135	174	894	179	149	255	91	155	32	23	51	351

* See notes, opposite table.

The effect of the cotton triangle is evident in comparing arrivals and clearances; at New York, the arrivals outnumbered the clearances; at the cotton ports the reverse was true. The same phenomenon shows in the New York-San Francisco-China-New York clipper runs, the "coastwise" clearances for California not showing in this list.

How was New York port able to amass this wealth? Was it due to wheat from the interior? Industrial goods? Furs from the frontier? Timber? All of these, but all -- and more -- were carried, of course, by the seamen and their ships. Seamen were attracted to New York port for the same reason other immigrants and workers were: there were more jobs. The interdependence of commerce and culture is demonstrated by the fact that when commerce expanded, the city attracted more people who in turn created more commerce. All of this interaction created a greater base for wealth and, hence, a greater potential material prosperity and culture (Albion 1939:398).

There is a contemporary footnote to Snug Harbor in its adaptive reuse as a cultural center: Snug Harbor is hardly alone in seeing its maritime legacy turned to other purposes. The South Street Seaport — another adaptive re-use -- mimes the sailing port that was once thriving on the East River. The Cunard Building and the U.S. Lines Building on lower Broadway no longer serve passengers eager to book tickets aboard liners destined for Europe. Closer to the Snuggies' hearts, the National Maritime Union of America (AFL-CIO) building, at 36 Seventh Avenue between 12th and 13th Streets, is now a part of St. Vincent's Hospital. Its sister building, awash in porthole windows, survives as a union building at 346 West 17th Street, but one wonders how long before it goes the way of the Seamen's Church Institute, sold in 1985 (White and Willensky 1978:9, 10, 76, 112).

The fact is that New York's maritime history is fading — or perhaps a better phrase is integrating -- into a more diversified economy. To survive, the architectural remnants of that past must be adapted to re-

use. In this sense, Sailors' Snug Harbor remains on course in the main currents of New York City life.

In 1801, Robert Richard Randall, New York City merchant and bachelor, died. His will stated that his fortune and lands be used to establish "Sailors' Snug Harbor," an institution to house and care for "aged, decrepit and worn-out sailors" (Shepherd 1979:15). Implementation of the will was delayed for nearly thirty years as claimants to the Randall fortune and other legal issues kept the estate in limbo until the U.S. Supreme Court cleared the way for the Trustees to exert full control. Between 1831 and 1833, Snug Harbor's first structure, a fine Greek Revival building, was erected on the northern shore of Staten Island (see Figure 2:2). Another legal struggle began more than a century later. In 1952, Snug Harbor's Trustees demolished rather than repair the Randall Memorial Church, a stunning and grand edifice erected in 1892, despite the efforts of preservationists who had hoped to save the building. In 1965, the New York City Landmarks Preservation Commission, founded that very year, began action to preserve the surviving complex as a landmark. Snug Harbor's Trustees battled landmark status in court but finally tacitly conceded defeat in 1971 by moving their operation to North Carolina, selling the buildings and eventually all of the remaining lands to the city of New York (Shepherd 1979:32-35). In 1985, as Snug Harbor slowly evolves toward its adaptive re-use as a cultural center, parallels become apparent in comparing the legal struggles of 1801-1830 and of 1952-1971, each followed by the implementation of an institution to serve the city. The establishment of a carefully-planned institution, is apparent. The
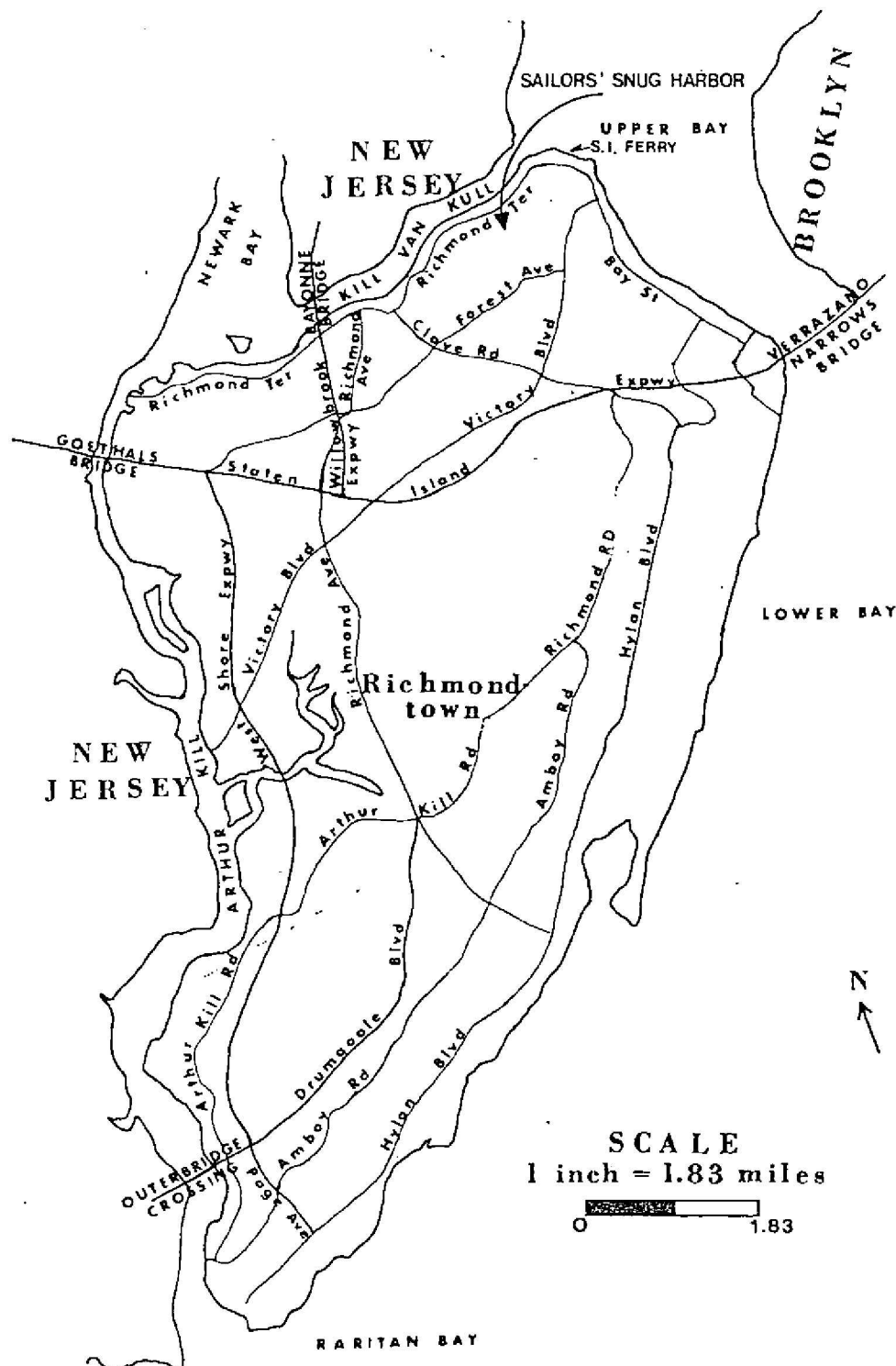
Figure 1:2 A Map of Staten Island showing the location of Sailors' Snug Harbor.

vision of a carefully designed and refined retirement home for seamen was as innovative in the early nineteenth century as historic preservation and adaptive re-use is for the late twentieth century. If the legal struggles have been time-consuming, the accomplishments of the nineteenth century -- a charitable institution arrayed in a stunning series of buildings -- are an inspiring example to those who are presently establishing cultural institutions in those same buildings.

The tradition in the West of institutionalized care for less fortunate members of society, exemplified by Sailors' Snug Harbor, dates to the Middle Ages. The equivalent medieval institutions, which had their roots in the ancient world, were called "hospitals," but they cared for and fed impoverished people as well as tending to the sick of all classes. Run by nuns or monks, their religious function was the implementation of Christian charity (Evans 1969:65, 85, 98, 130, Miller 1976:306). Hence the Hotel Dieu in Paris instructed those who served there: "Receive the patients as you would Christ himself" (Bishop 1968:133).

Snug Harbor's tie with this Christian tradition was physically manifest in the 1856 chapel and in the 1892 Randall Memorial Church. This Christian tradition was personally epitomized by the Reverend W. W. Phillips, a Presbyterian minister who was on the Board of Trustees for thirty-nine years until 1865. When he preached the sermon at the opening of the chapel in 1856, the emphasis on Christian love of the medieval hospice had taken second place to the Presbyterian-Calvinist

impulse for Christian reform, but the overall context was still Christian. Phillips charged the "Snugs" (Shepherd 1979:21):

> You are here ... not to spend your time in idleness, in the mere animal indulgence of eating, drinking, and sleeping; but you are here to refit. Your voyage has not yet terminated; the most important part of it is yet before you.... are you sure all is right? ....are you habitually ready to launch at any moment? Above all, have you engaged Him who alone can pilot you safely through this dangerous sea into the haven of eternal rest?

In all fairness to the reverend, he was simply trying to renew an old seafaring tradition that, like everything else, had undergone significant "secularization" since the 1500s when life at sea routinely included daily prayers and hymns (Morison 1974:165-171).

Historically, it is misleading to view Sailors' Snug Harbor within the sole focus of being America's "first" home for retired seamen. While local pride in every era always enjoys claiming "firsts," it is a fact of history that nothing springs from a vacuum and everything evolves from preceeding efforts. The direct precedents for Sailors' Snug Harbor lie in two colonial institutions: hospitals and workhouses (also called "almshouses") (Miller 1976:306-307). With regard to the latter, it is significant to note that, except for the first year, the men at Sailors' Snug Harbor were required to work in Snug Harbor's fields or other agricultural self-supporting enterprises, or to help in maintaining the buildings (Shepherd 1979:19).

The first known colonial workhouses were established, appropriately enough, in Dutch New Amsterdam in 1653 (Bridenbaugh 1971: 84) and 1655 (Stokes 1919-1928:IV, 156). The Pilgrims in Massachusetts followed

closely with a workhouse in 1658. In 1722, Parliament passed a law permitting parishes in Britain to establish workhouses, and this law may have been used in the colonies as a precedent for eighteenth century workhouses. In colonial New York City, a new workhouse was established in 1735. Since there was almost always a labor shortage in colonial America, only the most desperate were placed in these institutions (Miller 1976:306).

Colonial hospitals often evolved from the workhouses or almshouses. Philadelphia General Hospital began as the infirmary of an almshouse in 1732 and Bellevue in New York City began in 1736 as a part of the 1735 workhouse mentioned above. Benjamin Franklin helped found the first hospital which was not associated with a workhouse: the Pennsylvania Hospital in Philadelphia, founded in 1751 (Miller 1976:306).

There are complex reasons why colonial almshouses and hospitals are primarily a phenomenon of the eighteenth century, with just a few seventeenth century precedents. The most basic reason is the fact that until the 1730s, the number of colonists was relatively small. In 1688, for example, the population of all English colonies, north to south (including formerly Dutch New York) totalled only 200,000. By 1715, that population had more than doubled, but was still only 434,600. Yet by 1754, the English colonies totalled 1,485,634, and by the Revolution, 2.6 million. In this population total, the urban dwellers never amounted to more than five percent, so colonial "cities" make a startling contrast to the nineteenth century urban environment in which Snug Harbor evolved. In 1800, the United States had a

population of 5.3 million; in 1860, 31.4 million; and in 1900, 75 million (Morris, ed. 1982:643-649). Urban growth for New York City as compared to its rivals, Boston and Philadelphia (Morris, ed. 1982:648-649), charts the triumph of New York port just as surely as the economic statistics cited earlier:

Table 1:3

	New York	Boston	Philadelphia
1730	8,500	13,000	8,500
1750	13,300	15,731	13,400
1770	21,000	15,520	28,000
1790	33,131	18,038	42,444
1820	123,700	43,300	112,800
1860	1,080,330	177,840	565,529
1900	3,437,202	560,892	1,293,697

Thus the growth of the number and size of institutions serving the disadvantaged is linked to the needs of a growing population which, because of its growth, can in turn better afford larger institutions of charity.

Another demographic factor which is specifically related to "retirement" is how relatively few people there were over the age of 60 compared to the rest of the population. Definite statistics are not available for the colonial period, nor are statistics for blacks even in the nineteenth century, but the nineteenth century statistics on whites tell their own story. In 1840, only four percent of the white population were 60 or older (400,000 of 14.2 million). Half of these were women. By 1900, this had only grown to seven percent (4.4 million in a white population of 66.8 million). Life expectancy figures are misleading, because in any age there are people around who are in their sixties and seventies. Life expectancy in Massachusetts in 1789 was 34.5 for males (Morris, ed. 1982:649). But statistics do emphasize an important point in charting the growth of institutions specifically for "retired" Americans: there were fewer "senior citizens" in the colonial and nineteenth century populations in terms of percentages of population because however unreliable earlier figures are, in 1900 the United States Census established life expectancy at birth as 47.3 years (it is now above 72) (U.S. Census 1976:379. cf. Potter 1984).

Other factors in colonial America caused the establishment of institutionalized charities, the tradition built upon by Snug Harbor and other nineteenth century institutions. When colonial populations were smaller, families and local churches tended to the less fortunate. But by the 1700s, the American colonies already were a pluralistic mix of religions and ethnic identities, diffusing the effectiveness of any local church attempting to address community-wide issues. Thus while pluralism made for a more diverse and tolerant colonial society,

pluralism hampered the effective and efficient centralization of charities which had been traditionally, since the Middle Ages, a responsibility of institutionalized religion (the "established" or "state" church). (cf. Kammen 1980:passim). Furthermore, the eighteenth century Enlightenment, based on rational rather than religious solutions to human problems, added philosophical weight to the necessity of gradually secularizing institutionalized charities (cf. Wertenbaker 1949:1-17). The choices of sponsorship for such charities thus primarily focused on either government ("public") or private endeavor. The secularization which resulted was evident at Snug Harbor, where Catholic residents were allowed to worship off-grounds, while the Protestant chapel tended to the needs of Protestant seamen (Shepherd 1979:24).

Demographics also demonstrate the increasing need for maritime institutions such as Snug Harbor, as the numbers of seamen entering New York harbor not surprisingly increased with New York City's prosperity and with its general population growth (Albion 1939:398):

    (see table on the following page)

Table 1:4

SEAMEN ENTERING THE PORT OF NEW YORK

1835:   22,000

1845:   -39,000

1855:   55,000

1860:   66,000

Interestingly, in 1860, only 12,141 of these 66,000 seamen claimed to be from the State of New York (Albion 1939:420).

In understanding the colonial precedents for Snug Harbor, perspective suggests yet another step back to better view the context of this important institution. Because the British colonies were, after all, part of an empire, the reference points of the colonists themselves was Great Britain. The English precedent for a workhouse dates long before the 1722 act of Parliament referred to earlier: in 1553, "Bridewell" was established in London. That the English example survived the Revolution is evident in the fact that New York City continued to call its workhouse "Bridewell" (Kouwenhoven 1972:95, 111). A more benevolent and far grander English plan specifically for the care of seamen -- in this case of veterans of the Royal Navy -- was the establishment in 1694 of the Royal Hospital at Greenwich, sponsored by Queen Mary II, with Sir Christopher Wren as the architect. Not even

this was without precedent, however, for the naval hospital at Greenwich was meant to be as good for veteran English seamen as Charles II's Royal Hospital at Chelsea was for soldiers (Greenhill, ed. 1982:15). And in America, it was soldiers, not sailors, whose facility is an immediate precedent to Sailors' Snug Harbor: during and immediately after the American Revolution, badly wounded army officers were formed into an "invalid corps" to help train new officers. This invalid corps was stationed at the Revolutionary fortress at West Point, and the invalid corps thus became the nucleus for West Point's faculty and the Point's role as America's national military academy (Boatner 1974:289; Beukema 1976:280). Furthermore, in 1798 Congress established a fund for what became the oldest federally-funded hospital system: the Marine Hospital Service (Miller 1976: 306).

In the present day it is difficult if not impossible to appreciate the two social and intangible aspects of a seaman's life which were replicated at Sailors' Snug Harbor, because these aspects are alien to contemporary concepts of individual freedom and individual rights. The first was a social sense of place, of hierarchy, which pervaded all American society in the nineteenth century but which was especially pronounced aboard ship. This sense of place recognized, in a positive as well as a negative way, that part of a person's identity could be affirmed by acknowledging where that individual fit into the general order of American society. The second aspect took advantage of and/or enhanced the first, and was specifically related to life at sea: the orderly and disciplined nature of shipboard routine. During the days of sail, a moment's hesitation in going aloft at an officer's orders to adjust the sails, for example, could easily mean the loss of the ship.

In addition to capturing the abruptness and occasional harshness of this shipboard life, nineteenth century author Richard Henry Dana captured the immediacy of this life in his 1840 Two Years Before the Mast (Dana 1981: 404-405). That there could be no prima donnas among seamen is especially demonstrated in the following passage which describes the crew's response to the captain's command during the passage of the ship Alert through the icy seas off Cape Horn, South America:

> Almost every watch, when we came on deck, the air seemed to grow colder, and the sea to run higher. Still we saw no ice, and had great hopes of going clear of it altogether, when, one afternoon, about three o'clock, while we were taking a siesta during our watch below, "All hands!" was called in a loud and fearful [i.e., awesome] voice. "Tumble up here, men! Tumble up; don't stop for your clothes — before we're upon it!" We sprang out of our berths and hurried upon deck. The loud sharp voice of the captain was heard giving orders, as though for life or death, and we ran aft to the braces, not waiting to look ahead, for not a moment was to be lost .... Slowly, with the stiff ropes and iced rigging, we swung the yards round,... and we stood off on the other tack, leaving behind us, directly under our larboard quarter, a large ice island, peering out of the mist, and reaching high above our tops ....

***

On a ship with a competent captain, discipline was strict, but harshness was primarily dictated by the working conditions of shipboard life and the weather. On a ship commanded by an incompetent master, however, life could become tainted by a cruelty imposed by the captain or by an officer. Richard Henry Dana, on an earlier voyage than the one quoted above, sailed on a different ship and witnessed a sadistic captain who, among other things, flogged one of the sailors for asking

a question. The sailor was tied fast as the captain (Dana 1981: 155):

> began laying the blows upon his back, swinging half
> round between each blow, to give it full effect.
> As he [the captain] went on, his passion increased,
> and he danced about the deck, calling out as he
> swung the rope, — "If you want to know what I flog
> you for, I'll tell you. It's because I like to do
> it! — because I like to do it! — It suits me!
> That's what I do it for!"

A sailor unfortunate enough to sign on with such a captain might have to endure a degraded life for weeks at sea, for there was no place to escape. Only the plantation conditions of black slaves, a lifetime rather than a voyage, held the frightening potential for more sustained brutality.

Added to the necessity of discipline was the human problem of placing officers and men in what sociologists term a "closed system," which a ship became by virtue of the fact that all life was carried out within a closely-defined space, isolated for long periods of time from people not a part of the closed system and isolated as well from alternative physical space. Aboard ship, the nearest alternative physical space was land far beyond sight: for example, the voyage across the Atlantic during sailing days took about six weeks!

In this closed system, among all-male crews at sea for weeks and even months, there were occasional homosexual relations and, less frequently, homosexual abuses (Philbrick 1981: 13). The challenges of living within this closed system were complex, and so it is not surprising that discipline and order took precedence over

individuality. In an age which already recognized and accepted hierarchical relationships, shipboard life added conditions caused by the complexities of sailing maneuvers and continual close quarters. The captain's word was law, and all seamen knew it. Discipline was harsh, for a lack of order threatened life itself. Under such circumstances, it is not surprising that a few captains and officers could become egomaniacs exerting their authority with unnecessarily harsh results. It is equally not surprising that seamen occasionally mutinied and nearly always griped. But in general, both officers and crew knew that their functions were interdependent. In fact, men aspiring to become ship's officers and captains were naturally inclined to a command mentality. As for the crews, two factors shaped their behavior: some had no choice but to become seamen, because economic necessity and their own lack of skills drew them to what was relatively unskilled labor (and that part which was skilled was quickly learned from necessity). Still other crewmen were drawn to the security of being part of a community, however rugged that community life might be. Personal security and the identity found within a group is often more significant to humans than a "pursuit of happiness," and if "happiness" did not follow the acquisition of security, many men counted themselves fortunate to have at least security.

Understanding <u>why</u> shipboard life was as disciplined, as harsh, as satisfactory, or even rewarding to previous generations does not suggest that such conditions might be <u>justified</u> as a contemporary social standard or goal. A return to the "good old days" would be no more desirable to today's seamen than a nineteenth century factory would be to today's workers. That life aboard ship was full of tension

and flare-ups is, however, an indication that even in the context of the times, humans -- officers as well as crew -- could not stand the strain.

The court records of New York City, where charges by seamen and officers saw the light of day beyond the "closed system" of the ship, provide a glimpse of what these "snaps" in the human psyche were, although it is probable that the vast majority of incidents were never heard in court. In the court records, seamen most frequently accused captains and officers of "cruel and unusual punishment," as well as "withholding sufficient food" and even "abandoning a seaman in a foreign port." That shipboard discipline was difficult for captains and officers is hinted at as well. The charge most frequently brought against seamen by captains and officers was "assault with a dangerous weapon." "Endeavor to make a revolt" was another frequent charge, and on occasion even the charge of "revolt and mutiny" were heard (Albion 1939: 228).

In this context, it is not surprising that there were occasional grumblings and even mutinies among the Snugs. In 1890, one of the Snugs, a man named Anderson, fired three shots at the governor (all missed) to seek revenge for the governor's increased vigilance in preventing local politicians from bribing Snugs to vote certain ways. (Shepherd 1979: 26). While this was a reprehensible act, it may not be as much a glaring example of Snug Harbor's rugged seamen or of the Harbor's discipline as it is an indication that Snug Harbor was, all in all, well-run: such a violent act only occurred once in the entire

history of the Harbor.   That there were also occasional flares of
arrogance on the part of Snug Harbor's "captain" -- the governor — is
also not out of character with the nature of nineteenth century command
mentalities.

The social context of life at sea points to the fact that when seamen
retired to Snug Harbor, they already understood the roles they simply
continued at the Harbor. Whether or not such a retirement would be
appealing from today's perspective, what seems most apparent in the
history of Snug Harbor is how life continued rather successfully for
these retired seamen whose expectations had been set by a long life at
sea. The wide expanses of lawn, the luxury of the Harbor's public
spaces, the medical attention available, and the spaciousness of their
personal quarters were the opposite of a life at sea. If the Harbor's
routine was relatively uneventful, the seamen could certainly be
forgiven for having had their fill of challenging days, and if they
were the types to be driven mad by days of becalmed boredom, they would
have gone over that horizon long before they reached the Harbor. At
the Harbor, they had the routine of labor (their "watch"); many idle
hours to read or carve or simply think; comradeship; "liberty" spent in
Manhattan or locally; alcohol and tobacco; a good place to sleep; and
food in their stomachs. In an age when the society and the economy
offered most a great deal less and was defined with different
expectations than the ideal today, a life at Snug Harbor would have
been for most "comfortable." As other institutions and circumstances,
such as unionization and the social legislation of the New Deal,
lessened seamen's dependence upon charity, enrollment at Sailors' Snug
Harbor declined. Such a decline does not detract from the fact that

the Harbor, an idea launched by an eighteenth century merhant, served so well the needs of the nineteenth century and much of the twentieth. The "Snugs" would have recognized themselves in the following description of "A Sayler" penned by Englishman Richard Braithwait in 1631 (Morison 1971: 132):

> He is an Otter, an Amphibium that lives both on Land and Water... His familiarity with death and danger, hath armed him with a kind of dissolute security against any encounter. The sea cannot roar more abroad, than hee within, fire him but with liquor... In a Tempest you shall heare him pray, but so amethodically, as it argues that hee is seldome vers'd in that practice.... Hee makes small or no choice of his pallet; he can sleepe as well on a Sacke of Pumice as a pillow of doune. He was never acquainted much with civilitie; the Sea has taught him other Rhetoricke. Hee is most constant to his shirt, and other his seldome wash'd linnen. Hee has been so long acquainted with the surges of the Sea, as too long a calm distempers him. He cannot speake low, the Sea talks so loud.... Hee can spin up a rope like a Spider, and downe again like a lightning. The rope is his roade, the topmast his Beacon.... Death hee has seene in so many shapes, as it cannot amaze him.

The seamen -- the "Snugs" -- themselves make an important element in American social history, and their presence from 1833 to 1976 in one location, with records intact, offer a significant focus for any future social historian. The seamen themselves even reflect the significant commercial slow evolution of dependence upon sailing ships to steam ships. Retired seamen who had served aboard sailing vessels had contempt for those who had sailed upon "tin pot" steam vessels (Shepherd 1979: 94).

The architectural history -- some of it regretably demolished --

represents a brief but solid tour through American nineteenth century American tastes climaxing in the Randall Memorial Church -- a simultaneous declaration of religious confidence and materialistic grandeur. The Randall Memorial Church is matched on Staten Island by the Vanderbilt tomb, but nationally it follows the same edifice complex which led to St. John the Divine in New York City and the National Cathedral in Washington, D.C. American expectations are also demonstrated in the Music Hall : its physical juxtaposition to the Randall Memorial Church (built at the same time) says much about the late Victorian concept that the eternal and temporal should complement each other, for each was reflective of the other: glory on earth presaged glory in eternity.

Sailors' Snug Harbor also reflects more subtle themes in American life as well. The documented rivalries at the Harbor between governor and physician during the 1800s (Shepherd 1979: 23, 62) reflects a broader social development. The rivalry between the two men, housed in equally-imposing homes on opposite sides of the grounds, reflects a competition for status between two professions recently elevated to a new status, that of upper middle class professionals. During the colonial period, physicians' salaries were about equal to those of ministers, but their status was lower (Main 1965: 98-117). Colonial physicians were decidedly in the middle of the middle class. During the nineteenth century, thanks to improvements in medical science, physicians gained in prestige. Sea captains, whose responsibilities grew with the ever-increasing size, speed, and cost of nineteenth century ships (Albion 1939: 49-50, 322), also found their reputations enhanced -- especially the glamorous masters of clipper ships, the

position Thomas Melville held for seven years before he became governor of Snug Harbor.

To this rivalry for status was added the very real factor that the Harbor included an ever-increasing hospital role in which the physician's recommendations in the management of the Harbor were vital. In fact, the building of the Sanatorium (1897-1901) demonstrates the American vision of science as a predominant force in America's future. That the Sanitorium opens just seven years following the completion of the Randall Memorial Church and the Music Hall is also an interesting juxtaposition of the late Victorian confidence that religion, culture, and science would enter the twentieth century harmoniously hand-in-hand.

In conclusion, there is another aspect in the history of Snug Harbor which deserves attention: the natural environment. It is appropriate that one of the institutions which will move into the Snug Harbor complex is the Staten Island Museum of Science and Art, with its component focusing on that natural environment. The history of the natural environment surrounding Snug Harbor is one of human progress and folly. The environment evolved from a bucolic setting which the Trustees felt was beyond the evils the city into an area which is the epitome of the late twentieth century urban scene, human, commercial, and chemical. Ironically, fair winds and strong currents bring to Sailors' Snug Harbor pollutants unimagined and uninvented when the first retired seamen took up residence in 1833.

TABLE 1:5 CHRONOLOGY OF THE RESIDENTS AT SNUG HARBOR

1833: 37

1876: 600

1882: 700

1900: 950

1945: 375

(Shepherd 1979:passim)

TABLE 1:6 CHRONOLOGY OF MAJOR EVENTS IN THE HARBOR'S HISTORY

1801	Robert Randall's will endows "Sailors' Snug Harbor"
1801-1830	Litigation and other issues embroil the estate in controversy, hindering implementation of the will's provisions for Snug Harbor
1806	Trustees meet to incorporate
1828	New York State agrees to allow the establishment of Snug Harbor on land other than on the Manhattan land originally intended by Randall to be the location of Snug Harbor
1831-1833	Building Snug Harbor begins
1833	First building opens with 37 residents
1834	Robert Richard Randall memorial erected
c.1836	A wooden fence begun, primarily to hinder the trade in alchohol with the locals
1841	$400 for library books is allotted by the trustees
1842	Wrought iron fence begun; does little more to hamper rum-running than its wooden predecessor
1846-1847	Governor's House built; Physician's House built
1848	First full-time chaplain
1851-1852	Hospital built
1855	Dining Hall built
1855-1856	Chapel erected
1867-1884	Tenure of Governor Thomas Melville, sea captain and brother of author Herman Melville
1874	Gatehouse built; east and west wings added to hospital
1876	Dormitory built; 600 men in residence
1877-1878	Another dormitory built
1878	Boat House and Dock House built
1879-1880	Another dormitory built; 700 men in residence
1880	West Gate House erected

1880-1881	Another dormitory built; hospital enlarged by addition of "Hospital Number Two"
1882	Mounting criticism of Governor Thomas Melville includes an editorial in the Nautical Gazette that he had transformed a "good and comfortable home . . . into a Poor House under prison rules."
1883	Wooden tower added to the chapel
1884	Governor Thomas Melville dies of heart disease on March 5; statue of Robert Richard Randall commissioned under Melville from Augustus Saint-Gaudens unveiled at Snug Harbor on May 30
1885	Physician's house demolished; separate building added to the hospital; employees' cottages built
1885-1886	Morgue built
1889	Investigation reveals that local politicians have bribed Snug Harbor residents to vote in elections prior to 1884, during the administration of Thomas Melville; Melville's successor, Governor G.D.S. Trask, cooperates in the investigation and vows reform
1890	A resident, Anderson, angry at clamp-down on voting bribes and the eviction from Snug Harbor of the major perpetrators, fires three shots at Governor Trask but misses
1890-1892	Randall Memorial Church and the Music Hall both completed
1893	Circular pool and statue of Neptune completed in front of the Randall Memorial Church and the Music Hall
1894	East Gate House erected
1898	Southern Gate House built
1899-1900	Sanitorium constructed
1903	Right of residents to vote withdrawn by a New York court which ruled that " wards of charities" could not vote under current New York law (ruling held until 1946 when two residents won their challenge)
1915	Seamen's Act of 1915 passed by Congress to improve seamen's working and living conditions aboard ships; the first act among many which would lead to improved conditions for seamen and eventually lessen the need for private charity
1915-1916	Recreation Hall built

1936–1937	Seamen's strike ties up New York port; frequent violence between strikers and strike-breakers; results in the establishment of the National Maritime Union of America; new wages and benefits, plus general public laws of the New Deal, lessened the plight of seamen
1930s	Some lands of Snug Harbor sold by Trustees to developers of Randall Manor
1945	Only 375 residents
1946	Residents regain right to vote in public elections
1949	Trustees lease to NYU, on very favorable terms, the block north of Washington Square; the beginning of financial disasters for the charity
1951	Demolition of barn, machine shop, carpenter shop, and three hospital buildings
1952	Preservationists unable to prevent demolition of the Randall Memorial Church
1955	Governor's House (1846) demolished
1965	New York City Landmarks Preservation Commission grants landmark status to Snug Harbor despite Trustees' protests that such preservation would be economically burdensome
1967	State Supreme Court rules in favor of Trustees; Municipal Arts Society aids Landmarks Preservation Commission
1968	Court rules new evidence is needed before buildings are demolished or altered
1971	Trustees announce a plan to move their operation to Sea Level, North Carolina
1972	Buildings and 13 acres are sold to New York City
1973	Remaining 62 acres acquired by New York City
1976	$6 million facility opens at Sea Level, North Carolina

(Gibson, Shepherd, and Bauer 1979: II, 4.1/2 – 4.1/3; Perry 1976: 246–247; Shepherd 1979: passim)

CHAPTER TWO: ARCHAEOLOGICAL ISSUES AND RESEARCH QUESTIONS

The land at Snug Harbor may have been used by both Indians and whites prior to the establishment of the institution Sailors' Snug Harbor. The Harbor's archaeological history can be divided into three major cultural periods: Native American 8,000 B.C.-A.D. 1700; Dutch/English Colonial to U.S. Federal c.1639-1831; and Institutional 1831-1976. The chapter discusses the type of sites at the Harbor that are archaeologically significant. Research questions are posed that can be tested at the Harbor sites. In addition, this chapter explains why certain archaeological deposits at the Harbor are not considered to be archaeologically significant, for example, disturbed deposits or twentieth century material. Lastly, the report places the sites at the Harbor into a broader context, and compares them to other sites that are being investigated by archaeologists.

