NPS Form 10-900
(Oct. 1990)

OMB No. 10024-0018

1441

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x' in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name LILAC, United States Lighthouse Tender

other name/site number

2. Location

street & town Pier 40 ☐ not for publication

city or town New York ☐ vicinity

state New York code NY county New York code 061 zip code 10014

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I heroby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☒ nationally ☐ statewide ☐ locally. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title SHPO Date 9/22/04

State of Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

☒ entered in the National Register.
☐ See continuation sheet.
☐ determined eligible for the National Register
☐ See continuation sheet.
☐ determined not eligible for the National Register.
☐ removed from the National Register.
☐ other, (explain:) _____

Signature of the Keeper Date of Action

1-7-05

5. Classification

Ownership of Property
(check as many boxes as apply)

- ☐ public-local
- ☒ private
- ☐ public-State
- ☐ public-Federal

Category of Property
(check only one box)

- ☐ district
- ☐ building(s)
- ☐ site
- ☒ structure
- ☐ object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
		buildings
		sites
01	00	structures
		objects
01	00	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Function
(Enter categories from instructions)

TRANSPORTATION / ship

Current Function
(Enter categories from instructions)

TRANSPORTATION / ship

7. Description

Architectural Classification
(Enter categories from instructions)

OTHER: lighthouse tender

Materials
(Enter categories from instructions)

foundation
walls
roof
other Steel

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

DESCRIPTION

The LILAC was built almost entirely of steel, including hull, decks, deckhouses and masts. A mid-ship section of her near sister ship ARBUTUS indicates that these vessels originally had the tops of the uppermost deckhouses; the bridge, captain's quarters and commissioner's quarters; surfaced with wood protected by painted canvas. The overhang of these decks is edged with wood. The construction of the LILAC in 1933 followed early experiments with electric arc welding, but preceded its general adoption in shipbuilding. All her steel structure was riveted. Welding was used for minor alterations made by the Coast Guard during and after World War II.

The hull of the LILAC measures 174 feet 6 1/2 inches overall, and 163 feet 6 inches on the waterline from the forward side of the stern post to the after side of the stem. The molded breadth is 32 feet, and the minimum depth of hull at the side, from the top of the main deck to the top of the keel, is 14 feet 6 inches. At a displacement of approximately 770 tons, the draft is 10 feet 7 inches in salt water. The fuel capacity is 102.5 tons. The designed speed of the LILAC is approximately 13.7 knots.

The design of the LILAC was very much dictated by the work she would be doing. She was made extremely stable in order to hoist buoys weighing up to 14 tons higher than the main deck and swing them onto the deck or over the side. Draft was kept to a minimum because the vessel would be working around the shoals and underwater obstructions that the aids to navigation were marking. She had a high bow for seaworthiness when servicing lightships and buoys on the open sea off the approaches to ports. She was given a very wide wheelhouse because during buoy handling the captain would have to be simultaneously maneuvering the ship and observing what was happening on deck and alongside. She was provided with accommodations for passengers in addition to the working crew because she would be ferrying crewmen and keepers to and from lightships and isolated lighthouses, and carrying district and national officials on periodic tours of inspection of aids to navigation.

The sides of the LILAC are largely vertical to make handling buoys easier. The anchors are placed very low in each bow and stow in the hawse pipes almost flush to avoid fouling parts of a buoy's superstructure. The are also protected by a heavy horizontal fendering rail on each side of the hull located just above them. The ship's side plating where the buoys would be handled is heavily reinforced and protected by a similar rail at the level of the main deck. A portion of the bulwarks on either side is hinged to fold downward at the main deck when buoys are being brought on board. Due to the weight of these steel bulwark sections, they are designed to be lowered, and swung back in place, using a wire runner from the hoisting winch. The ship's steam-powered hoisting gear is designed for extra heavy loads, including a boom in the form of a box girder with lattice sides and little taper.

The LILAC has a complex internal and external deck arrangement for a vessel her size. The lowest level of the hull is taken up forward of amidships with the cargo hold, and aft of amidships, working aft, with tanks for oil fuel, the ship's boiler room, and the engine room. The extreme bow below the main deck is taken up by a fore peak tank. Between the aft bulkhead of the fore peak tank, which serves as a collision bulkhead, and the hold, there is a two level area. This area has storage space below, and above this a foc'sle providing quarters for seamen. The foc'sle is entered by a ladder from the main deck, whose upper end is under the shelter of the raised foredeck or foc'sle head. The stern, aft of the engine room, is also divided into two levels. The lower level, which is open to the engine

room, houses the ship's two propeller shafts. The upper level immediately aft of the engine room bulkhead houses a foc'sle for petty officers, which is entered by ladders from the open main deck at either side. Aft of this foc'sle is an after peak storeroom, which at some time also served as a small workshop. A work bench with some equipment is still in place.

