


## Society for Industrial Archeology - Industrial Heritage Preservation Grant Grant Application Cover Sheet

Date of application:	1. 03/01/2013	Title of Grant:	2. LILAC Heating Restoration Project	
3.		4.	5.	
<i>Name of Principal Researcher (Send PDF of CV with this application)</i>		<i>Phone</i>	<i>E-mail</i>	
6.	7.			
<i>Address</i>		<i>City, State, Zip</i>		
8. Lilac Preservation Project		9. 917-709-5291	10. mary@lilacpreservationproject	
<i>Name of Project Sponsor (Organization and contact name)</i>		<i>Phone</i>	<i>E-mail</i>	
<i>(Send PDF of letters of sponsorship or collaboration)</i>				
11. 80 White Street	12. New York NY 10013	13. 75-3121175	14. 501(c)(3)	
<i>Address</i>	<i>City, State, Zip</i>	<i>Tax ID</i>	<i>Type of Tax Status</i>	
15.	16.	17.		
<i>Name of Project Co-Sponsor (s)</i>		<i>Phone</i>	<i>E-mail</i>	
<i>(Send PDF of letters of sponsorship or collaboration)</i>				
18.	19.	20.	21.	
<i>Address</i>	<i>City, State, Zip</i>	<i>Tax ID</i>	<i>Type of Tax Status</i>	
22. Lilac Preservation Project		23. 917-709-5291	24. mary@lilacpreservationproject	
<i>Name of person or organization receiving the check</i>		<i>Phone</i>	<i>E-mail</i>	
25. 80 White Street	26. New York NY 10013			
<i>Address</i>		<i>City, State, Zip</i>		
27. Brief Description of Project (Send full project summary & application narrative in PDF)				
<p>America's last surviving steam-powered lighthouse tender, LILAC is a unique artifact of early 20th-century technology and maritime heritage. The ship's heating system was replaced by an electrically powered one following her decommissioning. Most of this 1970s-era system is now defunct. The LILAC Heating Restoration Project will result in a new more efficient heating system that would mimic the original and which could be converted to steam when restoration of the engines is completed in the future. It will allow for full three-season operation for the public and facilitate restoration work in the winter.</p>				
28. Project start date:	07/01/2013	29. Project end date:	12/31/2013	
30. Is this a new proposal ?	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No
31. Is this a resubmitted proposal ?	<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No
32. Are you a previous SIA Grant Awardee ?	<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No
33. Is this grant your only funding source ?	<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No
34. Total dollar amount requested: <i>(send PDF of full budget)</i>	\$ 3,000.00			
35. Total matching funds:	\$ 3,000.00			
36. Total project budget:	\$ 16,052.00			
37. Print Name of Principal Researcher:				
38. Signature (Please fax or scan/send PDF)				
39. Print Name of Sponsoring Org. Official	Mary Habstritt, President			
40. Signature (Please fax or scan/send PDF)				

## B: PROJECT SUMMARY

As America's last remaining steam-powered lighthouse tender, LILAC is a unique artifact of early 20th-century technology and maritime heritage. Built in 1933 for the U.S. Lighthouse Service (USLHS), she became a U.S. Coast Guard (USCG) vessel in 1939. LILAC carried supplies and inspectors to lighthouses and maintained buoys in the Delaware River estuary until 1972. Upon decommissioning, the two triple-expansion reciprocating engines were carefully laid up and are in good condition today. The goal of the Lilac Preservation Project, the 501c3 non-profit museum that owns the ship, is to restore her to operating condition.

The ship's heating system was altered following her decommissioning. The LILAC Heating Restoration Project is seeking to install a new heating system that would mimic the original and which could be converted to steam when restoration of the engines is completed in the future. We are seeking the support of the Society for Industrial Archaeology through the Industrial Heritage Preservation Grant for this endeavor.

After 1972, the vessel was used for dormitory and classroom space by the Seafarers International Union (SIU). Since it did not operate the engines, this organization made a number of changes to systems no longer powered by steam including converting the heating system to electrical power. Steam radiators were removed and air handlers were installed. None of these 1970s-era air handlers is currently functional. Ducting to carry treated air to various cabins was installed, with openings cut through historic bulkheads.

We are planning to install a hot water radiator system heated by an oil-fired boiler and removing the heat pumps and visually intrusive ducting. Radiators will allow visitors to better understand how extensively the steam plant served the various needs of the ship. Another goal is to have a system that can be operated at less cost than an electrically powered one, as well as being independent from shore connections. Further, a new heating plant would provide a full three-season operation for the public and the ability to carry out restoration tasks in winter months when the museum is closed.

We are fortunate in having very complete documentation on the ship, including a full set of drawings and a cache of USCG photos found on board. A few remnants of the original heating system also exist to provide guidance, including a radiator in the wheelhouse and fin tube heating elements in the galley and in one of the heads.

Mary Habstritt, Museum Director of the Lilac Preservation Project, will administer the overall Heating Restoration Project including composing required reports. LILAC's volunteer engineer, Jon Zepp, will act as project manager and will do much of the installation work. Gerald Weinstein, Vice President, will contribute his steam expertise and photographic documentation to the project.

Our estimated costs for Phase 1 of this project are \$7,194.00 for equipment and \$6,180.00 for installation labor. All the labor, including for administrative and documentary tasks, will be donated. We are asking the Society for Industrial Archeology for \$3,000.00 toward the cost of materials. We can match this with a mix of funds and donated labor.

## C: APPLICATION NARRATIVE

### **1. Documentation of need for the Project: What is the proposed project's significance to industrial heritage?**

LILAC is America's only surviving steam-powered lighthouse tender, a type of work boat little known by the public, and a rare steam-powered vessel with her original 1933 triple-expansion reciprocating engines intact. It seems most appropriate for the Society for Industrial Archeology to assist in furthering its restoration due to SIA's dedication to the preservation of the physical survivals of our technological history and to the study of our working past.

The Heating Restoration Project will remove elements of a heating system that date to after LILAC's post-World War II restoration period. This 1970s system no longer functions and is visually intrusive. We propose replacing this with a system that visually mimics the original to assist in interpretation of the historic steam systems. The proposed oil-fired hot water radiator system can be converted to steam without substantial re-investment when LILAC's engines are in operation again. (Support Materials include a detailed Heating Restoration Plan and Budget.)

Another goal is to have a system that can be operated at less cost than an electrically powered one, as well as being independent from shore connections. The need to be less dependent on shore power was driven home by Hurricane Sandy, which destroyed the electrical system in Hudson River Park where the ship is currently moored. We do not expect Pier 25's electrical system to come back on line before summer 2013 and currently have the ship's electrical system wired to our diesel generator.

A new heating plant would provide full three-season operation for the public and thus more opportunities to educate visitors about the essential role of tenders that maintain aids to navigation and about the development of steam power, among other maritime and technological topics. LILAC is open to the public from May to October, offering tours of the ship and art and historic exhibits that change approximately monthly as well as cultural and educational events. (Support Materials include the 2012 Events & Exhibits on Board the Historic Lighthouse Tender Lilac.)

More extensive and dependable heating would give us the ability to carry out restoration tasks in winter months when the museum is closed, helping us to make more rapid progress toward full operation.

### **2. What research methods will you employ?**

We are fortunate in having very complete documentation on the ship, including a full set of drawings and a cache of USCG photos found on board. A few remnants of the original heating system also exist to provide guidance, including a radiator in the wheelhouse and fin tube heating elements in the galley and in one of the heads.