Over the past ten thousand years, settlers on Staten Island including people who lived at Sailors' Snug Harbor have had close social and economic ties with people living in the Greater New York area. Staten Island, because of its close geographical proximity to New Jersey and Manhattan, has had easy access to other areas by water transportation. It is only within the twentieth century that Staten Island has developed the image of being a somewhat isolated area.

In studying settlement patterns over the years, whether Native American or European, one would expect to find over-all similarities as well as differences, between the lifestyles of families on Staten Island and

Figure 3:2 Atlas of Staten Island, Richmond County, New York. J.B. Beers, 1874.

those other families living within the coastal area of the Port of New York. Archaeological work can unearth evidence of both similarities and differences in terms of broad regional patterns; it can also provide specific information about the adaptation of families to a more narrowly defined area -- in this case, life on Staten Island. Archaeological studies of Staten Island sites (of any time period) may uncover data on the material culture and dietary patterns of specific families; the trade networks between Staten Island and other areas; and the comparative settlement patterns on the north and south shores of the island. While there are general research concerns that can apply to any time period, each of the three cultural periods does have specific research questions and poses different archaeological problems. Because of these differences, each cultural period is discussed in its own section of this chapter.

Native American Cultural Resources

Staten Island is the one borough in New York City that still contains large tracts of underdeveloped land. Over the last one hundred years, archaeologists have unearthed numerous Native American sites. In the early twentieth century, archaeologist Alanson Skinner surveyed and located twenty-four Indian sites (of various sizes) on Staten Island (see Figure 2:1). Since Skinner's report in 1909, archaeologists from universities, museums, and cultural resource management firms, in addition to advocational archaeologists, have excavated on Staten Island. Archaeologists have uncovered artifacts dating back to 8,000 B.C. (Kraft 1977). These Native American sites have been either coastal or inland sites located along water routes (see Jerome
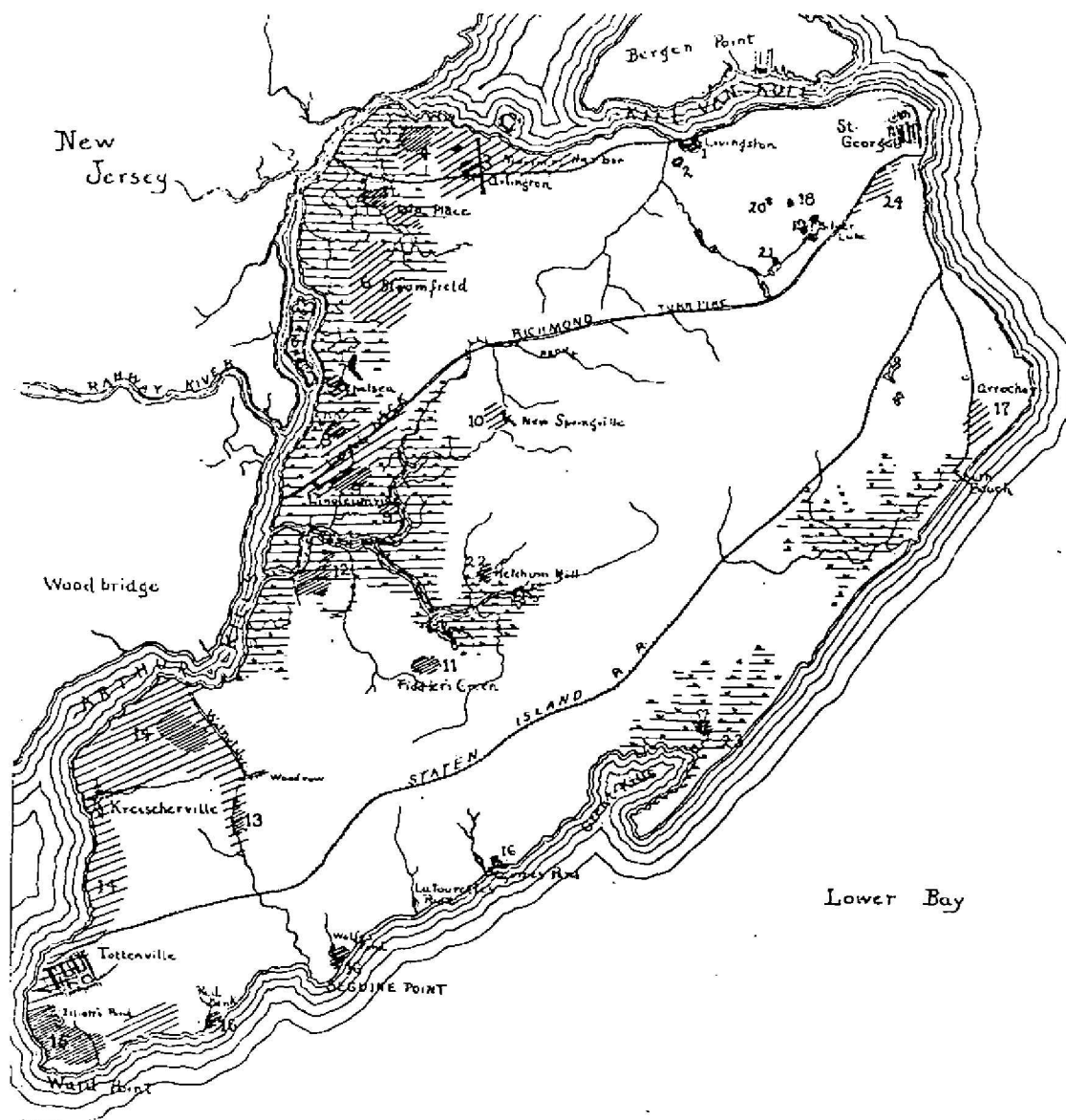
Figure 2:1   Native American Archaeological sites on Staten Island

identified by Alanson Skinner, 1909.

environmental factors, and the degree of contemporary disturbance. Archaeologist Edward Lenik was hired by Landmarks as a consultant to assess the Harbor's potential for containing Indian material. Edward Lenik (1983) developed a predictive model for evaluating prehistoric cultural resources in Passaic County, New Jersey. In 1984, he tested his model and found that 72% of the potential sites did contain Native American artifacts, (Lenik, Cotz, and Erhardt 1984). Lenik evaluated the findings in Jo Ann Cotz's(1984) archaeological report on Snug Harbor, contacted site employees and local collectors as to their knowledge of sites or artifacts found at the Harbor, and then did two thorough walk-over surveys of the Harbor. He submitted the following evaluation:

I. Snug Harbor's Relevant Environmental Factors:

A. Geological and Soil Conditions:

Geologically, Sailors' Snug Harbor is considered a part of the coastal plain physiographic province. The bedrock geology is archean serpentine which is covered with pleistocene glacial sediments and marine alluvium. Cotz' sarchaeological tests and our own field reconnaissance revealed that loose red, orange, tan, brown, gray, and black sands and clay are found in the area.

B. Topography:

The project area ranges in elevation from 60 feet at the highest point on the property to zero near the creek on the westerly side. In general, the site is low and flat with gently sloping terrain from south to north. However, there are some steep gradients along the west side of the property, bordering the flood plain of the stream. The flood plain of the creek is probably wet/damp most of the year, thus making this area undesirable for human habitation.

C. Proximity to Fresh Water:

A small creek and marshy area forms the western border of the Sailors' Snug Harbor property. This stream would have provided fresh drinking water for prehistoric campers plus aquatic subsistence resources.

Jacobson's book for a general over-view of the variety and type of Native American settlements on Staten Island). This settlement pattern 'on Staten Island follows patterns discerned for other coastal areas (Ceci 1977; Funk and Ritchie 1973).

Snug Harbor is a coastal site on an island with a rich Indian history. However, the Harbor is located on the part of Staten Island that has received very little attention from archaeologists. No systematic archaeological survey has ever been done along the north shore. Reports on Staten Island Indian sites discuss the sites on the southern and western shores of the island. The fact that almost no Indian sites have been located in the north shore area near the Harbor does not imply that Indians did not settle here: it simply means no one has throroughly examined this area. Archaeological work has focused on the underdeveloped areas along the western and southern shores of Staten Island rather than on the more urbanized north shore. Areas along the north shore that have received minimal disturbance in the last two centuries, such as areas that were farms or parks, may still contain Native American artifacts. In studying archaeological sites on the north shore, the major research questions are: Prior to the seventeenth century, what cultural group pr groups frequented the area? During which time periods did Indians live on the north shore of the island, i.e. what is the area's chronology? What type of settlements did they have — were they permanent villages or seasonal camp sites? What type of activities may have taken place at such sites?

In analyzing the Harbor's potential for containing Indian sites one has to look at several different criteria, that is, the areas relevant

D. Availability of Floral and Faunal Resources:

Prehistoric man's adaptive strategies include utilization of trees, plants, animals, migratory birds and waterfowl, shellfish, and fish in order to insure his survival. These would have been readily available in the surrounding area.

E. Availability of Lithic Materials:

Small cobbles and pebbles of chert, quartz, and quartzite occur in depositional material left by the recession of the Wisconsin Glacier. These local raw materials are present in the area.

F. Climatic Conditions:

Our study indicates that the prevailing winds at the site come from offshore, that is, from the north and northeast. This suggests that long-term occupation along the northerly portion of the property would be undesirable and unlikely much of the year due to the cold, dampness, and strong winds coming from the Upper Bay Area. However, this area could have been used for temporary seasonal summer camps.

G. Historic and Current Land Use:

The environmental conditions at the site have undergone radical alterations during the historic period due to both natural and human processes, particularly the latter. Extensive development of the property has taken place, and several current projects are in progress. Thus, the possibility of finding undisturbed prehistoric features in developed areas -- such as pits, postmolds, and hearths -- is highly unlikely and remote.

II. Survey Results:

On the basis of the data outlined above, two zones have been identified as potential areas of prehistoric occupation. All other land areas are considered to have minimal-to-zero sensitivity for the reasons stated above.

The first zone begins at a point northwest of the new "Governor's House" and runs southward behind the house and 5 adjoining cottages. This is a narrow strip of land that lies between the cottages and the Little League baseball field. This zone is lightly wooded, flat, well-drained land, and generally undisturbed.

The second potentially sensitive area is located in the southwest corner of the property. This zone is wooded, undisturbed, and has a gentle and almost imperceptible slope from east to west. It measures 600 feet from east to west and 450 feet from north to south and is bordered by a macadam drive along the west side, and the fence along Henderson Drive. This area is well-drained, somewhat sheltered, and in close proximity to the stream. The location of these zones has been indicated in Chapters 3 and 4.

Eighteenth and Early Nineteenth Century Use of This Land

Even though the first Europeans settled on Staten Island in the second quarter of the seventeenth century, there are no records of European occupation of the Snug Harbor property until the mid-eighteenth century. In 1677, Governor Andros granted a patent for land (including Snug Harbor) to Clause Arent. However, there is no documentary evidence that Arent ever lived on this land. In the mid-eighteenth century, the land was owned by John Veghte, a Captain in the militia. Finally, in 1786, Richard Housman acquired the land and lived in the farm house which may have been built by Veghte (see Figure 2:2).

The Housman site gives us the opportunity to study an eighteenth century German-American household. The published archaeological studies at eighteenth century house sites in the Greater New York area, contain descriptions of the materials discarded by English and Dutch settlers. But there are no published archaeological reports about the excavation of a German family's home in either New York or New Jersey. One research question is whether there are any differences between the material culture and dietary patterns of this German family and their English and Dutch neighbors. Was there any difference in the land use, including the placement (in relation to their farm house) of their outbuildings, wells, and privies, to that of their other non-German neighbors? In other words, do ethnic differences show up in the archaeological record? Another question is whether the archaeological record shows a similiarity in the material assemblage discarded by this German family versus other families of a similar socio-economic position but of a different ethnic background. In other words, does the

archaeological record provide us with information about a person's economic status? The archaeological evidence allows us to address a variety of questions concerning ethnic and class studies.

Institution, Sailors' Snug Harbor 1831-1976

Sailors' Snug Harbor makes an excellent case study of a nineteenth century institution with members of almost every socio-economic strata represented in its community. The Harbor was a planned community with clearly defined activity areas, and with clearly defined residential areas. This separation of spatial areas makes it easier for the archaeologist to link the archaeological deposits to the known occupants of the site (if it was a residential area) or to a particular activity (for example, cooking for the institution's kitchens).

The previous chapter described the structured and regimented life of the seamen and how Sailors' Snug Harbor was also a very structured environment. The placement and size of the private houses was linked to the individuals rank with the Harbor's closed community. In fact, the Harbor's two highest ranking individuals, the Governor and the Physican, had identical houses and each house flanked the Main Complex, which housed the lowest ranking individuals, the seamen. Archaeologists, by investigating the features (the wells, cisterns, and privies) associated with each house, can determine if the material discarded at each house site reflects the owner's rank within the Harbor. In other words, can archaeological deposits accurately reflect the socio-economic status of the person/family who discarded the material.

In an institutional setting, did the employer provide household goods for the employees? To what extent did families at Sailors' Snug Harbor purchase their own goods? Archaeologically, would we see a similiarity in the household garbage even though there were differences in rank? In studies of southern plantations, archaeologists found a similiarity in the material goods owned by the Black slaves and the white overseers even though there was a marked difference in their status (Otto 1977). Both slaves and the overseer received goods from the plantation owner. Perhaps at Sailors' Snug Harbor lower ranking employees used similiar goods to those used by the lowest ranking individuals, the "Snugs".

Barnett Shepherd (1977) describes Governor Melville as a man who tried to keep enhancing his financial position. Will the archaeological evidence from the Governor's house contain many high status goods? The Governor and the Physican were political rivals but were they economic rivals? Will the archaeological evidence show a similiarity in the material possessions of these two men? These men were living in the "Gilded Age", a time of conspicious consumption. Is there archaeological evidence of this conspicious consumption in the homes of the Governor and the Physician?

Given the splendid architecture which reflects Snug Harbor's wealthy endowment, are the food supplies, dishes, and other goods provided by the Harbor to the retired seamen of a higher quality than would have been found at other institutions supported by more modest endowments and funding?

Snug Harbor also enables us to retrieve artifacts that were owned by

the "Snugs." Do the materials accidentally or intentionally discarded by the retired seamen represent a sampling of the diverse countries they visited while crewmen sailing the Seven Seas? Barnett Shepherd (1979) describes the problems of alcohol abuse by the seamen. Is there a higher consumption of alcohol and tobacco at the Harbor than at a typical working class site?

Many research questions have been posed in this section. Before questions can be answered, we need to clarify what type of archaeological deposits (at the Harbor) may contain significant data. In historical archaeology, the major features (containing artifacts) associated with a house are wells, privies, and cisterns. Ivor Noel Hume, (Hume 1969:10), Director of Archaeology for Colonial Williamsburg considers wells to be :

> ... time capsules buried deep in the earth and containing a great diversity of artifacts which, in many cases, had been thrown away together and so had probably been in use by a single colonial family at one moment in history. Not only did the wells serve as receptacles for these artifacts, they also provided them with a natural preservation laboratory.

Privies and cisterns, when they are no longer in use, also are filled with household garbage. Like well deposits, this garbage provides archaeologists with a cross-section of material used and discarded by a family over a short period of time. Privies also can contain material discarded, accidently or purposefully, while the privy was still in use. A privy may contain stratified deposits. However, if the privies were cleaned periodically, then any artifacts deposited during this time are usually in a disturbed context (if they have survived).

At Snug Harbor it is important to know when wells, privies and cisterns stopped being used. Structures built after this end date would not contain these features -- therefore, eliminating the need to sub-surface test for these features.

In 1875, Sailors' Snug Harbor was part of the Village of New Brighton, and had access to the public services provided by that village. In 1881, the village had a public water supply (eliminating the need for wells and cisterns). In 1884, the construction of sewers began and the sewer lines were almost completed by 1893 (Clifton, N.B. etc 1893 p. 50). By the second half of the nineteenth century, citizens of Staten Island became very concerned about the link between health problems and unsanitary living conditions. In a newspaper article in 1864, Dr. Anderson, health officer for the Town of Southfield, discussed why families must clean their privies and noted that some privies were in a "most filthy state, their contents overflowing upon neighboring lots and finding their way to neighboring drains" (Richmond County Gazette, June 3, 1864,). The concern over the sanitary problems related to unclean privies was so great that the charters of various north shore villages have provisions about the cleaning of privies and fines for non-compliance (Village of New Brighton 1875, Village of Edgewater 1886, Village of Port Richmond 1893). The Richmond County Board of Health Report (1873: 3) suggested that all villages require that privies be cleaned out and disinfected once a year (this work would probably remove artifacts from the privies). The Village of Port Richmond (1893) even required that privies have a minimum depth of six feet. This information gives us a clue to the standard size of

privies. Sailors' Snug Harbor prided itself on being a model institution, therefore one would expect the privies to be kept clean and to be filled with artifacts only when they stopped being used. In fact, it is possible that, for sanitary reasons, the Harbor privies were filled with dirt and ashes rather than household garbage. Perhaps in the uncatalogued archives of Snug Harbor, there may be some clue in the documents about the cleaning and the scaling of the privies. Excavation of these late nineteenth century privies can provide information about the actual sanitary conditions of the Harbor.

In the mid-nineteenth century there was a growing concern about general sanitary conditions. The Richmond County health report of 1873 discussed the problems of garbage disposal and suggested that each town establish some mechanism for garbage collections. In the village charters of the New Brighton (1875), Edgewater (1886), and Port Richmond (1893), there are specific ordinances regarding garbage disposal with fines levied against discarding any type of refuse in village streets, parks, on village property, or on vacant lots. Since the ordinances regarding garbage disposal are quite lengthy, it appears that there were numerous violations. In the 1902 Borough President's report (Cromwell, 1902:59), he notes that the Borough of Richmond has house to house garbage pickups in all but two small villages. After 1902 there should not be any garbage pits on Snug Harbor property. The 1873 Board of Health report notes that people were disposing of their garbage on vacant lots rather than either having it carted away or burying it at the edge of their property. Prior to 1902, at Sailors' Snug Harbor there were specific garbage pits. However, these pits were probably at the southern-most end of the property which is not part of

the current Snug Harbor property. Sailors' Snug Harbor certainly had the financial resources to pay to have the garbage carted away. It does not seem likely that there are garbage pits on the current Harbor property. If they do exist, the material in these pits would represent typical garbage disposed by people living at Sailors' Snug Harbor. The garbage pits would not be divided into units that could be associated with any one group or any one activity. These pits would not provide specific data on the social stratification at the Harbor, on the specific activity areas at the Harbor, or on the general operation of the Harbor. The location of the refuse pits and a very small archaeological sample taken from the pits would provide an end date for the pits' use and general information about garbage disposal patterns at the Harbor.

Barnett Shepherd (1979) describes Snug Harbor as being a well-maintained, landscaped, attractive site. Since Governor Melville was concerned about the appearance of the Harbor, it would be reasonable to expect that there was minimal littering on the property. Archaeological testing near the buildings should reveal information on littering and whether all of the grounds or just certain areas (for instance, near the Governor's House) were well-groomed.

Archaeological testing along side a service building, such as a kitchen or bakery, could uncover information related to work in that particular building. However, the service buildings at Sailors' Snug Harbor changed their functions over time. For example, the employees' dormitory and tailor's shop was formerly a hospital. In some cases the

same building changed functions over such a short time span (less than ten years) that it would be difficult to associate an archaeological deposit with a particular function of the building (unless the two functions were very different, i.e., a blacksmith shop becoming a kitchen). In the recent excavations in Lower Manhattan, archaeologists found that it was extremely difficult to determine (from the archaeological data) the specific functions of a nineteenth century mixed use commercial building. In addition, the majority of archaeological deposits cannot be dated within less than a ten year time span. At Snug Harbor we are not flagging commercial or service buildings such as a laundry, warehouse, shed, or machine shop that had mixed use over a brief time period since the archaeological record would not reveal specific data on the function of these buildings. The changing functions of the buildings at Snug Harbor can be seen by studying the historic maps.

In this report we are only flagging archaeological deposits that can be associated with a particular family or a particular activity. Sailors' Snug Harbor kept very detailed records and these records survive in archives. Therefore, archaeological deposits from the institutional period but lacking any historical association (such as mixed deposits or disturbed deposits) are of limited research value and this report will not consider this material to be significant.

Features, such as late nineteenth century paths, roads, and fences, are recorded on maps and documents for Snug Harbor. If these features were excavated, one could determine how these roads, paths, and fences

were built. Archaeologists do excavate such features when dealing with sites which have little or no documentary information, such as a Native American path circa 100 B.C., or a Dutch road in Manhattan circa A.D. 1630. If a site is being carefullly restored to its former appearance, such as in Colonial Williamsburg, the excavation of paths, roads, and fences can provide additional data for the restoration architect. For information about the roads, paths, and fences at Snug Harbor, we would recommend research in the documentary records.

Historians and archaeologists can approach the same topic from different perspectives and can uncover complimentary and supportive information that provides a more complete picture of the past. However, there are some questions and issues that can and should be handled through archival research versus those that can be addressed by arhcaeological research. For example, with the service buildings at Snug Harbor, such as the laundry or the machine shop, archaeological data cannot reveal who was working at these sites, the management of the building, and the method of distribution of goods and services. However, a labor historian should find answers to these questions in the Snug Harbor archives. In reading this report, one must remember that this is an archaeological study, not an archival or historical report on Snug Harbor. In this chapter we have described a wide variety of archaeological research questions for the archaeological work at Snug Harbor. The archaeologically significant areas are those specific areas of Snug Harbor that may contain archaeological data relating to these questions.

Chapter Three analyzes each section of the Harbor. Based on existing historical information, the known degree of disturbance at the site, and the archaeological research questions each area is evaluated for its archaeological potential. Significant areas are plotted on a base map for each section and on an over-all map of the site.

CHAPTER THREE: ARCHAEOLOGICAL ASSESSMENTS AND RECOMMENDATIONS

This chapter divides the Harbor into eleven areas and discusses the archaeological significance of each area. The format is the same for each of the eleven sections. In each section historical data on the site's use is presented along with photographs and maps of the area being discussed. Following the historical presentation for each section, archaeological issues are discussed and archaeological recommendations are made for each area.

Gibson, Shepherd, and Bauer's (1979) historic structures report of Snug Harbor was an excellent reference for data on the major structures. The report provided construction and demolition dates, and detailed information on the various functions of each building. In addition, the report contained data on employees' housing (for example, the building now know as the Matron's Cottage was the original home for the steward, then this building was converted into the matron's cottage and the female employees dormitory). Unless other references are given, all architectural data presented in this chapter is based on information from Gibson, Shepherd, and Bauer (1979).

Jo Ann Cotz's (1984) report, "Cultural Resource Study for Sailors' Snug Harbor" was a very useful reference for this chapter. In March of 1982, Cotz did archaeological shovel testing in various areas of the Harbor. This work was funded by the N.Y.S. Office of Parks and Recreation, and the fieldwork was done prior to the construction of a 1)fire sprinkler system, 2)new utility lines for the Morgue, and 3) areaway wall stablization around the Main Complex. Cotz's 1984 report described the

general soil stratigraphy at the Harbor and the nature of the archaeological deposits in specific areas near the Main Complex. In some cases her findings revealed very disturbed deposits, in other cases there were clearly defined archaeological levels. Cotz's findings provided field data for evaluating the archaeological significance of specific areas of the Harbor. Cotz was as a consultant on this project.

In the text for each section we refer to the historic maps that are included at the end of the Introduction to Chapter Three. In the research for this report we referred to four historic maps that we have not included in this chapter; they are the maps by Blood (1845), Butler (1853), Dripps (1850), and Walling (1859). Archaeologists who have worked on Staten Island, including the authors of this report, have found these four maps to be useful in providing general information on the property locations which include the owner's name. These four maps are not accurate in providing the specific location or dimensions of buildings. In fact, a number of documented houses do not appear on these maps. In a 1980 annotated bibliography of primary and secondary sources for archaeological documentary research on Staten Island, Baugher-Perlin and Bluefeld (1980:109-115) describe the specific limitations of each of these maps.

The maps used in each section of this chapter are original maps drafted by Louise DeCesare. The original maps contain information from a number of different maps and the references for each original map are provided at the end of this chapter.
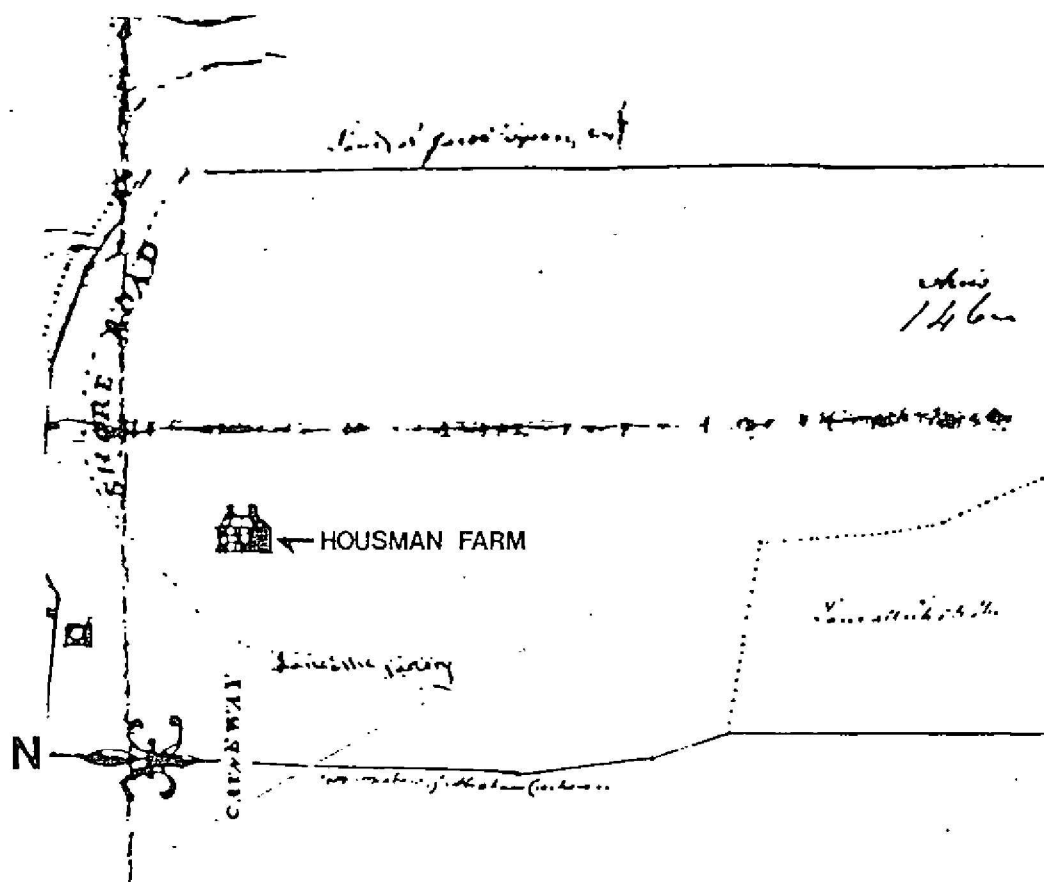
Figure 3:1 Map commissioned by the Harbor Trustees in May, 1831.

Adapted for this report by Louise DeCesare, 1985.

Livingston Sta.

RAPID TRANSIT R.R.

Governor's Res.

W.G. Shaw

Heineken

F.G.Shaw & Others

ST.

Res.

W. K. Soutter

J. C. Henderson

Steward's Res.

Dining Hall

Physician's Res.

CHURCH

Chaplain's Res.

Engineer's Res.

Gardener's Res.

Baker's Res.

Farmer's Res.

Hospital

Sailor's Snug Harbor
164 a.

John C. Henderson

Res.

Mrs. Deans

S. Prior

J.C.H.

Mrs. Rosevelt.

Mrs. Rosevelt

LINTON AVE.

W A R D
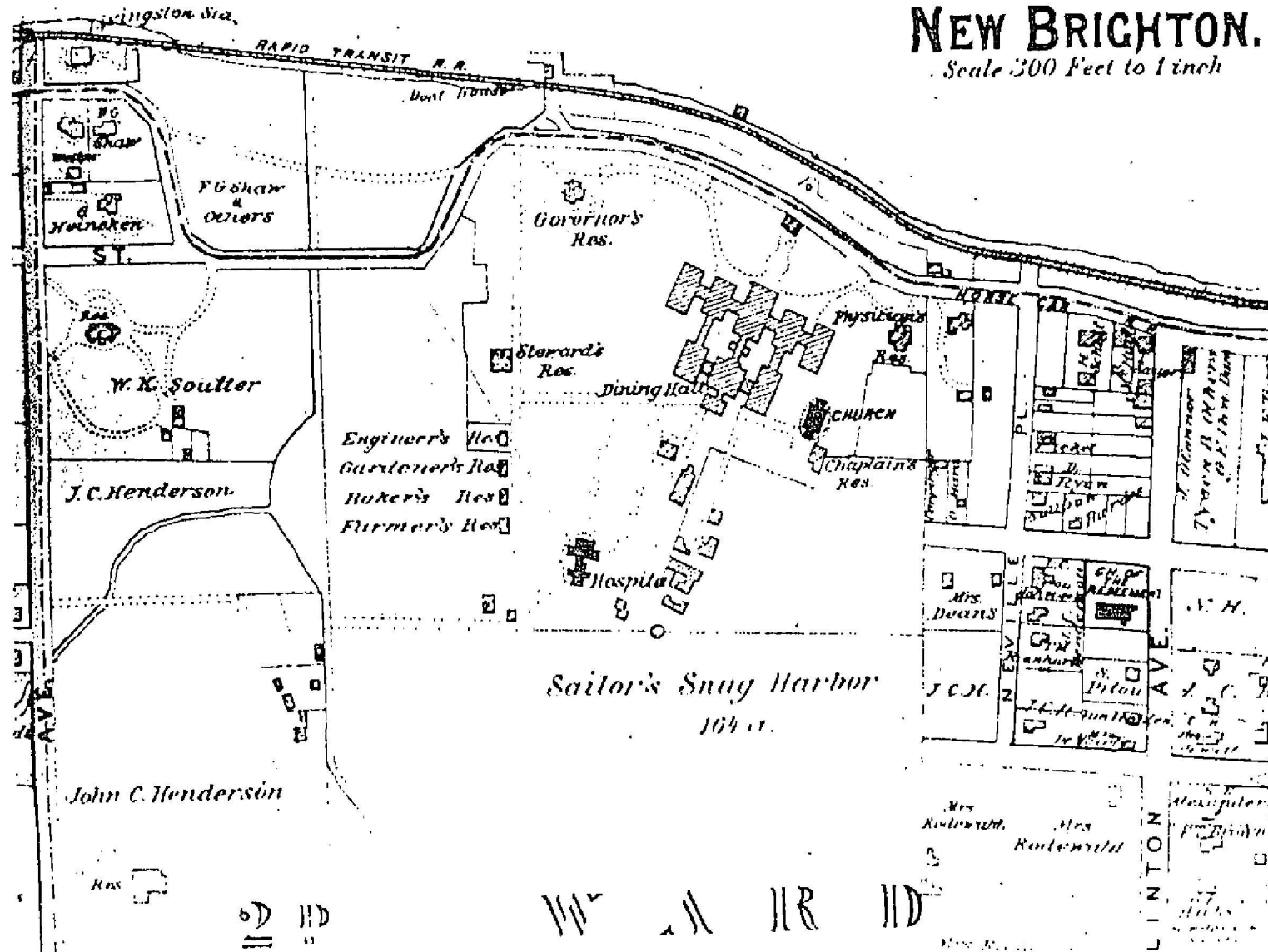
Figure 3:3 Atlas of Staten Island, Richmond County, New York.   J.B. Beers, 1887.