The main deck at the bow is sheltered by a triangular foc'sle head. Its central area is open from the buoy handling deck to the bow, and houses the ship's anchor windlass and, at its aft end, the shelter for the ladder to the seamen's foc'sle on the deck below. Rooms on the starboard side of this area house the paint locker and a double toilet for the seamen. A single room on the port side houses a wash room for the seamen with a large shower stall at its forward end. All of these rooms retain their furnishings. The foc'sle head above, encircled by a pipe railing, was primarily used in handling the forward mooring lines. It is fitted with the necessary chocks and mooring bitts, and toward its aft edge amidships, a single capstan. It is also the location of a crutch or support for stowing the forward end of the boom when not in use. Access to the foc'sle head from the main deck is by external vertical steel ladders at the aft end.

The buoy handling deck has been kept as clear as possible for the movement and stowage of buoys. There is a cargo hatch in the center with a low, four-part, steel hatch cover. The hinged sections of the steel bulwarks are at either side of this deck. At the forward end of each bulwark opening there is a heavy steel cable stopper mounted on the deck. These were used to control the anchor chain of a buoy. When the buoy's anchor or "sinker" was being placed, the stopper could be tripped to allow the chain to run out over the side.

The main deck aft of the buoy handling deck is largely occupied by an enclosed deckhouse. There are open walkways on either side between the deckhouse and the rail, and an open area all the way aft where the after mooring lines would have been handled. The forward area of the deckhouse houses the ship's galley, where all the meals were prepared, the main crew mess room, a storeroom for galley supplies, and two well insulated walk in refrigerated storerooms for perishable foods. This area is entered by a door from the buoy handling deck, which gives access to a passageway between the storerooms, a door on the port side directly into the mess room, and a door on the starboard side directly into the galley. There is a single door between the galley and the mess room. All of the rooms in this area retain their furnishings. There is a small compartment in the forward starboard corner of this area, entered from the buoy handling deck, which gives access to a vertical ladder leading down to the cargo hold.

Aft of the galley is the space over the boilers with the uptakes to the ship's stack. It is entered through doors from the open deck on either side and a door from the upper engine room. Aft of the upper boiler room is the upper engine room, which is entered from the open deck on either side, and a door on the centerline aft that leads to an after passageway. The upper engine room houses the upper portions of the two engines, various auxiliary machinery, and ladders to the lower engine room. It also was the location of manual signaling devices connected to the wheelhouse, portions of which have been removed.

The passageway aft of the upper engine room has doors on the starboard side into an officers' bathroom, a large space that was once two staterooms, and a pantry. The bathroom is still furnished with toilet, sink and shower stall. The large room is unfurnished. The pantry is still completely furnished. On the port side of the passageway are doors into a second large room that was once two staterooms, also unfurnished, and what was apparently a third stateroom. All of the rooms opening off the passageway also have doors to the open deck. Where two spaces have been made into one by removing a bulkhead, one outer door and one inner door in each case have been replace by a welded steel plate with the welding seams ground flush. All doors to the open deck, either on the main deck or the deck above, are steel watertight doors with wooden screen doors on the inside.

At the aft end of this main deck passageway, on the starboard side, is the internal stairway to the deck above. The extreme aft end of the passageway opens, with no doors, into a large space which is designated the officers' dining room on early plans of these vessels. This room has doors to the open deck on either side, one windows on either side, and four windows facing aft. The only surviving furnishings in this room are aluminum cabinets in the two forward corners, one rectangular in plan and one triangular. This is the only room on the main deck with windows, all others now having portholes. Historic photographs show that there were once windows on both sides of the deckhouse at this level.

The deck above this area is divided into two houses. The forward of these contains in its after area, on the starboard side, the captain's stateroom and bath, and on the port side a room housing the master gyro compass. In early plans of these vessels the gyro compass room is shown as the captain's office. The captain's stateroom and bath are still furnished. The stateroom is the only space on the ship to retain all its original wood furnishings. Forward of these rooms is the ship's wheelhouse, which, for increased visibility, is elevated four steps above the level of the captain's stateroom. The wheelhouse retains much of its furnishings, including a large wooden chart table, a wooden settee, and some of its equipment. The ship's wheel is currently missing.

