

~WINTER 2022~

HOLD
SO NAMED FOR NOBLE'S HABIT



FEAST!
OF SIGNING OFF HIS LETTERS WITH THIS PHRASE.

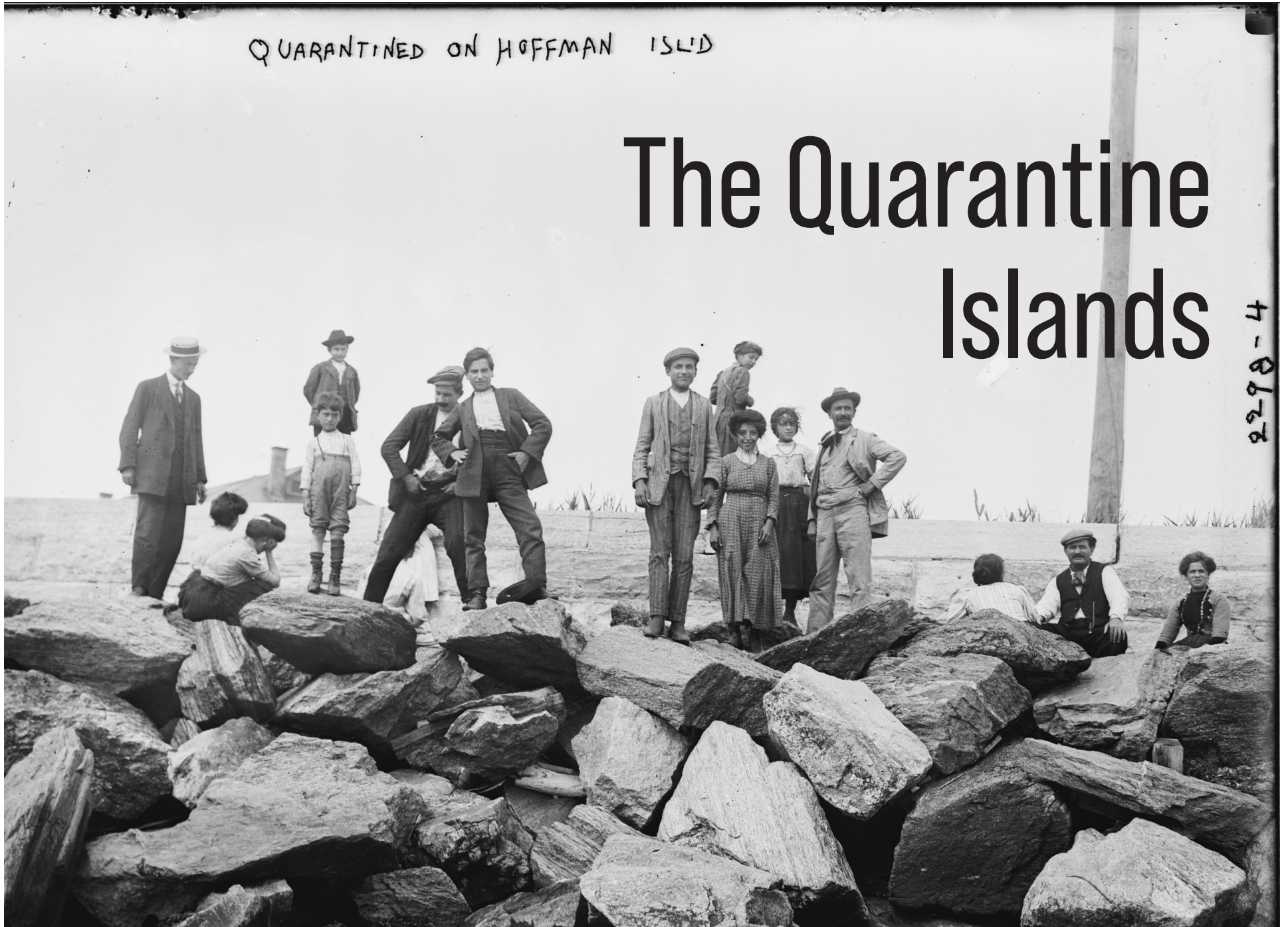
Volume V, Number 1

The newsletter of the Noble Maritime Collection

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The Quarantine Islands

By Patricia M. Salmon

Hoffman Island, New York City, where immigrants with infectious diseases were held in quarantine before arriving at Ellis Island, 1910

In 1799 a Quarantine Station opened in the Tompkinsville section of Staten Island. By today's map it would have been on the south side of the Staten Island Ferry terminal. Before 1886 this area was known as Tompkinsville. In 1886 it became Saint George. The Quarantine extended towards present day Saint Mark's Place, along Hyatt Street, and southward toward what is now Victory Boulevard.