Figure 3:4 Atlas of Staten Island, New York. Volume I. I.A. La Fevre, 1894.
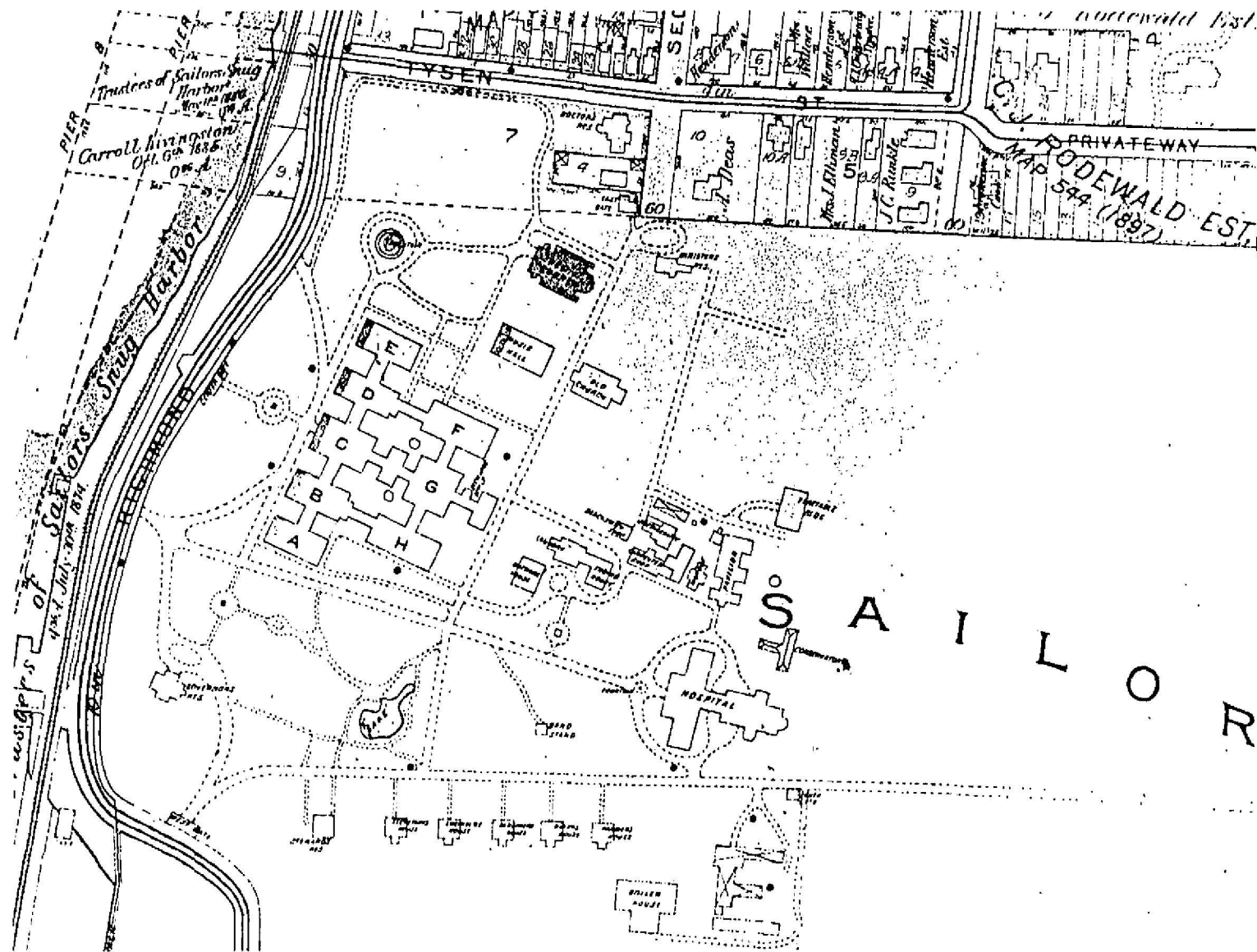
Figure 3:5 Atlas of the Borough of Richmond, City of New York. E. Robinson, 1898.

Figure 3:6 Borough of Richmond Topographical Survey, 1906.

Figure 3:7 Atlas of the Borough of Richmond. Sanborn 1917–1935.

Section 1: Northwest Corner of Snug Harbor

The northwest corner of the Snug Harbor property contained two documented historic houses, the Housman Farm (an eighteenth century farmhouse) and the original Governor's House (see Figure 3:8). These two properties and the surrounding outbuildings were located in the northernmost part of the property facing Richmond Terrace. A Gate House was (and still is) located in this area (see Figure 3:2). Directly south of these two historic properties, there may have been a garden for the Governor.

THE HOUSMAN FARMHOUSE

Historical documentation demonstrates the former existence of a colonial farmhouse in the north/northwest area of the Harbor property. Referred to as the Housman Farm, the land on which this farmhouse stood was purchased, along with adjoining land, in April 1830, by the committee charged with acquiring land on Staten Island for the creation of Sailors' Snug Harbor. The history of this land can be traced, in documents, back to the original Andros Grant in 1677; the Housman name first appears in the records when Richard Housman purchased the land on May 1, 1786 (Liber, E, P. 201, November 19, 1791).

It is not clear exactly when the Housman farmhouse was built. It is first seen on the map commissioned by the Harbor Trustees in May 1831, (see Figure 3:1) but a house could have existed on the site any time

RICHMOND TERRACE
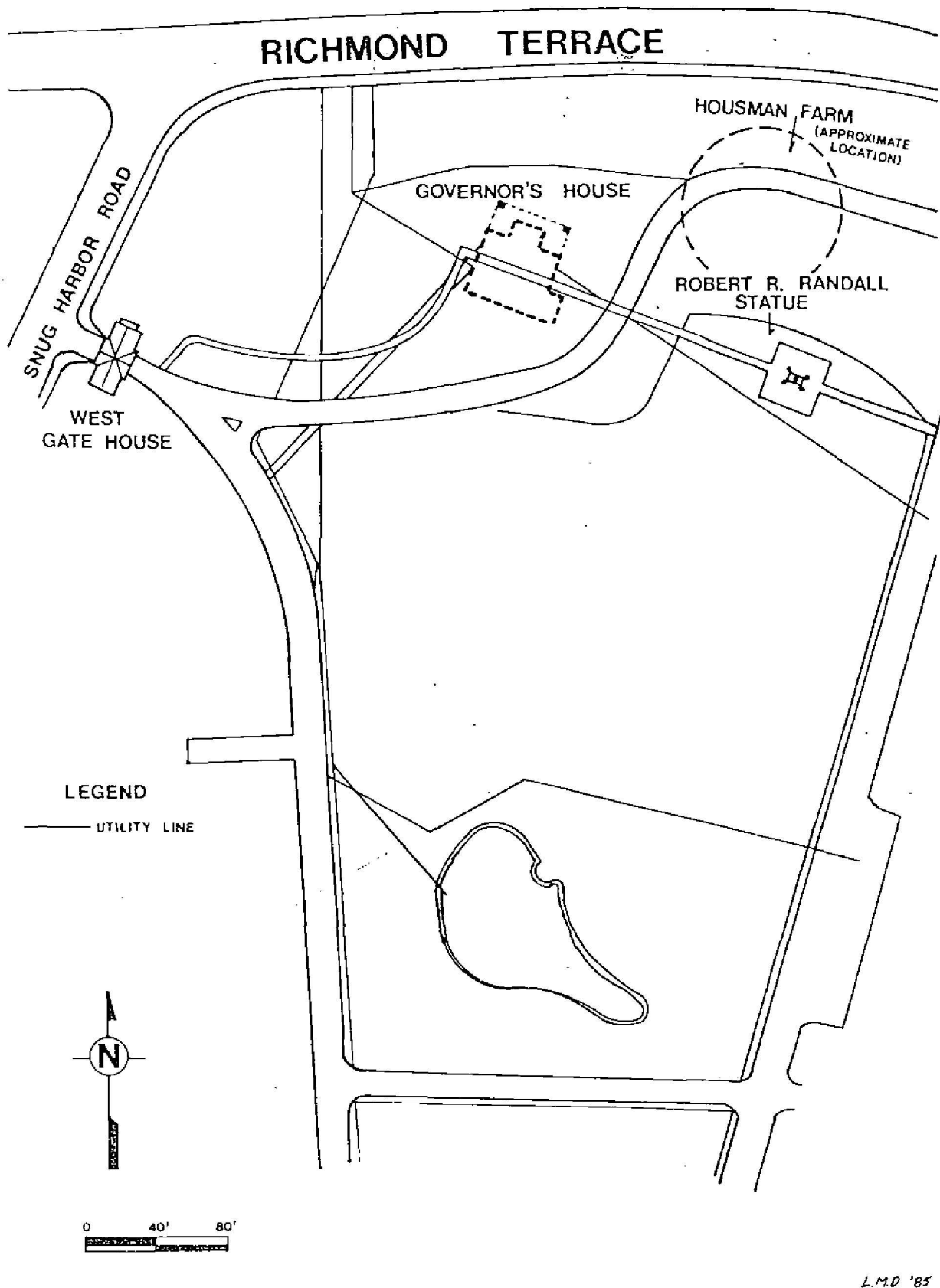
Figure 3:8 The Northwest Corner of Snug Harbor.
Notice extensive disturbance due to underground utility lines.

after Governor Andros granted a patent for the land to Clause Arent in 1677. We do know that the Housman farmhouse served as a home, first for the governor and then for the chaplain, while their official residences were being constructed. In 1865, it was rented out. It was demolished in 1880.

After the original Governor's House was completed (1847), the Housman building continued to be used. Barnett Shepherd notes in the historic structures report that the house was used as a home for the Chaplain, and when he received a new house in 1865, the Housman building was rented out and was demolished in 1880 (Gibson, Shepherd, and Bauer, 1979, 3.1/2). Prior to its demolition in 1880 it may have been relocated to another site (unidentified structures appear in the area of the cottages on Beers' atlas of 1874, see Figure 3:2), but the historic structures report does not provide any documentary evidence for the move.

The Housman farmhouse was probably located in the area of the original Governor's House and the present Randall Statue (Barnett Shepherd, personal communication, April, 1985). This is the general area where it is located on the 1831 map (see Figure 3:1). This site is a desirable level high point of land yet is still near the water, unlike the area to the west of the Governor's House (see Figure 3:9). This western area slopes toward the water and would present problems with both drainage and erosion, thus making it a less desirable location for a house.

The most important area for the archaeological excavation of the
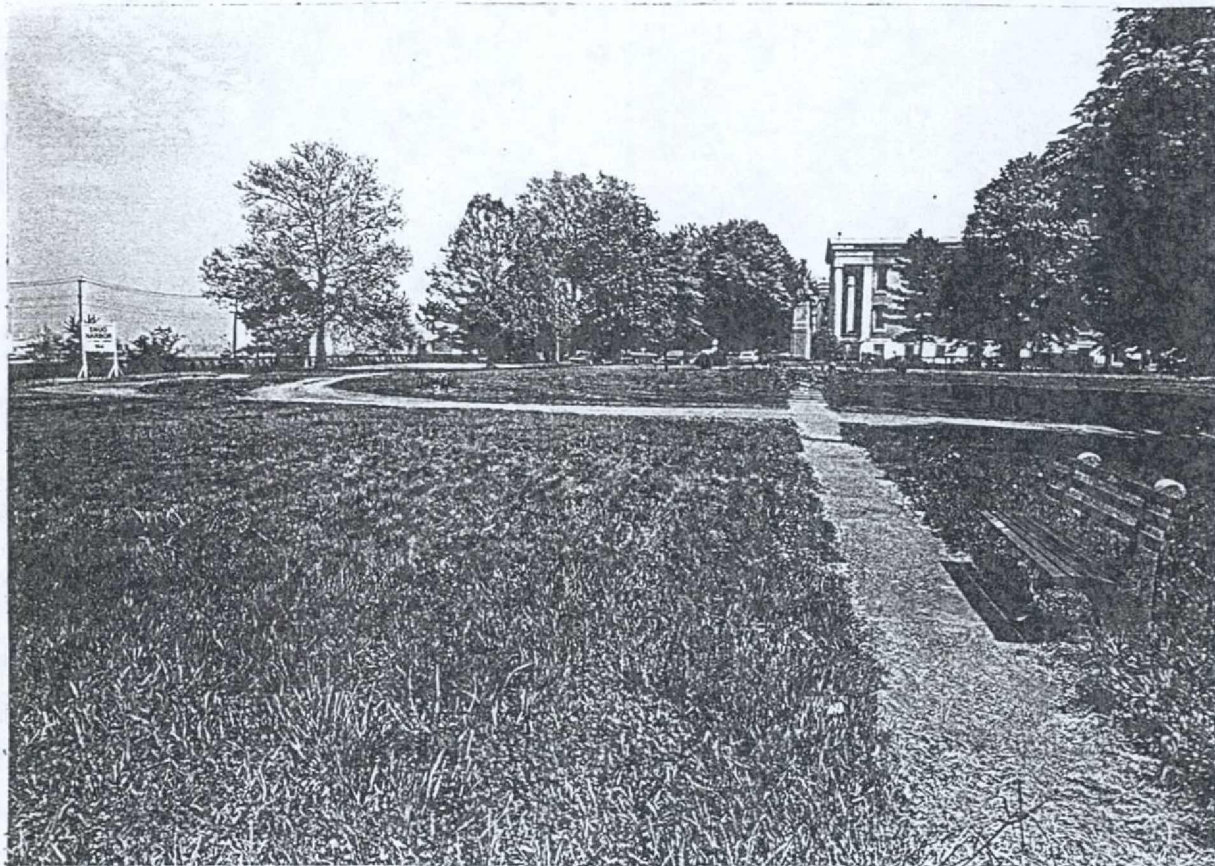
Fig 3:9 The Housman House Site.
(Photo: Carl Forster, N.Y.C. Landmarks Preservation Commission, 1985).

Housman farmhouse site would be near the kitchen or in the backyard area of the farmhouse. Unfortunately, the direction the house faced is unclear. Tradition offers two possibilities: facing the water to be able to observe the activity of the Kill, or facing inland for protection from the windy northern shoreline. The existing eighteenth century buildings along the length of Richmond Terrace all face the Kill Van Kull; therefore, the Housman home probably faced the water following the pattern of the neighboring farmhouses. The exact location of the farm outbuildings is not know since the locations are not mentioned in any readily available records.

THE WEST GATE HOUSE

The West Gate House was built in 1880 by Richard P. Smyth (see Building A), and the structure still exists today (see figure 3:10). It was a carriage gate used, at first, primarily as a service entrance, and contained a scale for weighing loaded vehicles. In 1894, a water closet was added to the northern wall.

THE GOVERNOR'S HOUSE

The original Governor's House (see Figure 3:11) was one of two matching houses built slightly to the north and on either side of the main Harbor buildings in 1846-47. The Governor's House sat near the northwest corner of the property, while its twin, the Physician's House, was located on the northeast corner. The Physician's House was demolished in 1893, but the Governor's House remained on its site until felled by the 1955 retrenchment program. Both houses appear on Beers

Figure 3:10 The West Gate House, 1901. The original Governor's
House is visible at the left. (Photo: Edward Clegg, Morris K.
Jessup Album, Collection of the Trustees, Sailors' Snug Harbor.)

Figure 3:11 The original Governor's House, 1901. (Photo: Edward
Clegg, Morris K. Jessup Album, Collection of the Trustees, Sailors'
Snug Harbor.)

Atlas of 1874 (see Figure 3:2).

These two houses were designed by William Ranlett, an architect who resided on Staten Island from 1842 until 1849. Ranlett is best known for the architectural designs for single family dwellings which he published in the form of pattern books to be used by builders and contractors. One of these patterns, "Stone Villa in the Italian and Composition Style" probably served as a model for the Governor's and Physician's Houses. Detailed specifications are available in the Snug Harbor Archives, State University Maritime College, Bronx, New York.

Both houses were built by a Brooklyn mason, Michael Farrel, and a Staten Island carpenter, Charles Iockman. Until their demolition, these houses were treated as a single unit: both houses received a third story in 1854; both were stuccoed in 1861; and each acquired a new piazza in 1881. The Governor's House seems to have been used, throughout its existence, exclusively as a residence. Since its demolition in 1955, the area where the Governor's House was located has remained an open space (see Figure 3:12).

THE GARDENS

The Beers' atlas of 1874 (see Figure 3:2) shows a small circular area (east of the Governor's house) which may have served as a private garden. This area may have been a circular drive for carriages and perhaps the enclosed area contained flowers and grass. This area east of the house is somewhat enlarged as shown on the 1894 La Fevre map, the 1898 Robinson atlas, and the 1906 topographic map (see Figures 3:3
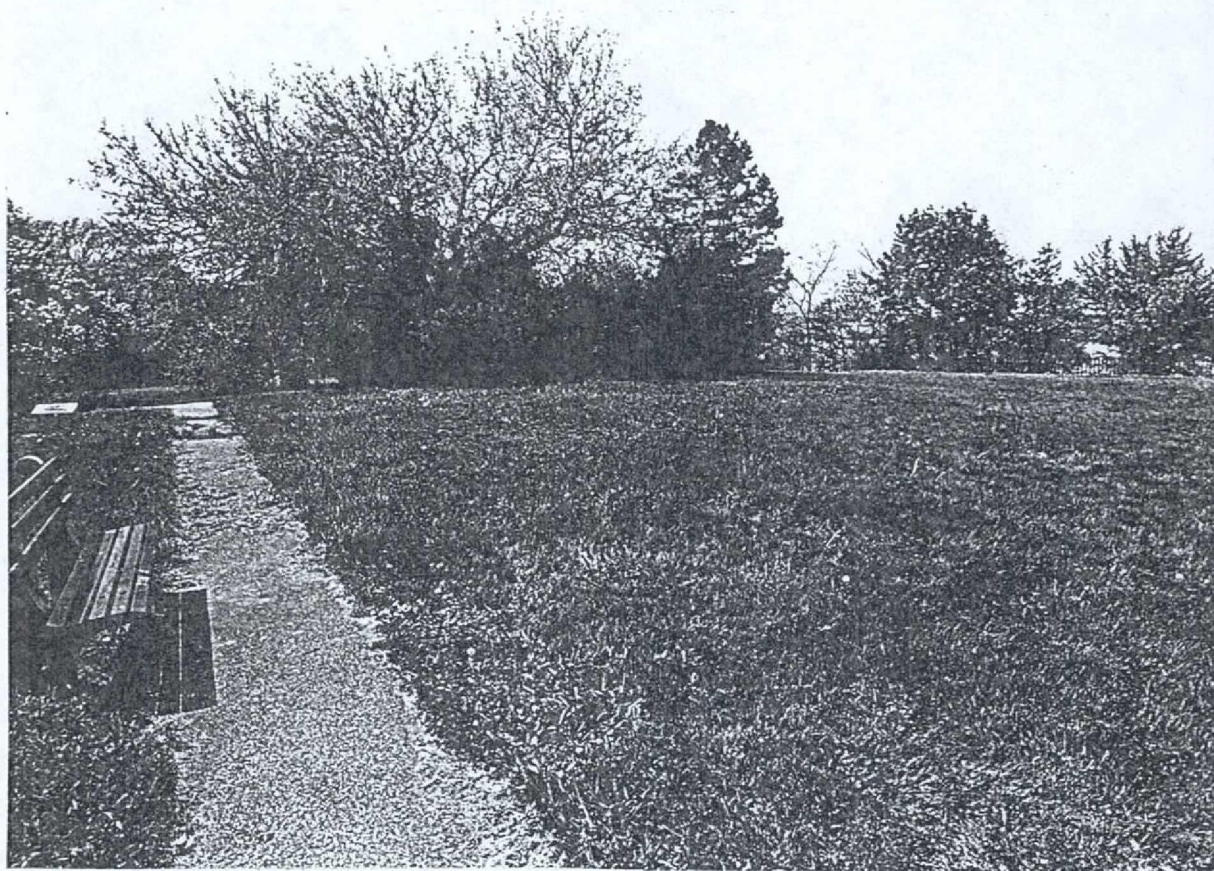
Figure 3:12 Governor's House Site. (Photo: Carl Forster, N.Y.C. Landmarks
Preservation Commission, 1985.)

through 3:6). In addition, on the 1906 topographical map of Snug Harbor, trees and pathways are shown in the area south of the Governor's House (in the area of the contemporary rose garden). In 1906 the Harbor was heavily landscaped with many trees and pathways throughout the whole northern and central parts of the complex. Gardens or orchards in the area of the current rose garden do not appear on any of the earlier maps, although Barnett Shepherd (1979:24) notes that Governor Melville did maintain his own orchard. The 1898 painting of The Bird's-Eye View of Snug Harbor (see Figure 1:1) shows many trees to the east and south of the Governor's House, however there are as many or more trees shown by Building H and by the Chapel than by the Governor's House.

ARCHAEOLOGICAL RECOMMENDATIONS

In 1984, the New York City Department of General Services developed a plan for the construction of a parking lot in the northwestern corner of Snug Harbor. The proposed site and the proposed storm sewer will impact some of the archaeologically sensitive areas (see Figure 3:13). Some of these areas will require sub-surface archaeological testing prior to construction of the storm sewer and parking lot.

We do recommend archaeological sub-surface testing for the northern section of this site (see Figure 3:14) -- the area directly north of the proposed parking lot site. This area probably still contains the buried foundations of the Governor's House and the eighteenth century Housman farmhouse. The wells, cisterns, and privies that were associated with these two buildings are probably also on this site. In

RICHMOND TERRACE

HOUSMAN FARM
(APPROXIMATE LOCATION)

GOVERNOR'S HOUSE

ROBERT R. RANDALL STATUE

SNUG HARBOR ROAD

WEST GATE HOUSE

LEGEND

——————— UTILITY LINE
⊠●—⊠ CONTRACT LINE
——•—— PROPOSED PARKING LOT
——•—⊕ PROPOSED MANHOLE & DRAINAGE PIPE
░░░░ ARCHAEOLOGICAL ZONE

EXCLUDES 5' ON EITHER SIDE OF UTILITY LINE

N

0   40'   80'
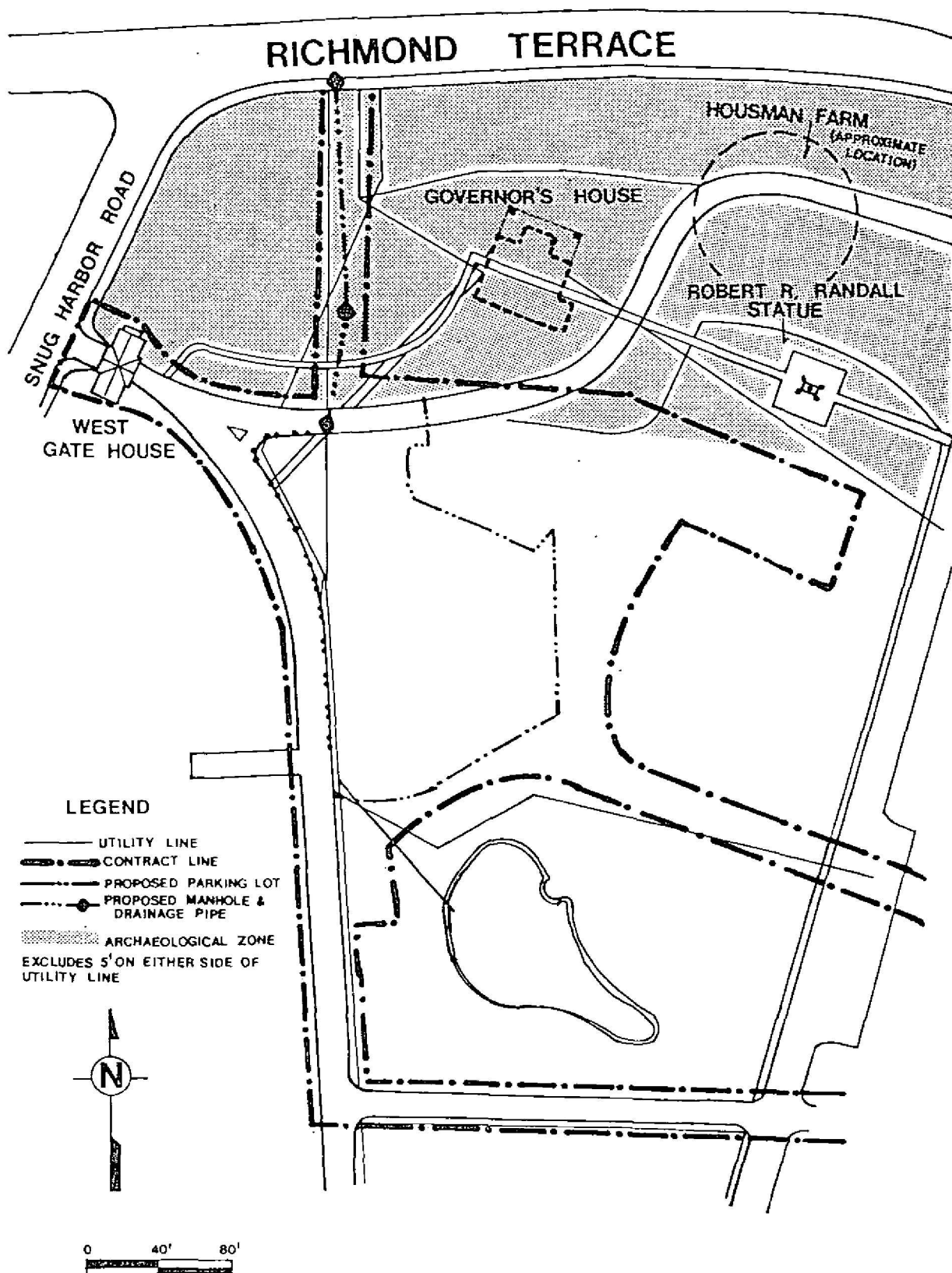
L.M.D. '85

Figure 3:13   Impact of proposed parking lot and drainage pipe on the archaeologically sensitive area in the Northwest Corner of Snug Harbor.

RICHMOND TERRACE

HOUSMAN FARM
(APPROXIMATE LOCATION)

GOVERNOR'S HOUSE

ROBERT R. RANDALL
STATUE

SNUG HARBOR ROAD

WEST
GATE HOUSE

LEGEND

——— UTILITY LINE

ARCHAEOLOGICAL ZONE
EXCLUDES 5' ON EITHER SIDE OF
UTILITY LINE

N

0   40'   80'
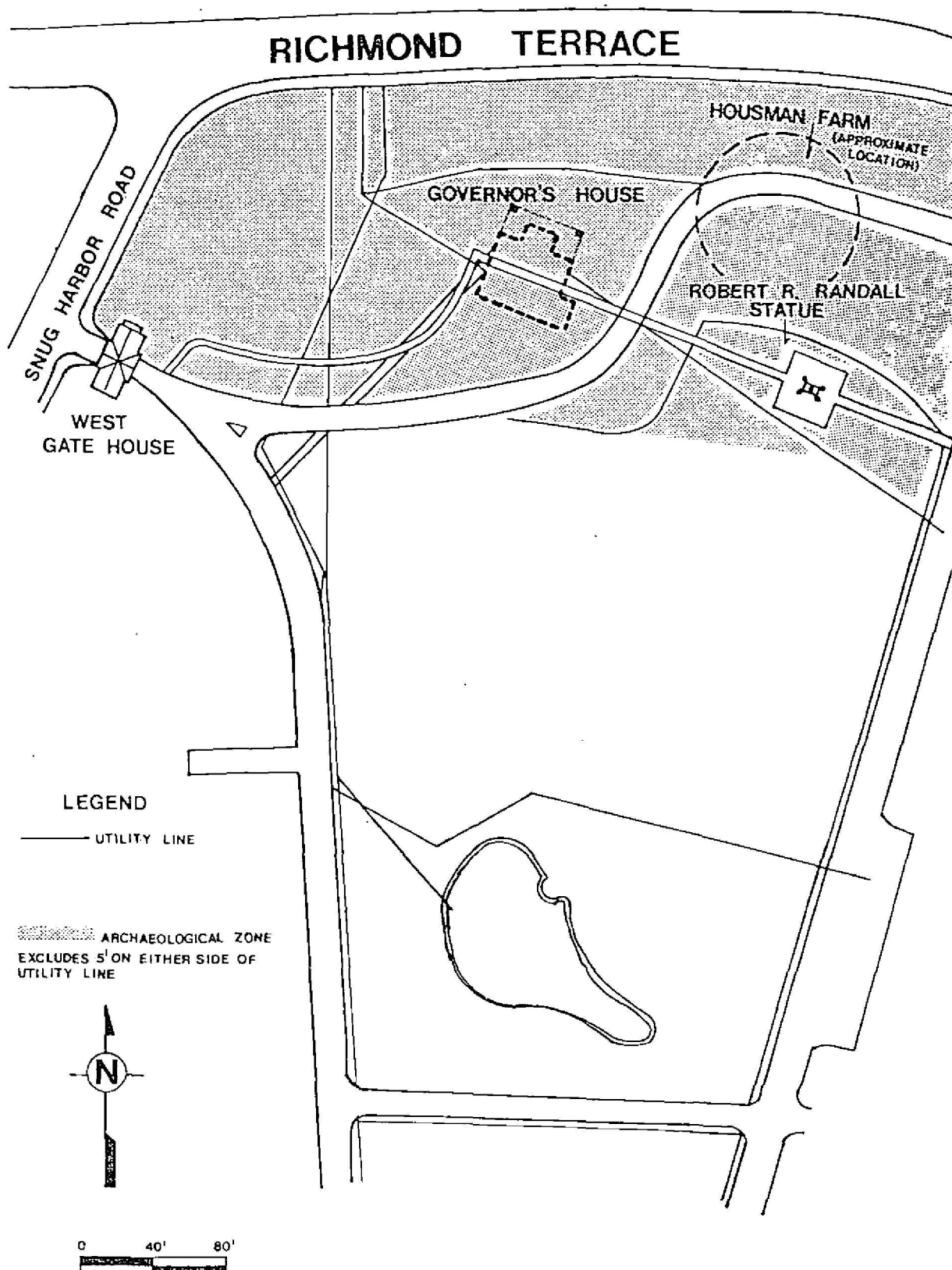
L.M.D. '85

Figure 3:14   Archaeologically significant area in the Northwest Corner
of Snug Harbor. This area may contain wells and privies
associated with the Governor's House and Housman Farmhouse.