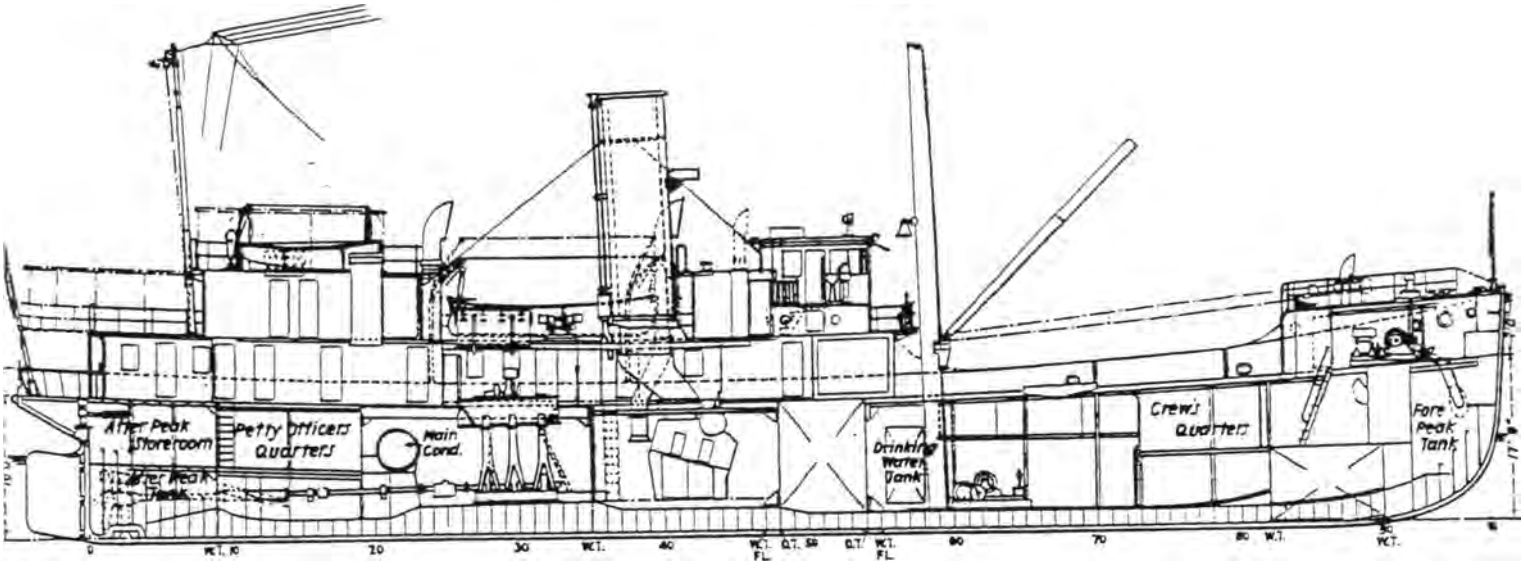
There are open bridge wings with pipe railings on either side of the wheelhouse, on steel framework supports, with steps on the aft sides leading down to the deck. There is an open walkway around the fore side of the wheelhouse at this level. Located in its center is the set of levers used to control the hoisting gear, which were operated in the open in all weather. The open deck above the wheelhouse served as a "flying bridge," with an auxiliary steering wheel, no longer extant, and searchlights for signaling and illumination which are still in place.