When the ships arrived in the harbor, a Quarantine physician was rowed out to check the condition of the passengers. Those who were ill with infectious diseases were transported to the Quarantine's hospitals at Tompkinsville for treatment. Many would succumb to their illnesses during confinement. In fact, the Quarantine's first director, Dr. Richard Bayley, died from a circulating contagious disease at

the lazaretto while treating his patients. His daughter was Elizabeth Ann Bayley Seton, a woman who was later named a saint by the Catholic Church.

The isolated ill were sick with such diseases as tuberculosis, yellow fever, cholera, typhus or ship fever, scarlet fever, diphtheria, small pox, measles, influenza, dysentery, relapsing fever or any other disease as determined by the Health Officer of the Port of New York. They did not necessarily have to be communicable owing to the medical knowledge of the day.

Oftentimes, the diseases would spread from the Quarantine Station to the surrounding communities. During its first year of operation 25 individuals, who lived just outside of the Quarantine's walls, were diagnosed with yellow fever. Only one survived. All of the cases were attributed to the proximity of the facility. Many times, those who were

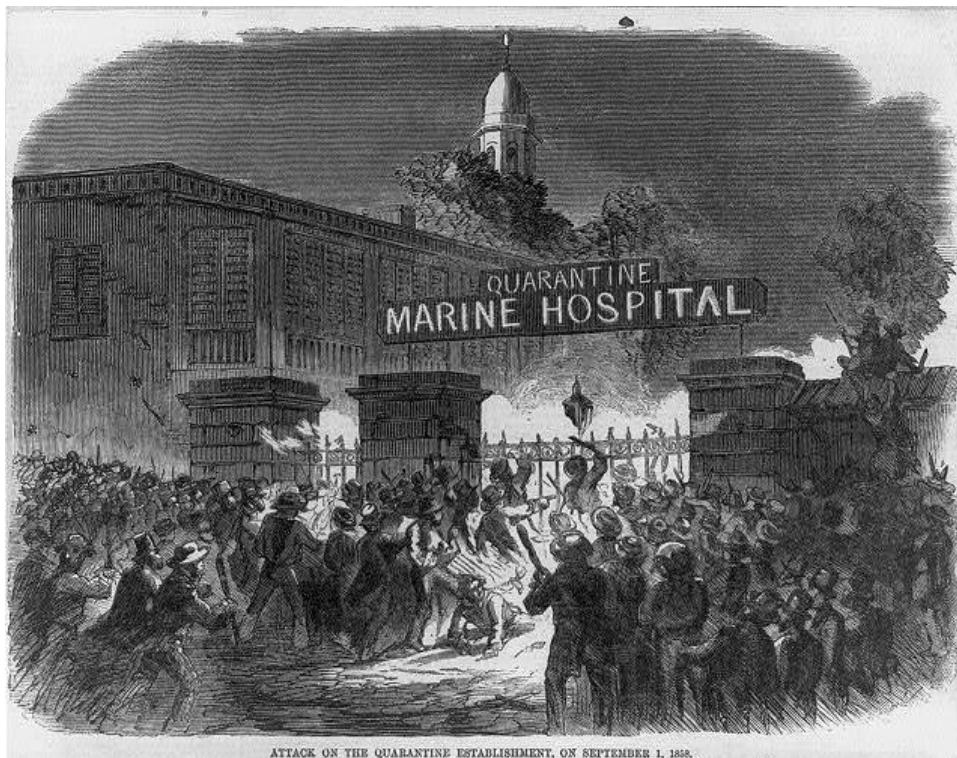
employed at the Quarantine brought contagious illnesses into their homes. At other times patients, many fearing deportation, jumped ship or jumped the walls of the Quarantine and fled into the community, thus spreading diseases. The local residents were not happy.

So many people died at the Tompkinsville Quarantine station that cemeteries were established on the grounds to accommodate the dead. When this burial ground filled up, land was purchased at Silver Lake to be used as a cemetery. This cemetery operated from around 1849 to 1858. Most of the immigrant bodies buried at what was the Marine Cemetery at Silver Lake would eventually become part of Silver Lake Park in 1924. The exact location is near the 18th hole of the Silver Lake Golf Course.

Quarantine neighbors lamented the presence of the contagious living and the contagious dead so they asked that the facility be moved. New York State, the entity that oversaw the Tompkinsville institution, decided it should be relocated to Seguine's Point in Prince's Bay. Land was purchased from a Joel Wolf in 1857. This land is now part of Wolfe's Pond Park.

It took a number of tries, but Prince's Bay residents set fire to and destroyed most of the Quarantine operation that had been erected in their community during May 1857. It was from their south shore counterparts that the Tompkinsville residents got the idea to burn the Quarantine in their community. So, on September 1, 1858, they set fire to the Tompkinsville Quarantine. They were not happy with the results, so they returned the following night to complete the task.