1985, the Department of General Services proposed that an underground storm sewer be constructed in this archaeologically sensitive area; this construction may disturb archaeological deposits. We recommend archaeological shovel testing along the route of this sewer line (from the northern end of the parking lot to Richmond Terrace) prior to construction of this line.

We do not recommend archaeological testing of the area of the current rose garden which covers a major portion of the parking lot site. The Director of the Staten Island Botanical Garden, Francis Paulo, said (in a telephone conversation on Feb. 28, 1985) that when the current rose garden was planted, three foot deep pits were dug for each rose bush. The planting of the rose garden would have greatly disturbed the archaeological deposits. Furthermore, in 1982 when archaeologist Jo Ann Cotz tested the entire length of the proposed sprinkler system for Snug Harbor, Ms. Cotz uncovered artifacts no deeper than three feet below current ground level, even through she did excavate as deep as five feet (Cotz,1984). Ms. Cotz tested along the southern edge of the rose garden and in an area east of the garden and she did not find any artifacts buried deeper than three feet in the ground. The rose garden is located in a depression and because of drainage problems, would not have been a prime location for Indian or historic structures or even privies. It does not seem likely that there is an undisturbed deposit buried beneath the current rose garden. Although there may be objects still buried in the ground in the area of the rose garden, these artifacts are now in a disturbed context. For example, a piece of eighteenth century pottery may be buried next to a bottle from 1920. If this ceramic sherd and the glass bottle were excavated, all that

could be deduced was that someone used and then discarded these objects. The amount of historical and archaeological information that could be gained from excavating disturbed deposits at Snug Harbor does not warrant the financial expenditure.

Section 2: The Main Complex

The northern central portion of Snug Harbor contains the Main Complex (see Figure 3:15). These designated Landmarks (buildings A-E) were used as the residential and dining facilities for the seamen at Sailor's Snug Harbor.

BUILDING A

Built in 1879-80, Building A was the eighth structure to be added to the "chain" of ten buildings which make up the main complex at Sailors' Snug Harbor (see Figure 3:16). Located at the western end of the front (northern) row of buildings, it was the third of a series of four new dormitories constructed by Richard P. Smyth during the "building boom" of the late 1870's and early 1880's. Smyth was a builder, not an architect. He was born in England and received his training there, but became a Staten Islander, residing in Port Richmond. Although he was obviously aided by professionals in some of the more technical aspects of his work, it is Smyth (after Lafever, of course) who gives the Harbor a unified architectural style. Seventeen structures at the Harbor can be attributed to him.

The exterior of Building A has not been significantly altered since its construction. During the period that the Harbor operated as a seamen's home, Building A was always used as a dormitory. At an unknown point in time, a fireproof vault was installed in the sub-basement (Room 09, adjoining Room 01). The building is connected by a passageway to

LEGEND

——— UTILITY LINE
- - - - UTILITY LINE THROUGH STRUCTURE
//// UTILITY TUNNEL
——•—— FENCE
Ⓒ CISTERN

Figure 3:15 The Main Complex.
Notice extensive disturbance due to underground utility lines and tunnels.
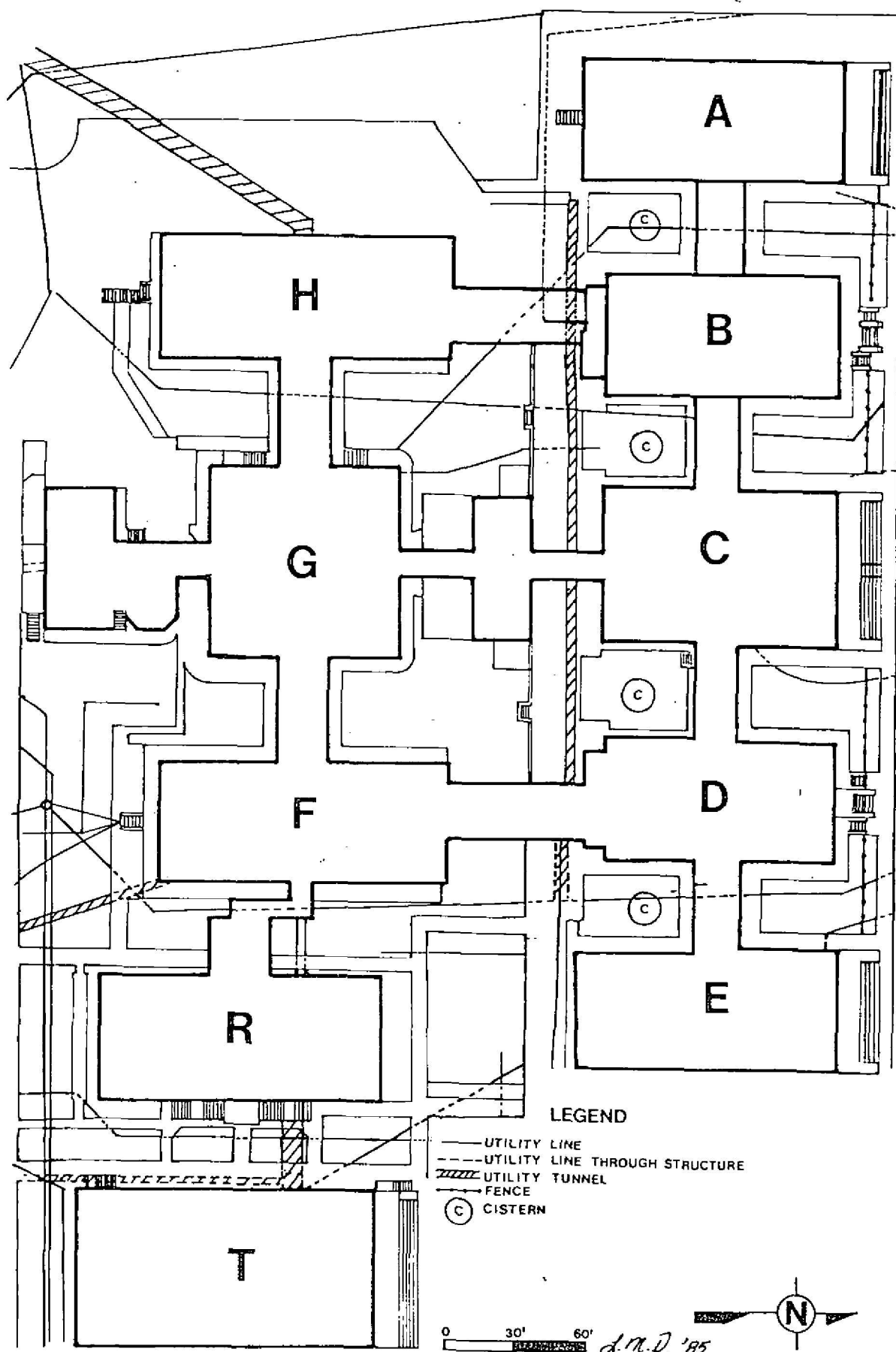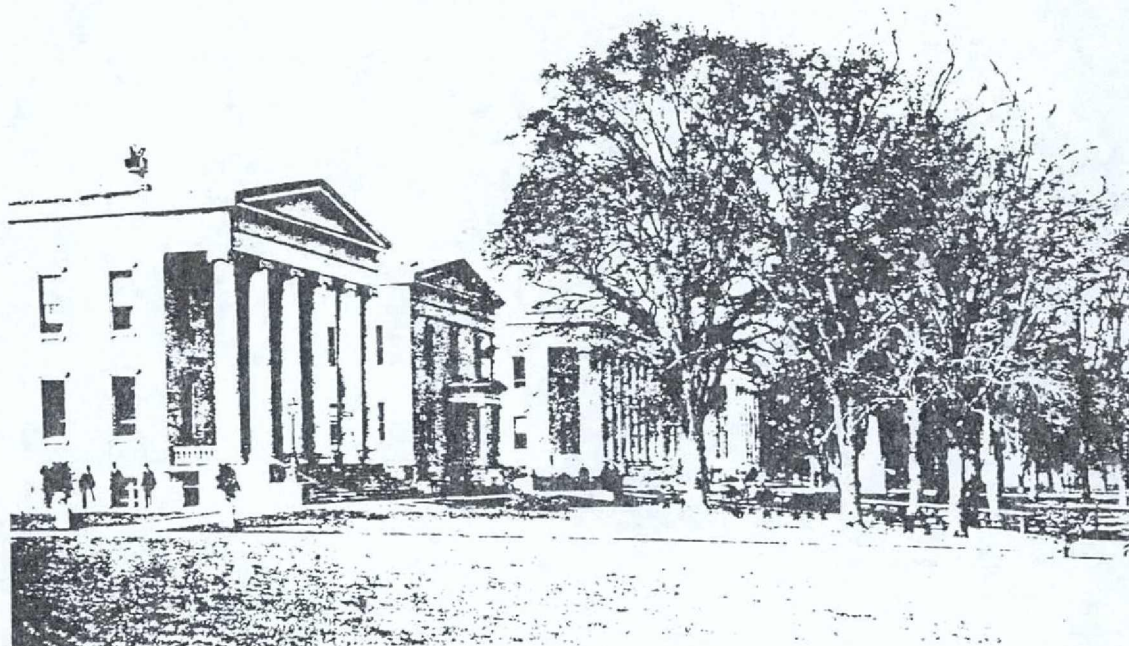
Fig. 3:16 The Main Complex, 1894.
(Photo: Published by W.H. Parish Publishing Company. Photographer
unknown. Sailors' Snug Harbor Collection, Archives, Staten Island
Institute of Arts and Sciences).

Building B.

BUILDING B

Built in 1839-40, Building B was the second structure to be added to what would become the main complex. It was designed, but not built, by Minard Lafever in 1831 (see Building C) as part of his original plans for the complex. When funds became available (June, 1839), work commenced on Building B. Lafever was no longer associated with the Harbor at this time, so Samuel Thomson, as Superintendent, realized Lafever's plans. Samuel Thomson and Son was a New York City building firm. Their most famous work was the design and the execution of the interior of the U.S. Custom House on Wall Street (1834-5).

Building B is located to the west of the Main Building (C) in the front (or northern) row of structures which comprise the main complex, and is joined to Buildings A, C, and H by passageways. Construction was completed in December, 1840. In 1879, the columned portico and steps were added to the north facade, and areaways were dug around the building. At this time, the ground floor windows were "lengthened". The north wall between the two appendages, was once the site of the basement stairwell. It is also probable that a well exists under these original basement steps (Historic Structures Report, Volume II, 4.7 36/37). Building B was used as a dormitory throughout the Harbor's history. Workrooms, for activities such as basketweaving, occupied the underground rooms and passageways.

BUILDING C

Building C was the first building at the Harbor. It was designed by Minard Lafever in May, 1831, and completed in August, 1833. It faces New York Harbor and was conveniently located within walking distance of the dock, which at that time was the principal point of arrival at the Harbor. It is connected by passageways to Buildings B, D, and the kitchen.

Minard Lafever became a very well known architect, and Building C was his first executed work. He went on to design, among other buildings, the First Reformed Dutch Church (no longer extant) and Holy Trinity Church, both in Brooklyn. However, he is probably best known for his architectural plan books which diffused the Greek Revival style, of which Building C is a fine example, throughout North America.

There are no original plans to be found which can pinpoint the use of each of the interior spaces, but we know that, until 1840 (when Building B was completed), Building C contained the Harbor offices, a chapel, dormitories, the dining hall, and the kitchen. The kitchen and dining hall were in the basement, as were the work areas, heating plant, and coal storage room. In 1855, after the completion of Building G, the original dining area became a smoking hall. From 1884 to 1899, the basement contained a workshop for the blind. The washroom became a barber shop in 1889. The main floor was composed of offices and public rooms, and a few sleeping rooms (104, 105, 107, 108, 110).

On the exterior of Building C, free standing gas light fixtures were installed at both sides of the steps in 1884. In 1879, areaways were created in the northern halves of the east and west walls and the ground floor windows in these sections were "lengthened". In 1888, a "tunnel" was excavated beneath the floor of the columned portico to provide a front entrance and improved ventilation for the basement.

BUILDING D

Building D was designed by Samuel Thomson (see Building B) as a mirror image of Building B. The exterior was completed in 1840, but the interior was not finished until 1844. It was built as a dormitory and utilized as such. The basement passageways, linking Building D to Buildings E, F, and C, were used as workrooms for activities like basketmaking. In 1870, a marble portico with stone steps was added to the front (north facade) of the building. In 1879, areaways were dug around the building and the ground floor windows were "lengthened".

BUILDING E

Building E was the fourth of four dormitories to be built during the construction boom of the late 1870's and the early 1880's. The other three dormitories are Building A, F, and H. Building E is a mirror image of Building A. It was built by Richard Smyth (see Building A) in 1880-81. It was always used as a dormitory and is linked by a passageway to Building D. There is no documentation of any exterior alteration to Building E.

BUILDING F

Building F is the second of the four dormitories (A, E, F, and H) built during the construction boom of the late 1870's and early 1880's. Building F is a mirror image of Building H and was built in 1877 by Richard P. Smyth (see Building A). It is connected by passageways to Building D (1877) and to the Recreation Hall (1915). It was always used as a dormitory. The blind sailors were moved here from Building C in 1899 and a workshop and library were created for them in the basement. There is no record of any exterior alterations to Building F.

BUILDING G

Building G was built in 1854 as part of a building program which included a new wash house and the Chapel. It occupies the site on which the 1834 bakehouse originally sat. Building G was designed and constructed by James Solomon, a New York City builder who lived on a lot, and leased several others, which formed a part of the Sailors' Snug Harbor land holdings in Manhattan.

Building G's main function was that of a dining hall, which occupied the ground floor, but the building also contained dormitories on the second and third floors. In the basement were located a new kitchen, the Steward's office and the colored men's and blind men's mess. The main floor dining hall could seat four hundred men at long tables, and the food was brought from the basement kitchen by means of dumb waiters.

The water supply for the Harbor comes from sources on Tysen Street and Snug Harbor Road. All of the pipes from these sources converge at Building G, where the water was distributed to the rest of the Harbor buildings. Building G is joined by passageways to Buildings C, F, H, and the kitchen.

The exterior of Building G has undergone many alterations over the years. It is possible that the passageway to Building C was not built at the same time as Building G because it is not referred to until 1868. In 1872, the areaway around the building was reconstructed in stone. At the same time, the cisterns between Buildings C and G were raised ten feet and covered with wooden roofs. In 1875, an addition was made to each side of the passageway connecting Buildings C and G. At first these two structures were part of the steamheating plant. In 1894, they became "smoking rooms" and in 1955, the snack bar, "The Bum Boat" occupied the western structure. In 1876, a new kitchen was constructed south of Building G and joined to it by a passageway, the upper floor of which was used as a clothing storeroom. In 1889, a new office for the Steward was built along the passageway connecting the 1876 kitchen and the south wall of the Dining Hall. This addition is also referred to as the Commissary's Office. In 1891, a new two-story passageway was built between Buildings C and G. In 1949, Building G was remodelled to function as the Hospital.

BUILDING H

Building H was the first of the four dormitories to be constructed

during the building boom of the late 1870's and early 1880's. It was built by Richard Smyth (see Building A) in 1876. It is a mirror image of Building F, and is connected by passageways to Buildings B and G. There is no documentation of exterior alterations, but Building H ceased serving as a dormitory and became the infirmary when the Hospital was demolished in 1951.

THE 1834 BAKE HOUSE AND THE 1854 KITCHEN

In 1834, a service building referred to as the Bake House was constructed behind Building C. It was in fact used for baking, but also housed the Steward's Room, a cellar for vegetables, and a washing/dressing room. A second floor workshop was added in 1836. This structure was demolished in 1846 and a kitchen building was constructed on the site. This building was moved to an unknown site in 1854 and remodelled. Building G now occupies the site of the 1834 Bake House and the 1845 kitchen.

WASH HOUSE NUMBER TWO

Wash House Number Two was built in 1854-55 by James Solomon, (see Building G). Until that time, the washing was done in Wash House Number One, now the Matron's Cottage. Wash House Number Two was located behind the Dining Hall (Building G) and aligned to its east/west axis. The washing was done on the ground floor and the drying and airing on the second floor. Wash House Number Two was demolished in 1951.

RECREATION HALL

The Recreation Hall was designed in 1915-16 by Louis E. Jallade, a Canadian architect who took his training at the Ecole des Beaux Arts in Paris. Broadway Presbyterian Church is of his design. Louis Jallade was also one of the Trustees of the Harbor. The Recreation Hall is located between the Music Hall and Building F, to which it is connected by a passageway. There is no documentation of exterior alterations to the building which was used for, among other activities, reading and listening to the radio.

THE MUSIC HALL

The Music Hall was designed and built by Robert W. Gibson in 1890-92. Gibson was born and trained in England. He submitted drawings for the competition for St. John the Divine and designed the West End Collegiate Church (1882) and the Morton Plant House (1903-05), now the housing of Cartier Inc.

The Staten Island Ferry Company began operations in 1886. Consequently, the direction of approach to the Harbor shifted to the east, and the eastern side of the Harbor property acquired greater visual importance with the construction of the Music Hall and the Randall Memorial Church. The Music Hall has always been used as a performance center, and has not been subjected to significant exterior alterations.

THE NORTH (RICHMOND TERRACE) GATEHOUSE

The North (Richmond Terrace) Gatehouse was designed and built in 1873 by Richard P. Smyth (see Building A). It has always served as a pedestrian entrance. The only exterior alterations have been the addition of a small room on both the east and west walls of the Gatehouse in 1894.

GATE LODGES

The historic structures report (Gibson, Shepherd, and Bauer 1979:4.14/1) discusses the construction and location of three gate lodges that were constructed in 1848 and demolished between 1873 and 1880. In 1848, three frame lodge houses were constructed at the sites of the three gates along Richmond Terrace. The central and eastern lodge houses were demolished in 1873 when the present Richmond Terrace Gatehouse was completed. The third, and westernmost lodge, probably remained until 1880 when the iron fence was extended and the existing West Gatehouse was built.

ARCHAEOLOGICAL RECOMMENDATIONS

The hyphens between each building (see Figure 3:17) are flagged as archaeologically sensitive areas (see Figure 3:18). In 1982 when Cotz (1984) tested in the areaways (north side of the hyphen) between buildings B-C, C-D, D-E, F-G, and G-H, she found archaeological deposits that dated to the early use of these buildings (1831-1850's). Based on the archaeological evidence, Cotz (1984:58) believes that when
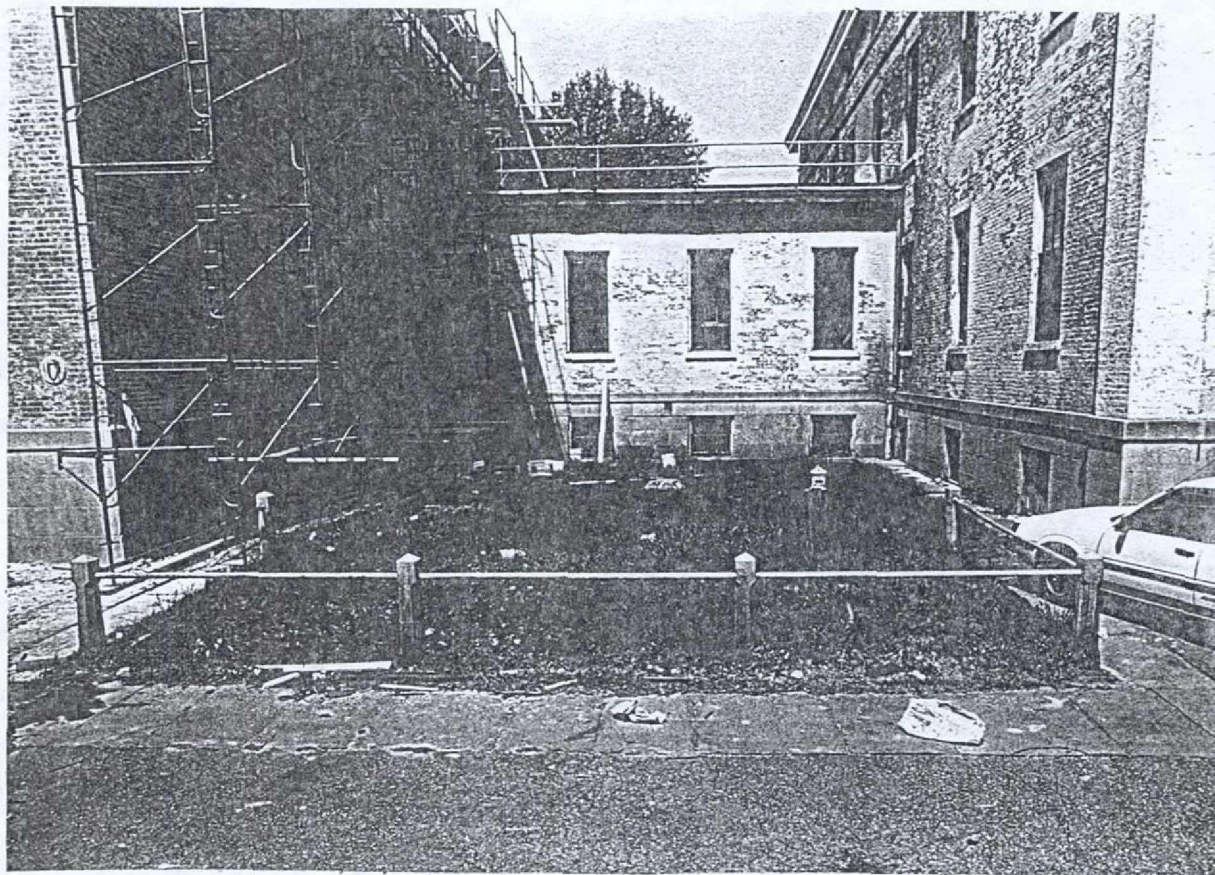
Figure 3:17 Area south of passageway connecting Buildings C and D.
(Photo: Carl Forster, N.Y.C. Landmarks Preservation Commission, 1985.)

LEGEND
UTILITY LINE
UTILITY LINE THROUGH STRUCTURE
UTILITY TUNNEL
FENCE
Ⓒ CISTERN
CONTRACT LINE
PROPOSED CONDUIT
ARCHAEOLOGICAL ZONE
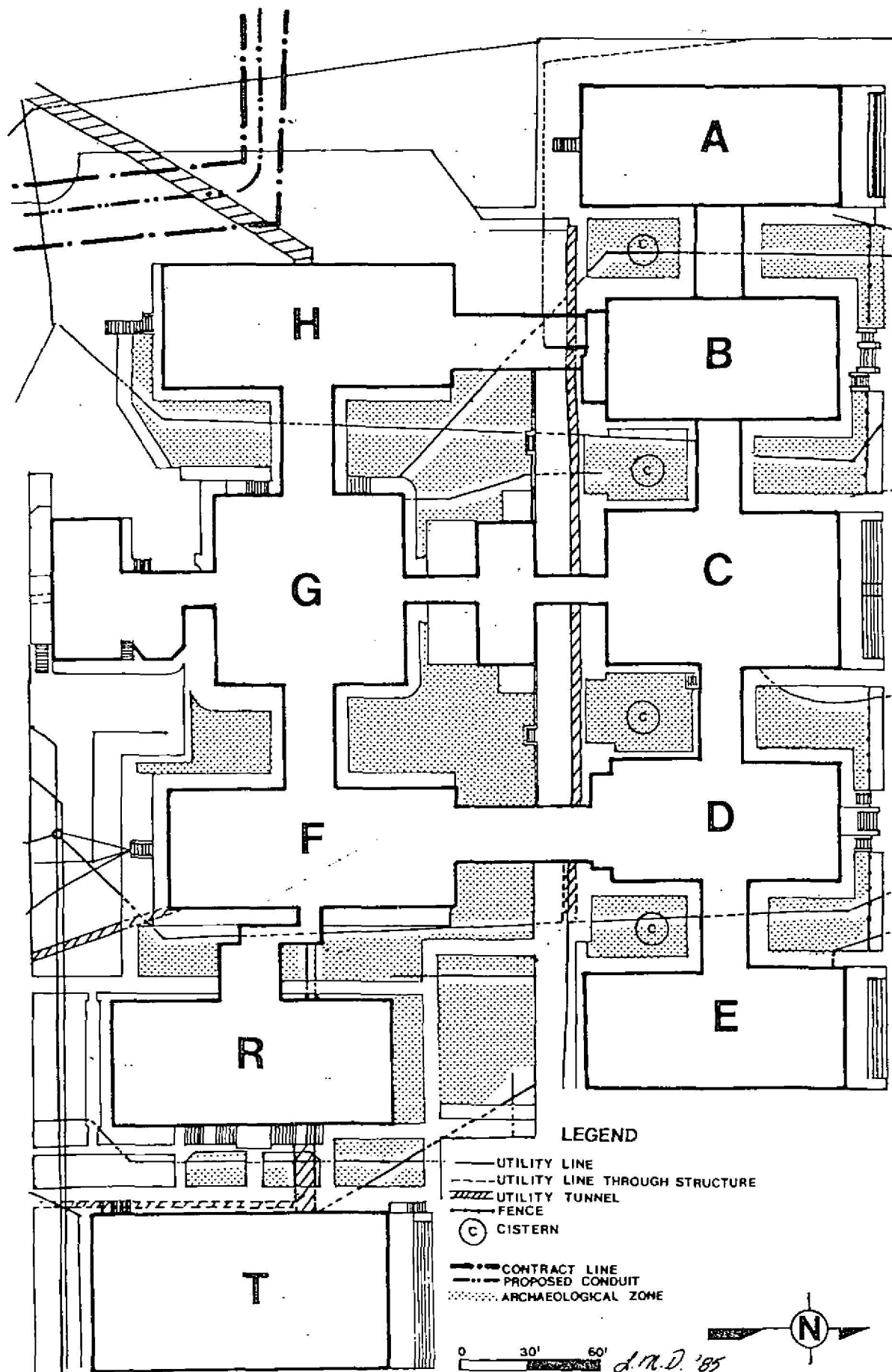
Figure 3:18 Archaeologically significant areas in the Main Complex. Notice location of 19th century cisterns. Note proposed DGS conduit will not impact archaeology zone.

the areaways were dug the "backfill from the areaways was probably deposited in the courtyard center." Below these post-1870's deposits (from one to one and a half feet in depth) were stratified levels containing material that was discarded by the seamen during the institution's first thirty years. In the courtyard between Buildings G-H, Cotz (1984:68) found a deposit that she believes is the debris from the c. 1840 kitchen.

The Department of General Services' 1984 survey of Snug Harbor located cisterns in the courtyards to the south of the hyphens between buildings A-B, B-C, C-D, and D-E. There were no cisterns located on the 1906 topographical map. It is probable that the cisterns (and wells) were not used after public water became available in 1881. These cisterns may contain fill from the early 1880's, and this area is being flagged as an archaeologically sensitive area.

We do not recommend testing in the basements of the buildings. The basements of the buildings were used for a variety of functions. From a social perspective the most interesting basements are in Buildings D and G. In 1845 the basement of Building D was used to house "the colored seamen" (Gibson et al. 1979, vol 4, section 8:1). The basement of Building G contained the colored men's and blind men's mess (Gibson et al. 1979, vol 3, section 4.16/4). In 1981, Sherene Baugher (as part of a cooperative program between the Landmarks Preservation Commission and Snug Harbor) conducted shovel tests in the dirt floor basements of Buildings C, G, H, F, the Music Hall and the Chapel. Baugher (1981) found that the soil levels contained very little

archaeological material; the artifacts that were retrieved dated to the mid to late nineteenth century but they were primarily architectural items such as hinges, electric wire, nails, and brick fragments. These common architectural specimens can still be seen in the Harbor buildings and do not provide new information about the alterations that occurred in these buildings. These artifacts do not provide any new data on the life of the seamen, the operation of the institution, or on the land use prior to 1831.

We do not recommend further testing in the lawn near Richmond Terrace. Cotz tested (ten tests) along the northern front yard area (near Richmond Terrace) of the Main Complex. Cotz agrees with our recommendations and she has determined that the area of her ten tests was disturbed (Cotz, personal communication April 1985). None of her tests revealed stratified deposits that dated to the eighteenth century use of the property. The levels that had datable artifacts contained whiteware or white ironstone sherds. The generally accepted date range for this ceramic type is 1820-1900 (South 1977). The tests had: artifacts in a disturbed context, no datable artifacts, or simply no artifacts.While there are artifacts buried in the ground in the north lawn, this area has a much lower probability, than the area immediately surrounding the buildings of the Main Complex, of containing significant material. In addition, the north lawn contains numerous underground lines. These lines caused extensive disturbance to the archaeological deposits. Therefore we are not recommending the front lawn near Richmond Terrace as an area of high sensitiveity. The purpose of this study is to flag archaeologically significant areas and not to flag an area simply because it may contain an artifact.

Section 3: Northeast Corner

The northeast section off the property contains the Neptune Fountain and probably the buried foundations of the Randall Memorial Church, the Physician's House, and the Tysen House (see Figure 3:19).

THE NEPTUNE FOUNTAIN

The Neptune Fountain was built in 1893 by the J.W. Fiske Company of Manhattan (see Figure 3:20). No other information is available.

RANDALL MEMORIAL CHURCH

The Randall Memorial Church was designed and built in 1890-92 by Robert W. Gibson (see Music Hall). Fire destroyed the interior in 1906. Gibson supervised the restoration, which was completed in 1907. The church was demolished in 1952. Eight stained glass windows from the church were donated to Calvary Presbyterian Church.

THE PHYSICIAN'S HOUSE

The Physician's House was one of a pair of twin houses; the other twin was the Governor's House. The Physician's House was demolished in 1893 to make way for the Randall Memorial Church and the Music Hall (see Figure 3:21). For other architectural information, please refer to "THE GOVERNOR'S HOUSE".