### **3. Who is responsible for your project?**

In developing our plan, we have already consulted Nobby Peers of Whitworth Marine Services, who specializes in traditional vessel systems, and Charles C. Deroko, a marine surveyor specializing in historic vessels. Mary Habstritt, Museum Director of the Lilac Preservation Project, will administer the overall project including composing required reports. LILAC's engineer, Jon Zepp, will act as project manager and will supervise and do much of the removal and installation work. Gerald Weinstein, Vice President, will contribute his steam expertise, research skills, and photographic documentation to the project. (Support Materials include resumés for Deroko, Habstritt, Zepp and Weinstein.) Norman Brouwer, eminent maritime historian and LILAC trustee, who helped write the Secretary of the Interior's *Standards for Historic Vessel Preservation Projects*, will be consulted as needed should a question about authenticity arise. Deroko may also be consulted along the way to ensure compliance with these standards.

Deroko is a paid consultant who inspects the ship once a week throughout the year. Questions during the project are not expected to appreciably add to his time, which we compensate him for at the rate of \$75 per hour. Habstritt, Zepp, Weinstein and Brouwer will be donating their time.

#### **4. What tangible products do you expect to produce with this project?**

The most obvious tangible product will, of course, be a new, more appropriate heating system on LILAC.

We will photographically document elements of the 1970s system that we remove as well as the new system and incorporate these into the final project report. Weinstein is an experienced HAER photographer. These photos can also be used in future interpretive materials for visitors. For instance, we have a series of posters on the ship to assist visitors in self-guided tours and these incorporate historic and "before" photos to compare to current conditions and these photos could expand that series.

We propose to contribute a copy of the final report to the Historic Naval Ships Association, which has an extensive collection of preservation and restoration reports and resources which it makes available ([www.hnsa.org](http://www.hnsa.org)) to members, to owners of historic ships and to the public. We also propose to give a copy to the U.S. Coast Guard Historian's Office which maintains an archives of photos and documents on USCG vessels that it makes available to both internal and external researchers.

## D: BUDGET

The Lilac Preservation Project has depended heavily in the past on funding from Gerald Weinstein and the Abraham & Lillian Rosenberg Foundation. The Foundation is no longer capable of providing its past level of support. It would be extremely helpful in establishing a track record for other funders if we can obtain an Industrial Heritage Preservation Grant from the SIA. We are asking for a grant of \$3,000.00.

Phase 1 of the Heating Restoration Project is estimated to cost \$13,302.00 for the labor and materials needed for installation. A further breakdown of materials costs can be found in the Heating Restoration Plan and Budget included with the Support Materials. Labor for administrative, research and documentation tasks would bring the projected total to \$16,502.00.

The prevailing wage rate in New York City for an electrician is \$51.00 per hour and for a pipefitter is \$50.75 per hour, so using \$50.90 per hour as an average and with installation taking 120 hours, total installation labor would cost \$6,108.00 at the prevailing rate

When doing independent research, Habstritt is typically compensated at the rate of \$500 per day, an hourly rate of \$62.50 and Weinstein for research and photography at \$600 per day, or \$75.00 per hour.

Project Costs	
Installation Materials, boiler	\$ 3,800.00
Installation Materials, electrical and plumbing, per detail	3,394.00
Installation & Demolition Labor, 120 hours @ \$50.90	6,108.00
Administrative, 20 hours @ \$62.50	1,250.00
Research & Documentation, 20 hours @ \$75	1,500.00
<b>Total Project Costs</b>	<b>\$16,052.00</b>
Funding	
SIA IHPG	\$ 3,000.00
Appeal to donors	4,194.00
In-kind Contributions	
Installation & Demolition Labor	\$ 6,108.00
Administrative	1,250.00
Research & Documentation	1,500.00
<b>Total Funding &amp; In-kind Contributions</b>	<b>\$16,052.00</b>

We have found that individual small donors are motivated by specific needs that they can contribute toward. We feel that we can raise a portion of the funds for the Heating Restoration Project materials with a campaign specifically targeted to this. Having a grant in hand that we need to match would help enormously with motivating donors. The need for a new heating plant has already been publicized in one local newspaper and to our mailing list (see Support Materials), so friends of LILAC are being primed to help.

Lilac Preservation Project is an all-volunteer effort. Only outside contractors are paid. We have been very fortunate in obtaining skilled professional workers, from riggers to graphic designers to engineers to plumbers, at no cost. Our Museum Director is among the volunteers and donates her time to administer the museum including planning and carrying out public programs, recruiting and supervising other volunteers, writing publicity and raising funds. Our board includes experts on maritime and industrial history. We expect to provide all labor for the Heating Restoration Project from our volunteer corps and board.

We propose that SIA disburse half the actual cost of the boiler once it is purchased as this will help to defray the cost of the most significant piece of the new system. This will be approximately \$1,400.00 and documented with receipt for the purchase, which we expect to make during July, 2013. The remaining \$1,600.00 will be requested once contributions, both monetary and in-kind, have accumulated to match this amount. This will be documented through work logs and proof of payments from donors. We expect to make this request no later than October 31, 2013. Completion of Phase 1 is scheduled for December 31, 2013.

## E. SUPPORT MATERIALS

Heating Restoration Project Plan and Budget

2012 Events & Exhibits on Board the Historic Lighthouse Tender Lilac

*Battery City Broadsheet* on need for heating system

Excerpt from Lilac Preservation Project e-news on need for heating system

Resumes of Habstritt, Zepp, Deroko

Trustee biographies, covering Brouwer and Weinstein, among others

IRS Letter on Tax-Exempt Status

## HEATING RESTORATION PROJECT PLAN AND BUDGET

by Jon Zepp, Project Manager

The original system consisted of a steam pressure reducing station (PRV) located port side in the Upper Boiler Room. High-pressure steam from the Auxiliary Steam Main was stepped down at the PRV to a few pounds. From there, the steam was distributed through lines to the radiators where hand valves controlled steam admission. A mixture of steam and condensate flowed by gravity to steam traps where the condensate was passed to the feed tank. Each steam trap would serve several radiators.

An oil-fired heating boiler located starboard side in the Lower Boiler Room provided steam when the main plant was secured.

A number of issues were considered in developing a course of action for the heating system. Chiefly, these are:

- Repairing and reusing original components. In this case, little of the system remains except a number of radiators and some radiator covers along with some steam traps. Since work on the system is one of complete replacement, there is not a concern that historically significant items will be altered or removed.
- Visual Impact. Changes to the ship have to be harmonious with the period being restored. In this case, visitors to the ship will see only the radiator covers. A sample still exists as does a drawing. This will allow new heating elements to be installed.
- Cost. Because the original system is essentially gone, consideration of the cost can be focused on comparing types of new systems as opposed to comparing repair *vs.* replace costs.

With most of the system removed, two options are available: reinstall a steam system or install a hydronic system. Both systems would utilize #2 oil as a fuel.

Steam. Using steam would restore the original design. When the main boiler steam is available, the existing pressure reducing station in the Upper Boiler Room would be utilized to provide steam to the heating system. The majority of time however, steam would be supplied from a low pressure heating boiler. The main components would be the steam boiler, condensate tank with boiler feed pump, steel piping, steel radiators, steam traps, control valves.

Hot Water. This would be a glycol filled system. The glycol system is a standard hot water heating system but glycol is added to prevent freezing should the system not be operational for any reason. The main components would be the hot water boiler with circulating pump, plastic distribution lines, steel fin tube radiation and control valves.

A hot water system is recommended for the following reasons:

- Initial cost will be lower
- Distribution system is easier to install
- Protection from freezing is simpler
- Higher fuel efficiency



The initial installation would consist of a boiler, distribution lines and fin tube radiation. The boiler would be a steel or cast iron boiler of approximately 200,000 BTU/HR. Unit would come with circulating pump, burner, and primary controls. Piping would be Pex plastic lines with a distribution manifold incorporating zone valves. Radiation would be steel fin tube located behind radiator covers. Purchasing used wall mount cast iron radiators would certainly be suitable in some areas.

To satisfy the immediate heating needs and control initial cost, the boiler can be installed and a few spaces heated. As funding is available, additional spaces can be added. The pricing listed as Phase 1 is for an initial installation with Phase 2 serving as an example of what additional materials needed for an expansion would cost.

