WELCOME TO SOUTH STREET...

This is the bark PEKING, the newest addition to the fleet at the South Street Seaport Museum. This book is about the ships and boats she joins at South Street, the working vessels which pass by them on the East River, and the great harbor to which they all belong.

SHIPS & THE RIVER
A SOUTH STREET COLORING BOOK GUIDE
WRITTEN & ILLUSTRATED BY DAVID CANRIGHT

SOUTH STREET SEAPORT MUSEUM
16 FULTON STREET NEW YORK, N.Y.

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SOUTH STREET'S PIER 16
A PICTURE TO COLOR.

If you have a question, ask at the information booth, ask a guide, or look around to find the answer yourself.
WHAT TO DO
ON THE PIERS

VISIT A SHIP

SEE A PLAY

BUY A FISH FROM THE CLEARWATER'S CREW—(IN SEASON)

WALK YOUR BIKE

WATCH THE RIVER

KAT LUNCH

TRY ON A SHIRT

SING AND PLAY MUSIC

SIT IN THE SUN

VISIT A MUSEUM ON A SHIP

WATCH PEOPLE WORK
(IT TAKES A LOT OF WORK TO KEEP THE PIERS IN REPAIR)

SQUARE DANCE
SHIPS & BOATS
AT SOUTH STREET'S PIERS...

Wavertree is an iron sailing ship built in 1885 to carry cargo around the world. She had no engines, but crossed the widest oceans on the power of the wind. That power blew down her masts and rigging in 1910. To read more about her, see pages 22-25.

Mathilda, built in 1879, is a steam-powered tugboat. Her job was to push and tow bigger ships and barges from pier to pier. Today, Mathilda is being restored at South Street. To read more about her, see pages 22-25.

Wavertree is a schooner, like the Howard, but she is made of iron and carries freight instead of fish and produce. She is 160 feet long and is used as the Wavertree. But still sails today, carrying cargo and teaching people to work with the wind and the sea. There is a picture of her to color on page 13.

Pioneer is a schooner, like the Howard, but she is made of iron and carries freight instead of fish and produce. She is 160 feet long and is used as the Wavertree. But still sails today, carrying cargo and teaching people to work with the wind and the sea. There is a picture of her to color on page 13.

Aqua is one of the many boats called lighters, which were used to carry coal around New York. She was built in 1919, and was a steam engine. In 1956, she was used to work carrying water to the ships. She was anchored in the harbor, and her name was changed to Aqua, which means "water."

Lettie G. Howard is a wooden fishing schooner, built in 1893. She has made a long life fishing all along the Atlantic coast. To find out how she fished, see page 9.

Major General William H. Hart is a ferryboat. There were once many ferry lines in New York Harbor. Carrying passengers across the water. At one time or another, his Hart worked on most of those routes. Except for the Governor's Island and Staten Island ferries, the ferry lines have all been replaced by bridges and tunnels. The Hart is now a motorboat engine repair school.

Ambrose is a lighthouse, whose important work was to stay at anchor, outside the harbor, guiding ships from the ocean safely into port with her bright light. Go aboard! Or look at pages 14-15.

Robert Fulton used to be a hospital ship designed to give patients outings on the water. When a new hospital ship was built, the Fulton came to South Street to be a floating restaurant.
THE SCHOONER LETTIE G. HOWARD TODAY AT SOUTH STREET - YOU CAN GO ABOARD!  IMAGINE WHAT IT WAS LIKE TO LIVE ON BOARD, AT SEA, SLEEPING IN NARROW BUNKS, EATING IN THE TINY GALLEY. THE HOWARD WAS NOT COMFORTABLE, SHE WAS BUILT FOR FISHING.

THE LETTIE G. HOWARD AT WORK, ANCHORED ON THE BANKS (SHALLOW PARTS OF THE SEA WHERE FISH LIVE). A CREWMAN PINES FOR COD WITH A LONG LINE. WHEN HIS DOGY IS FULL, HE WILL ROW BACK TO THE HOWARD, UNLOAD HIS CATCH, AND GO OUT AGAIN. IF THE SCHOOL OF FISH MOVES AWAY, THE HOWARD MUST RAISE ANCHOR AND FIND ANOTHER SCHOOL.

GOING HOME. HOLD FILLED WITH FRESH FISH AND DOGSIES STACKED ON DECK, THE HOWARD SETS ALL SAIL AND HEADS FOR HOME. THE CREW HOPE THEIR CATCH WILL BRING A GOOD PRICE AT THE FISH MARKET, FOR THEY WILL ALL GET A SHARE OF THE PROFITS.