RICHMOND TERRACE

THE TYSEN HOUSE

PHYSICIAN'S HOUSE

NEPTUNE
FOUNTAIN

N

RANDALL MEMORIAL
CHURCH

DEMOLISHED STRUCTURE
UTILITY LINE
BRICK WALL
IRON FENCE
ASPHALT ROAD
GATE

0'   30'   60'   d.M.D.'85
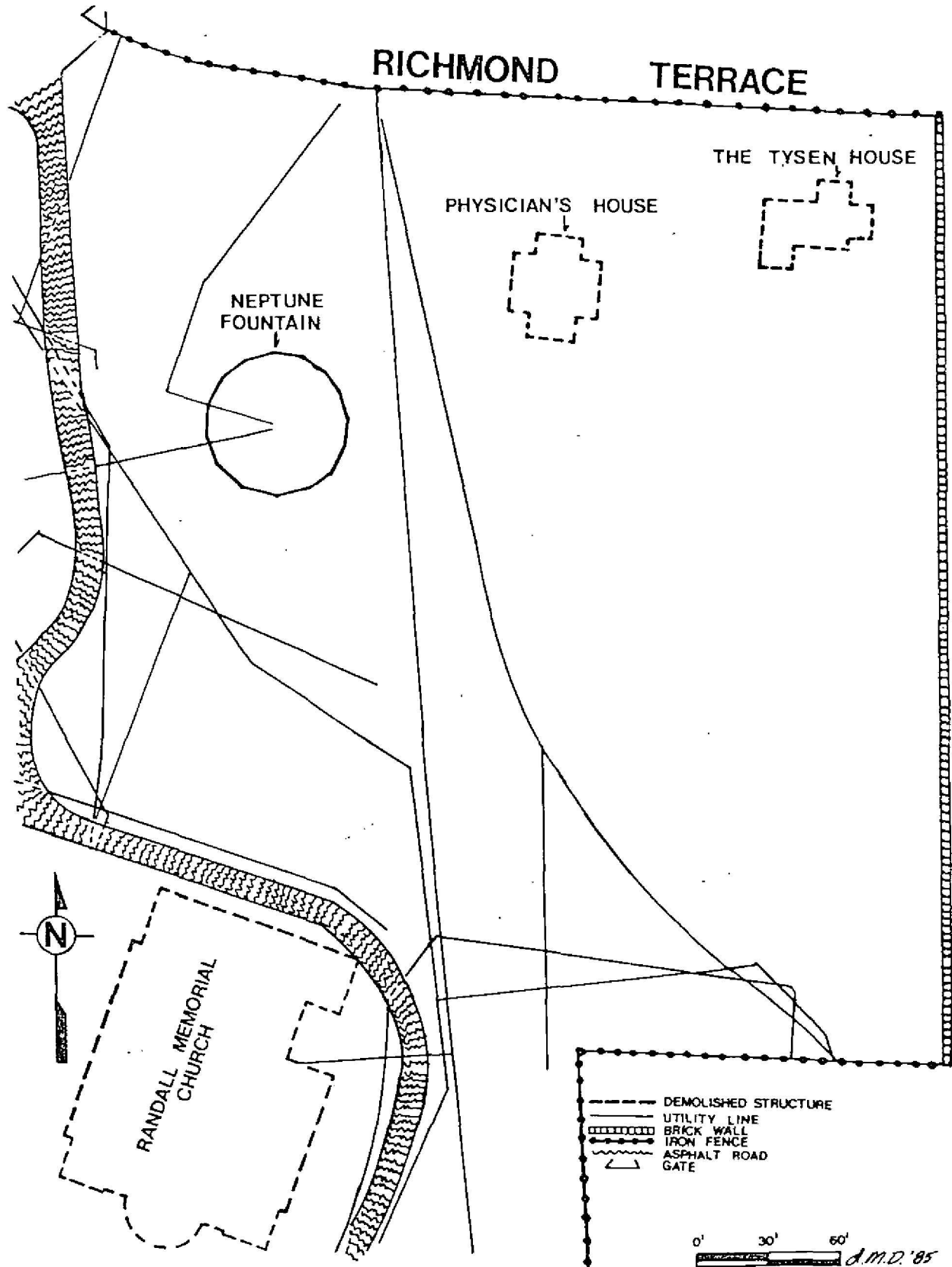
Figure 3:19 The Northeast Corner of Snug Harbor.
          Notice the extent of disturbance due to underground utility lines.

Figure 3:20 The Randall Memorial Church, the Music Hall and the
Neptune Fountain. (Photo: Postcard, Hugh Powell Collection,
Archives, Staten Island Institute of Arts and Sciences, no date.)

Figure 3:21 The site of the Physician's House and the Tyson House.
(Photo: Carl Forster, N.Y.C. Landmarks Preservation Commission, 1985.)

THE TYSEN HOUSE

The Tysen House was built in 1835 on a plot of land adjoining the Harbor property (see Figures 3:3 and 3:19). The house and the land were acquired in 1885 by the Trustees of the Harbor. In 1890 the house was moved to its present location on Filmore Street (Barnett Shepherd, personal communication, May 14, 1985). Further documentary research is needed to obtain more information on the Tysen family.

ARCHAEOLOGICAL RECOMMENDATIONS

The northern portion of this site is archaeologically sensitive (see Figure 3:22). A faint outline of the foundation wall of the Physician's House can still be seen. Wells, cisterns and privies associated with the Physician's House and the Tysen House may still be buried in the ground.

The Physician was the second highest ranking individual at the Harbor. His home was identical to the Governor's House. There should be a similiarity in the material goods owned by these two men. However, during the period of Governor Melville's tenure there might be a noticeable difference in the deposits from the two houses. Barnett Shepherd (1979) describes Governor Melville as being extremely concerned about maintaining a high status lifestyle. Archaeology provides an opportunity to uncover artifactual evidence about the material competition (or lack of) between the two highest ranking men in the Institution. The information retrieved from testing can also be compared to material possessions discarded by other members of various

RICHMOND TERRACE

THE TYSEN HOUSE

PHYSICIAN'S HOUSE

NEPTUNE
FOUNTAIN

N

RANDALL MEMORIAL CHURCH

---- DEMOLISHED STRUCTURE
—— UTILITY LINE
▨▨▨ BRICK WALL
•••• IRON FENCE
〜〜 ASPHALT ROAD
⌃ GATE

▦▦ ARCHAEOLOGICAL ZONE
EXCLUDES 5' ON EITHER SIDE OF UTILITY LINE

0'   30'   60'

d.M.D. '85
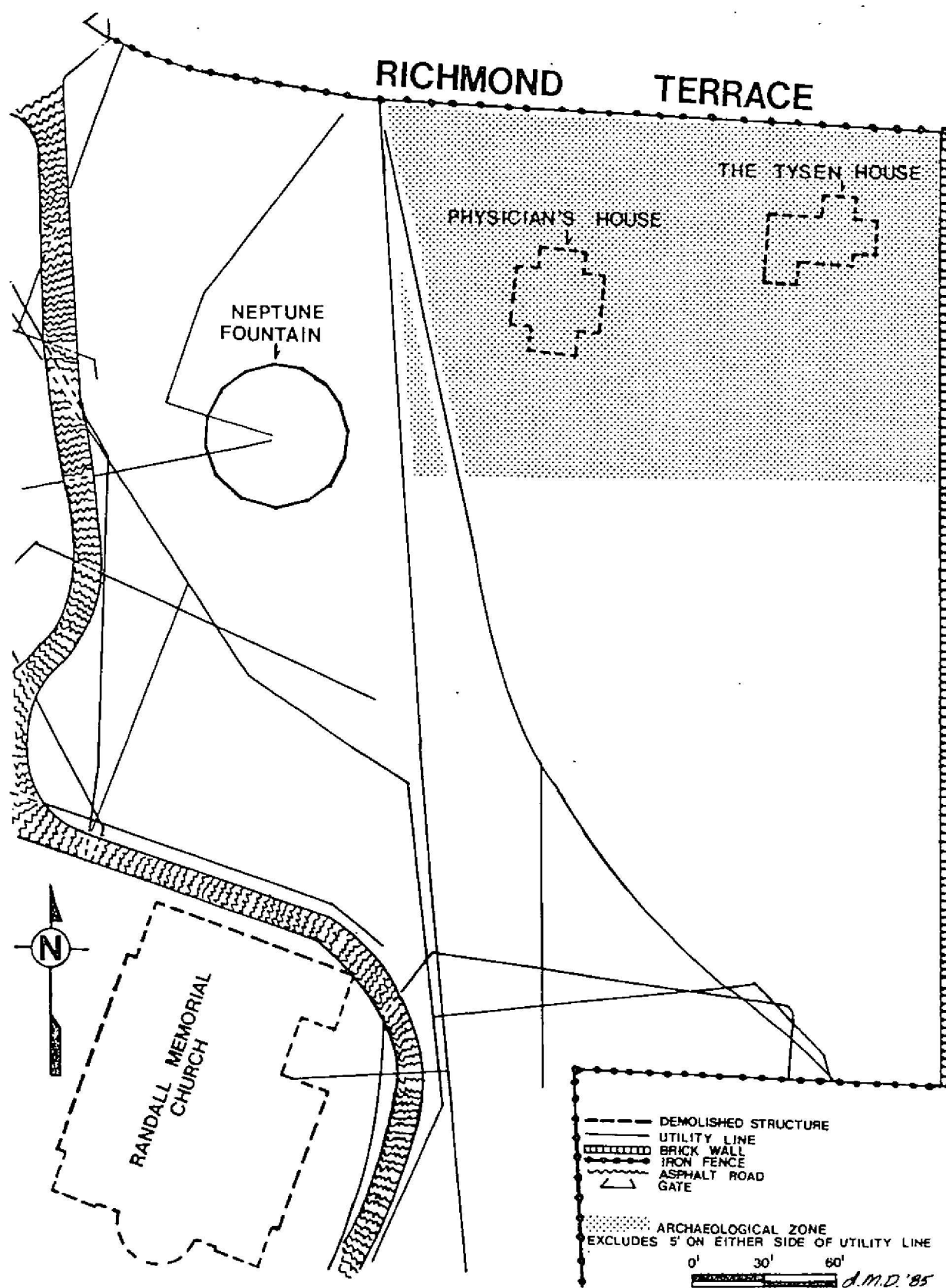
Figure 3:22   Archaeolog ically significant area in the Northeast corner of
Snug Harbox. This area may contain wells and privies associated
with the Physician's House and the Tysen House.

rank of the Institution.

The Tysen House site provides an opportunity to test a middle class site from the period 1835-1885. The artifacts from this site can be compared to the material used and discarded by middle class employees of Sailors' Snug Harbor.

In 1984, the Department of General Services developed a plan for the construction of a parking lot along the mid-western boundary of the property. A proposed storm sewer line will run from the parking lot to Richmond Terrace. This line will disturb part of the archaeologically sensitive area (see Figure 3:23). We recommend archaeological shovel testing along the route of this sewer line prior to construction of this line.

RICHMOND TERRACE

THE TYSEN HOUSE

PHYSICIAN'S HOUSE

NEPTUNE
FOUNTAIN

N

RANDALL MEMORIAL CHURCH

DEMOLISHED STRUCTURE
UTILITY LINE
BRICK WALL
IRON FENCE
ASPHALT ROAD
GATE
CONTRACT LINE
PROPOSED MANHOLE & DRAINAGE PIPE
ARCHAEOLOGICAL ZONE
EXCLUDES 5' ON EITHER SIDE OF UTILITY LINE

0'   30'   60'

d.m.D.'85
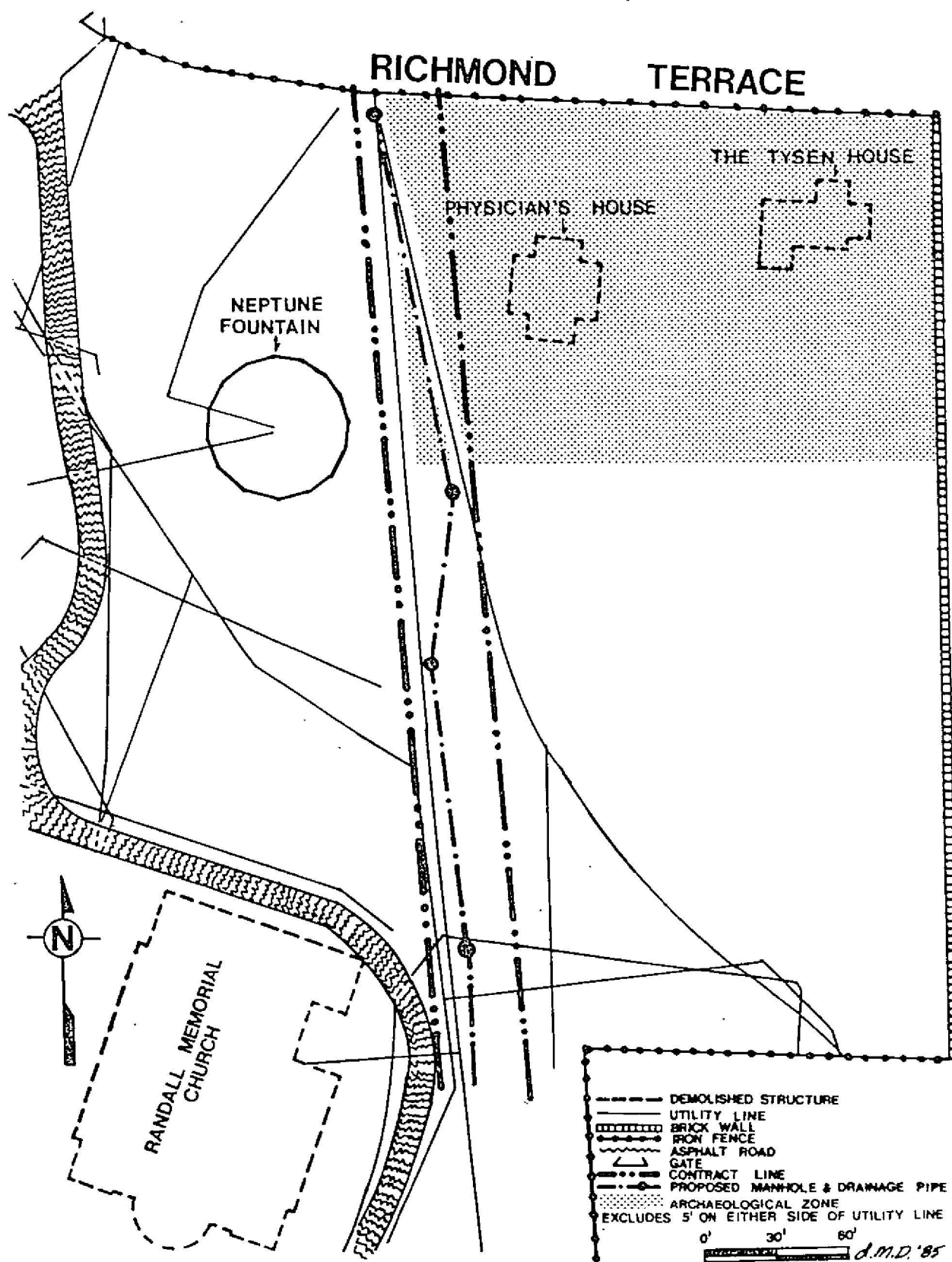
Figure 3:23 Impact of proposed drainage pipe on the archaeologically sensitive
area in the Northeast Corner of Snug Harbor.

Section 4: The Cottages

This area contains both extant employees' cottages and the buried foundations of earlier cottages (see Figure 3:17).

EMPLOYEES' COTTAGES

The historic structures report (Gibson, Shepherd, and Bauer 1979: 4.33/1) discusses the employees cottages but does not address the buildings that were on this site prior to the construction of the cottages. Four of the Employee's Cottages were built in 1885 (see Figure 3:18). The fifth (the northernmost) was constructed in 1898. No documentation is available as to who designed these houses and/or supervised their construction. Snug Harbor builder, Richard P. Smyth, died in 1886, and H.C. Decker took over his duties. Perhaps the transition from one builder to another is the cause of this absence of building records. These cottages have always served exclusively as residences for the commissary, secretary, engineer, gardener, baker, and farmer. The only documented exterior alteration is the change of the front step material from wood to concrete.

THE DEMOLISHED STRUCTURES

The precise dates for the construction and demolition of these structures, and their function at Sailors' Snug Harbor, were not given in the accessable historical documents. Information on these structures may be contained in the documents in the uncatalogued Snug Harbor archives. Five structures are located on the Beers Atlas of 1874 (see
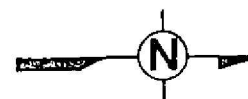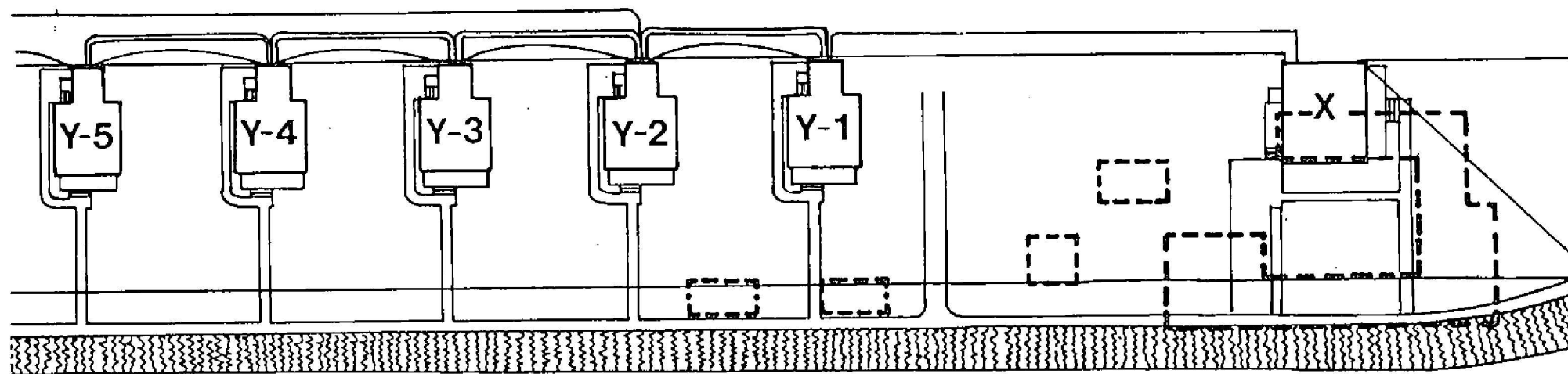
Figure 3:24   The Employees' Cottages.
              Notice extensive disturbance due to underground utility lines.
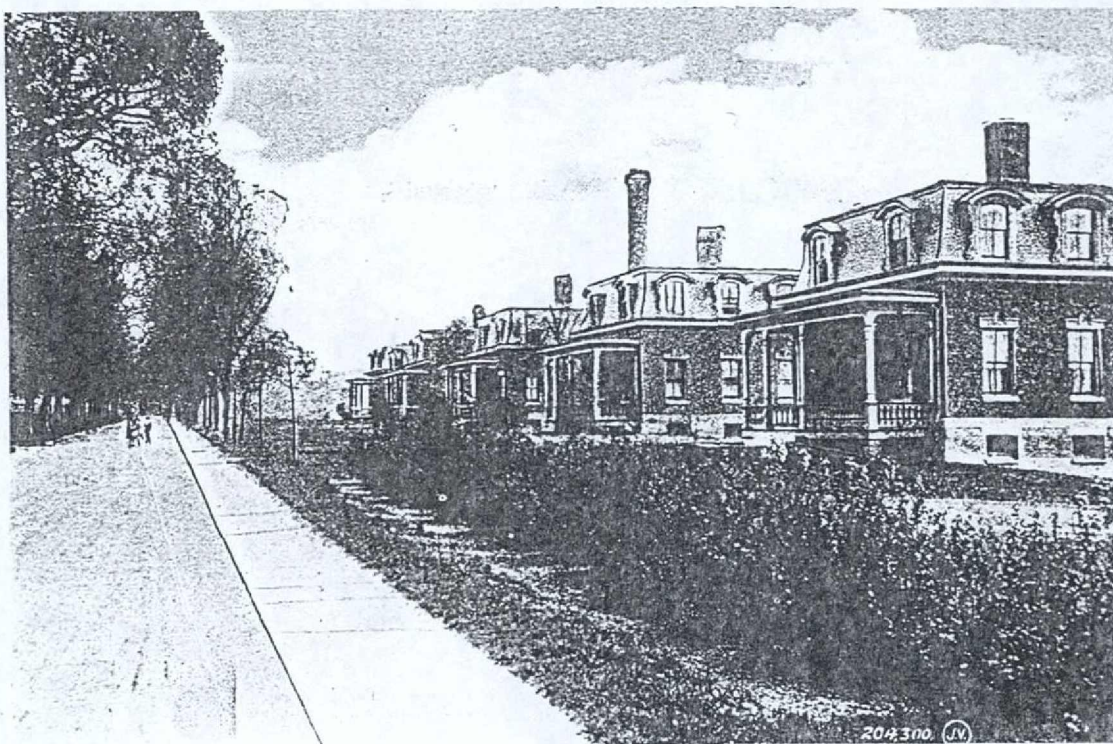
Figure 3:18 The Employees' Cottages, 1901. (Photo: Edward Clegg, Morris K. Jessup Album, Collection of the Trustees, Sailors' Snug Harbor.)

Figure 3:26 The Steward's House. (Photo: Carl Forster, N.Y.C. Landmarks Preservation Commission, 1985.)

Figure 3:2). The four smaller buildings may be small houses, or outbuildings for the Harbor's farm. The larger building may have been a stable or storage building. Whatever their function, these buildings were replaced by the construction of the employees cottages. Beers Atlas of 1887 shows the location of the new employees cottages and the former buildings are not shown on this map.

THE PRESENT GOVERNOR'S (STEWARD'S) HOUSE: BUILDING X

The Governor's (Steward's) House was designed and built in 1879-80 by Richard P. Smyth (see Building A). It has not undergone any significant external alterations and has always served as a residence (see Figure 3:26).

ARCHAEOLOGICAL RECOMMENDATIONS

The cottages contain areas that are archaelogically significant (see Figure 3:27). In the future, if construction is planned for this area, we would recommend archaeological shovel testing prior to the construction.

Archaeogist Edward Lenik has flagged the area in the rear of the cottages as a location that may contain material discarded by Native Americans. This area is flat and well-drained. It is within close walking distance of both a fresh water stream (near the Little League Field) and the salt-water Kill Van Kull.

The cottages have impacted on some of this prime location for an Indian site. However, this area is significant also for its historic
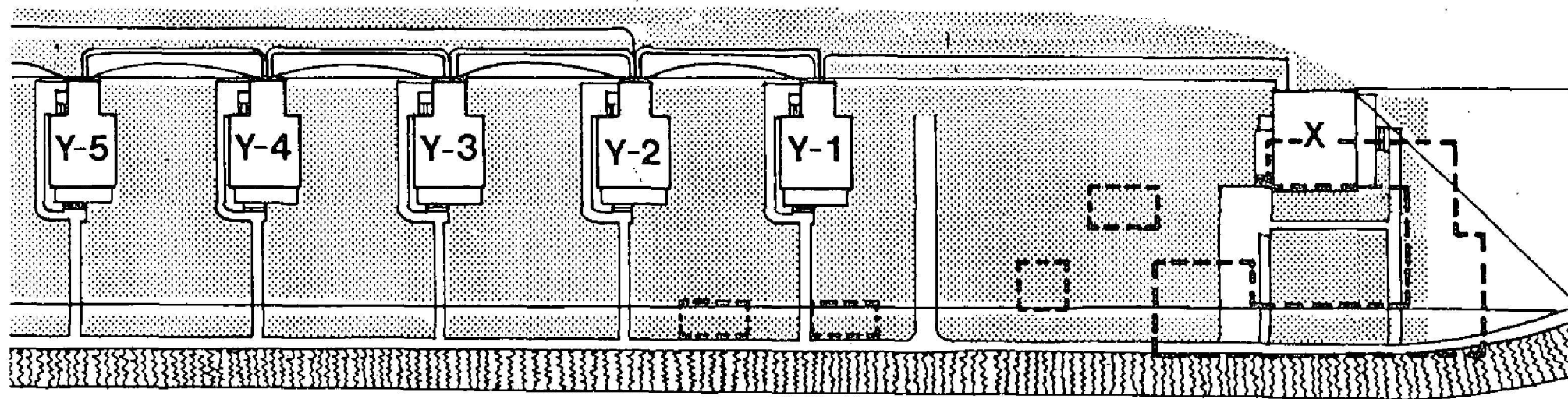
LEGEND

▬ ▬ ▬ DEMOLISHED STRUCTURE
───── UTILITY LINE
∿∿∿ ASPHALT ROAD
∷∷∷ ARCHAEOLOGICAL ZONE
EXCLUDES 5' ON EITHER SIDE OF
UTILITY LINE

0'   30'   60'

Figure 3::27 Archaeologically significant area along the Employees' Cottages.
Wells and privies associated with the Cottages may be located in
this area. In addition, this zone may c-ntain a Native American
site.

material. The archaeological deposits associated with the cottages can provide data about the lifestyle and material culture of the middle-ranking individuals at the Harbor. The area to the rear of the cottages may contain privies. Wells could have been located in the front, side or rear yards. Part of the front yard probably contains material associated with buildings erected in mid-century, prior to the 1885 construction of the cottages. The exact function of each building is unknown but archaeological work might provide some information about the use of these mid-nineteenth century structures.

STRUCTURES SOUTH OF THE MAIN COMPLEX

To evaluate the buildings south of the Main Complex, we have divided the area into four components:

— the Western Service Complex (Section 5)

— the Central Service Complex (Section 6)

— the Laundry (Section 7)

— the Chapel and Chaplain's Residence (Section 8)

Since this area has had multiple uses through time, there are various ways to group these structures. Our division reflects archaeological concerns.

Section 5: Western Service Complex

The buildings of the Western Service Complex were comprised of a few demolished structures (with frequent changes in function) and three extant structures: the Greenhouse, the Matron's Cottage, and the Bandstand (see Figure 3:28).

THE GREENHOUSE

The Greenhouse first appears on La Fevre's map (see Figure 3:4). There is no documentation available on its construction. It is possible that the old Conservatory was moved and re-adapted to become the present Greenhouse.
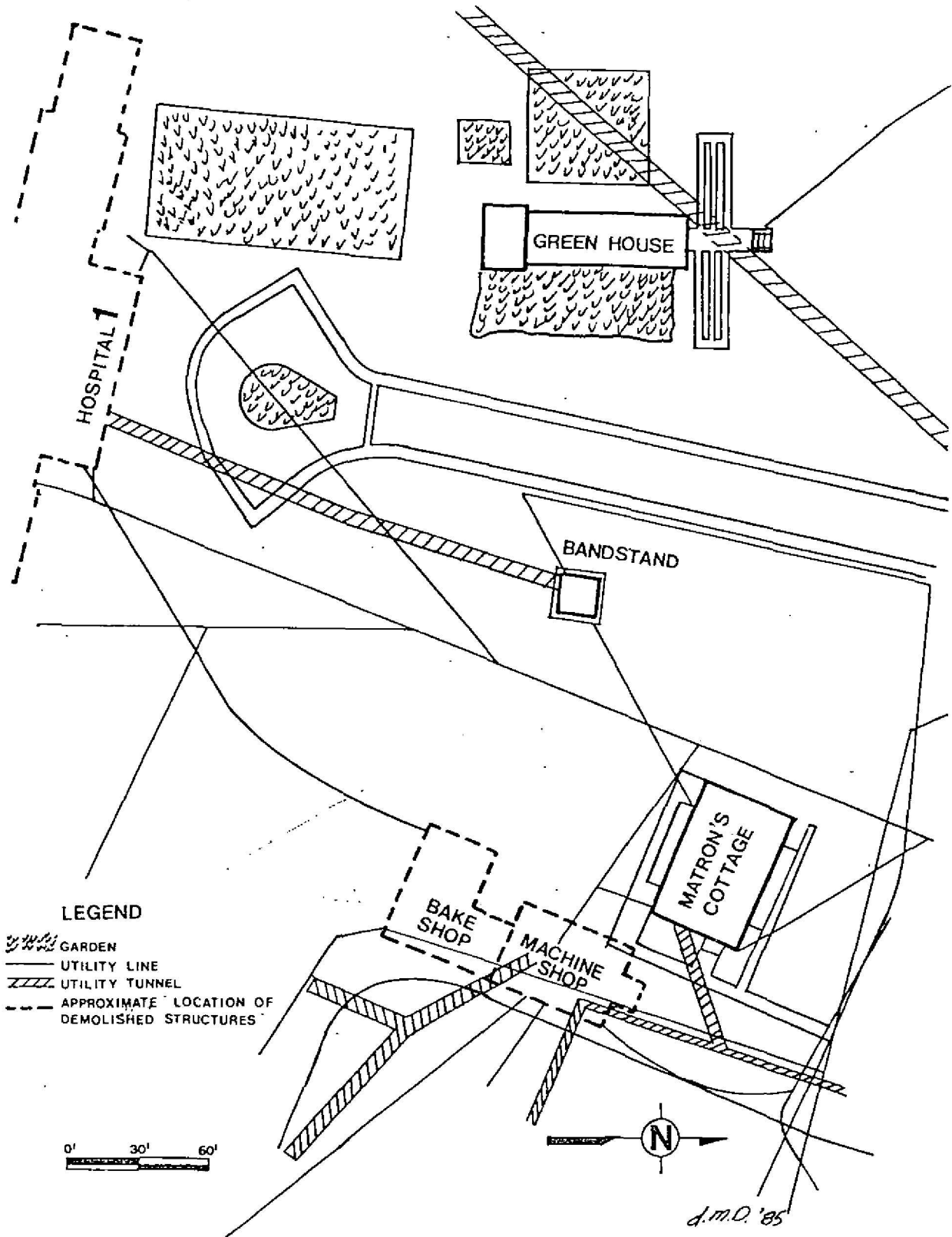
Figure 3:28 The Service Buildings of Snug Harbor (western group).
Notice extensive disturbance due to underground utility lines and
tunnels.

THE MATRON'S COTTAGE (WASH HOUSE NUMBER ONE)

The Matron's Cottage (Wash House Number One) was designed as a wash and
bake house by Frederick Diaper in 1845 (see Figure 3:29). Diaper was
an English-born architect known for his designs for manor houses
("Beverwyck " in Rensellaer, N.Y.). In 1855, after the completion of a
new wash house (see information on Building G, Section 2), this
building became the Steward's House. When a new Steward's House was
constructed in 1879, this building was used to house the Matron and the
Harbor's female staff. Sometime between 1876 and 1901, the porches
were added to the north and south walls. In the 1950's, this structure
was re-modelled to contain three apartments for the staff.

SUMMER HOUSE / BANDSTAND

In 1893, a Summer House/Bandstand for outdoor band concerts was
constructed to the northwest of Hospital One. Although the records are
unclear, it was probably built by Henry C. Decker (see East Gate
House). This Summer House may have been demolished (no documentation
available) or may have been moved to the east and have become the
Gazebo presently on the Harbor property.