The prevailing wage rate in New York City for an electrician is \$51.00 per hour and for a pipefitter is \$50.75 per hour, so using \$50.90 per hour as an average and with installation taking 120 hours, total installation labor would cost \$6,108.00 at the prevailing rate

Material	Phase 1	Phase 2
Boiler	\$3,800.00	
Stack, fuel system, containment	750.00	
Pex Tubing	250.00	\$150.00
Tubing fittings and supports	310.00	135.00
Manifold/control valve	250.00	100.00
Fin tube radiation and connections	600.00	350.00
Electrical power and control wiring	300.00	100.00
Fire suppression in boiler space	350.00	
Sub Total:	\$6,540.00	\$785.00
10% Contingency	654.00	
Total Material:	\$7,194.00	
Labor	Phase 1	Phase 2
120 hours at average prevailing rate of \$50.90	\$6,108.00	
<b>Total</b>	<b>\$13,302.00</b>	

## 2012 Events & Exhibits on Board the Historic Lighthouse Tender Lilac

April, 2012

Sundays, April 15, 22 and 29, 2:00 - 4:00 PM

### **Kids' Costume Workshops for Earth Celebrations' 4th Annual Hudson River Pageant**

Build costume pieces to wear in the parade celebrating the Hudson River, part of the 2012 **Hudson River Pageant**

on Saturday, May 12th 1-5pm (rain date May 13th).

Art materials will be provided to make fun and colorful fish hats.

These workshops are exclusively for children ages 7-12 and limited to 15 children per workshop.

Email [eli@earthcelebrations.com](mailto:eli@earthcelebrations.com) to sign up.

May, 2012

Saturday and Sunday, May 5 and 6, 1:00 to 5:00 PM

**Ship Tours.** *Lilac* will open for special ship tours as part of welcoming the 1907 tug ***Pegasus***, which will join us as an attraction at Pier 25. The historic barge **Lehigh Valley #79** will be joining us for two weeks of tours and performances to help welcome the tug and to celebrate National Preservation Month. Watch for the fireboat ***John J. Harvey*** to join in with a water display Saturday at about 4:00 PM!

Saturday, May 12, 2:00 to 5:00 PM

**Earth Celebrations' Hudson River Pageant** will reach *Lilac* at about 2:00 and pause for a song from the Children's Choir from the **Church St School for Music and Art** and soloist **Haale Gafari**, who will perform from *Lilac*'s decks. *Lilac* will remain open for tours until 5:00. Check the **full pageant schedule** for other performances during the afternoon.

Thursday, May 24, 6:30 PM

**The War of 1812: A New Perspective**, a presentation by author **RADM Joseph F. Callo, USNR (Ret.)** will offer a new appreciation of the true importance of this war and its long-term implications as we commemorate the bicentennial of the war and the Star-Spangled Banner during OpSail and Fleet Week.

Friday, May 25 to Monday, May 28, 1:00 to 5:00 PM

**Fleet Week/OpSail Ship Tours.** OpSail is bringing tall ships of the world to New York City to celebrate the bicentennial of the War of 1812 and the Star Spangled Banner and naval ships will be visiting for Fleet Week. *Lilac* will offer ship tours featuring former crew members telling tales of life on board. Visit the exhibit on **The Coast Guard and the War of 1812** too.

June 2012

Saturday, June 16, 8:00 to 11:30 PM

Saturday, June 23, 8:00 to 11:30 PM

Saturday, June 30, 8:00 to 11:30 PM

Artist **Beatrice Glow** transforms Lilac into the *Aquarium from Austronesia* using magical illuminated sculptures, video and sound installations, and live musical performances. Cash bar. Anyone under 21 must be accompanied by a parent or guardian.

Thursday, June 28 to Sunday, July 1

The **North River Historic Ship Festival** returns, bringing the fireboat *John J. Harvey* and barge *Lehigh Valley 79* to Pier 25 to join the tug *Pegasus* and *Lilac* in a weekend of events celebrating historic ships. Sponsored by the **North River Historic Ship Society** and **Friends of Hudson River Park**.

## July 2012

Saturday, July 14, ship tours and art project: 1:00 to 6:00 PM,

reception: 8:00 to 11:00 PM

**City of Water Day** at Pier 25 brings an **interactive art experience** to visitors. *The Butterfly Effect*, a project by artists Pedro Cuevas, Joaquin Goldstein, and Sol Storni, who will have been living on board since July 6th to create art inspired by the ship and the experience of cultural displacement will invite visitors to create paper boats to add to the installation. An evening reception will allow visitors to view the finished work. A cash bar at the reception helps us to cover costs. For the reception, those under 21 must be accompanied by a parent or guardian

Saturday, July 21 (rain date: Sunday, July 22)

**Book Talk.** **Susan Fox Rogers**, author of *My Reach: A Hudson River Memoir*, discusses the personal exploration and physical journey by kayak that led to her book. Co-sponsored by **New York City Water Trail Association**.

Saturday, July 28, 2:00 to 5:00 PM

**Books Ahoy! Authors Reading for Kids.** Authors from **Pen Parentis**, a downtown network for writers with children, will read selections from their work geared to a young audience. Participating writers include Julia Sarcone-Roach, Melanie Hope Greenberg, and Melissa Guion. We are especially delighted to welcome Brian Floca, author of the picture book *Lightship*. Children are encouraged to dress as pirates or mermaids. Face-painting and other kid-friendly activities will make it a full afternoon of fun.

## August 2012

Thursday, August 9 through August 30, special hours Mondays and Thursdays, 4:00 to 7:00 PM, and Saturdays and Sundays, 1:00 to 6:00 PM

***Ships of New York Harbor: Marine Paintings of Frank Hanavan and Christina Sun*** .

This exhibition of work by [Christina Sun](#) and [Frank Hanavan](#), offers two views of the historic and working vessels of New York Harbor. Paintings are for sale with a donation from the proceeds benefiting Lilac.

Saturday, [August 18](#), 8:00 to 11:00 PM

**Film and music.** New York premiere screening of [the documentary Liemba](#) about what may be the last steamship in Africa on Lake Tanganyika. The evening will include music from the Afro-Caribbean experimental duo of Yvonne Ubillus and Efraín Rozas. A cash bar helps us to cover costs. Those under 21 must be accompanied by a parent or guardian.

Thursday, [August 30](#), 6:00 to 10:00 PM

**Closing party for our exhibition** of ship art by Christina Sun and Frank Hanavan. Music by [Jug Addicts](#). A cash bar helps us to cover costs. Those under 21 must be accompanied by a parent or guardian.

September 2012

*Lilac will be closed for the month of September due to construction on Pier 25.*

October 2012

October 6 to 31

***Artist in the Air and on the Ground in WWII: Photos of Sy Weinstein***

Brooklyn-born Sy was an art student drafted into the U.S. Army Air Corps and assigned to run the photographic lab supporting the 485th Bombardment Group in Italy. Sy and the air crews engaged in aerial reconnaissance to plan bombing missions and documented crashes for forensic purposes. After a transfer to the 2nd Photographic Technical Unit, which he served in France and Germany, Sy was called in when Dachau was liberated to record the horrors there. When off duty, he took pictures of the countryside and the European townsfolk that he met. Sy spirited out a footlocker full of negatives and prints. A selection have been digitized and restored by his son, Gerald Weinstein, founder of the Lilac Preservation Project, for this exhibit. Viewers may find some of the images disturbing. Our exhibit has been planned to coincide with the exhibit "**WWII & NYC**" **at the New-York Historical Society.**

Saturday, [October 6](#), 1:00 to 6:00 PM

Sunday, [October 7](#), 1:00 to 6:00 PM

**Special tours** during **openhousenewyork** weekend will include demonstrations on estuarine life by the [River Project](#) at 2:00 and 4:30 PM on Saturday. Tanks with specimens from their traps will be on deck all afternoon. Come and see what's swimming beneath *Lilac*!