After the fire at the Tompkinsville Quarantine the site was used temporarily in its primitive burnt-out condition. This did not work, so ships were brought in to house the sick



Mob burning Marine Quarantine Hospital, which was used for immigrants, in protest of the health hazard. *Harper's Weekly*, 1858

The Quarantine station held immigrants who arrived in the New York Harbor with what were considered to be contagious diseases. Many of the ships that bore the ailing travelers to the New World were called "coffin ships" which they certainly were. According to one statistic, up to a quarter of the immigrants died in passage. They were buried at sea.

from 1859 until a new facility could be completed. In fact, two sand bars off the South Beach shore would be built up to accommodate the new Quarantine Station. They were called Hoffman and Swinburne Islands.

Since body burial had always been a problem for Quarantine officials, a crematorium was constructed on Swinburne Island as was a small cemetery. Those who did want to be cremated were interred there. Finally completed, patients were sent to Swinburne Island in 1873. When it first opened, Swinburne Island was referred to as Dix or Hospital Island, or the West Bank. Swinburne Island was named after Dr. John Swinburne, a physician who made dramatic discoveries in healing broken bones and fixing dislocated joints. His discoveries helped many individuals including those who served in the Civil War. As a New York State Health Officer, Swinburne was also credited with preventing a plague from reaching New York City.

Meanwhile Hoffman Island was to be used for patients suspected of having infectious illnesses. If a disease developed, the patient was then sequestered on Swinburne Island until they either succumbed to the illness or good health was restored. It must have been a tedious and fearful process for the sick since they were in close proximity to numerous other individuals who were sick with infectious diseases.

By 1879 the buildings at Hoffman Island could hold 608 patients. The most common disease at this time was yellow fever. Hoffman Island was about two acres and it could hold 850 people around 1892. Four brick buildings stood on the little island. Two served as dormitories. The island is named after John T. Hoffman who was a New York City mayor from 1866 to 1869. He went on to serve as governor of New York State from 1869 to 1872.

By 1892, the Quarantine's Boarding Station office was located on the Clifton shoreline.

All incoming vessels were required to stop in the harbor opposite the station for inspection, with all examinations taking place during daylight hours. In times of an epidemic, infected vessels were to stop two miles south of Swinburne Island.

Dr. William Jenkins Jr. was the Health Officer for the Port of New York commencing in February 1892. When a contagious illness was found, steamship company agents were notified, as was the United States Secretary of State. During the summer of that year harbor health officers were watching the spread of cholera from Russia. Soon, it was discovered in Finland and France. By August 23 the dreaded illness was in Hamburg, Germany. At that port immigrants were found to be consuming water that was not properly cleaned. On August 26,

1892, Dr. Jenkins ordered that those passengers arriving in New York from infected ports or localities be detained in quarantine for three to five days. This only applied to steerage passengers. Jenkins further ordered that all passengers be brought to Hoffman Island for bathing, while their clothing and baggage were disinfected with steam. If symptoms did not appear the passengers would be returned to their ships.

If cholera was found on a steamer, all individuals would be held for seven days. The sick would then be removed to the hospital, their baggage and the vessel would be treated

with steam, and all parts of the vessel not steamed would be disinfected with a solution of bi-chloride of mercury.

The feared cholera did arrive. On the evening of August 30, 1892, the steamship *Moravia* sailed into port with the awful



Swinburne Island, 1956, Photo courtesy of the New York City Municipal Archives

news that of its 833 steerage passengers and seventy crew members, 24 had come down with the disease while at sea. Twenty-two of the sick died. A later case developed and that individual died as well.

The *Moravia* was ordered to anchor in the Lower Quarantine. It stayed there until September 23. On that day the passengers were released. While the *Moravia* was anchored, the *Normannia* and the *Rugia* arrived on September 3. The *Normannia* had 1,379 on board, some had died from or arrived with cholera.



Map of Staten Island, NY, surveyed in 1888-89 and 1897 for the Topography by U.S. Coast and Geodetic Survey, published in Feb. 1900

According to Dr. Jenkins, in the history of the Quarantine Station there had never been a case of cholera among cabin passengers coming into the Port of New York—cholera had only infected steerage. Even so, the cabin passengers were sequestered on the *Normannia*. They were furious and demanded that they be removed to a hotel on Fire Island. The passengers got their wish and were boarded onto the *Cepheus* for transfer to Fire Island. They were quite surprised to discover an armed mob awaiting their arrival. This forced the *Cepheus* to cast anchor into the Great South Bay opposite Fire Island. The situation was so tense that the Governor sent in the National Guard.

Of the 627 steerage, passengers and crew on board the *Rugia*, four were dead and five were sick with cholera. Hoffman Island was so crowded at this time that some of the healthy passengers who needed quarantine for observation were transferred to Camp Low at Sandy Hook where one passenger, a person named Moreno, came down with and died from cholera. The body was quickly wrapped in a sheet drenched in bichloride of mercury and buried in quicklime.