A FISH MARKET WORKER

A CODFISH
THE PARTS OF A SAILING SHIP'S RIGGING: CAN YOU FIND THESE ON THE HOWARD'S RIGGING?

SOMETHING IN THE PICTURE DOES NOT BELONG ON THE HOWARD. WHAT IS IT?

SEVEN TYPES OF SAILING SHIP RIGS:

THEY HAVE ALL STOPPED AT SOUTH STREET AT SOME TIME. WHICH ONES DO YOU SEE TODAY?
THE CRANE BARGE IS USED TO LIFT SMALL BOATS OUT OF THE WATER FOR REPAIRS AND PAINTING.

If you live near the water—near the harbor, on Long Island Sound, or the Hudson River, even in Rhode Island—you may have seen PIONEER sailing with a crew of young people from the city.

In the fall, PIONEER joins the sloop CLEARWATER to carry a cargo of pumpkins down the Hudson River, for sale at South Street.
The Ambrose, Lightship at Work. Anchored at her station, Ambrose guided ships to the entrance of New York Harbor, with her lights. When the ocean was covered with fog, she used her loud foghorn and her radio to help ships find their way.

The Wardroom Aboard the Ambrose.

Officers spent their time here when they were off watch. It must have been hard to look at the same faces during the long weeks at anchor. There were often good sunsets, though, and the sea looks different every day.

DID YOU SEE these things on the Ambrose?

DO YOU KNOW what each is for?
DID YOU SEE ANY OF THESE ON THE RIVER?

Pilot Boat

THE NEW FLOATING HOSPITAL

Lighter

The Hudson River Sloop Clearwater

Fireboat

Coast Guard Patrol Boat

Tugboat & Railroad Barge

Seaplane

Sightseeing Boat

Catboat

Fishing Boat

Governor's Island Ferry

(Tip: It is not a smokestack; it is a ventilator.)

Sewage Disposal Boat

Some different smokestack shapes.

What color were the ones you saw?
WHAT DID YOU SEE ON THE EAST RIVER? DRAW IT HERE!

SOUTH STREET IN THE AGE OF SAIL. THIS IS HOW IT LOOKED IN THE 1880s, WAVERLY'S DAY, WHEN FISHING BOATS, PASSENGER STEAMERS, FERRYBOATS, AND TALL SAILING SHIPS FROM ALL OVER THE WORLD CROWDED AT THE PIERS.
A SAILOR'S LIFE AT SEA ABOARD THE WAVERTREE

There's no going below for shelter when a storm approaches. It's aloft and into the rigging to ride it out. Nor is there any escape to the shop for a new sail if the wind tears one apart. It must be repaired, or a new one made. Slight on board ship.

The sailmaker.

A STORM OFF CAPE HORN. At the southern tip of South America, means two men at the wheel, with a sharp eye on the sails. The wind changes with and through the biggest waves in the world. Wavertree was the ship that paid. The first time in 1490, the vessel took down her mainmast and drifted away her rigging.

Fair, weather, or foul, there's always a line to pull. These sailors are using a capstan to sheet in (tightly) the forestay sail. Did you see a capstan on any other ship?
RESTORING THE WAVERLY

This is how the Waverly looked when she was first built, and how she will look again at South Street. It will take a lot of work, and a lot of time, for it must be done just right.

CAUTION! DO NOT LOOK RIGHT AT THE BRIGHT SPARK; IT CAN DAMAGE YOUR EYES. THIS MAN IS WELDING THE STEEL PARTS OF THE SHIP'S MAST TOGETHER. HE WEARS A MASK, GLOVES, AND A LEATHER APRON FOR PROTECTION.

Waverly's new mainmast is lifted into place with a giant crane.

Everything on a ship must be painted, tarred, or varnished, year after year, to protect it from the weather.

Waverly's hull is made of iron plates held together with rivets. Each rivet is heated to a glowing red and put through a hole punched in the overlapping plate. Then the rivet point is hammered flat against the hole. Rivets will hold the plates together for a hundred years or more.

Do you see other ships at South Street with rivets? Cutting through steel with a torch is a lot faster than using a saw, but it's tricky work.
A CHART OF
NEW YORK HARBOR
UPPER BAY & THE EAST RIVER

KEY

SYMBOLS:
- LIGHTED RED BUOYS
- LIGHTED BLACK BUOYS
- UNLIT BLACK BUOYS
- LIGHTS ON SHORE
- DANGEROUS ROCKS
- SUNKEN WRECKS
- WRECKS ABOVE WATER
- KEEP

VIEW of the EAST RIVER & BROOKLYN from PIER 16

TO COLOR: THIS PICTURE shows the bottom of the harbor. Choose shades of color, one for each depth of water, and use them to color the key. Then use the key as a guide for coloring the chart.
TUGBOATS DOCKING SAND BARGES at the cement plant under the Brooklyn Bridge. It takes a lot of sand and gravel to make the cement to build the city.