DEMOLISHED STRUCTURES: THE BAKE SHOP AND THE MACHINE SHOP

As early as 1874, two distinct structures are shown to exist east of
the Matron's Cottage (Beers 1874, see Figure 3:2). At some point
between 1874 and 1887, it appears that these two buildings had been

Figure 3:29 The Matron's Cottage. (Photo: Carl Forster, N.Y.C. Landmark's Preservation Commission, 1985.)

joined, though no mention of use was indicated (Beers 1887, see Figure 3:5). From 1894 onward, the building is recorded as having several uses, with as many as two separate uses simultaneously. The first notation of function appears on La Fevre's 1894 atlas where the building is referred to as "the Laundry" (see Figure 3:4). This building may have been "Wash House Number Two" (see Section 2 of this report for detailed information on this wash house). The historic structures report (Gibson, Shepherd, and Bauer 1979: 4.17/1) does not provide a clear and specific description of the location of this wash house. If this is "Wash House Number Two", then this building was erected in 1854-55. It is known that by 1898 that this building is listed as having a dual usage -- the laundry was located in the western portion while the engine room occupied the eastern portion (Robinson 1898, see Figure 3:5). It is probable that the transition in the building's use from laundry/engine room to bake shop/machine shop took place in 1901 when building I began to be used as the Laundry. According to the Borough of Richmond Topographical Survey (1906), a bake shop replaced the laundry, and the engine room was replaced by a machine shop (see Figure 3:6). The building was demolished some time after 1935 (see Figure 3:7).

ARCHAEOLOGICAL RECOMMENDATIONS

The only section of this area that is archaeologically significant is the area to the rear and to the side of the Matron's Cottage (see Figure 3:30). The backyard and side yard of the Matron's Cottage may contain wells, cisterns, and privies associated with this building. During the mid to late nineteenth century, this building was occupied

GREEN HOUSE

HOSPITAL 1

BANDSTAND

MATRON'S COTTAGE

BAKE SHOP

MACHINE SHOP

LEGEND

GARDEN

UTILITY LINE

UTILITY TUNNEL

APPROXIMATE LOCATION OF DEMOLISHED STRUCTURES

ARCHAEOLOGICAL ZONE (EXCLUDES 5' ON EITHER SIDE OF UTILITY LINE)

0'   30'   60'

N

d.m.O. '85
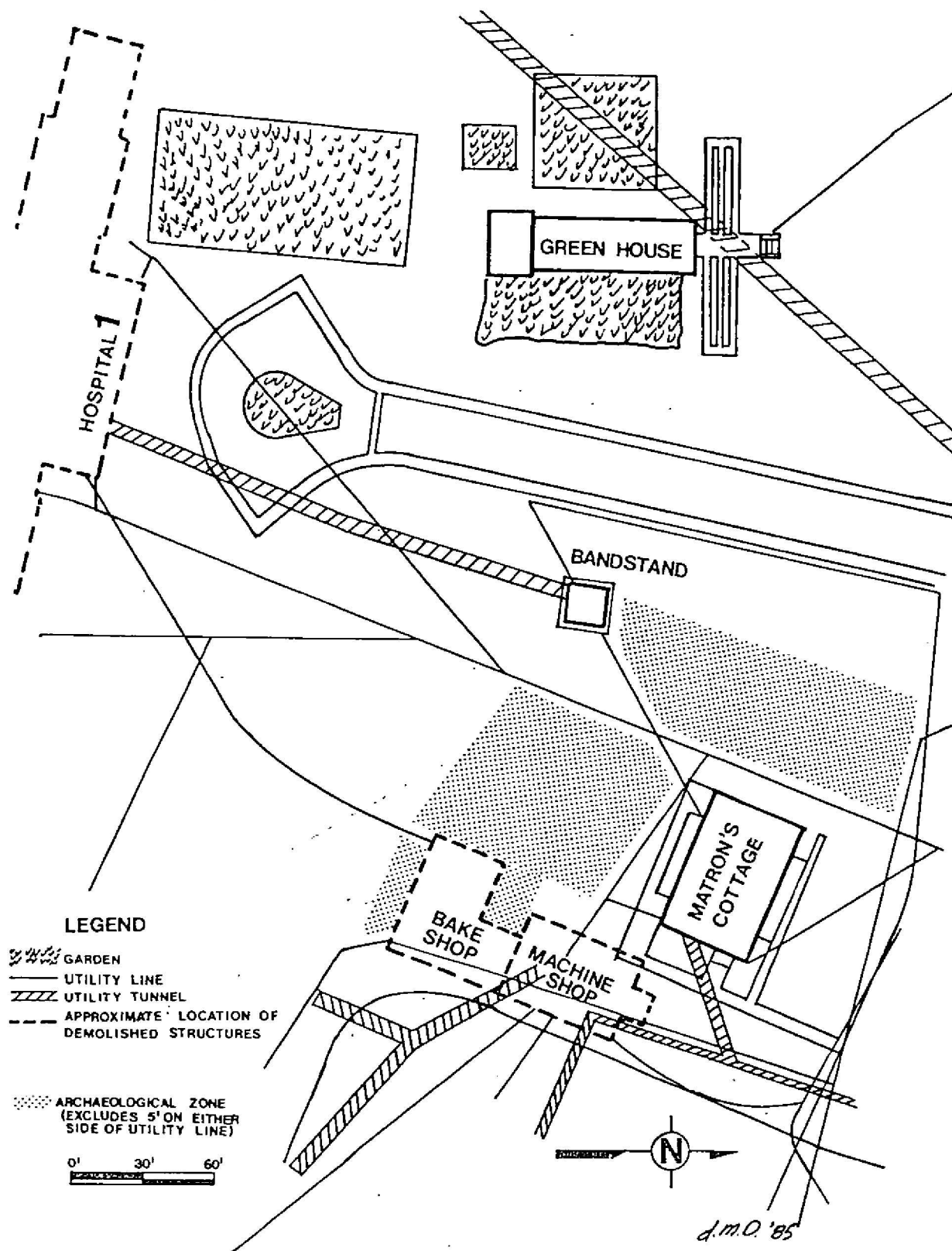
Figure 3::30 Archaeologically significant areas surrounding the Service Buildings (western group).

During the mid to late nineteenth century, this building was occupied by two different groups of employees. From 1855 to 1879 the Steward and his family lived here; the steward was one of the highest ranking middle managers of the institution. After 1879, the structure was used as the residence for lower ranking staff, the matron and the female staff. Archaeologically there should be a difference in the quality and quantity of status objects that were owned and discarded by these two groups of occupants. These artifacts should provide a picture of the material lifestyle of these employees.

To the east of the Matron's Cottage was the bake shop/machine shop. The sheet scatter in the area south of the Matron's Cottage is probably composed of artifacts discarded by people who worked in these buildings mixed with the artifacts discarded by the occupants of the Matron's Cottage. Because of the mixed nature of this deposit, the artifacts would only indicate that someone who lived or worked at the Harbor had discarded the material; it would not provide significant new information about the Harbor nor about the multiple uses of these buildings. However, if wells or privies were found that were specifically associated with these two buildings, and containing a clearly defined deposit then the deposits would be significant archaeologically.

We are not recommending testing in the area north of the Matron's cottage. There has been extensive disturbance to the area by underground lines, and in fact, an additional line has been constructed since Cotz put in her tests in 1982. When Cotz shovel tested in the area directly in front of the Matron's Cottage she found very few

artifacts. She also excavated two machine-cut trenches forty feet north of the Matron's Cottage. Each trench was six feet long by three feet wide. She found artifacts in approximately the first two feet of these trenches; in other words, artifacts were dispersed within an area of thirty-six cubic feet within each trench. However, a relatively small percentage of artifacts were found in these trenches (excluding mortar, coal, and brick fragments 55 artifacts were found in trench #11, and 70 artifacts in trench #12). In a typical three foot by three foot excavation unit (two feet deep) at the Conference House site in Tottenville, Staten Island, just counting ceramics there were 80 sherds found within an area of approximately eighteen cubic feet. In other words, in an area one half the size of each Snug Harbor trench, more ceramic artifacts alone were found than the total number of all the categories of artifacts unearthed in each Snug Harbor trench. On sites with little or no documentation, a small sample of artifacts is valuable. On a well-documented mid to late nineteenth century site, a small number of artifacts from a non-feature deposit (i.e. artifacts scattered randomly in a yard) is limited in its analytical usefulness.

The proposed conduit line will impact a portion of the archaeologically sensitive area surrounding the Matron's Cottage (see Figure 3:31). Archaeological testing should be undertaken prior to construction.

LEGEND

- GARDEN
- UTILITY LINE
- UTILITY TUNNEL
- APPROXIMATE LOCATION OF DEMOLISHED STRUCTURES
- CONTRACT LINE
- PROPOSED CONDUIT & JUNCTION BOX
- ARCHAEOLOGICAL ZONE (EXCLUDES 5' ON EITHER SIDE OF UTILITY LINE)

0'   30'   60'

GREEN HOUSE

HOSPITAL

BANDSTAND

MATRON'S COTTAGE

BAKE SHOP

MACHINE SHOP

d.m.O. '85
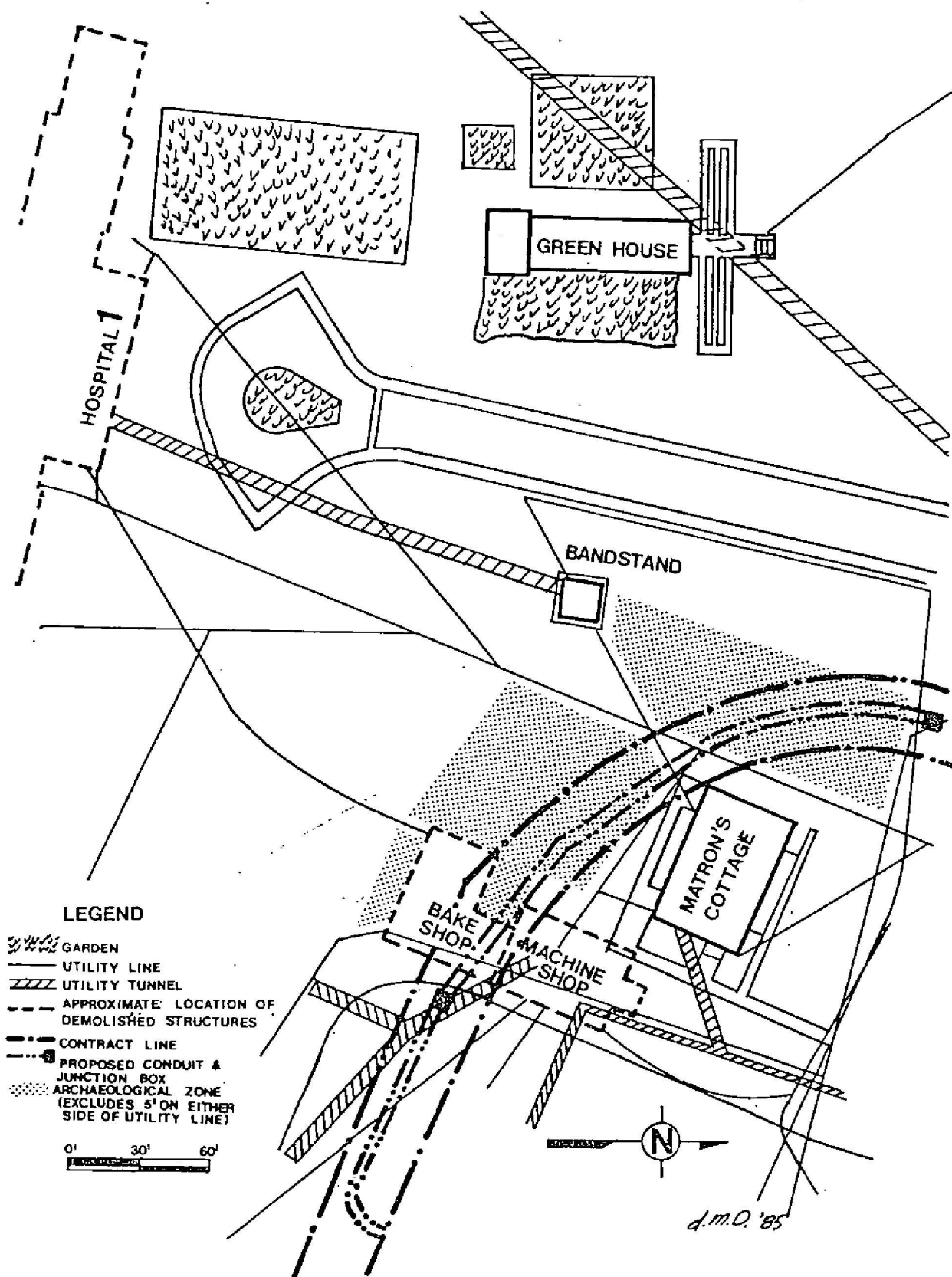
Figure 3:31   Impact of the proposed DGS construction on the archaeologically significant areas surrounding the Service Buildings (western group).

Section 6: Central Service Complex

The Central Service Complex contains four extant buildings: the Maintenance Building; the Vegetable Barn; the Morgue; and the Hospital Employees' Dormitory (Building I). In addition, there were numerous structures that are now demolished (see Figure 3:32).

THE MAINTENANCE BUILDING (CHILDREN'S MUSEUM)

The Maintenance Building was built in 1913. The Harbor records provide no documentation of this building's architect, builder, and subsequent alterations. This structure was always used as a maintenance building. In 1984/85, the interior was converted into space appropriate to use by a Children's Museum.

VEGETABLE BARN (WAREHOUSE)

The Barn (Vegetable Storehouse) was built in 1891. Its construction was supervised by H.C. Decker (see East Gate House). It has always served as a service building, and has undergone no significant exterior alterations.

THE MORGUE

The Morgue was designed and built in 1886 by Richard P. Smyth (see Building A). The Morgue replaced the old "dead house", the location of which is unknown. The Morgue has undergone no significant exterior alterations.

CHILDREN'S MUSEUM (MAINTENANCE)

MORGUE

VEGETABLE BARN (WAREHOUSE)

DORMITORY

N

LEGEND
———— UTILITY LINE
ⵣⵣⵣⵣ UTILITY TUNNEL
– – – DEMOLISHED STRUCTURE
∿∿ ASPHALT ROAD
⊢⊣ BLUESTONE WALK

KEY
1 SHED   6 MEAT SHOP
2 SHED   7 CARPENTER SHOP
3 SHED   8 LUMBER SHED
4 ICE HOUSE   9 SHED
5 REFRIGERATION   10 LUMBER STORAGE
   11 TAILOR SHOP &
      EMPLOYEES QUARTERS

d.m.D '85

0'   30'   60'
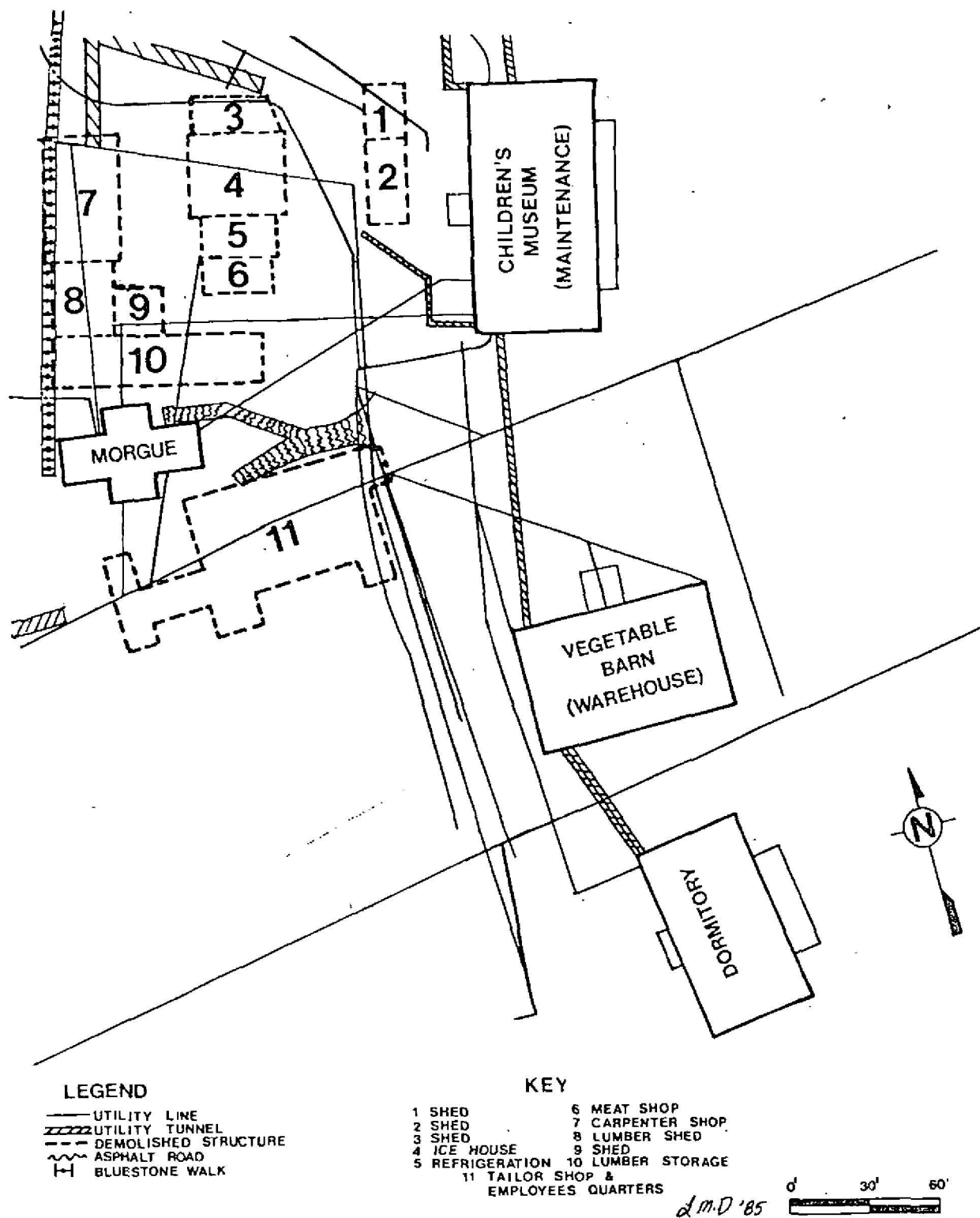
Figure 3:32   The Service Buildings of Snug Harbor (central group).
Notice extensive disturbance due to underground utility lines and
tunnels.

BUILDING I (THE HOSPITAL EMPLOYEES' DORMITORY)

Building I (the Hospital Employees's Dormitory) was built circa 1911-13. No further information on this building is available.

DEMOLISHED STRUCTURES IN THE CENTRAL SERVICE AREA

The precise dates of construction and demolition for these structures were not available from historical documents. Information regarding the use of these buildings and their date ranges was taken from historic maps (see Figure 3:2 through 3:7). Although it is clear that a series of buildings was located in the central service area as early as 1887, (see Figure 3:3), the function of these buildings and their relationship to later buildings in the area remains ambiguous.

Refrigeration: The buildings listed as three, four, five, and six (see Figure 3:32) first appear on La Fevre's 1894 atlas as a single structure, identified as the "ice house" (see Figure 3:4). In 1898, this structure is referred to as "refrigeration" (see Figure 3:5). At some point between 1898 and 1906 the building was sub-divided into four separate buildings with distinct, though inter-related uses. Building three was used as a "shed," building four was used as the "ice house," "meat shop" (Borough of Richmond Topographical Survey, 1906, see figure 3:6 and also 3:32). Sometime between 1906 and 1917 this complex of buildings was demolished (see Figure 3:7).

Carpenter Shop: The buildings listed as seven, eight, nine, and ten (see Figure 3:34) first appear on La Fevre's 1894 atlas (see Figure 3:4) as a single structure identified as "Carpenter." Four years

later, the structure appears to have been divided in two, with the area of buildings seven and eight being used as the carpenter shop, while the area of buildings nine and ten was unidentified (Robinson 1898, see Figure 3:5). By 1906, these two structures were further subdivided into a total of four joined, though distinct, structures. Building seven became the "carpenter shop", building eight was used as the lumber shed, building nine was simply a "shed", and building ten was used as "lumber storage". The extent to which these structures differed in their usage is unclear. Building nine and a portion of building ten were demolished sometime between 1906 and 1935 (Sanborn 1917-35, see Figure 3:7). The remaining portion was most likely demolished in the 1950's.

Tailor Shop and Employees Quarters: Of all the buildings in the central service area, this structure has had the most varied use. In 1894 building eleven was used as a hospital (La Fevre 1894, see Figure 3:4). By 1898, additions appear to have been made, and the structure is referred to as a "Pavillion" (see Figure 3:5). By 1906, the building is indicated as having two uses -- a tailor shop and an employees quarters -- though no division of space is delineated for these separate functions (see Figure 3:6). The structure was demolished sometime between 1917 and 1935 since it initially appeared on the 1917 Sanborn but was removed in a correction sometime between 1917 and 1935.

Sheds: Buildings one and two (see Figure 3:32), first appear as one unidentified structure on the La Fevre's 1894 atlas (see Figure 3:4). Between 1898 and 1906 the building was divided into two structures each

labeled "shed" (see Figures 3:5 and 3:6). They do not appear on the 1917-35 Sanborn Atlas and therefore were demolished between 1906 and 1917 (see Figure 3:7).

ARCHAEOLOGICAL RECOMMENDATIONS

The most significant archaeological location is the area south of the Morgue; this area may contain wells, cisterns, and privies associated with the morgue or the early hospital (see Figure 3:33). This would provide us with material evidence about the hospital/morgue complex.

We do not recommend testing in the area to the north of the Morgue. This area contained many buildings of diverse functions and some buildings were used for a brief period of time. It would be difficult to distinguish the archaeological deposits associated with a particular building in an area that has been used as intensely as this area. When Jo Ann Cotz tested in this area she found very disturbed deposits. Ms. Cotz agrees that this area is too disturbed to be archaeologically significant (Cotz, personal communication, May 1985).

LEGEND

——— UTILITY LINE
ZZZZ UTILITY TUNNEL
- - - DEMOLISHED STRUCTURE
ᴧᴧᴧ ASPHALT ROAD
ⱶ⊣ BLUESTONE WALK
░░ ARCHAEOLOGICAL ZONE
EXCLUDES 5' ON EITHER SIDE OF
UTILITY LINES, ROADS, & WALKS

KEY

1 SHED	6 MEAT SHOP
2 SHED	7 CARPENTER SHOP
3 SHED	8 LUMBER SHED
4 ICE HOUSE	9 SHED
5 REFRIGERATION	10 LUMBER STORAGE
11 TAILOR SHOP &	
EMPLOYEES QUARTERS	

d.m.D '85

0   30'   60'
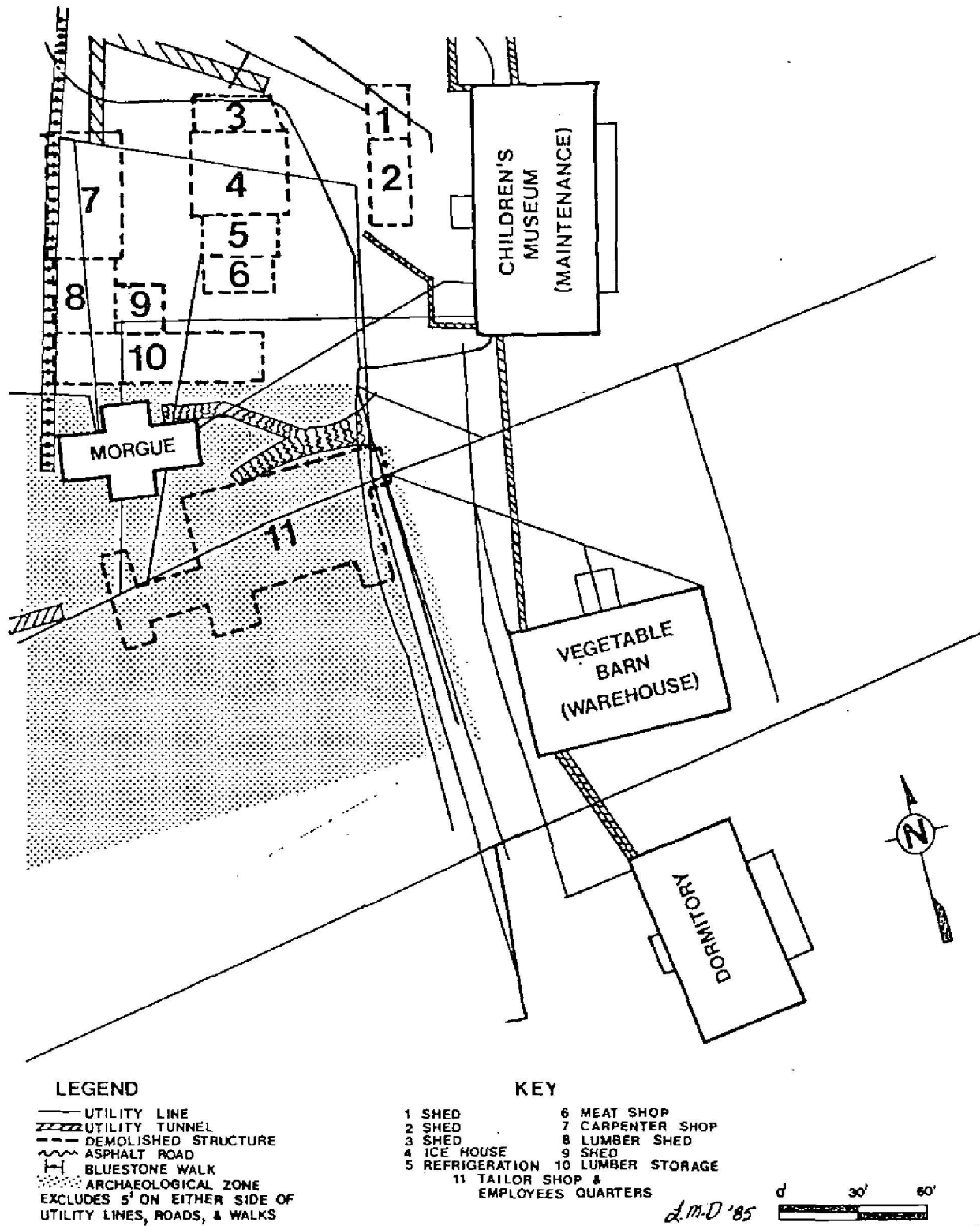
Figure 3:33 Archaeologically Significant area surrounding the Service Buildings
             (central group).

Section 7: The Laundry

Building I, used as a laundry from 1901-1950, is currently being used as a maintenance/service building for the Harbor (see Figures 3:34 and 3:35) In 1984, the Department of General Services proposed that a Chiller Plant be attached to the eastern end of the laundry building. The area surrounding the Building I has been extensively disturbed in the twentieth century.

Building I first appears on the Borough of Richmond Topographical Survey, 1906 (see Figure 3:6). In reviewing the historic maps, it was found that no other buildings occupied this site. The laundry was designed by the architectural firm of Carrere and Hastings, consulting architects to the Harbor at this time and best known for having designed the New York Public Library at 42nd Street and Fifth Avenue. The laundry has a facade in the Beaux Arts style, but is otherwise a strictly utilitarian building. It measures 57' 10" (N/S) by 35' 2" (E/W). In 1951, a new boiler house was constructed on, and adjoining, the east side of the laundry, adding another thirty feet to the current building.

The land surrounding the laundry has, through time, been heavily disturbed (see Figure 3:34). To the west of the building were a blacksmith's shed and a coal storage building. The land on the other three sides of the laundry has been crossed and riddled by utility lines, fire alarms, sewer and drainage pipes, etc. The documentary records indicate that this area was used for open-air drying of clothing and for an open-air location for metal tubs.
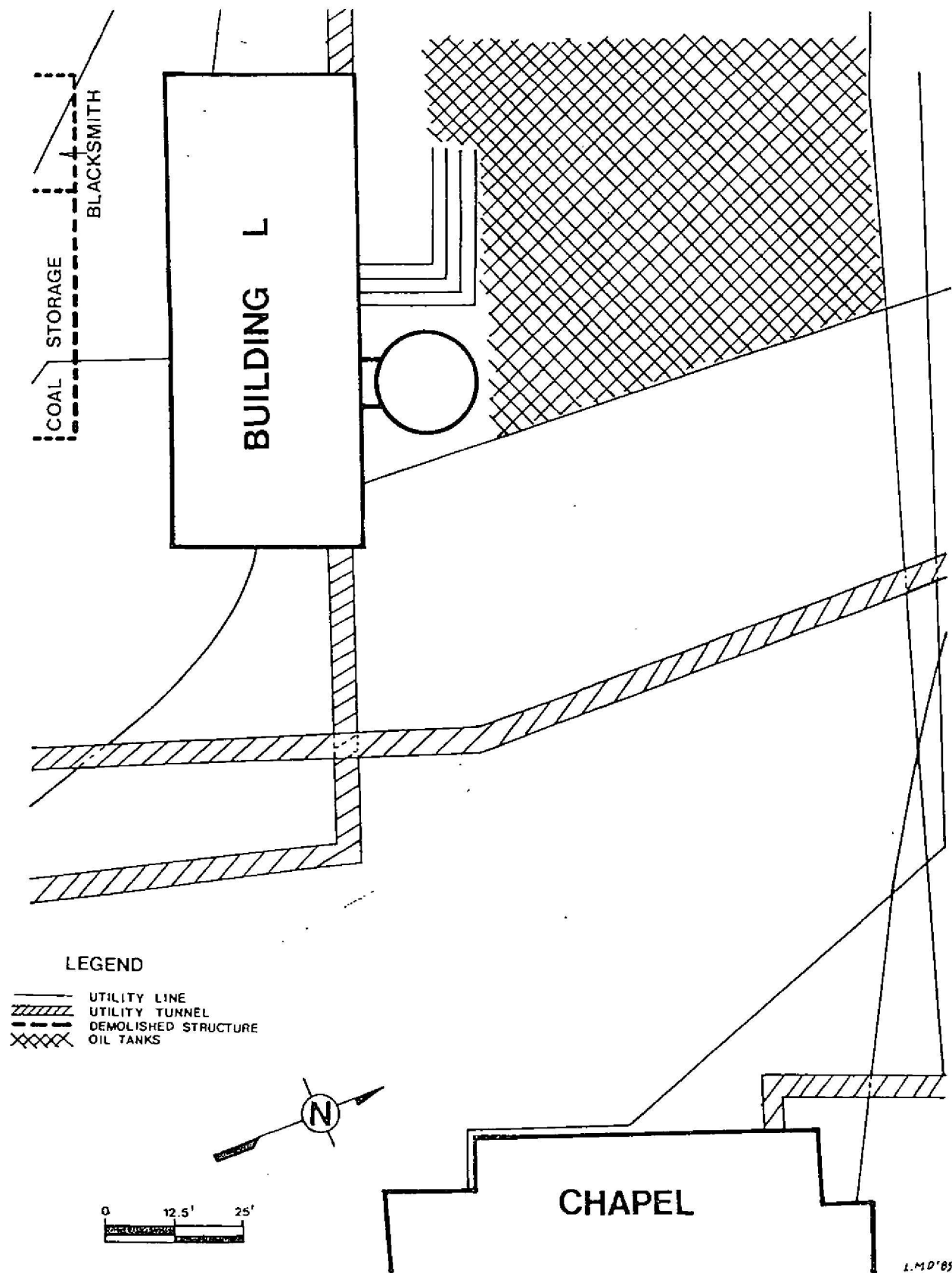
Figure 3:34   Map showing the Laundry. Notice extensive disturbance due to underground utility lines, tunnels, and oil tanks.