Ships continued to arrive with some passengers having cholera. An epidemic of measles was also discovered onboard one vessel and then several others.

That same year, 1892, it was decided that individuals who were not inoculated against small pox, and who perhaps had been exposed to small pox, would be detained for vaccination. Then they would be held until the vaccine had taken effect.

December 1902 saw the dreaded bubonic plague arrive aboard the *Saxon Prince*. Two cooks and a steward were stricken after a stop in South Africa. Dr. Doty, the new health officer, was confident that the disease would not spread as officials had prepared for its arrival after reports were received from South Africa.

In 1912, 71.5% of immigrants coming to the United States passed through the Narrows. The Great War, later called World War I, affected the quarantine islands as the number of immigrants dramatically decreased. Prior to the war the majority of immigrants hailed from Italy, but after Italy became involved in the conflict, Greek and Balkan immigrants were the largest ethnic groups.

In 1915, a cholera epidemic was occurring in Europe owing to the war. It soon found its way to the United States. Officials began bracing for the conclusion of the war. They believed the end of hostilities would bring vast numbers of immigrants who had suffered the ordeals of war and were

therefore unhealthy, undernourished, mentally agitated, and more.

By the early 1930s immigrants were no longer held at Hoffman or Swinburne Islands. During this decade, the two little islands were used to quarantine imported wildlife that might be carrying communicable diseases.

In 1937, Mayor Fiorello LaGuardia had a different plan. He wanted inner-city youth to enjoy the outdoors on Hoffman Island, but that idea was squashed by the authoritative



Dry land boat drill on Hoffman Island, the merchant marine training center off Staten Island, New York, 1942

Parks Commissioner Robert Moses. He called Hoffman and Swinburne Islands “absolutely undesirable” for such a program.

In 1940, 100 Works Progress Administration workers were laboring to transform Swinburne Island into an annex for the United States Maritime Commission which was operating a training school at Hoffman Island. Five buildings were being eliminated, three were being renovated. The project was to last five months or more.

In 1944, Hoffman Island saw the arrival of a radio operator’s training school, but by 1946, this operation was fading out. Valued at \$5,000,000, the island soon sat unused.

By 1948, Hoffman and Swinburne Islands were referred to as “former training bases for merchant seamen” that had been “deserted by the Public Buildings Administration” owing to the cost of their upkeep. One administrator referred to them as white elephants that were unwanted by any individual or agency.

One early 1950s plan called for building an airport on the two islands. Not long after, it was suggested that they become parks. This is what happened after Bernard Baruch gave the islands to the New York City Dept of Parks & Recreation. Baruch had bought both landmasses from the Federal government for approximately \$10,000. The year

1965 saw the announcement that the park would be named in honor of Baruch. This would not occur, but another idea surfaced. Why not connect the islands by landfill, more commonly known as garbage? This would result in a 350-acre recreation area. This proposal descended into the refuse of unsound submissions.

After abandonment both islands became unofficial bird refuges. Ornithologist Howard Cleaves visited Swinburne Island in 1964, and he discovered a colony of breeding Herring Gulls. Cleaves determined that this activity had been going on for several years. The Herring Gull colony soon grew to include neighboring Hoffman Island. It was also discovered that Great Black-backed Gulls were nesting on the islands. Maybe the islands were not inhabitable by humans, but the birds were certainly putting them to good use.

On May 22, 1978, Bill and Norma Siebenheller arrived at Hoffman Island with a naturalist from Gateway National Recreation Area. Herring Gull nests were everywhere. In addition, the Siebenhellers also found the nests of Great Black-backed Gulls. After venturing over to Swinburne Island, they found approximately 1,000 nests from the two species. The seasoned naturalists

also discovered a strange situation: hundreds of balls were everywhere. Every type of ball imaginable including tennis, rubber, and whiffle balls. The gulls must have thought the balls were eggs that they could crack open and eat. This was not the case.

Today, Hoffman and Swinburne Islands are managed by the National Park Service. They are part of Gateway National Recreation Area and they are off-limits to humans without permission.

Great news was realized in 2015. Basking seals were discovered on the rocks of Hoffman and Swinburne Islands. Best of all, the seals are still seen today. 🦈

Patricia M. Salmon retired as Curator of History at the Staten Island Museum in 2012. A Staten Island resident for almost fifty years, she was a Naturalist/Historian at Clay Pit Ponds State Park Preserve in the borough for eight years. Ms. Salmon has authored the books *Realms of History: The Cemeteries of Staten Island*, *The Staten Island Ferry: A History*, *Murder & Mayhem on Staten Island* and *Staten Island Slayings: Murderers and Mysteries of the Forgotten Borough*. A board member of the Tottenville Historical Society, she is a consultant to the Friends of Abandoned Cemeteries of Staten Island and an adjunct professor at Wagner College in Staten Island.