LOADING A FREIGHTER

SCHROONER GUY KING POST TOPMAST LEAF SWIM RUNNER

CARGO GEAR, ARE ANY MACHINES LEFT OVER FROM SAILING SHIPS? (See p.10)

SOME MODERN SHIPS HAVE NO CARGO GEAR. CARGO IS PRE-STOWED IN BOX CONTAINERS AND THEN HOISTED ABOARD BY CRANES ON THE PIER. DID YOU SEE ANY CONTAINERS AT SOUTH STREET?
Oil is the most popular form of fuel, and the river shows it: in its traffic — and in its water.

60 years ago, large steamers carried coal along the coast. You could have seen them being towed up the East River by steam tugs like Mathilda, the tug's black coal smoke surrounding her smokestacks.

Sterling is the smallest oil tanker at work in the harbor today. She often stops at South Street for her captain and crew to live in the neighborhood.

Today, oil comes to New York by sea, in giant oil tankers. It is unloaded into barges and boulker tankers for delivery upriver.

A coastal oil tanker heads up the East River, loaded with oil...

...and comes back down, light and empty, for more.

When you look north from Pier 16, up the East River, you can see three bridges:

The Brooklyn Bridge is the nearest. Finished in 1883, it was the first bridge to cross the East River. Two years before the Wavertree launched, it's first ship, suspended from massive stone towers. Once it was the longest suspension bridge in the world. You can ride your bike or walk across it and get a fine view of the East River and the harbor.

The Manhattan Bridge is next up the river. It's steel framework bows fantastic shapes and designs. Swaying trains run across its lower steel when you take the D, N, or 2, 3 train, you will find yourself turning in the air, high above the East River.

In the distance, where the river bends at Colelars Dock, you can see one steel tower of the Williamsburg Bridge. The other, thinner, is in a park on the Manhattan Riverfront.

Looking south from Pier 16, you can just see the tops of the towers of the largest suspension bridge in the world, the Verrazzano Narrows Bridge. This is what it looks like, from the Staten Island Ferry.

Giant oil tankers ride at anchor here off Staten Island, while some of their cargo is shifted into barges. When fully loaded, the tankers are too deep in the water to come alongside a dock.
DID YOU SEE THESE THINGS ON THE PIERS?

- Wooden Ship's Boat
- Air Compressor
- Windlass
- Children's Store
- Life Ring
- Anchor
- Forklift

WHAT ELSE DID YOU SEE?
WHAT ELSE DID YOU DO?
HERE IS SOME SPACE TO DRAW OR WRITE ABOUT IT.
SHIPS & THE RIVER
is a coloring book guide to the ships and boats on display at the
South Street Seaport Museum, and to the lively East River traffic
passing by the Museum piers. In these pages are answers to
questions, questions to answer, things to look for, and things to
learn; pictures to look at, to color, and to draw yourself. They
tell part of the story of South Street, its ships, and the great
harbor to which they all belong.

South Street Seaport Museum

MUSEUM SHOPS & GALLERIES
Book & Chart Store 25 Fulton St.
Model Shop & Gallery 207 Water St.
Bowen & Co., Stationers 211 Water St.
Steamship Model Room 203 Front St.
Museum Exhibits 16 Fulton St.
New Fulton Market 200 Front St.
Museum Art Gallery 9 Fulton St.
Children's Store Pier 16
Education Workshop Pier 16
Museum Offices 203 Front St.
Library 203 Front St.

SHIPS & BOATS AT PIERS 15 & 16
SHIP WAVERTREE* 4-Masted Bark PEKING* Lightship AMBROSE STEAM TUG MATHILDA
Schooner LETTIE G. HOWARD* Schooner PIONEER Steam lighter AQUA
Ferry boat MAJOR GENERAL HART Floating Restaurant ROBERT FULTON
Repair Docks MARINE SHIP CHANDLERY Hospital Docks THE FLOATING HOSPITAL

*Open to the Public

GETTING TO SOUTH STREET:
Bus: M-15, South Ferry (Second Ave.)
Culture Bus II to Fulton & Pearl Streets
Subway: Seventh Avenue IRT Express, or
Lexington Avenue IRT Express to Fulton Street
Eighth Avenue IND Express to Broadway–Nassau Sts.

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