Saturday, [October 13](#), 7:00 to 9:30 PM with presentation at 8:00

***Lighthouses of the Hudson, from Ambrose Light to West Point***

Scott Craven, local historian, will share stories of our river's lighthouses in a presentation co-sponsored by the **National Lighthouse Museum**. Scott has a master's degree in American history and has been sharing tales of the Hudson River at historical societies, libraries, and other organizations for over ten years. The presentation begins at 8:00 PM, but the ship will open at 7:00 so that you can spend time viewing the current exhibit and tour the ship. Cookies and cider will be served.



## Downtown News & Events

Friday, February 15, 2013

*Church Street Silverstein Properties idle construction site*

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**RESERVATIONS 212.965.3565**  
**RESTAURANTRESERVATIONS@TRIBECAGRAND.COM**

## Anchor Tenants

Vintage Vessels Make Pier 25 the Berth-place of Harbor History



*Lilac* with *Pegasus* beyond at Pier 25

Among the joys that comes with proximity to Lower Manhattan's waterfront is not only savoring the vibrant maritime thrum of the working harbor, from giant ocean liners to tugs and ferries, but also visiting the ragtag armada of historic ships that call this community their home port. Although the divas of the Downtown fleet are part of the South Street Seaport Museum and are moored near Pier 17 in the East River, there are also two lesser-known, but still-notable seafaring beauties berthed at Pier 25 in the Hudson River, just north of Battery Park City. Both boats offer programs that will edify and entertain visitors.

The *Lilac* dates from 1933, and is America's only surviving steam-powered lighthouse tender. She once carried supplies to lighthouses and maintained buoys for the U.S. Lighthouse Service and the U.S. Coast Guard. Decommissioned in 1972, *Lilac* is now a museum ship owned by the non-profit Lilac Preservation Project. The ship is open to the public from May to October (weather permitting) for exhibits, tours, and children's activities. She weathered Hurricane Sandy like a trooper, but because the storm knocked out electrical current at Pier 25 (which will not be restored for many months), the *Lilac* can no longer depend on shore power for electricity, heat and sewage pump-out. Important upgrades to the onboard electrical system are underway, including updating the faulty electrical heat pumps installed in the 1970s, and purchasing an oil-fired boiler that can provide steam heat to vintage radiators. Donations are urgently needed and can be made by clicking [HERE](#), or sent to: Lilac Preservation Project, 80 White St, New York, NY 10013. For more information about the *Lilac*'s history and its public programs click [HERE](#).

Excerpt from December 30, 2012 E-News from Lilac Preservation Project:

## **As LILAC heads into 2013 Hurricane Sandy causes change in course**

**We have been re-assessing our priorities** for the coming year in light of the significant damage to Hudson River Park's infrastructure. The park is still without electricity and we expect it will be many months before it will be restored. (Read details in this [New York Times article](#).) That means no lighting or public restrooms at Pier 25, and no shore power or sewage pump-out at LILAC's berth. We are planning upgrades to our on-board electrical system to make the ship more independent of a shore connection. It is clear that this needs to be done sooner rather than later. These upgrades include a transfer switch to easily allow us to switch from our generator to shore power and other sources of electricity, such as solar panels, as needed.

In addition, we are working on plans for a more efficient heating system to replace the electrical heat pumps installed in the 1970s, many of which do not currently work. That means purchasing an oil-fired boiler that can provide hot water heat to historically accurate radiators. This will allow us to stretch our season and work more comfortably on board in the off-season as well as removing visually intrusive ducting and other equipment that dates from after LILAC's Coast Guard service period.

These plans are still being written and costs for the equipment are being compiled but we will need several thousand dollars to purchase the necessary components to carry these projects out. Please consider making a donation toward these special projects. Any size donation is welcome and can be made [via check or credit card](#). In-kind donations are also welcome. If you would like other ideas to consider for your gift, please see our wish list at [Amazon.com](#). The Lilac Preservation Project is a 501c3 non-profit and donations are tax-deductible as allowed by law.



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E-mail: [mhabstritt@verizon.net](mailto:mhabstritt@verizon.net) or [mary@lilacpreservationproject.org](mailto:mary@lilacpreservationproject.org)

## EDUCATION

M.S., Columbia University School of Library Service, 1989.

B.A., Majors in Library Science and Humanities, Minor in Greek Classics, College of St. Catherine, 1982.

Horticulture Certificate, Brooklyn Botanic Garden, 2005.

## EMPLOYMENT EXPERIENCE

Museum Director, December, 2009-present; Trustee, April 2010- present; President, September 2011-present

**Lilac Preservation Project**, New York, New York

Oversee all activities of non-profit historic ship museum responsible for restoration of America's only steam-powered lighthouse tender, *Lilac*. Act as liaison to Hudson River Park Trust, U.S. Coast Guard and other agencies. Raise funds, plan educational and cultural programs, supervise contractors and volunteers, and perform community outreach and public relations. Not to mention, swab the decks and empty the trash as needed.

Historical Consultant, 2006-present

**Self-employed**

Research and write about historic industrial and waterfront sites and provide assistance with preservation advocacy. Sample projects:

*Ottavino: A History in Stone* (in progress), the 100-year company and family history of A. Ottavino Granite.

*134th Street Ferry Bridges* (2012), historical narrative supporting nomination of the Port Morris "gantries" in the Bronx to the National Register of Historic Places.

*REI Soho* permanent exhibit, with Gerald Weinstein, wrote historical text on the landmarked Puck Building and *Puck* magazine, the process of lithography (to accompany lithographic stones found during demolition), and steam engine flywheels and governor (to go with display of recovered artifacts), as well as located images for permanent installation in REI's first New York store.

*A Taystee Heritage* (2011), story of an industrial-scale bakery in Manhattanville written for a

community group seeking landmark status.

*A Paragon of Paint* (2009), a corporate and family history commissioned by the grandson of the founder of the Paragon Paint & Varnish factory in Long Island City.

*Manhattanville and New York City's Milk Supply* (2008; available at [www.archiveofindustry.com](http://www.archiveofindustry.com)) was part of an effort to save former industrial buildings in the path of Columbia University's expansion by establishing the significance of the area's dairy structures. It led to a *New York Times* "Streetscapes" column, among other media coverage.

*Showboat 'Round the Bend!* (2007), an exhibit at the Waterfront Museum and Showboat Barge on the history of showboats in America, highlighting the little-known showboats of New York. In addition to curating the exhibit, assisted with fundraising and related programming. It has since moved to SUNY's Maritime College.

Identified, photographed, and researched historic sites included in [www.saveindustrialbrooklyn.org](http://www.saveindustrialbrooklyn.org) (2007), a website designed by the Municipal Art Society. It served as a resource for the media and public as part of the successful nomination of Brooklyn's industrial waterfront to the 11 Most Endangered, the National Trust for Historic Preservation's annual list of threatened historic places.

Events Coordinator, 2003-2006

**Society for Industrial Archeology**, Houghton, Michigan

Supervised all activities related to the SIA's annual spring conferences and annual fall tours, in cities from St. Louis to Detroit, as well as an industrial heritage tour to Bologna, Italy. This involved working with local co-sponsoring organizations and vendors, writing and editing printed materials and press releases, and coordinating large teams of volunteers. This job resulted from two successful conferences in Duluth and Brooklyn which were done on a voluntary basis.

Librarian, 2001-2003

**New York Studio School of Drawing, Painting, and Sculpture**, New York, New York

Supervised all aspects of library operations as sole professional librarian. Maintained the school's website. Instituted open houses to make the library more inviting.

Reference Librarian, January 1998-March 2001

**Pace University**, Henry Birnbaum Library, New York, New York

In addition to fielding research questions, handled all decision-making on donated books, developed collections in art, architecture and anthropology, taught classes on how to do library research, and created displays highlighting library resources. Served on database selection and web site design committees and as liaison with IT department.