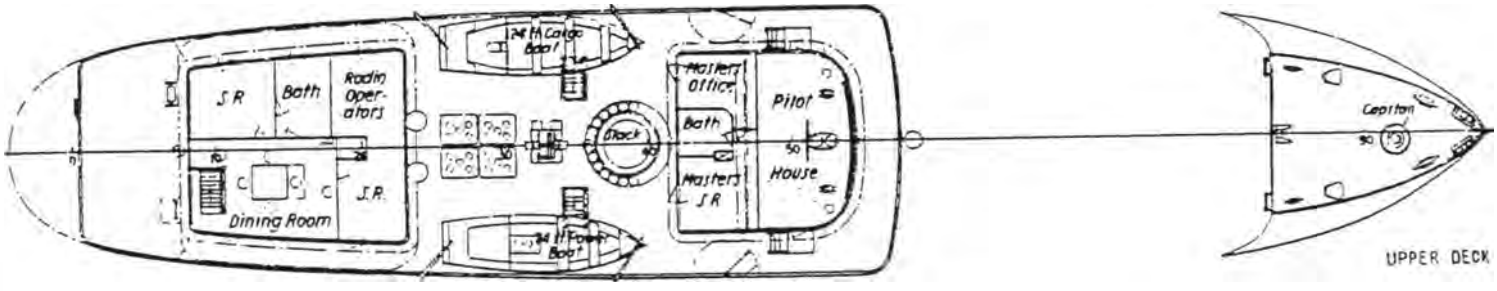
The after house on this upper deck or "boat deck" has a central passageway similar to the one on the main deck below. This passageway is entered through a door from the main deck on the starboard side, adjacent to the upper end of the internal stairway. The forward end of the passageway has doors to port and starboard opening into former staterooms. These doors are wood, and have brass hardware. The portside stateroom, labelled "radio operator's" on the early plans, also has a door to the open deck. The starboard stateroom has no outside door. The only surviving furnishings in these staterooms are wooden wardrobes. There is a bath room on the portside opposite the stairway, and two more former staterooms, also with wooden wardrobes and wooden inside doors. Both staterooms have doors to the open deck at the side, and windows at the side and facing aft.

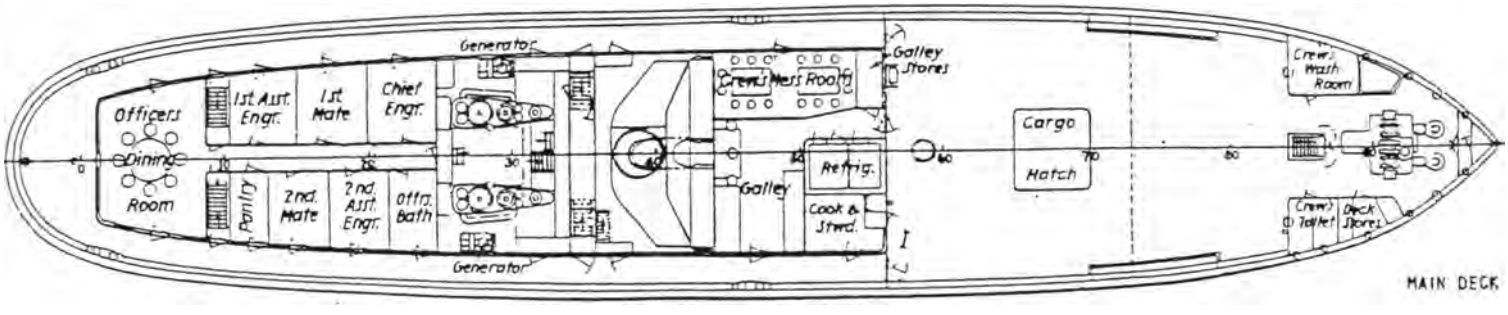
The space between the two houses on this deck is occupied, from forward, on the centerline, by the ship's stack, a steam winch, and the skylight above the upper engine room. The stack, typical of a steam powered vessel, is tall and straight with a slight rake aft. The engine room skylight is of steel with portholes for natural lighting and sides that can be opened from below for ventilation. There are large cowl ventilators on either side of the stack, for boiler room ventilation. There are also cowl ventilators on either side of this deck aft of the skylight to provide additional ventilation for the engine room. The ship's two wooden boats, now missing, would have been stowed in chocks on either side of this deck. The radial davits used to launch the boats are still in place. The top of the aft house on this deck was apparently not a working deck. Its only feature is a skylight near its center that provided natural light and ventilation to the passageway below.