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*Any views, findings, conclusions or recommendations expressed in this publication do not necessarily represent those of the National Endowment for the Humanities or the Institute of Museum and Library Services.



The Noble Maritime Collection

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Gallery hours: Thursday through Sunday, 12–5 PM

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Who was Bessie M. Dustin?

By *Ciro Galeno, Jr.*



John A. Noble (1913-1983), *The Wreck of the Bessie M. Dustin aka Bessie M. Dustin*, oil on canvas, 1940, Collection of Marvin and Andrea Berger

This winter is a great time for fans of John A. Noble to visit the museum. Currently on view now through the end of March is an expanded exhibition of his work including 22 paintings, 32 prints, seven drawings, and three lithography stones.

Amongst the paintings are *Wharfinger* (oil on canvas, 1947) and *The Wreck of the Bessie M. Dustin* (oil on canvas, 1940), two early compositions from the collection of Marvin R. and Andrea Berger, which have not been on public display for two decades. Noble painted the Maine-built four-masted schooner *Bessie M. Dustin* twice around 1940—gloriously under sail in a painting that is now in an unknown collection, and as she appeared at the time as a wreck abandoned at Shooter's Island between Newark Bay and the Kill Van Kull.

Although schooners connote the distant past, they were actually heavily used in the early 20th century, evident by Noble's belief that the *Dustin's* namesake might have still been alive in 1940. On June 21 of that year, he wrote to an acquaintance in Boston, "...I painted a picture of the *Bessie M. Dustin* under sail. She was built by Elliot at Thomaston, and, I believe, was first owned by Cecil P. Stuart. Then she was named the *Margaret Throop*. Later she became one of Thurlow's vessels, and, I believe, received her present name. I have heard that Bessie Dustin is living in or near Boston. Whether or not she would be interested in owning the picture of her namesake is hard to say. Would you do me the great favor of looking up the name in a Boston Telephone book? Better still, if you should happen to see any schooner



Photograph of Noble's painting *Bessie M. Dustin Under Sail*, 1937, which is in an unknown collection

men, you might ask them about her. Her name may have been changed through marriage."

In response, Mr. C. Morgan stated, "By Jupiter, that is a corking good job you did on the old *Bessie Dustin*. That's as good a schooner painting as any I've seen and lots better than any modern schooner painting anywhere. I don't know anything about the woman Bessie Dustin but I do know that Margaret Throop was the wife of one of the New York owners of the schooner."

Noble liked his research, as do we, and we hope to locate all of his paintings. If you know where the *Bessie M. Dustin Under Sail* is, or any of his paintings, please contact curator Megan Beck at meganbeck@noblemaritime.org. ⚓

The Day the Navy Was Fooled

By Bruce L. Marra

It was a gorgeous late afternoon near the end of April 1959. There was still more than a trace of winter in the air, and the bows of USS *Kepler* and the two other members of Destroyer Division 242, USS *Harwood* and USS *Lloyd Thomas*, created perfect white lips of foam as they knifed their way through the deep blue waters of the southernmost part of what the United States Navy called the Narragansett Bay Operation Area.

The sky was clear and the sea was unusually calm that day and, even at 20 knots, there was very little pitching or rolling as the ships sped forward. We were on our way back to our home port, Newport, RI, after two weeks of North Atlantic antisubmarine exercises with the carrier USS *Wasp* as part of Task Group Bravo. We had been detached from the rest of the task group earlier that day. The three ships in Destroyer Division 242 formed a line abreast. *Harwood* was 1,000

on my watch and had been holding course 315 degrees true for the past 30 minutes.

It was Friday and, to a man, we were all eagerly anticipating a relaxing weekend away from the rigors of at-sea operations.

The routine of the watch was suddenly broken when the telephone operator on the port wing of the bridge, who was in telephone contact with the sonar scope operator, sang out: "Sonar contact bearing 270 degrees, range 5,500 yards."

"Very well," I replied. "Probably a school of fish or a whale," I said to Ens. John A. Firman, the junior officer of the deck. "Let's wait a bit before we call the captain."

"Sonar contact bearing 265 degrees, range 5,000 yards, clear pip," the telephone operator said crisply a minute later.

"Aye, aye, sir," I replied and picked up the radio telephone to make our request to the division commander on *Lloyd Thomas*. Permission to investigate was immediately received from the division commander.

"Put your rudder over easy and let's slow and circle the contact," Captain Bagbey said.

"Left 10 degrees rudder. Engines ahead two-thirds. Indicate turns for 12 knots," I said to the helmsman and engine order telegraph operator. They repeated the orders and the ship immediately began to slow and turn to port.

"Sonar contact bearing 250 degrees, range 2,500 yards," the operator said loud and clear. "Sonar thinks the contact is on the bottom," he said.