Head, Borrowing Privileges & Fines, August 1990-April 1997  
**University of Minnesota Libraries**, Minneapolis, Minnesota

Oversaw 6.0 FTE, including unionized, civil service and student work-study employees, in customer service and recordkeeping functions associated with issuing borrowing cards, billing overdue fines and book replacement costs of over \$200,000 annually, collecting and negotiating settlement of bills, and accepting payments at the Twin Cities campus main library. This involved implementing a computerized system and centralizing many functions previously handled at approximately 25 library locations, including maintaining a patron database of up to 225,000 records and mailing notices related to over one million annual transactions. Served as a resource to staff at other locations, providing training and problem-solving assistance. As a member of the Circulation Coordination Committee, wrote the manual standardizing circulation procedures among libraries. Served on the Quick Fix Team to model teamwork and participate in problem-solving during Libraries' organizational restructuring.

Periodicals Librarian, January 1990-July 1990  
**Pace University**, Henry Birnbaum Library, New York, New York

Re-organized moribund periodicals collection and supervised four staff in check-in and paging 1,500 print and microform periodicals titles and maintenance of reprographic equipment. Planned for transfer of paper-based periodicals catalog to computerized system.

Reference/Interlibrary Loan Librarian, June 1989-January 1990  
**Pace University**, Henry Birnbaum Library, New York, New York

Borrowed and loaned materials using nationwide computer system and trained other staff in its use. Designed and presented classes on library research to students. Promoted to Periodicals Librarian after only six months.

## PROFESSIONAL ACTIVITIES

Founder, **Historic Ships Coalition**, March 2012. Organized grassroots group to speak with one voice on issues shared by historic vessels in New York City.

President, **North River Historic Ship Society**, 2011-present; Vice President, 2010; Trustee, 2009. Oversee affairs of a group dedicated to the maritime heritage of the North (Hudson) River and New York Harbor, including organizing an annual Ship Festival.

Presenter, *A Paragon of Paint: The Story of a Long Island City Manufacturer*, **Great Falls Symposium, Roebling Chapter, Society for Industrial Archeology**, November 5, 2011; **Society for Industrial Archeology Annual Conference**, June 4, 2011. In an illustrated PowerPoint presentation, re-told the story, including a description of the paint-making process, of what may be the last paint factory standing in a neighborhood once dominated by paint and varnish manufacturers.

Speaker, *New York's Industrial Heritage*, **Skyscraper Museum**, February 2011. In conjunction with the exhibit, *Vertical Urban Factory*, for which I was also an advisor, discussed how transportation networks and manufacturing processes affect site selections and factory architecture, illustrated with local examples that included future plans and preservation efforts for the buildings.

President, **Society for Industrial Archeology**, 2008-2010; Past President, 2010-2012. Chair board meetings and oversee all activities of the only organization in the U.S. dedicated to industrial heritage.

Moderator and panelist, *A Second (and Green) Career for Industrial Buildings*, **Municipal Art Society**, 2008. Examined and discussed examples of new uses for former industrial buildings from around the world.

Preservation Chair, **Roebling Chapter, Society for Industrial Archeology**, 2007-present. Advocate for preservation of historically significant industrial and engineering structures in the greater metropolitan New York area including researching sites, writing letters, and testifying before city commissions and elected representatives.

Curator, *Big Box on the Basin: Retaining Red Hook's Last Working Shipyard*, **Metropolitan Waterfront Alliance** and **Roebling Chapter**, 2006. Exhibit at the Urban Center was part of a larger preservation campaign to save Graving Dock No. 1.

President, 2003-2006; Vice President, 2000-2002, **Roebling Chapter, Society for Industrial Archeology**. Raised visibility as the local go-to organization on industrial history. Designed award for contributions to local industrial archeology, established a chapter webpage, and initiated effort to gain 501(c)3 status.

Speaker, *The High Line and Other Industrial Remnants of the Lower and Middle West Side Waterfront*, sponsored by **Friends of Hudson River Park** and **Friends of the High Line** at Pier 63 Maritime, 2005. Public presentation on industrial and maritime history reflected by the local rail line and waterfront.

2002 Conference Chair, **Society for Industrial Archeology**. Coordinated all aspects of annual national conference for over 300 attendees in Brooklyn, including editing a 100-page guidebook and arranging eight concurrent all-day bus tours and a day of paper sessions.

Board member and library consultant, **Prisoners' Reading Encouragement Project**. 2001-2008. Wrote proposal to create a library at Rikers Island adolescent detention center and helped to set up network to funnel donated books to state prison libraries.

Director, 2000-2003, **Society for Industrial Archeology**. Conferences and Tours Chair, 2002-2003, supervised overall planning by local committees for upcoming annual spring conferences and fall tours.

2000 Conference Chair, **Society for Industrial Archeology**. Planned and supervised all aspects of annual conference for 225 attendees in Duluth, Minnesota.

Historical Muses program committee, **New-York Historical Society**, 1999-2000. Conceived programs, identified and invited speakers, and arranged public receptions.

**Greater New York Metropolitan Chapter, Association of College and Research Libraries**, 1998-2000. Member of annual symposium planning committee, served as New York Geographic Section Chair, and as Newsletter Editor.

Information Coordinator, **Academic and Research Libraries Division, Minnesota Library Association**, 1993-1996. Developed and maintained membership database, reported on ARLD activities for *MLA Newsletter*, served on and later chaired Nominating Committee, participated in planning annual Academic Libraries Day conference.

Moderator, *Distance Education: Library Support*, **Minnesota Library Association conference**, 1995.

Panelist, *Customer Service: Multiple Approaches*, **Enhancing Quality Staff in Changing Times, annual symposium**, 1996.

Moderator, *Library Education Update*, and *The University of Minnesota's Digital Media Center*, **Minnesota Library Association conference**, 1996.

Scholarship Committee, **Information Management Department, College of St. Catherine**, 1994-1996. Reviewed scholarship applications and revised criteria for selection.

Co-compiler, "Publications of Interest," a bibliographical supplement to *Society for Industrial Archeology Newsletter*, 1994-present.

#### OTHER VOLUNTEER AND COMMUNITY ACTIVITIES

Citizen Pruner, **New York City Department of Parks and Recreation**, 2004-present. Certified to care for street trees.

Gardener, **Fourth Unitarian Universalist Church**, 2004-2010. Maintained public garden and tree pits.

Gardener's Assistant, Shakespeare Garden, **Central Park Conservancy**, 1997-2009. Performed such tasks as pruning, planting, raking leaves, and shoveling snow.

## Resume of Jon G. Zepp

P.O. Box 57  
908-442-3879  
Ringoese, New Jersey  
jgzepp@att.net

Extensive background in maintenance and facility management.