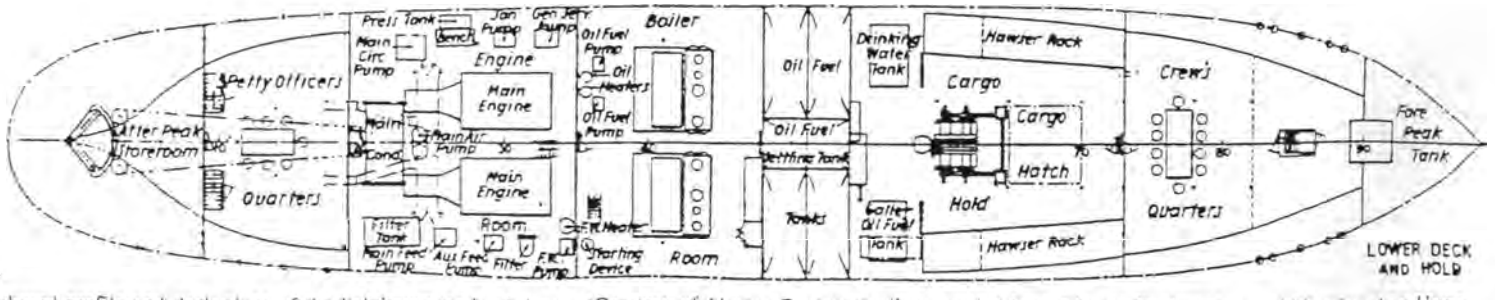
The LILAC was moved through the water by twin four-bladed propellers 7 feet 5 inches in diameter. Each propeller was driven by a triple expansion, reciprocating steam engine developing 500 indicated horsepower at 160 revolutions per minute. The engines were built by the ship's builders, Pusey & Jones of Wilmington, Delaware, and had high, intermediate, and low pressure cylinders 11 1/2, 19 and 32 inches in diameter respectively with a 24 inch stroke. Steam to operate the engines was supplied at 200 pounds per square inch by two Babcock & Wilcox oil-fired watertube boilers.

Profile and deck plans of LILAC"S sister ship ARBUTUS:









Inboard profile and deck plans of the lighthouse tender *Arbutus*. (Courtesy of *Marine Engineering/Log*; copied from *Marine Engineering and Shipping Age* [June, 1934]: 244.)

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.

☐ **B** Property is associated with the lives of persons significant in our past.

☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply.)

Property is:

☐ **A** owned by a religious institution or used for religious purposes.

☐ **B** removed from its original location.

☐ **C** a birthplace or grave.

☐ **D** a cemetery.

☐ **E** a reconstructed building, object, or structure.

☐ **F** a commemorative property.

☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance
(enter categories from instructions)

MARITIME HISTORY / NAVAL ARCHITECTURE

Period of Significance
1932-1933

Significant Dates
1933

Significant Persons
(Complete if Criterion B is marked above)
N/A

Cultural Affiliation
N/A

Architect/Builder
Pusey & Jones shipyard, Wilmington, DE

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography
(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.

Previous documentation on file (NPS):

☐ preliminary determination of individual listing (36 CFR 67) has been requested
☐ previously listed in the National Register
☐ previously determined eligible by the National Register
☐ designated a National Historic Landmark
☐ recorded by Historic American Buildings Survey #
☐ recorded by Historic American Engineering Record #

Primary location of additional data:

☐ State Historic Preservation Office
☐ Other State agency
☒ Federal agency
☐ Local government
☐ University
☐ Other Name of repository:

National Archives & Records Administration

STATEMENT OF SIGNIFICANCE

The LILAC has national significance as a unique surviving example of a type of vessel that once served a vital role in the navigable waters of every coastline of this country. She is the last unaltered steam propelled and steam hoisting lighthouse tender designed for work on the open sea and connecting bays and sounds. She is also the last such vessel to survive that was operated by the United States Lighthouse Service, the civilian manned agency responsible for maintaining aids to navigation from 1910 to 1939, when this work was taken over by the United States Coast Guard. The LILAC was the last steam lighthouse tender in service, when retired in 1972. Today the country's lighthouses are automated, and usually serviced by helicopter. The term "lighthouse tender" has been dropped from use, and the specialized vessels servicing aids to navigation have the more appropriate designation "buoy tender."

Successful major seaports have been vital to this country's growth, as the entry points for goods, raw materials and immigrants, and as outlets for salable resources and manufactured items. The success of ports is very dependent on the existence of well-marked navigable channels for the passage of ships. Over two centuries this country has developed systems for marking these channels primarily involving the use of lighthouses, lightships and buoys. During an active career spanning just short of four decades, the LILAC was the primary vessel responsible for maintaining these aids to navigation on the Delaware River, the Delaware Bay, and the Delaware Bay's approaches from the open sea. The navigable reaches of the Delaware Bay and River comprise a busy industrial and commercial waterway lined with terminals for shipping, including the Port of Philadelphia; lesser ports from Trenton, New Jersey to Wilmington, Delaware; and numerous facilities such as shipbuilding and repair yards, petroleum refineries, power plants and factories. The Delaware has also been the site of important military facilities, including the Philadelphia Navy Yard, and a link in the nation's Inter-coastal Waterway System through the Cape May Ship Canal and the Chesapeake and Delaware Ship Canal.