Figure 3:35 The Laundry. (Photo: Carl Forster, N.Y.C. Landmarks
Preservation Commission, 1985.)

clothing and for an open-air location for metal tubs. .

DEMOLISHED STRUCTURES

The precise dates for the construction and demolition of the blacksmith shop was contained in the available documents. As early as 1887 an unidentified structure is noted on the Beers Atlas of 1887(see Figure 3:3). By 1894 the structure is labeled "the blacksmith shop" (see Figure 3:4). The building was demolished sometime between 1906 and 1917 (see Figures 3:6 and 3:7). The second structure is the coal storage. This building was joined to the blacksmith's shop (see Figure 3:5 and 3:6). This building was demolished sometime between 1906 and 1917 (see Figures 3:6 and 3:7). The site of these buildings has been disturbed by the construction of the underground utility lines.

ARCHAEOLOGICAL RECOMMENDATIONS

We do not recommend any archaeological sub-surface testing of the proposed site of the Chiller Plant (see Figure 3:36). The location of the Chiller Plant, next to Building I (the former Laundry Building), is in an area that has already been disturbed by the construction of numerous underground utility lines. The undisturbed portions of this site are not significant archaeologically. Historically, this area was the laundry yard adjacent to the laundry. The laundry yard contained wash tubs and clothes lines. There may be some buried artifacts associated with the laundry operation. However, the Snug Harbor archives contain documentary information about the laundry. It is doubtful that the findings from an archaeological excavation of the
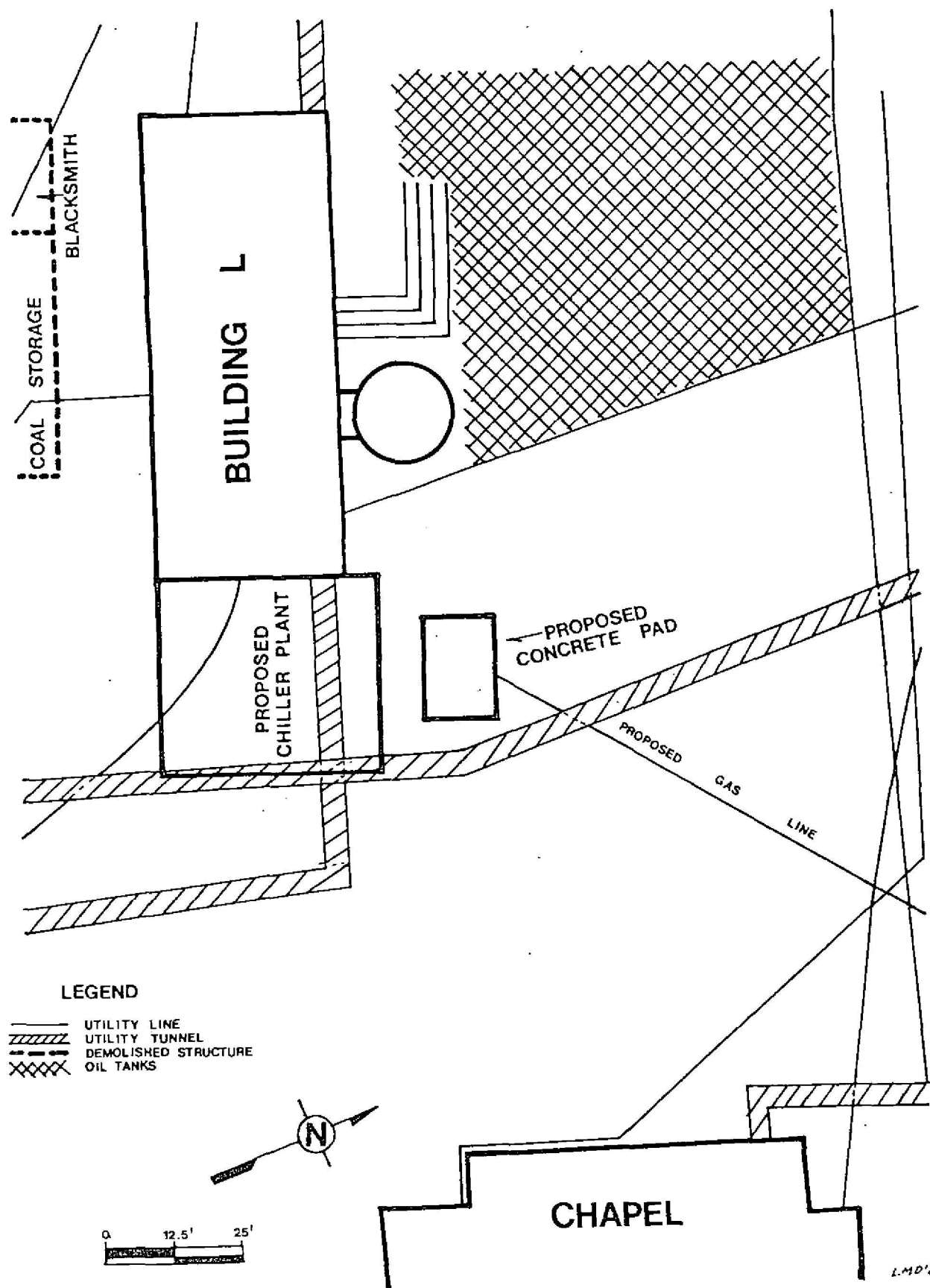
Figure 3:36 The Laundry area showing proposed location of the Chiller Plant.

Section 8: The Chapel and Chaplain's Residence

This section contains the Chapel and the buried foundation walls of the Chaplain's residence (see Figure 3:37).

THE CHAPLAIN'S HOUSE

A Chaplain's House was built near the Chapel in 1864-65. It was designed by the firm of William Field and Son, best known for the Tower and Home apartment complex in Brooklyn (1877-78). The Chaplain's House was located to the west of the Chapel, as it appears on the Beers' Atlas of 1874 (see Figure 3:2). A porch, rather like that of the Governor's House, was added to the front of the house in 1881. By 1887, the house had been moved to the east side of the chapel and a rear addition constructed, as shown on the Beers Atlas of 1887 (see Figure 3:3). The house was later moved still farther east to accomodate construction of the Randall Memorial Church (1890-92) (see Figure 3:38). This third location is the proposed site for the East Parking Lot (see Figure 3:39).

There is no documentation available on the exact date that the Chaplain's House was demolished, but it would appear that it occurred as part of the 1955 retrenchment program. The Chaplain's House seems to have been used, in all of its locations, exclusively as a residence for the chaplain. It was a small, two-story residence.

In the proposed area for the East Parking Lot, only the Chaplain's House appears on the historic maps. Furthermore, in the documentary records, the only building noted as being on the site was the

EAST
GATE HOUSE

FILMORE ST.

CHAPEL

CHAPLAIN'S
HOUSE

LEGEND
——— UTILITY LINE

N

0   40'   80'
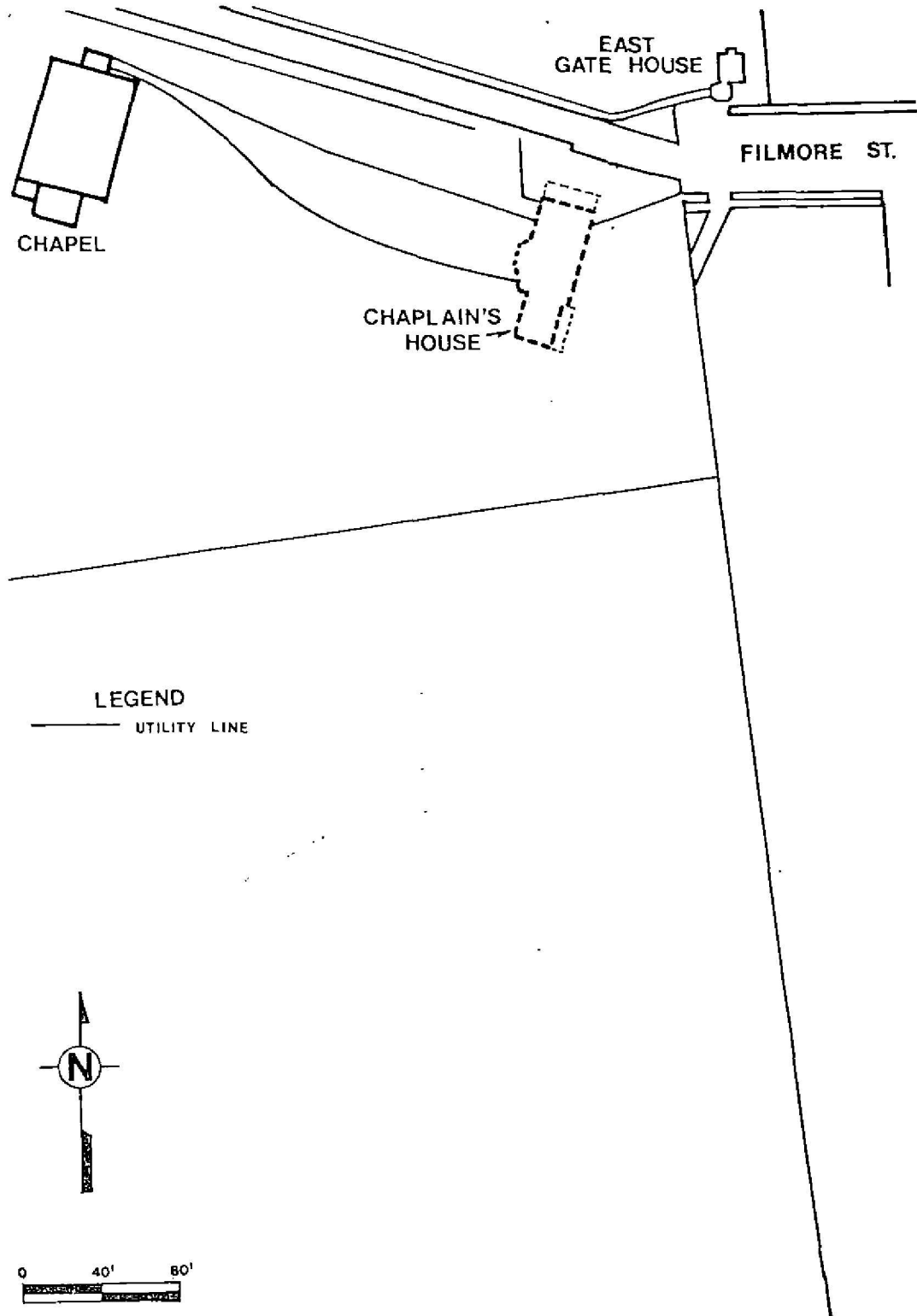
L.M.D '85

Figure 3:37 Chapel and Chaplain's Residence.
Notice disturbance due to underground utility lines.
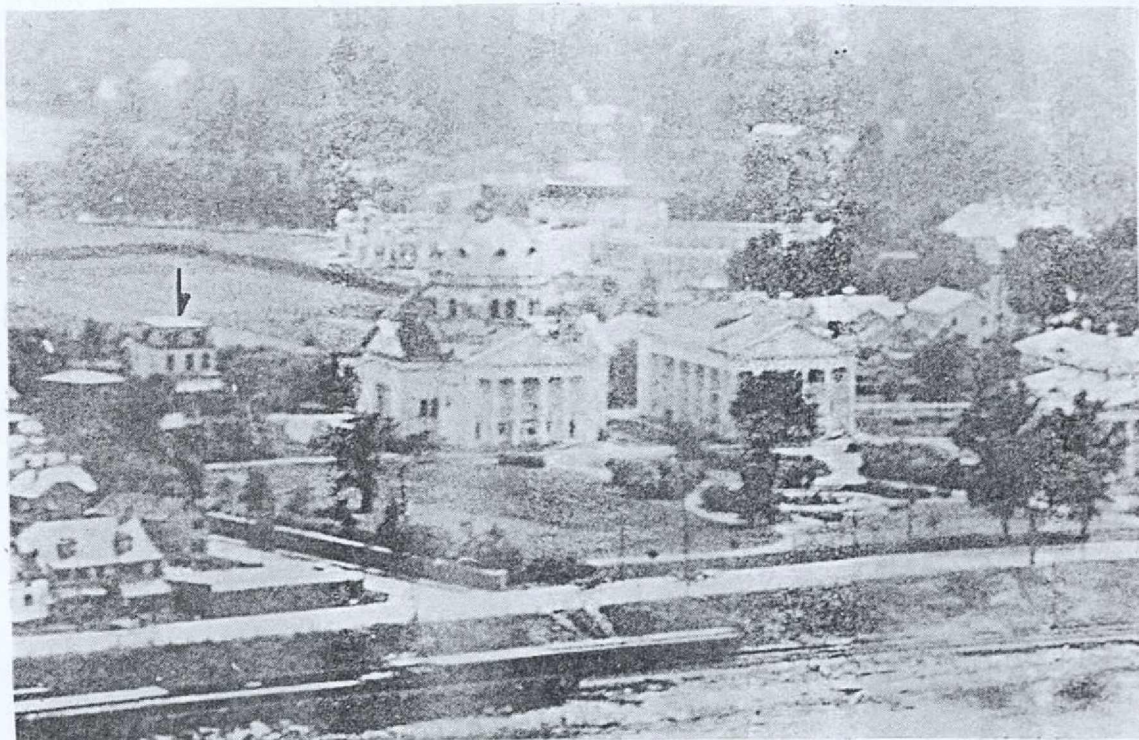
Figure 3:38 Arrow indicates Chaplain's Residence.
(Photo: Photographer unknown, no date, Staten Island
Institute of Arts and Sciences, Sailors' Snug Harbor
Collection.)

LEGEND

————————	UTILITY LINE
—·—·—	CONTRACT LINE
—··—··—	PROPOSED PARKING LOT & ROAD
—···—🔲	PROPOSED JUNCTION BOX & CONDUIT
░░░░░░	ARCHAEOLOGICAL ZONE EXCLUDES 5' ON EITHER SIDE OF UTILITY LINE

EAST GATE HOUSE

FILMORE ST.

CHAPEL

CHAPLAIN'S HOUSE

N

0   40'   80'
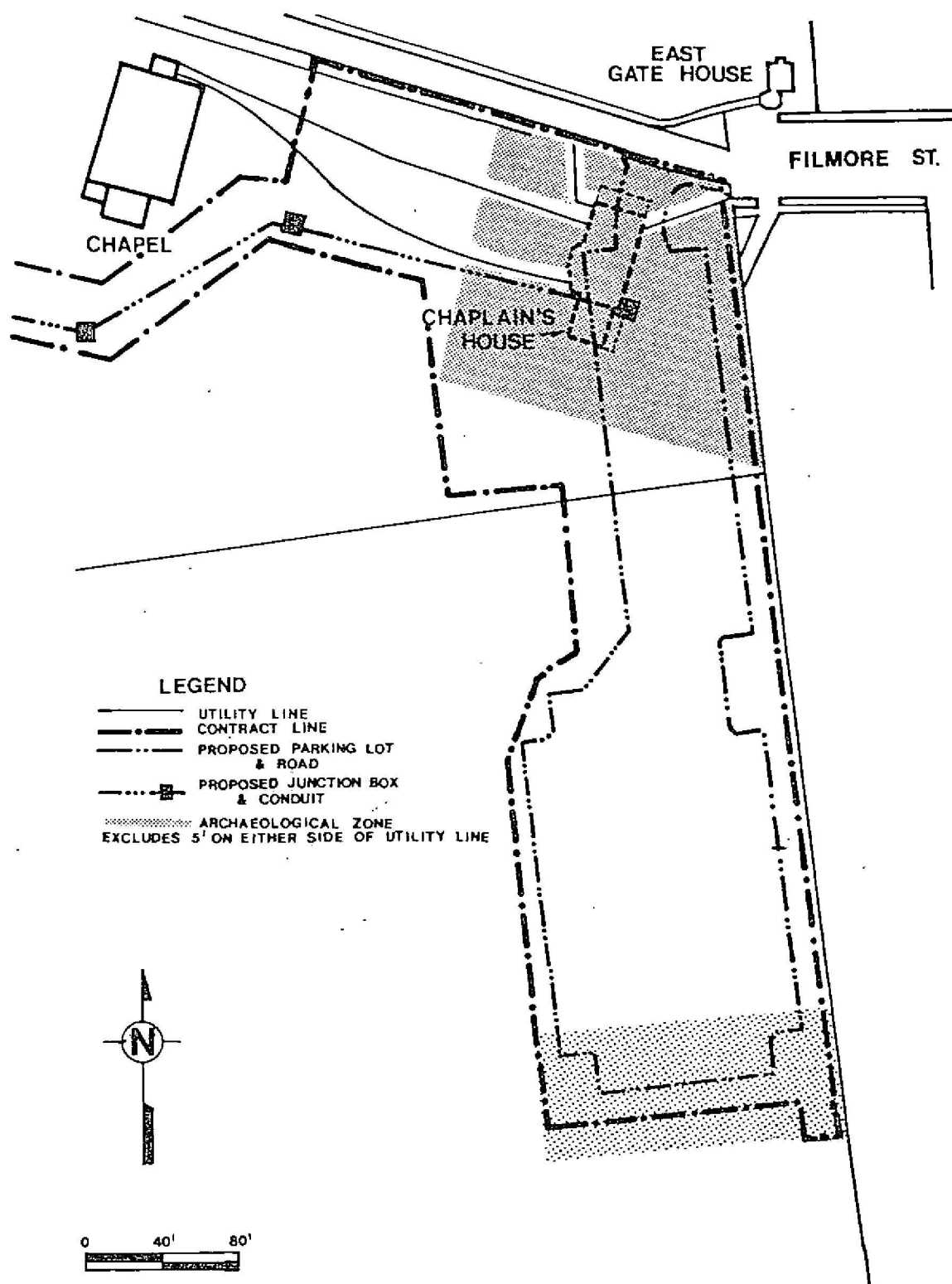
L.M.D '85

Figure 3:39   Impact of proposed parking lot and conduit on the archaeologically significant areas surrounding the Chaplain's Residence.

Chaplain's House.

THE CHAPEL

The Chapel was built by James Solomon (see Building G) in 1885. The belfry was added in 1883 by Richard P. Smyth (see Building A). In 1891, when the Randall Memorial Church was built, the Chapel was moved back and east about two hundred feet to its present location. The exterior of the Chapel has undergone no major alterations.

THE EAST GATE HOUSE

The East Gate House was built in 1894 by Henry Decker, a Staten Island builder who took over Richard P. Smyth's position when Smyth died (1886). Traffic passes by, not through the Gate House itself, (at the North and West Gate Houses traffic passes through). The gate proper is next to the East Gate House. There is no record of exterior alterations to the East Gate House.

ARCHAEOLOGICAL RECOMMENDATIONS

We do recommend archaeological sub-surface testing of the northern section of this site (see Figure 3:34). The northernmost part of the proposed parking lot contains the buried foundation of the Chaplain's House (see Figure 3:40). The grass-covered outline of the house is recognizable to an interested observer (see Figure 3:41). The area flagged for archaeological testing includes the buried house foundation and may also contain a buried privy (household refuse, including glass bottles, broken dishes, and broken drinking glasses often were thrown

EAST
GATE HOUSE

FILMORE ST.

CHAPEL

CHAPLAIN'S
HOUSE

LEGEND

——————— UTILITY LINE

:::::::::::::: ARCHAEOLOGICAL ZONE
EXCLUDES 5' ON EITHER SIDE OF UTILITY LINE

N

0   40'   80'
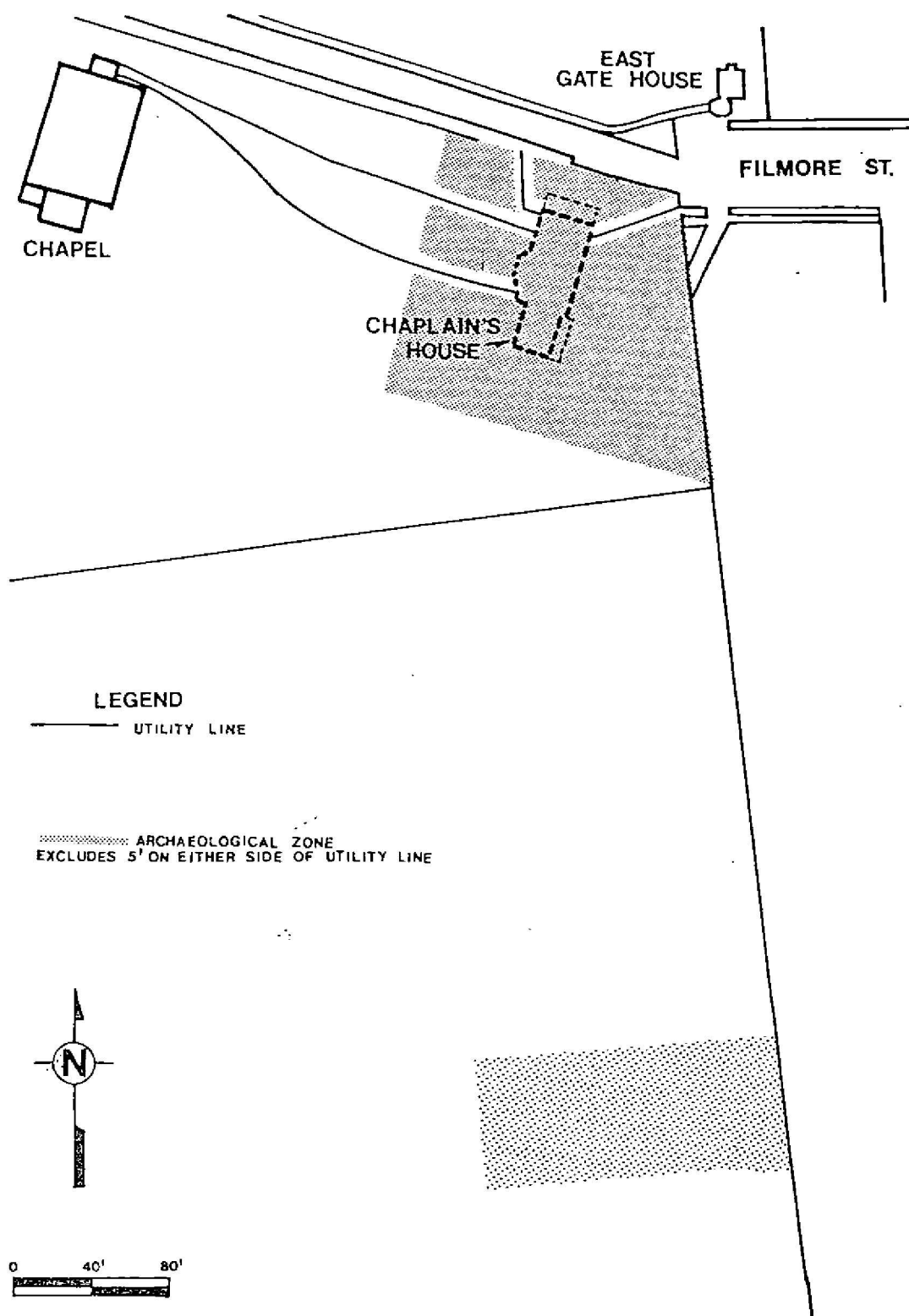
Figure 3:40 Archaeologically significant areas surrounding Chapel
and Chaplain's Residence. The northern area may contain wells
and privies associated with the Chaplain's House. The southern
area probably contains remnants of a 19th century iron fence.
(Minimal testing recommended).
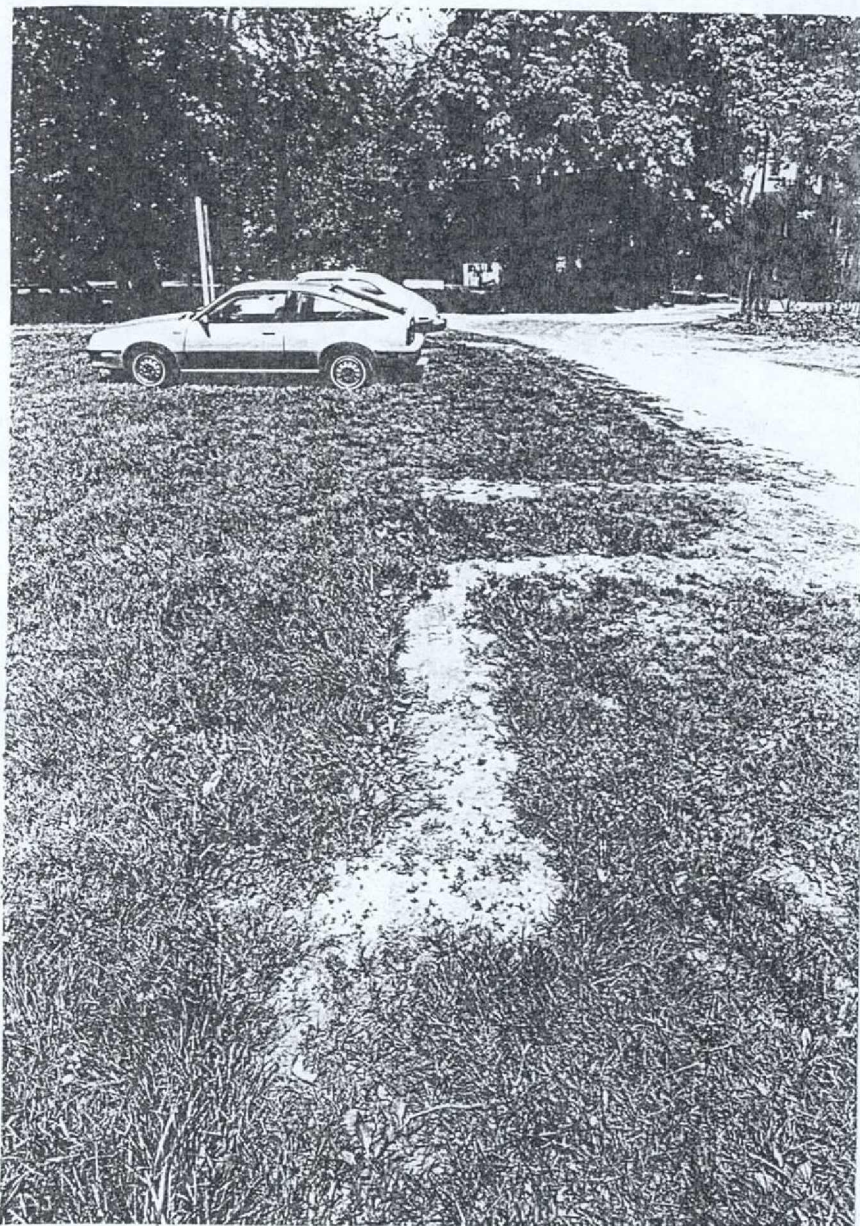
Figure 3:41   The light area in the foreground is the
foundation wall outline of the Chaplain's Residence.
(Photo: Carl Forster, N.Y.C. Landmarks Preservation
Commission, 1985.)

into the privies). The privy (if it exists) would have been used for only a few years, and therefore, would contain an archaeological deposit which has a very tightly defined time period. Since a public water supply was available to Snug Harbor as early as 1881, it is unlikely that wells or cisterns would be associated with this 1890's house site.

We do recommend minimal sub-surface testing at the southernmost part of the proposed parking lot site. In this area there is a small man-made ridge running north-south. At first glance this ridge appears to be a building foundation, however, the 1906 topographical map shows that an iron fence was in this exact location (See Figure 3:6). The fence served as a border to a plot of cultivated land and this ridge is probably the remnants of this fence line. We recommend minimal sub-surface testing to determine whether this is the 1906 fence line or an undocumented structure.

We do not recommend archaeological testing for the middle and the rest of the southern portion of this proposed parking lot site. This area was part of the numerous Snug Harbor farm fields. The Chaplain's small backyard fronted the northern edge of these fields. On the 1906 Borough of Richmond Topographical Survey the cultivated fields are shown complete with rail or picket fences and with the row planting patterns for the various crops. For further information about the farming practices at Snug Harbor we would recommend research at the Snug Harbor archives. Because of the financial costs involved, we would recommend archaeological testing of a farm field only if this information is not available in the documentary record. Compared to

statistically more probable excavation sites elsewhere at Snug Harbor, it is unlikely that Indian or colonial habitation or use occurred in the parking lot area. The parking lot area is thus not a priority in testing for Indian or colonial artifacts.

Section 9: Hospital Complex

The hospital complex probably contains the buried foundations of three demolished buildings: Hospital One, Hospital Two and the Sanitorium (see Figure 3:42). The area also contained a Conservatory and a Gazebo.

THE 1882 CONSERVATORY

The Conservatory, comprised of a potting shed with an attached greenhouse, was built in 1882 east of Hospital Number Two (see Figure 3:43). The Conservatory no longer exists in its documented form and/or location. There are no records to inform us of its fate. It could have been completely demolished. It is also possible that it was moved (entirely or in part) and is now the present Greenhouse.

HOSPITAL NUMBER ONE

Hospital Number One was designed and built in 1851-52 by Isaac Green Pearson, a businessman and founding officer of the Mutual Life Insurance Company. Hospital Number One is his only known building. In 1874, wings were added to the east and west sides, and in 1888, it was joined by a rear passageway to the newly built Hospital Number Two. Hospital Number One was demolished in 1951.

HOSPITAL NUMBER TWO

Hospital Number Two was built in 1880-81. It was located behind the 1851 Hospital (Hospital Number One), and joined to it by a passageway. It was demolished in 1951.