### Experience

<p>April 2011- Present <b>Operations Director</b> Quaker Bridge Mall (Simon Property Group) Lawrenceville, NJ 08648</p>	<p>Operations management of regional retail mall. Daily management of maintenance, janitorial, security,, landscaping and other contractor activities. Bid and manage contracts. Forecast and administer department budget. Coordinate and monitor tenant construction.</p>
<p>February 2010- April 2011 Sabbatical.</p>	<p>Left on good terms with previous employer. Handled extended family issues. Involved in volunteer work several days a week.</p>
<p>May 2005- February 2010 <b>Project Manager</b> Dome-Tech, Inc. Edison, NJ</p>	<p>Lead on wide range of projects such as equipment assessments, system analysis and evaluations for Class A Commercial, hospitals, pharmaceutical R&amp;D. Worked in commissioning group managing a variety of projects from design phase to post construction covering building structure, HVAC, building automation, electrical, piping and ventilation. Scheduled projects, controlled budget, directed manpower and worked closely with architects, engineers and contractors. Clients included Johnson &amp; Johnson, Sanofi-Aventis, Pfizer, Mt Sinai Medical, UMDNJ, Princeton University, Citigroup, US State Dept.</p>
<p>August 2003 – May 2005 <b>Senior Facilities Consultant</b> Gannett Fleming, Inc., NY, NY</p>	<p>Manage and/or participate in wide range of maintenance management support and evaluation projects by establishing sound team relationships with clients and contractors at corporate facilities, hospitals and laboratories. Tasks included planning project field and office activities, meeting with clients and developing proposals. Clients included NY Presbyterian Hospital, Brooklyn Medical, Long Island Railroad, Amtrak, MTA.</p>
<p>August 2000 –August 2003 <b>Senior Facilities Engineer</b> Syska &amp; Hennessy, NY, NY</p>	<p>Carry out broad range of facility management programs for large institutional clients such as Class A commercial properties and hospitals. Determine state of client facilities through inspections, interviews and group meetings. Provide findings through formal reports and personal presentation. As a subject matter expert, write O&amp;M manuals, SOP's, Lockout/Tagout. Clients included Con-Edison, Columbia-Presbyterian, US Navy.</p>
<p>October 1993 – August 2000 <b>Owner</b> Delaware &amp; Lehigh Corporation, NJ</p>	<p>Contractor and consultant in railroad service industry involved in the inspection, evaluation and service of rolling equipment. Care of medium speed diesel engines to 3,600 HP. Advise clients regarding the purchase, maintenance and disposition of railroad equipment.</p>
<p>October 1991 - October 1993 <b>Maintenance Supervisor</b> Bristol-Myers-Squibb, Lawrenceville, NJ</p>	<p>Establish and directly supervise new 2nd shift multi-craft maintenance crew consisting of unionized tradesmen at 1.5 million square foot pharmaceutical research and administration world headquarters. Specialized in planning and executing small in-house mechanical projects and carried out routine and unplanned maintenance. Review performance and evaluate employees.</p>
<p>March 1989 - October 1991 <b>Supervisor of Central Shops</b> NJ Dept of Treasury, Trenton, NJ</p>	<p>Administer operation of central unionized maintenance facility consisting of various trades, supervisors, and staff performing maintenance and technical services throughout 36 State owned buildings in Capitol.</p>

<p>May 1982 - March 1989</p> <ul style="list-style-type: none"> <li>• <b>Asst. To Bureau Chief</b> NJ Dept of Treasury, General Services Admin.</li> <li>• <b>Planner-Scheduler</b> NJ Dept of Human Services, Trenton Psychiatric Hospital</li> </ul>	<p>Prepared statistical work in-progress reports, monitored and enhanced computerized maintenance management program, inspected completed work for quality assurance. Modernized and upgraded computerized maintenance programs. Conducted in-formal time studies for manpower and work optimization. Planned manpower for large multi-trade work force.</p>
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**Education, Professional Affiliations & Certifications**

<p>BS in Industrial Engineering Technology from College of New Jersey  Certified Facility Manager  LEED AP Certified  Member, the American Society of Mechanical Engineers  Member, International Facility Management Association  NJ Red Seal Stationary Operating Engineer  Universal Refrigerant Recovery Certification  NJ Commercial Pesticide License (Railroad Right-of Way)  Merchant Mariners Credential (Fireman/Watertender endorsement for SS John W. Brown)  Volunteer, Project Liberty Ship, Baltimore MD  Volunteer, Lilac Preservation Project, NY, NY</p>
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## **CHARLES C. DEROKO**

Charles C. Deroko, Inc.  
215 Adams Street, Brooklyn, NY 11201  
(917) 673-7546  
marsur@earthlink.net

### **PROFESSIONAL SERVICES**

#### **MARINE SURVEYING, INSPECTION & CONSULTING**

- Conduct structural, Condition & Valuation, Trip-In-Tow, damage, and on & off hire surveys on commercial and private vessels. Inspect welded steel, riveted wrought iron/steel, wood and aluminum vessels.
- Write bid specifications for shipyard work
- Produce structural and mechanical detail design drawings
- Oversee contract agreements as the owner's representative
- Inspect and approve removals and installations (structural, electrical, HVAC, plumbing, fire suppression and alarm systems) as per bid specifications and engineering plans
- Ensure that contractors adhere to bid specifications
- Inspect hazardous material removal/air monitoring
- Record contractor manning levels and review invoice/progress reports prior to owner's approval
- Provide field drawings of existing conditions and changes
- Inspect finish work as per Architect's specifications and drawings
- Witness approved testing procedures for structural and systems installations
- Review contractor changes (extras and credits) for owner's approval
- Verify that contractor maintains safe and clean working conditions

### **EXPERIENCE**

CHARLES C. DEROKO, INC.

**President, Marine Surveyor, Consultant & USCG Licensed Captain: 07/98 – Present**

#### **TRIP-IN-TOW SURVEYS**

Various trip-in-tow surveys for Meyerrose & Co. Marine Surveyors/Consultants including dredge vessel "Super Scoop," (176' x 70') and towing vessel "Sun Coast," Port Newark to Norfolk, VA. Atkinson Construction, Bath, ME: barge, Weeks 66, with tractor crane on board. Inspect tug, tow, towing gear, deck fittings, boom, counterweight and engine locks, welded padeyes; gripes and rigging; check that all gear is secure, WT doors in good order, note draft, trim, etc. Discuss route, weather conditions and Trip-In-Tow recommendations with towing vessel captains.



### ON-OFF HIRE SURVEYS

Hughes Bros. Inc., Weeks Marine Inc, Mr. Robert Coen Maritime Transport, Inc. Barker Marine, Inc. Eklof Marine, Inc.: On/off hire surveys for 26' shifting tugs and barges from 90' to 300'. Projects with Martin/Ottaway/van Hemmen & Dolan, Meyerrose & Co., and A.R. Jordan & Co. including off hire surveys on 260' hopper barges.

### CONDITION AND VALUATION SURVEYS

Miller's Launch, Inc., KT Marine, Inc. - C & V inspections ranged from crew and utility vessels, tugs, barges, laid up excursion vessels, private runabouts, auxiliary sailing vessels, etc. Currently provide C & V inspections for Hartge Insurance Associates, Inc. of Easton, MD, Mr. Totch Hartge, President

### DAMAGE SURVEYS

GMD Marine, Brooklyn, Mr. Joe Eckhardt - Inspections for drydock caisson; Dock inspection for the town of East Haddam, Connecticut; Pier and fendering inspections in NY harbor. Various vessel and engine casualties including stern tube damage and propeller shaft bearing failures.

### OTHER INSPECTIONS/CONSULTATIONS

Various UT gauging and rigging inspections; consult for repairs to the following riveted vessels: the 1903 Finnish bark "Pommern", Mr. J. Ruben Orjans, Aland Islands and a 1896 riveted floating drydock for Mr. Raymond Caldwell, BMT Salvage, Dubai.

### NORTHROP GRUMMAN / AMSEC LLC, NEWPORT NEWS/NEW YORK SHIP DIVISION

#### **Senior Consulting Field Engineer: 04/99 – Present**

- Conducting surveys and producing repair estimates for seventy DSNY barges owned by the Department of Sanitation, City of New York
- Ex-USS INTREPID Trip-In-Tow inspection - inspect and provide the following: three hundred tanks to determine liquid loading; piping runs and side shell penetrations; towing points, bits, padeyes; UT gauging of hull and towing points; inspection of riveted connections; draft survey, comprehensive report and towing recommendations
- Inspect and coordinate construction work aboard INTREPID SEA - AIR - SPACE MUSEUM, NY, NY during major renovation of the vessel's public spaces. This large-scale project conformed to ADA standards and included the installation of a new steel flight deck; structural steel and systems for a 350-person theater; addition

of a visitors' elevator; and conversion of the crew mess to a restaurant and group meeting area.