The United States Lighthouse Board developed a basic design for its largest steam tenders in the 1890s that would remain little changed until its successor, the United States Lighthouse Service, formed in 1910, was absorbed by the Coast Guard in 1939. Between 1892 and 1939 thirty-three of these vessels were built, most ranging in length from 164 to 174 feet. Only two of the thirty-three survive, the FIR commissioned as a steamer in 1940 but later converted to diesel propulsion, has recently been taken on as a preservation project by a group based in Sacramento, California. The LILAC of 1933, which retains its original steam machinery, is now being renovated in New York by an organization whose aim is to see her steaming again.

The LILAC was contracted for on August 16, 1931 as one of thee vessels of the "VIOLET Class." The name vessel of the class had been launched at Manitowoc, Wisconsin in August 1930. The third vessel in the class, the MISTLETOE, would not be launched until 1938. The ARBUTUS, a fourth tender with the same dimensions and machinery, and nearly the same deck layout, but

treated as a one ship class, was built in the same shipyard as the LILAC, also during 1933. The MISTLETOE was assigned to the Chesapeake Bay, and the ARBUTUS was assigned to the district centered on New York Harbor.

The keel of the LILAC was laid on August 16, 1932 at the Pusey & Jones Shipyard in Wilmington, Delaware. The Pusey & Jones yard, located on the Christina River a short distance from the Delaware Bay, had been active before the Civil War, and at one time claimed to be the oldest commercial shipbuilding plant in continuous service in the country. The firm turned out a wide variety of vessels, from large steam yachts to oceangoing steamships. The LILAC was launched on May 26, 1933. She was christened by Kristie Putnam, one of the daughters of George R. Putnam, Commissioner of the Lighthouse Service from its creation in 1910 until his retirement in 1935 and the author of several books on aids to navigation.

The LILAC was assigned to the Fourth Lighthouse District, which covered the Delaware River, from Trenton, New Jersey south to the mouth of the Delaware Bay. She replaced the tender IRIS which dated from 1899. Her first base was located in Edgemoor, Delaware, just north of the mouth of the Christina River. When shipyard work had to be done, for overhaul, or the installation of new equipment, she was sent north to the Lighthouse Depot at St. George, Staten Island. When drydocking was required, she went into one of the private yards in New York Harbor. After World War II most of this work was done at the Coast Guard Shipyard in Curtis Bay, near Baltimore, Maryland, though she returned to the Tietjen & Lang Shipyard in Weehawken Cove, Hoboken, New Jersey for drydocking in February 1950.

The ship's regular duties included delivering fuels and supplies to offshore lightships and isolated lighthouses, rotating their personnel for shore leave or replacement, servicing buoys on site or transporting them to the base for overhaul after installing replacements, and taking district or national officials on tours of inspection. She was also expected to respond to marine disasters or emergencies in the region. During abnormal ice conditions in the winter of 1935-36 the LILAC was sent into the lower Delaware Bay to evacuate the keepers on endangered offshore lighthouses. She sustained propeller damage that required drydocking and replacement.

The LILAC became a vessel of the United States Coast Guard with the dissolution of the Lighthouse Service, effective July 7, 1939. The Coast Guard took over all the responsibilities for maintaining aids to navigation previously handled by the Lighthouse Service. Under the Lighthouse Service the LILAC had a crew consisting of six officers and twenty seamen. The Coast Guard increased this to two officers, two warrant officers, and thirty-four seamen. The ship continued to be based in Egemoor, Delaware. The only changes in her outward appearance were repainting the all black stack to Coast Guard buff with black top, the removal of the brass lighthouse emblems bolted to either side of the bow, and substitution of the Coast Guard flag for the triangular Lighthouse Service pennant.

At the beginning of World War II the LILAC was given the Coast Guard pennant number designation WAGL-227. To her continuing duties of maintaining aids to navigation and responding to maritime emergencies, was added port security. She was painted gray for the duration of the War and provided with an armament consisting of one 3 in. 50 cal. gun on the foc'sle head, two 20 mm anti-aircraft machine guns on the bridge, and two depth charge tracks on the stern. She was also fitted with degaussing system for protection against magnetic mines laid off the mouth of the Bay by German U-boats.