"Very well," said the captain. "Mr. Marra, tell the division commander we are getting a continuing solid echo and are going to maintain contact."

As soon as I relayed this by radio telephone to the division commander on *Lloyd Thomas*, *Harwood* was ordered to break formation and join us.

"*Harwood* reports the same sonar contact, sir," I said to the captain after the ship joined us on the opposite side of the circle we were slowly making around our underwater contact.

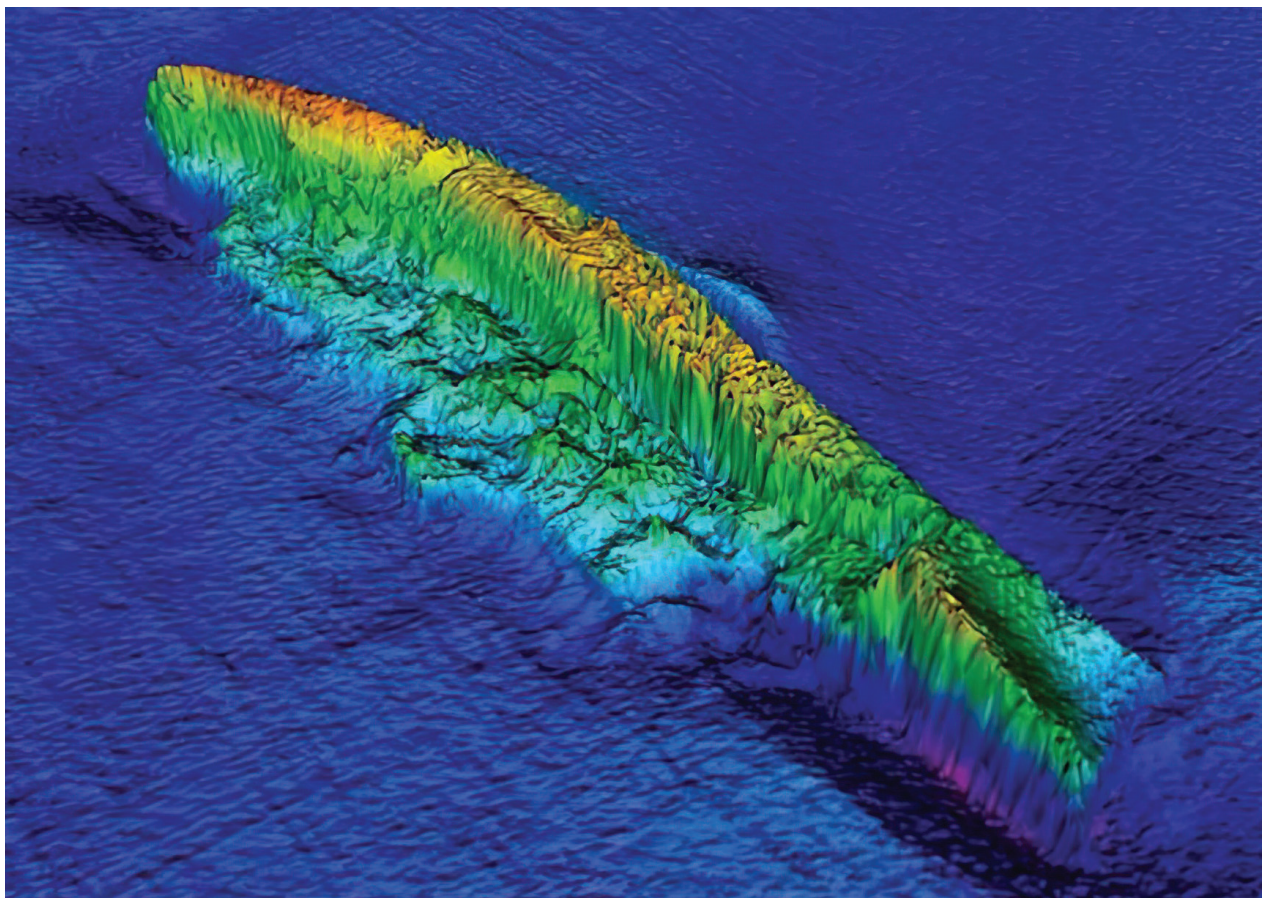
"Set the sonar attack team, Mr. Marra," the captain said, "and prepare for a hold-down operation."

The word was immediately passed and the special watch for anti-submarine operations quickly took their stations. Lieut. J.J. Connelly, *Kepler's* communications officer, relieved me as officer of the deck. The ship's executive officer, Lieut. Cdr. W.F. Zartman, came to the pilot house. While other officers and enlisted men went to their stations, the ship's gunnery officer, Lieut. D.A. Smith, and I went deep into the bowels of the ship to our anti-submarine warfare (ASW) stations in the sonar room. There we found chief Carl Ashe looking intently over the shoulder of the sonar operator at the "pip" on the video screen.