- Conduct Trip-In-Tow inspections for the following vessels belonging to the South Street Seaport Museum: PEKING, WAVERTREE, HELEN McALLISTER, CARFLOAT 925, PROGRESS, MARION M. PIONEER LANDING STAGE
- Conducting vessel useful life surveys for the Delaware River and Bay Authority (DRBA) Cape May Ferry system

## HISTORIC SHIP PROJECTS

### **INDEPENDENCE SEAPORT MUSEUM, Philadelphia, PA**

**Surveyor** – Provide ongoing professional services during restoration work aboard the 1892 protected cruiser OLYMPIA. Conducted a comprehensive internal hull survey, UT inspection and Trip-In-Tow inspection in 2008. Continuing follow-up inspections in 2010. Served as Project Manager for bulkhead repairs to improve the vessel's watertight integrity in 2003. Conducted hull survey with Trip-In-Tow inspection for submarine BECUNA in 2010.

### **UNITED STATES LIGHTSHIP MUSEUM, South Hampton, NH**

**Surveyor/Consultant** – Provide consulting services for the ongoing maintenance of Lightship NANTUCKET. Conducted Trip-In-Tow inspection for insurance purposes in 2010.

### **TUG PEGASUS PRESERVATION PROJECT, NY, NY**

**Project Manager** – Oversaw propeller shaft repair in 2010. Developed rebuilding plan and oversaw shipyard work aboard 1907 riveted steel tug PEGASUS in 2004. Provided overall inspection services for quality control and reviewed contractor invoices for accuracy.

### **LILAC PRESERVATION PROJECT, NY, NY**

**Surveyor/Consultant** – Provide ongoing inspection and consultation services. Conducted hull survey during drydock period in 2003.

### **SOUTH STREET SEAPORT MUSEUM, NY, NY**

**Surveyor** – Inspected and UT gauged bark PEKING's lower masts and bowsprit to determine existing structural conditions in 2010. Provided schematics to illustrate the conditions found.

**Project Manager** – Supervised drydocking and designed masting, rigging and deck machinery for the 1885 ex-British full rigged ship WAVERTREE in 1999, 2000 and 2009.

**Project Manager** – Inspected reconstruction work and prepared weekly progress reports for wooden-hulled tug W. O. DECKER in 2005-06.

### **PHILADELPHIA SHIP GUILD, Philadelphia, PA**

**Surveyor** – Conducted extensive structural inspection aboard the wooden three-masted

barkentine, GAZELA in 2009.

## **SOUTH STREET SEAPORT MUSEUM**

### **Waterfront Manager and Restoration Director: 05/95 – 02/98**

- Managed waterfront operations to safely berth a fleet of historic ships; maintained docking facilities for the Museum's operating vessels and provided wharfage for visiting vessels
- Directed all phases of survey and restoration for the museum's steel, iron and wooden hulled vessels, including planning, research, design, construction, procurement, project management and supervision of skilled work crews; oversaw every aspect of restoration work using the marine trades, including machine shop practices, burning and welding, pneumatic riveting, rigging and wire splicing; prepared mechanical and structural drawings and designs
- Prepared successful NY State grant proposals, maintained accurate records and reporting for State and Federal grants, provided technical and historical data, and drafted budgets based on accurate labor and materials estimates
- Currently supply consulting services on a continuing basis

## **SPUYTEN DUYVIL MARINE TOWING, CO.**

### **Mate/Relief Captain: 09/77 – 05/98**

Engaged in harbor, canal and coastal towing operations along the Northeast Coast.

## **US COAST GUARD LICENSE**

200/500 Ton (Domestic/International) Near Coastal Master of Steam, Motor, Towing and Auxiliary Sail Vessels with radar endorsement: 1988 – present

## **TRAINING**

The Delehanty Institute: Mechanical and Structural Drafting: 1977 – 1979  
US Navy Service Schools: Ordnance, Hydraulics, Pneumatics: 1967 – 1972  
Louis D. Brandeis High School, New York, NY: 1967

## **PROFESSIONAL AFFILIATIONS**

The Society of Naval Architects and Marine Engineers (SNAME)  
National Association of Marine Surveyors (NAMS) – Certified Marine Surveyor

## Lilac Preservation Project Trustees

**Norman Brouwer, Curator**, is a maritime historian and former curator of ship restoration at (then) South Street Seaport Museum for over 30 years. After serving as an enlisted man in the U.S. Navy, he graduated from the Maine Maritime Academy. He later pursued studies in international relations at The George Washington University in Washington, D.C. During the 1960s, he served as a deck officer on civilian-manned U.S. and United Nations troopships, as third and second officer on American cargo ships, and as mate of a research vessel. In 1970, he left the sea to pursue a career in the maritime museum field, completing graduate courses in American Maritime History at the Munson Institute of Mystic Seaport Museum, and master's degree in historical museums from the State University College at Oneonta. He has led expeditions to record the remains of 19<sup>th</sup>-century sailing ships surviving in the Falkland Islands, and has carried out surveys of over 1,000 abandoned wrecks in New York Harbor. He is a former advisor on historic ship preservation to the National Trust for Historic Preservation, and trustee of the National Maritime Historical Society, the Steamship Historical Society of America, and the Preservation League of Staten Island. He is author of three editions of *The International Register of Historic Ships* and over 100 articles on maritime history and the Port of New York, and co-author of *The Story of Sail* and *A Mariner's Fancy;: The Whaleman's Art of Scrimshaw*.

**Huntley Gill, Secretary/Treasurer**, is an associate at Guardia Architects, and owns a consulting firm specializing in construction, preservation and real estate issues for landlords and retailers in New York City. He was previously Vice President of Walker, Malloy & Company, Inc., a real estate brokerage and management firm in Manhattan, and Timcris, Inc., a construction firm specializing in adaptive use and renovation. His academic background includes the Master's Degree Program in Historic Preservation at the Graduate School of Architecture and Planning of Columbia University and undergraduate studies at Vassar College. Huntley is a past owner of *Shellfish*, the 1931 former State Boat of Connecticut, and currently an owner of *John J. Harvey*, about to become a National Historic Landmark ([www.fireboat.org](http://www.fireboat.org)). He is a trustee of Save Our Ships New York, a New York State-chartered museum; North River Historic Ship Society, a New York State-chartered historical society; and State Council on Waterways, an advocacy group ([www.scow.net](http://www.scow.net)). He is a past Director of Landmarks West!, an advocacy group.

**Mary Habstritt, Museum Director & President**, is a freelance historical consultant who has researched and interpreted industrial sites and maritime topics. She is President of the North River Historic Ship Society. Mary has served as President of the Society for Industrial Archeology and was for several years that organization's Events Coordinator. She has held several positions with the SIA's local Roebbling Chapter, including as Preservation Chair advocating for industrial heritage sites in New York and New Jersey. Her devotion to history and preservation follows a career as an academic librarian, working at such institutions as the University of Minnesota and Pace University. She has a master's degree from Columbia University's School of Library Service.

**Peter Stanford** is Vice President of the World Ship Trust and president emeritus of the National Maritime Historical Society and editor-at-large of its magazine *Sea History*. He is a founder and President Emeritus of what is now Seaport Museum New York and Founding Chair Emeritus of the Working Harbor Committee. During his advertising career he was chairman of the Rutgers Reform Democrats. After serving in the Navy in World War II, he received a B.A. (hons) from Harvard, an M.A. from Cambridge University, and a D.Litt. from New York State Maritime College. He has served as mate in ocean racing yachts, crossed the Atlantic twice under sail, and sailed his own 25-ft. sloop from Nova Scotia to Georgia. He is a late but enthusiastic recruit to the cause of steam navigation.

**Gerald Weinstein, Vice President**, founder of the Lilac Preservation Project, is Chairman of General Tools & Instruments LLC, a 91-year-old family-owned tool manufacturing and distribution company located in lower Manhattan. Since 1985 he has done National Park Service (HABS/HAER) and National Register photography and documentation in the areas of architecture, industrial archaeology, historic technology, and marine archaeology. He is a past director of the Society for Industrial Archeology and past president of the society's Roebbling Chapter. He is a former board member of the Hudson River Maritime Museum and the Tug Pegasus Preservation Project. He is currently on the board of the New England Museum of Wireless and Steam. He owns the 34-ft. wooden steam launch *Hestia* of Rondout. Gerry lives in Manhattan with his wife, a librarian and historic preservationist. They share their home with a cat and an extensive collection of books and artifacts representing their love of industrial and maritime history.