Following the end of the War the LILAC was disarmed and returned to her peacetime color scheme. In 1948 the Edgemoor Base was closed and the ship's home base shifted to the Coast Guard Station in Gloucester, New Jersey, further up the Delaware River near the Port of Philadelphia and the Philadelphia Navy Yard. The LILAC was fitted with her first radar around 1949. She continued to maintain aids to navigation and respond to maritime emergencies. The LILAC was on hand from May 15 to 17, 1952 following the collision of the cargo ship BARBARA LYKES and the coastal tanker F. L. HAYES in the Chesapeake and Delaware Canal. The F. L. HAYES burned and sank, temporarily blocking the waterway. The LILAC was involved again from June 6 to 12, 1953, following the spectacular collision and fire of the tankers PHOENIX and PAN MASSACHUSETTS off the Delaware Bay entrance to the Canal. She served as command post for efforts to find survivors, and bring the fires under control. The following month she spent two days fighting a fire on the tanker PAN GEORGIA in the Christina River.

The LILAC was re-designated WLM-227 in 1965. She was finally decommissioned, after almost forty years of continuous service, on February 3, 1972. Four month later she was donated to the Harry Lundeburg Seamanship School of the Seafarers International Union, located at Piney Point, Maryland on the Potomac River below Washington, D.C. She was used as a stationary facility to house and train union members upgrading within the non-officer positions in bridge and engine room departments. The Union made few alterations to the vessel. Former foc'sles for seamen and petty officers continued to be used for berthing. Some staterooms were used as staff offices. Two interior bulkheads were removed in the living quarters on the main deck to convert pairs of staterooms for officers into larger classrooms. The ship's wheelhouse and engine and boiler rooms were apparently used as stationary training aids.

The union school had retired the ship in 1984, selling her to the Atlantic Towing Company. She was moved away from Piney Point on October 23 of that year. On April 3, 1985, she was bought by Henry A. Houck of Falling Creek Marina, located on the James River below Richmond, Virginia. A berth for her was dredged at Falling Creek adjacent to a marine salvage yard. Some fittings may have been removed during this period, but she underwent no significant alterations. Former staterooms and the officers' mess room were utilized as offices for the scrap yard, and an associated real estate business. By 1999 the LILAC was being advertised for sale in maritime journals. She was examined and photographed by the preparer of this nomination in July of that year.

The non-profit Tug Pegasus Preservation Project based in New York City began negotiations toward the purchase of the vessel during 2002. She was refloated on February 25, 2003 and towed to a shipyard in Norfolk, Virginia to be drydocked for inspection of the hull. After a very favorable report on the condition of the ship's hull, she was purchased by the Project on March 11, 2003, with the intent to eventually return her to operation as a steam vessel based in New York Harbor. At the present time the Harbor has no operating steam vessels.

Before leaving the Norfolk drydock the ship's hull was cleaned and preserved, and she was painted externally to the top of the stack. She was towed to New York, to a temporary Brooklyn berth provided by the Port Authority of New York and New Jersey. She has since been moved to the west side of Manhattan, to the north side of Pier 40, a covered pier built in 1962 north of Canal Street for the Holland-America Line. A mooring system, including additional pilings, has been installed there for her. On January 1, 2004 ownership was transferred from the Tug Pegasus Preservation Project to the newly-created Steamer Lilac Project, a chartered non-profit.

Efforts continue toward getting the LILAC steaming again as a travelling educational facility and exhibit. Ongoing renovation of the vessel includes work experience opportunities for young people provided by organizations such as the Police Athletic League of New York City.

MAJOR BIBLIOGRAPHIC REFERENCES

Cowart, K. K., RADM USCG. "Development of Vessels Servicing Aids to Navigation for the U. S. Coast Guard." Transactions of the Society of Naval Architects and Marine Engineers (1958): 516-578.

Author unknown. "Guardian of the Buoys Marking the Delaware." The Philadelphia Enquirer (Sept. 12, 1948): Picture Section 1-3.

Peterson, Douglas, USCG (Ret). U. S. Lighthouse Service Tenders 1840-1939, Annapolis, Maryland: Eastwind Publishing 2000.

Scheina, Robert L. U. S. Coast Guard Cutters & Craft of World War II, Annapolis, Maryland: Naval Institute Press 1982.