"We're getting a very clear echo," the chief said without turning his head as we ducked into the small, dark compartment. "It looks like a bottomed sub. It's certainly not fish or seaweed. The echo is too distinct."

The pip on the sonar screen was well defined and the echo was clear as our sonar pinged off the contact.

For the next two hours *Kepler* and *Harwood* slowly circled the object on the bottom, 1,500 yards apart. A top priority message was sent to Commander Anti-submarine Forces Atlantic Fleet, who at dusk dispatched two twin engine Navy aircraft from Quonset Point Naval Air Station. Each took turns flying low over the water between the two destroyers, their million-candlepower searchlights illuminating the now darkened water which was still a dead calm except for



Sonar soundings of the *Andrea Doria*, 2016, Courtesy of the University of New Hampshire and its Center for Coastal and Ocean Mapping/Joint Hydrographic Center

yards to *Lloyd Thomas's* port. *Kepler* was on station 1,000 yards abeam of *Harwood*.

I was the officer of the deck on *Kepler*. It was near the end of the first dogwatch and I anticipated being relieved by Lieut. Douglas A. Smith in a few minutes so I could go below to the wardroom for supper. It had been an uneventful watch. After two grueling weeks at sea with round-the-clock flight operations, refuelings, submarine detection and hold-down exercises, the division commander, on our last day at sea, had disdained the flag hoist and maneuvering drills to which we had become accustomed. We were all content to head for home port at optimum speed.

The division would probably pass *Brenton Reef Lightship* before 2300 hours and moor at Pier I at the Newport naval base by midnight. We had passed *Nantucket Lightship* earlier

"Very well," I replied. "The captain's still probably in the wardroom," I said to Ensign Firman, reaching for the phone. "I'll let him know about the contact."

Cdr. William B. Bagbey Jr., *Kepler's* commanding officer, was on the bridge in a moment.

"Sonar contact bearing 260 degrees, range 4,000 yards," rang out the voice, as the captain stepped into the pilot house.

"Sonar says they have a solid pip on their scope, captain," I said.

"Very well," he replied. "Tell the division commander we have a sonar contact and ask permission to leave formation to investigate."

the wakes created by the slowly circling ships. Were it a bottomed submarine, the light might help us spot traces of oil on the surface or even debris if it were a damaged vessel.

“Mr. Marra, please come to the bridge,” came the voice over the loudspeaker in the sonar room.

I quickly climbed the four sets of ladders separating the sonar room from the bridge and stepped into the darkened pilot house.

“You’re the ASW officer. What does it look like to you?” Captain Bagbey queried.

“It’s definitely a metallic contact on the bottom,” I replied. “The water depth here is only a little over 300 feet so we’re getting a good, clear signal. The object is stationary and I think it’s a submarine hull. The echo is large and distinct.”

“We’ve checked with Commander Submarine Force Atlantic Fleet in Groton and it’s not one of our subs, so I’m going to send a flash message to Commander-in-Chief Atlantic Fleet informing him we have contact with a suspected bottomed Russian submarine and will attempt to maintain contact until it surfaces,” said Captain Bagbey.

“What is our position?” the captain asked the executive officer at the chart desk in the corner of the pilot house.

“Forty degrees thirty minutes north, sixty-nine degrees fifty-three minutes west, confirmed by radar and Loran,” the executive officer replied.

“Very well, Mr. Zartman. Prepare the message to CinC Lant Fleet and include our position,” the captain ordered.

For the next two hours our eyes were riveted on the sonar scope, hoping to detect any sign of movement by our contact. We attempted to establish voice communication by underwater telephone, but got no reply.

Our intense concentration was broken when the captain’s voice came over the loudspeaker.

“CinC Lant Fleet has informed us that our sonar contact is the sunken liner *Andrea Doria*. Secure the sonar attack team.”

In the sonar room we all looked at each other sheepishly. Why hadn’t it occurred to us? Was the sunken ship shown on our hydrographic charts? A quick investigation showed our charts were dated March 1956 and we knew the collision between *Andrea Doria* and *Stockholm* had occurred in July of that year.

Kepler and *Harwood* arrived at Pier I Newport at daybreak Saturday. Needless to say, the officers of both ships weren’t anxious to explain their delay in arrival when the subject arose at the officers club that weekend. ⚓

Bruce L. Marra is a retired commander with the United States Naval Reserve. He lives in West Chester, PA., and owns a summer home on Martha’s Vineyard.

Originally published in Martha’s Vineyard Magazine, July 1991

Andrea Doria: Rescue at Sea

By *Ciro Galeno, Jr.*

This June, the Noble Maritime Collection will present a new exhibition about the Italian liner SS *Andrea Doria* and the successful and well-documented rescue of her passengers after she was struck by the Swedish liner MS *Stockholm* on July 25, 1956 while en route to New York.