**Chase Welles** is Senior Vice President of Northwest Atlantic Real Estate Services, an international property firm. He is a lifelong boater in Connecticut, Maine and New York; is a former owner of *Shellfish*, the 1931 heavy motor yacht built as the state boat of Connecticut; owns a classic wooden motor boat in Maine; and is President of the group that owns *John J. Harvey*. He is a trustee of Save our Ships New York and a former member of the *Clearwater* board. He is a former Director of Friends of Hudson River Park. He has two young children and lives in Nyack.

INTERNAL REVENUE SERVICE  
P. O. BOX 2508  
CINCINNATI, OH 45201

DEPARTMENT OF THE TREASURY

Date: **OCT 20 2003**

LILAC PRESERVATION PROJECT  
C/O HUNTLEY GILL  
100 W 72ND ST STE 6G  
NEW YORK, NY 10023-3302

Employer Identification Number:  
75-3121175  
DLN:  
17053265023003  
Contact Person:  
LYNN A BRINKLEY ID# 31435  
Contact Telephone Number:  
(877) 829-5500  
Accounting Period Ending:  
December 31  
Foundation Status Classification:  
509(a)(1)  
Advance Ruling Period Begins:  
June 17, 2003  
Advance Ruling Period Ends:  
December 31, 2007  
Addendum Applies:  
No

Dear Applicant:

Based on information you supplied, and assuming your operations will be as stated in your application for recognition of exemption, we have determined you are exempt from federal income tax under section 501(a) of the Internal Revenue Code as an organization described in section 501(c)(3).

Because you are a newly created organization, we are not now making a final determination of your foundation status under section 509(a) of the Code. However, we have determined that you can reasonably expect to be a publicly supported organization described in sections 509(a)(1) and 170(b)(1)(A)(vi).

Accordingly, during an advance ruling period you will be treated as a publicly supported organization, and not as a private foundation. This advance ruling period begins and ends on the dates shown above.

Within 90 days after the end of your advance ruling period, you must send us the information needed to determine whether you have met the requirements of the applicable support test during the advance ruling period. If you establish that you have been a publicly supported organization, we will classify you as a section 509(a)(1) or 509(a)(2) organization as long as you continue to meet the requirements of the applicable support test. If you do not meet the public support requirements during the advance ruling period, we will classify you as a private foundation for future periods. Also, if we classify you as a private foundation, we will treat you as a private foundation from your beginning date for purposes of section 507(d) and 4940.

Grantors and contributors may rely on our determination that you are not a private foundation until 90 days after the end of your advance ruling period. If you send us the required information within the 90 days, grantors and contributors may continue to rely on the advance determination until we make

Letter 1045 (DO/CG)

LILAC PRESERVATION PROJECT

a final determination of your foundation status.

If we publish a notice in the Internal Revenue Bulletin stating that we will no longer treat you as a publicly supported organization, grantors and contributors may not rely on this determination after the date we publish the notice. In addition, if you lose your status as a publicly supported organization, and a grantor or contributor was responsible for, or was aware of, the act or failure to act, that resulted in your loss of such status, that person may not rely on this determination from the date of the act or failure to act. Also, if a grantor or contributor learned that we had given notice that you would be removed from classification as a publicly supported organization, then that person may not rely on this determination as of the date he or she acquired such knowledge.

If you change your sources of support, your purposes, character, or method of operation, please let us know so we can consider the effect of the change on your exempt status and foundation status. If you amend your organizational document or bylaws, please send us a copy of the amended document or bylaws. Also, let us know all changes in your name or address.

As of January 1, 1984, you are liable for social security taxes under the Federal Insurance Contributions Act on amounts of \$100 or more you pay to each of your employees during a calendar year. You are not liable for the tax imposed under the Federal Unemployment Tax Act (FUTA).

Organizations that are not private foundations are not subject to the private foundation excise taxes under Chapter 42 of the Internal Revenue Code. However, you are not automatically exempt from other federal excise taxes. If you have any questions about excise, employment, or other federal taxes, please let us know.

Donors may deduct contributions to you as provided in section 170 of the Internal Revenue Code. Bequests, legacies, devises, transfers, or gifts to you or for your use are deductible for Federal estate and gift tax purposes if they meet the applicable provisions of sections 2055, 2106, and 2522 of the Code.

Donors may deduct contributions to you only to the extent that their contributions are gifts, with no consideration received. Ticket purchases and similar payments in conjunction with fundraising events may not necessarily qualify as deductible contributions, depending on the circumstances. Revenue Ruling 67-246, published in Cumulative Bulletin 1967-2, on page 104, gives guidelines regarding when taxpayers may deduct payments for admission to, or other participation in, fundraising activities for charity.

You are not required to file Form 990, Return of Organization Exempt From Income Tax, if your gross receipts each year are normally \$25,000 or less. If you receive a Form 990 package in the mail, simply attach the label provided, check the box in the heading to indicate that your annual gross receipts are normally \$25,000 or less, and sign the return. Because you will be treated as a public charity for return filing purposes during your entire advance ruling period, you should file Form 990 for each year in your advance ruling period.

LILAC PRESERVATION PROJECT

that you exceed the \$25,000 filing threshold even if your sources of support do not satisfy the public support test specified in the heading of this letter.

If a return is required, it must be filed by the 15th day of the fifth month after the end of your annual accounting period. A penalty of \$20 a day is charged when a return is filed late, unless there is reasonable cause for the delay. However, the maximum penalty charged cannot exceed \$10,000 or 5 percent of your gross receipts for the year, whichever is less. For organizations with gross receipts exceeding \$1,000,000 in any year, the penalty is \$100 per day per return, unless there is reasonable cause for the delay. The maximum penalty for an organization with gross receipts exceeding \$1,000,000 shall not exceed \$50,000. This penalty may also be charged if a return is not complete. So, please be sure your return is complete before you file it.

You are not required to file federal income tax returns unless you are subject to the tax on unrelated business income under section 511 of the Code. If you are subject to this tax, you must file an income tax return on Form 990-T, Exempt Organization Business Income Tax Return. In this letter we are not determining whether any of your present or proposed activities are unrelated trade or business as defined in section 513 of the Code.

You are required to make your annual information return, Form 990 or Form 990-EZ, available for public inspection for three years after the later of the due date of the return or the date the return is filed. You are also required to make available for public inspection your exemption application, any supporting documents, and your exemption letter. Copies of these documents are also required to be provided to any individual upon written or in person request without charge other than reasonable fees for copying and postage. You may fulfill this requirement by placing these documents on the Internet. Penalties may be imposed for failure to comply with these requirements. Additional information is available in Publication 557, Tax-Exempt Status for Your Organization, or you may call our toll free number shown above.

You need an employer identification number even if you have no employees. If an employer identification number was not entered on your application, we will assign a number to you and advise you of it. Please use that number on all returns you file and in all correspondence with the Internal Revenue Service.

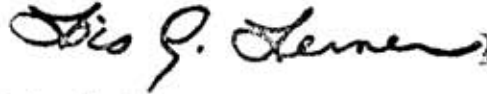
If we said in the heading of this letter that an addendum applies, the addendum enclosed is an integral part of this letter.

Because this letter could help us resolve any questions about your exempt status and foundation status, you should keep it in your permanent records.

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If you have any questions, please contact the person whose name and telephone number are shown in the heading of this letter.

Sincerely yours,

A handwritten signature in cursive script that reads "Lois G. Lerner".

Lois G. Lerner  
Director, Exempt Organizations  
Rulings and Agreements

Enclosure(s):  
Form 872-C