SANITORIUM

HOSPITAL 2

HOSPITAL 1

CONSERVATORY

LEGEND

▬ ▬ ▬ DEMOLISHED STRUCTURE (APPROX. LOCATION)
─────── UTILITY LINE
ⵣⵣⵣⵣⵣ UTILITY TUNNEL
▭▭▭▭▭ STONE WALL

0'   30'   60'

N

L.M.D. '85
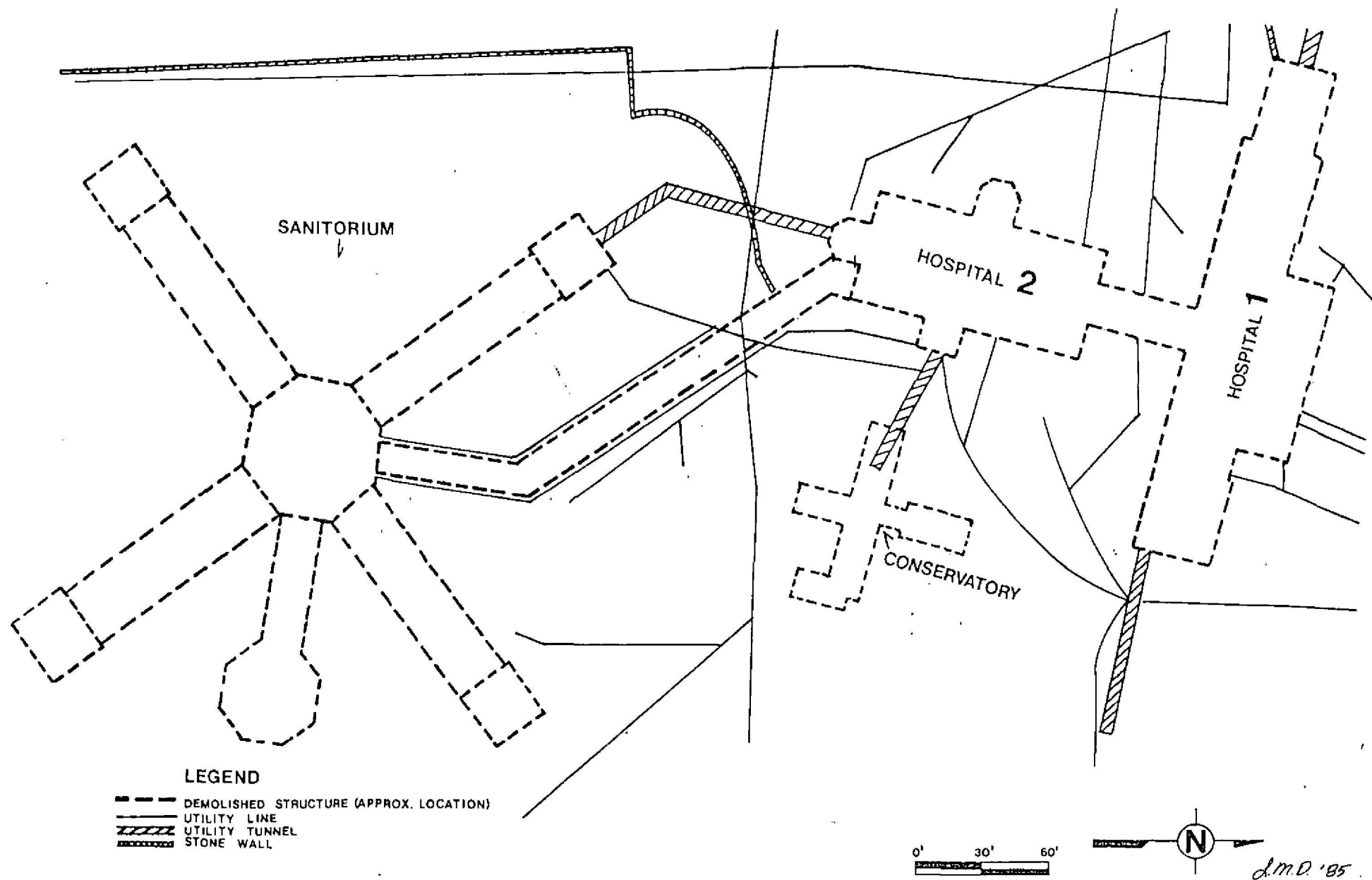
Figure 3:42   The Hospital Complex.
Notice extensive disturbance due to underground utility lines and tunnels.
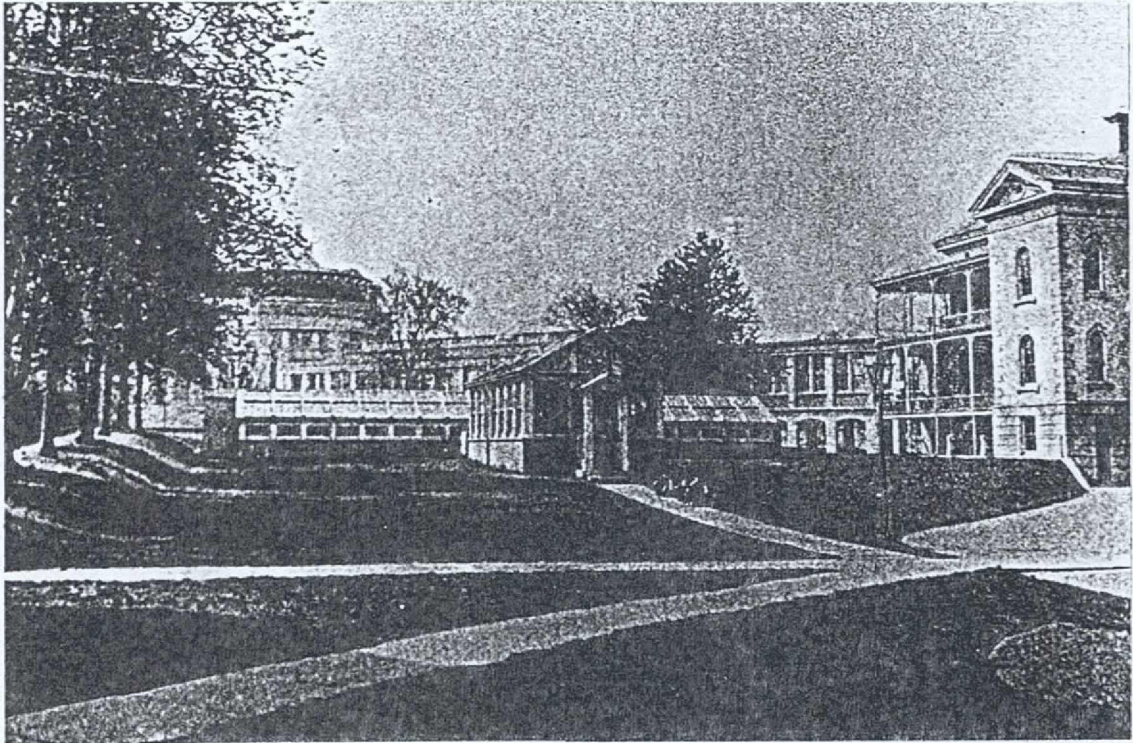
Figure 4:43 Hospital Number Two, the Sanitorium, and the Conservatory, 1901. (Photo: Edward Clegg, Morris K. Jessup Album, Collection of the Trustees, Sailors' Snug Harbor.)
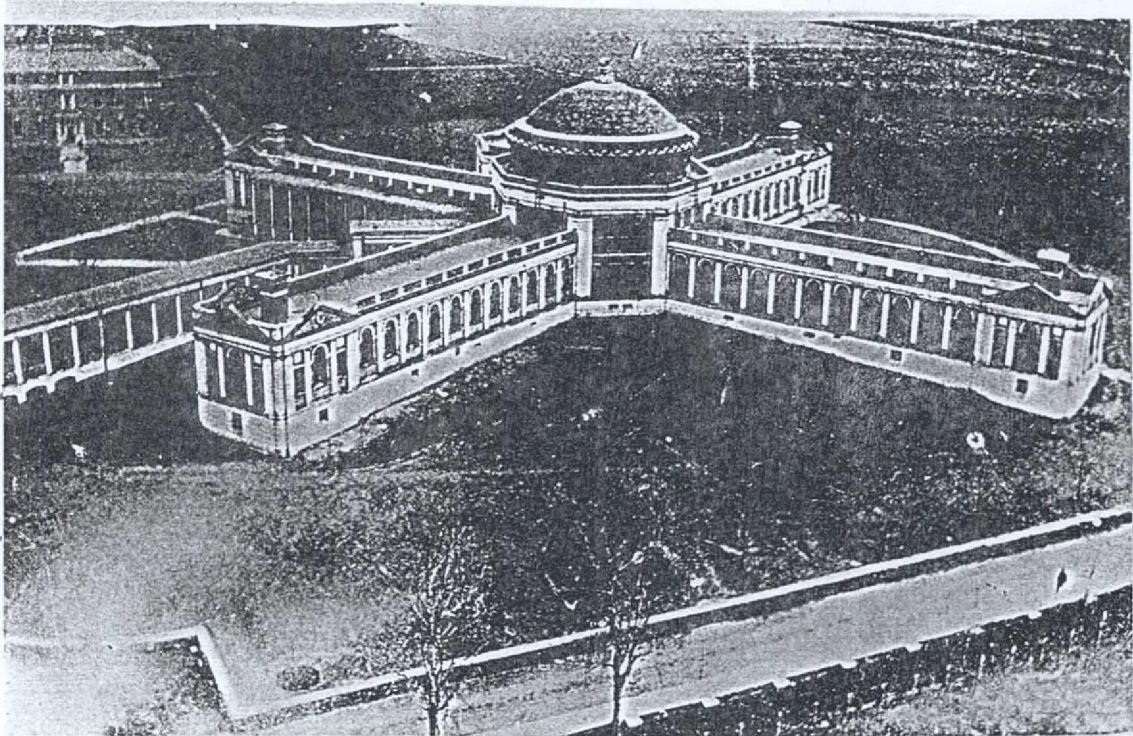
Figure 3:44 The Sanitorium, Employees' Dormitory in upper left. (Photo: Photographer unknown, no date, Collection of the Staten Island Historical Society.)

THE SANITORIUM

The Sanitorium was designed by the New York City architectural firm of Horgan and Slattery, much of whose work was commissioned by the City, particularly fire and police stations (see Figure 3:44). It was built in 1899-1900 by Richard Deeves. It was located south of Hospital Number Two and connected to it by a passageway. The use of the X-shaped hospital form dates from the Renaissance. At the Harbor, the formal entrance was placed on the south side of the central Rotunda, with a secondary entrance at the north. In 1905, a fifth arm (the Surgery Ward) was added.The Sanitorium was demolished in 1951 (see Figure 3:45).

THE GAZEBO

In 1886, a Gazebo was constructed by Henry C. Decker (see East Gate House) on top of a vent shaft in front of the Sanitorium. This 1886 structure was round, and therefore is not the same Gazebo presently on the Harbor property. The demolition date for the 1886 Gazebo is unknown.

ARCHAEOLOGICAL RECOMMENDATIONS

The location of the first and second hospitals has been flagged as being archaeologically significant (see Figure 3:46). Ivor Noel Hume (1985) has excavated the site of an insane asylum in Williamsburg, Virginia. Noel Hume found material that could be associated with different functions of the hospital and even found evidence that the staff were drinking while on the job (in the historic record, there

Figure 3:45 Site of Hospital Number Two and the Sanitorium.
(Photo: Carl Forster, N.Y.C. Landmarks Preservation Commission, 1985.)

LEGEND

- - - DEMOLISHED STRUCTURE (APPROX. LOCATION)
——— UTILITY LINE
〰〰〰 UTILITY TUNNEL
▦▦▦ STONE WALL
░░░ ARCHAEOLOGICAL ZONE (EXCLUDES 5' ON EITHER SIDE OF UTILITY LINE)

SANITORIUM

HOSPITAL 2

HOSPITAL 1

CONSERVATORY

0'   30'   60'

N

L.M.D. '85
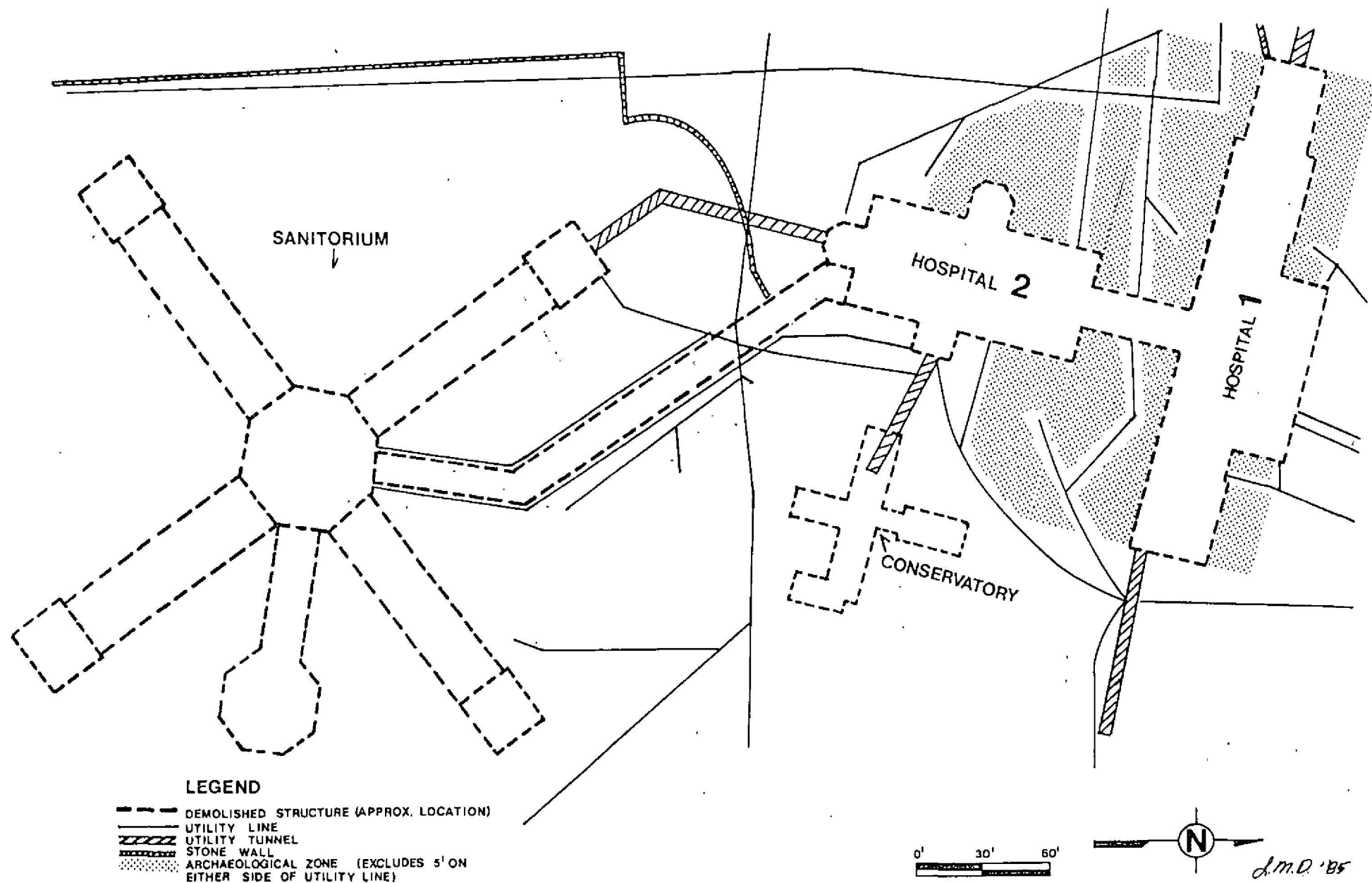
Figure 3:46 Archaeologically significant area in the Hospital Complex.

had been accusations of alcohol abuse by the staff). Testing in the area of the Harbor hospital may provide some unusual information on the use of this building and about the people who worked in it. Underground lines have disturbed significant portions of the property surrounding the hospitals. However, a small segment of land has remained undisturbed and should be considered archaeologically significant.

The sanitorium was built after wells, cisterns and privies ceased being used and after the Borough provided regular garbage collection services. It is highly unlikely that there are any significant artifacts associated with the use of this building. The obje ts that may still be buried in the ground are those that are associated with the demolition of the building in 1953; these remnants of the demolished building are not being flagged as archaeologically significant.

Section 10: Western Side of the Property

The western side of the property contains the remnants of the of the Boiler Plant and the Electric Power Plant (see Figure 3:47).

THE BOILER PLANT

In 1891, a boiler plant was built by Robert W. Gibson (see Music Hall) on the west side of the Harbor property. Underground tunnels for a new steam system connected the boiler plant to the other Harbor buildings. The plant was demolished in 1951 after the new boiler plant next to the Laundry was completed.

THE ELECTRIC POWER PLANT

The electric power plant was built in 1898 by the Tucker Electric Construction Company. It adjoined the boiler plant which, at that time, was located on the west side of the Harbor property. It was demolished in 1951.

DEMOLISHED FARM BUILDINGS

The first appearance of any buildings in this area is on the Beers Atlas of 1874 (see Figure 3:2). Two small buildings of undefined function are shown on this 1874 map. These structures are missing from the the La Fevre map of 1894, but two large buildings, and two small buildings appear on this map (these are in different locations from the 1874 structures). La Fevre lists this complex as "barns" (see Figure 3:4). These buildings appear on: Robinson's Atlas of 1898; the 1906 Topographical Survey; and the Sanborn Atlas of 1917-1935 (see Figures

Figure 3:47 Wall of the Power House. (Photo: Carl Forster, N.Y.C. Landmarks Preservation Commission, 1985.)

3:5-3:7).

ARCHAEOLOGICAL RECOMMENDATIONS

We do not recommend testing in this area. There is more information available in the written record about late 1890 and early twenthieth century electric buildings than could be uncovered in the archaeological record. The artifacts buried in the ground would be visible reminders of the use of this building. However, one has to weigh the cost in terms of time and money of excavating this material versus the amount of information gained from this fieldwork. We would recommend that in depth archival research be done if one needs to obtain more information about the functioning of these two plants.

We would not recommend testing in the area of the turn of the century farm buildings. There is available literature on late 19th and early 20th century American farming methods. The excavation of 1890's and early 20th century farm buildings at Snug Harbor may not reveal major inforamtion about farming at the Harbor. In the uncatalogued archives of Snug Harbor there may be documents that contain information on the management of the farm and on the animals and crops that were raised. Because of the time and financial costs involved, we would recommend archaeological testing of this turn of the century farm site only if information was not available in the documentary records.

Section 11: The Southern Portion of the Property

During the period 1831-1976 this area was either used as grazing land or for farming. There is no indication that in the eighteenth century that this area was used for anything other farmland. The only area of archaeological significance is a portion of the central southern section of the property which may contain material discarded by Native Americans. This area is located on the over-view map in Chapter Four. Archaeologist Edward Lenik has flagged this area as having a high potential for containing an Indian site (refer to Chapter Two for more detailed information).

TABLE 3:1 REFERENCES FOR MAPS

This table provides a detailed listing of source material on which the following maps were based:

Figure 3:8   Map showing northwest corner of Snug Harbor.
             This map is based on information from:
             -- Anonymous, Borough of Richmond Topographical Survey,
                1906.
             -- Department of General Services,N.Y.C.,Snug Harbor
                Parking, Roads, Walks and Landscape -- Phase 1, sheet
                number 8, extension of contract limit lines and work,
                1985.
             -- Department of Parks, N.Y.C., Borough President's
                Topographic Map, 1974 (revised from 1909).
             -- Unknown, Map of Housman Farm, 1831.

Figure 3:13 Map showing the impact of proposed parking lot and drainage
             pipe on the archaeologically sensitive area in the
             northwest corner of Snug Harbor.
             This map is based on information from:
             -- Landmark Preservation Commission's archaeological
                assessment of the northwest corner of Snug Harbor.
             -- Anonymous,Borough of Richmond Topographical Survey,
                1906.
             -- Department of General Services, N.Y.C., Snug Harbor
                Parking, Roads, Walks and Landscape -- Phase 1, sheet
                number 8, extension of contract limit lines and work,
                1985.
             -- Department of Parks, N.Y.C., Borough President's
                Topographic Map, 1974 (revised from 1909).
             -- Unknown, Map showing Housman Farm, 1831.

Figure 3:14 Map showing the archaeologically significant area in the
             northwest corner of Snug Harbor.
             This map is based on information from:
             -- Landmark Preservation Commission's archaeological
                assessment of the northwest corner of Snug Harbor.
             -- Anonymous, Borough of Richmond Topographical Survey,
                1906.
             -- Department of General Services, N.Y.C., Snug Harbor
                Parking, Roads, Walks and Landscape -- Phase 1, sheet
                number 8, extension of contract limit lines and work,
                1985.
             -- Department of Parks, N.Y.C., Borough President's
                Topographic Map, 1974 (revised from 1909).
             -- Unknown, Map showing Housman Farm, 1831.

Figure 3:15   Map showing the Main Complex.
               This map is based on information from:
               -- Department of General Services, N.Y.C Snug Harbor
                  Parking, Roads, Walks and Landscape -- Phase 1, sheet
                  number 8, extension of contract limit lines and work,
                  1985.

Figure 3:18   Map showing the archaeologically significant areas in the
               Main Complex.
               This map is based on information from:
               -- Landmark Preservation Commission's archaeological
                  assessment of the Main Complex.
               -- Department of General Services, N.Y.C., Snug Harbor
                  Parking, Roads, Walks and Landscape -- Phase 1, sheet
                  number 8, extension of contract limit lines and work,
                  1985.

Figure 3:19   Map showing the northeast corner of Snug Harbor.
               This map is based on information from:
               -- Anonymous, Borough of Richmond Topographical Survey,
                  1906.
               -- Beers, J.B., Atlas of Staten Island, Richmond County,
                  New York, 1887.
               -- Department of General Services, N.Y.C., Snug Harbor
                  Parking, Roads, Walks and Landscape -- Phase 1, sheet
                  number 8, extension of contract limit lines and work,
                  1985.

Figure 3:22   Map showing archaeologically sensitive area in the
               northeast corner of Snug Harbor.
               This map is based on information from:
               -- Landmark Preservation Commission's archaeological
                  assessment of the northeast corner of Snug Harbor.
               -- Anonymous, Borough of Richmond Topographical Survey,
                  1906.
               -- Beers, J.B., Atlas of Staten Island, Richmond County,
                  New York, 1887.
               -- Department of General Services, N.Y.C., Snug Harbor
                  Parking, Roads, Walks and Landscape -- Phase 1, sheet
                  number 8, extension of contract limit lines and work,
                  1985.

Figure 3:23   Map showing the impact of the proposed drainage pipe of
               the archaeologically sensitive area in the northeast
               corner of Snug Harbor.
               This map is based on information from:
               -- Landmark Preservation Commission's archaeological
                  assessment of the northeast corner of Snug Harbor.
               -- Anonymous, Borough of Richmond Topographical Survey,
                  1906.
               -- Beers, J.B., Atlas of Staten Island, Richmond County,
                  New York, 1887.
               -- Department of General Services, N.Y.C., Snug Harbor
                  Parking, Roads, Walks and Landscape -- Phase 1, sheet
                  number 8, extension of contract limit lines and work,
                  1985.

Figure 3:24   Map showing the area of the Employees' Cottages.
               This map is based on information from:
               -- Beers, J.B., Atlas of Staten Island, Richmond County,
                  New York, 1874.
               -- Department of General Services, N.Y.C., Snug Harbor
                  Parking, Roads, Walks and Landscape --Phase 1, sheet
                  number 8, extension of contract limit lines and work,
                  1985.

Figure 3:27.   Map showing the archaeologically significant area along
               the Employees' Cottages.
               This map is based on information from:
               -- Landmark Preservation Commission's archaeological
                  assessment of the area along the Employees' Cottages.
               -- Beers, J.B., Atlas of Staten Island, Richmond County,
                  New York, 1874.
               -- Department of General Services, N.Y.C., Snug Harbor
                  Parking, Roads, Walks and Landscape -- Phase 1, sheet
                  number 8, extension of contract limit lines and work,
                  1985.

Figure 3:28   Map showing the Service Buildings (western group).
               This map is based on information from:
               -- Anonymous, Borough of Richmond Topographical Survey,
                  1906.
               -- Department of General Services, N.Y.C., Snug Harbor
                  Parking, Roads, Walks and Landscape -- Phase 1, sheet
                  number 8, extension of contract limit lines and work,
                  1985.

Figure 3:30   Map showing the archaeologically significant areas
               surrounding the Service Buildings (western group).
               This map is based on information from:
               -- Landmark Preservation Commission's archaeological
                  assessment of the area surrounding the Service
                  Buildings (western group).
               -- Anonymous, Borough of Richmond Topographical Survey,
                  1906.
               -- Department of General Services, N.Y.C., Snug Harbor
                  Parking, Roads, Walks and Landscape -- Phase 1, sheet
                  number 8, extension of contract limit lines and work,
                  1985.

Figure 3:31 Map showing the impact of the proposed D.G.S. construction on the archaeologically significant areas surrounding the Service Buildings (western group).
This map is based on information from:
-- Landmark Preservation Commission's archaeological assessment of the area surrounding the Service Buildings (western group).
-- Anonymous, Borough of Richmond Topographical Survey, 1906.
-- Department of General Services, N.Y.C., Snug Harbor Parking, Roads, Walks and Landscape -- Phase 1, sheet number 8, extension of contract limit lines and work, 1985.

Figure 3:32 Map showing the Service Buildings of Snug Harbor (central group).
This map is based on information from:
-- Anonymous, Borough of Richmond Topographical Survey, 1906.
-- Department of General Services, N.Y.C., Snug Harbor Parking, Roads, Walks and Landscape -- Phase 1, sheet number 8, extension of contract limit lines and work, 1985.

Figure 3:33 Map showing the archaeologically significant area surrounding the Service Buildings (central group).
This map is based on information from:
-- Landmark Preservation Commission's archaeological assessment of the area surrounding the Service Buildings (central group).
-- Anonymous, Borough of Richmond Topographical Survey, 1906.
-- Department of General Services, N.Y.C., Snug Harbor Parking, Roads, Walks and Landscape -- Phase 1, sheet number 8, extension of contract limit lines and work, 1985.

Figure 3:34 Map showing the Laundry.
This map is based on information from:
-- Anonymous, Borough of Richmond Topographical Survey, 1906.
-- Department of General Services, N.Y.C., Snug Harbor Parking, Roads, Walks and Landscape -- Phase 1, sheet number 8, extension of contract limit lines and work, 1985.

Figure 3:36 Map showing the proposed location of the Chiller Plant.
This map is based on information from:
-- Anonymous, Borough of Richmond Topographical Survey, 1906.
-- Department of General Services, N.Y.C., Snug Harbor Parking, Roads, Walks and Landscape -- Phase 1, sheet number 8, extension of contract limit lines and work, 1985.

Figure 3:37   Map showing the Chapel and the Chaplain's Residence.
               This map is based on information from:
               -- Department of General Services, N.Y.C., Snug Harbor
               Parking, Roads, Walks and Landscape -- Phase 1, sheet
               number 8, extension of contract limit lines and work,
               1985.

Figure 3:40   Map showing the archaeologically significant areas
               surrounding the Chapel and Chaplain's Residence.
               This map is based on information from:
               -- Landmark Preservation Commission's archaeological
               assessment of the area surrounding the Chapel and
               Chaplain's Residence.
               -- Department of General Services, N.Y.C., Snug Harbor
               Parking, Roads, Walks and Landscape -- Phase 1, sheet
               number 8, extension of contract limit lines and work,
               1985.

Figure 3:39   Map showing the impact of the proposed parking lot and
               conduit on the archaeologically significant areas
               surrounding the Chaplain's Residence.
               This map is based on information from:
               -- Landmark Preservation Commission's archaeological
               assessment of the area surrounding the Chaplain's
               Residence.
               -- Department of General Services, N.Y.C., Snug Harbor
               Parking, Roads, Walks and Landscape -- Phase 1, sheet
               number 8, extension of contract limit lines and work,
               1985.

Figure 3:42   Map showing the Hospital Complex.
               This map is based on information from:
               -- Anonymous, Borough of Richmond Topographical Survey,
               1906.
               -- Department of General Services, N.Y.C., Snug Harbor
               Parking, Roads, Walks and Landscape -- Phase 1, sheet
               number 8, extension of contract limit lines and work,
               1985.

Figure 3:46   Map showing the archaeologically sensitive area in the
               Hospital Complex.
               This map is based on information from:
               -- Landmark Preservation Commission's archaeological
               assessment of the area surrounding the Hospital
               Complex.
               -- Anonymous, Borough of Richmond Topographical Survey,
               1906.
               -- Department of General Services, N.Y.C., Snug Harbor
               Parking, Roads, Walks and Landscape -- Phase 1, sheet
               number 8, extension of contract limit lines and work,
               1985.

CHAPTER FOUR: SUMMARY OF THE ARCHAEOLOGICAL RECOMMENDATIONS

Chapter Four presents a brief summary of the archaeological issues and recommendations that were presented in Chapter Three. This chapter also contains a general over-all map of the site showing the archaeologically significant areas. If all the areas that are archaeological zones were excavated, then the archaeological material would provide a good cross-section of every social strata within the institution Sailors' Snug Harbor from the retired seamen to the Governor. In addition, artifacts would be unearthed that would provide information about the people who lived at the eighteenth century farm at the Harbor and any pre-1700 Indian settlements.

The Northwest Section: The most archaeologically significant area of this section is the northern-most part (see Figure 4:1). This area probably contains the buried foundation of the original Governor's House and the foundation of a colonial farmhouse. Wells, cisterns, and privies that are associated with these structures are probably on this site. The colonial farm's last owner was a German-American family (an eigtheenth century ethnic group that has not been studied by archaeologists in the New York area). Sailors' Snug Harbor's most colorful and controversial governor, Governor Melville, lived at this site and material discarded by the Governor and his family may still be buried here.

The Main Complex: The courtyards between the buildings have the highest

INSERT FIG. 4.1
(FOLD-OUT MAP)

probability of containing material discarded by the "Snugs" (see Figure 4:1). In 1982 archaeologist Jo Ann Cotz shovel tested in this area and uncovered stratified deposits dating back to 1840. This area also contains cisterns which have been located by the Department of General Services' survey.

The Northeast Section: The northern-most area of this section is archaeologically significant (see Figure 4:1). This area probably contains the foundation of the Physician's House and the foundation of the Tysen House. Wells, privies, and cisterns associated with these two buildings are probably buried in this area. The Physician was the rival to the Governor and his equal in status and power. The Tysen family was a middle class family who lived outside the original boundary of Snug Harbor (their property was later bought by the Institution).

The Cottages: This area is flagged for both Native American and Institutional resources (see Figure 4:1). Archaeologist Edward Lenik has flagged the area behind the cottages as having a high potential for containing an Indian site. The area around the cottages also may contain the wells, cisterns, and privies associated with these buildings. These structures were the residences of middle ranking employees at the Harbor. One of the highest ranking middle managers was the Steward; his house was the large house just north of the cottages.

The Western Service Complex: The only part of this section that is archaeologically significant is the area around the Matron's Cottage (see Figure 4:1). This building had two distinct periods of occupation:

the Steward lived here and later it was used as a female employees'
dormitory and Matron's cottage. Wells, privies, and cisterns associated
with the building may still be on this site.

The Central Service Complex: The archaeologically significant area is
the area south of the Morgue (see Figure 4:1). This area probably
contains the buried foundation of the a hospital. Wells, cisterns, and
privies associated with the hospital and the morgue may still be
buried in this area.

The Laundry: No archaeology is recommended for this area because of
major disturbance due to construction. The areas that were not
disturbed did not contain any significant archaeological resources.

The Chapel and the Chaplain's House: The northern and southern areas of
this section require archaeological testing (see Figure 4:1). The
northern area contains the buried foundation of the Chaplain's
residence. The Chaplain was one of the highest, if not the highest,
middle ranking employee at the Harbor; and material discarded by the
Chaplain and his family may be buried at this site. The southern-most
part of this lot contains a man-made ridge; this ridge should be
tested. The ridge is probably the remains of an iron fence but it could
be the foundation wall of an undocumented structure.

The Hospital Complex: The area surrounding of Hospital One and Hospital
Number Two is archaeologically significant (see Figure 4:1). Testing in
the area around the hospital may provide information about the use of

the building and the employees who worked there.

Western Side of the Property: No archaeological work is recommended for this area because of the late date of the structures and the amount of existing documentary information about these structures.

Southern End of the Property: The central southern-most part of Snug Harbor is archaeologically significant (see Figure 4:1). This area has a high probability of containing Native American material.

Snug Harbor is a property rich in archaeological material. As the property is developed, archaeological work could easily be done prior to any construction work. The reconstructed artifacts and the archaeological reports should be given to Snug Harbor Cultural Center or to the Staten Island Museum (which will be located at Snug Harbor) so that the material can be put on public display.

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