Photographic postcard of Italian ocean liner SS *Andrea Doria*, c. 1954

The exhibition will explore the beauty of the mid-century ship, described as a floating art museum, and her significance as the pride of post-WWII Italy. Viewers will learn about the tragic accident in the way the world did at the time—through unprecedented aerial photography and newsreels, uniquely presented on a period television. On display will be rarely seen artifacts recovered from the wreck, ship models, and art, including John A. Noble’s lithograph *Doris and the Ile de France*—the latter of which was one of the vessels that rescued the *Andrea Doria*’s stranded passengers.



Cover of *Life* magazine, August 6, 1956

The museum staff is grateful to be working on this exhibition with John Moyer, who was awarded salvage rights and named Salvor in Possession of the wreck in US Federal Court, as well as survivor Pierette Simpson, author of the non-fiction book *Alive on the Andrea Doria! The Greatest Sea Rescue in History* and the novel *I Was Shipwrecked on the Andrea Doria!* ⚓



John A. Noble (1913-1983), *Doris and the Ile de France*, lithograph, edition 100, 1953

Although John A. Noble lived in the golden age of the transatlantic ocean liners, he focused on chronicling the end of the Age of Sail. Therefore the *Ile de France* has the distinction of being the only ocean liner to appear in any of his 79 lithographs, and even then she is secondary in the composition to the tugboat *Doris Moran*, whose owner commissioned the *Doris and the Ile de France* print. Nonetheless, he depicted the *Ile de France* beautifully as she appeared in 1953, modernized after WWII and rebuilt to have two funnels. That year she rescued the crew of a Liberian freighter that sank in a tropical storm, and three years later she rescued 753 of the *Andrea Doria*’s passengers. Ironically she was scrapped after being used as a prop in the 1960 disaster film *The Last Voyage*, which was loosely based on the *Andrea Doria* tragedy.



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The Noble Maritime Collection is proud to continue the Noble on Watch (NOW) lecture and concert series in the spring of 2022. Each program in the series is presented virtually on the museum's Facebook page and website, and is based on maritime history and culture. Be sure to watch the brand new lecture:

Quarantine: Hoffman and Swinburne Islands!
by historian Patricia Salmon
premiering on Thursday, March 24 at 7 PM.

noblemaritime.org/now

Exciting News from the Education Department! By Dawn Daniels

Museum Awarded Prestigious Inspire! Grant



PS 20 students explore Atlantic Salt, Inc. on Richmond Terrace, Staten Island

The Noble Maritime Collection is proud to announce that it is one of just 60 organizations nationwide to receive an Inspire! Grant for Small Museums from the Institute of Museum and Library Services. This grant will allow the museum to offer its Maritime Careers of New York Harbor education program to 300 students of all abilities, for free, at four Staten Island schools—PS 19, PS 31, IS 7, and IS 61 in the spring of 2022.

Maritime Careers is an education program conducted as a multi-session residency both at schools and the museum,



which provides elementary and middle school students with the opportunity to learn about an industry that supports 500,000 jobs and moves \$200 billion worth of goods in the region, according to the Port of New York and New Jersey's Council on Port Performance.

Supplemented by a workbook published by the museum in 2021, the program begins to set career goals for students and supports their pursuit of further training and education options in high school and beyond.

Maritime Careers was first developed in 2018 with the support of local foundations the Richmond County Savings Foundation, the Staten Island Foundation, and the Marine Society of the City of New York. The shipyard visits that are part of the program are hosted by Atlantic Salt, Inc.

Bilingual Program Teaches Students about Navigation in English and Spanish

The Noble Maritime Collection's education department identified a need for a specially developed arts education program for English Language Learners (ELL) in elementary schools. The students in this classification come from Spanish-speaking households and were previously experiencing museum education programs via school translators. Now, because of a generous grant from the Richmond County Savings Foundation, students experience the museum's arts- and science-based program *La Capitana Dice* (Captain Says) in their native language. The program was piloted in the fall of 2021 and is led by bilingual museum educator Tamara Geisler. Activities include interactive games, videos, and art projects that compare modern GPS systems used on ships with instruments, such as the sextant, that sailors used in the past to navigate across the sea. The program culminates with a projector planetarium experience that explores celestial navigation, and the creation of cardboard quadrants that the students make themselves. ⚓

For more information, and to learn how your student can experience the Maritime Careers of New York Harbor or *La Capitana Dice* programs, visit noblemaritime.org/education



Ms. Geisler is a bilingual educator and actress with more than ten years of teaching experience in over 30 public schools, private schools, theater companies, and museums throughout the five boroughs of New York City as well as in Mexico.



PS 19 students watch a presentation of *La Capitana Dice*