Scheina, Robert L. U. S. Coast Guard Cutters & Craft, 1946-1990, Annapolis, Maryland: Naval Institute Press 1990.

U. S. Lighthouse Service. Specifications for twin-screw, steel, steam-propelled lighthouse tender ARBUTUS, (1932)

LILAC, New York,
Name of Property

New York Co., NY
County and State

10. Geographical Data

Acreage of Property less than one acre

UTM References
(Place additional boundaries of the property on a continuation sheet.)

1 18 583370 4509340
Zone Easting Northing

2
Zone Easting Northing

3
Zone Easting Northing

4
Zone Easting Northing

☐See continuation sheet

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Norman Brouwer, Curator

organization Steamer Lilac Project date July, 2004

street & number 64-45 210 St. telephone 718-428-9068

city or town Bayside, state NY zip code 11364

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.
A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and **white photographs** of the property.

Additional items
(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name/title Julie Nadel, Exec. Director, Steamer Lilac Project

street & number 16 Hudson St. telephone 212-608-2162

city or town New York state NY zip code 10013

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.).*

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

VERBAL BOUNDARY DESCRIPTION

The LILAC is currently berthed along the north side of Pier 40 on the Hudson River in New York City as shown on the attached map. The boundary of the steamship is coterminous with the perimeter of the ship itself and includes no shore side features.

BOUNDARY JUSTIFICATION

The LILAC is nominated independently as a marine resource. The perimeter of the ship marks the full extent of the historic resource.

Key to current photographs (negatives at NYSHPO, Waterford, NY) :

1. Overall view off port bow; Norman Brouwer, July, 2003.
2. Buoy deck looking aft; Norman Brouwer, July, 2003.
3. Buoy deck looking forward; Norman Brouwer, July 2003.
4. Upper or boat deck looking forward; Norman Brouwer, July, 2003.
5. Steam winch on upper or boat deck; Norman Brouwer, July, 2003.
6. Skylight to upper engine room; Norman Brouwer, July, 2003.
7. Wheelhouse interior with settee on left; Mark Peckham, October, 2003.
8. Captain's stateroom interior with berth and wardrobe; Norman Brouwer, July, 2003.
9. Skylight from interior of upper engine room; Mark Peckham, October, 2003.
10. Starboard steam engine; Mark Peckham, October, 2003.
11. Overall view off port stern; Mark Peckham, October, 2003.

Key to supplemental historic photographs:

1H LILAC ready for launch, Wilmington, DE, 1933. (Hagley Library, Wilmington, DE)

2H LILAC underway circa 1940s (U.S. Coast Guard)

3H LILAC underway circa 1950s (U.S. Coast Guard)

4H Taking buoy on board LILAC in 1948 (Philadelphia Enquirer)

5H Stowing buoy on deck of LILAC in 1948 (Philadelphia Enquirer)

6H Operating steam hoisting gear in 1948 (Philadelphia Enquirer)

7H Wheelhouse of LILAC in 1948 (Philadelphia Enquirer)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: LILAC, United States Lighthouse Tender

MULTIPLE NAME:

STATE & COUNTY: NEW YORK, New York

DATE RECEIVED: 11/24/04 DATE OF PENDING LIST: 12/21/04
DATE OF 16TH DAY: 1/05/05 DATE OF 45TH DAY: 1/07/05
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 04001441

REASONS FOR REVIEW:

APPEAL:	N	DATA PROBLEM:	N	LANDSCAPE:	N	LESS THAN 50 YEARS:	N
OTHER:	N	PDIL:	N	PERIOD:	N	PROGRAM UNAPPROVED:	N
REQUEST:	N	SAMPLE:	N	SLR DRAFT:	N	NATIONAL:	N

COMMENT WAIVER: N

___ACCEPT ___RETURN ___REJECT _____DATE

ABSTRACT/SUMMARY COMMENTS:

Rare surviving unaltered steam propelled and steam hoisting lighthouse tender, the last such remaining vessel operated by the US Lighthouse Service and the US Coast Guard when retired in 1972.

RECOM./CRITERIA Accept A+C

REVIEWER Savage DISCIPLINE Architectural History

TELEPHONE _____ DATE 1-7-05

DOCUMENTATION see attached comments Y/(N) see attached SLR Y/(N)

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.


227

LILAC, U.S. lighthouse tender
New York, New York Co., N.Y.
Photo by: N. Brouwer, July 2003
Neg. at: NYSHPO

Photo No. 1



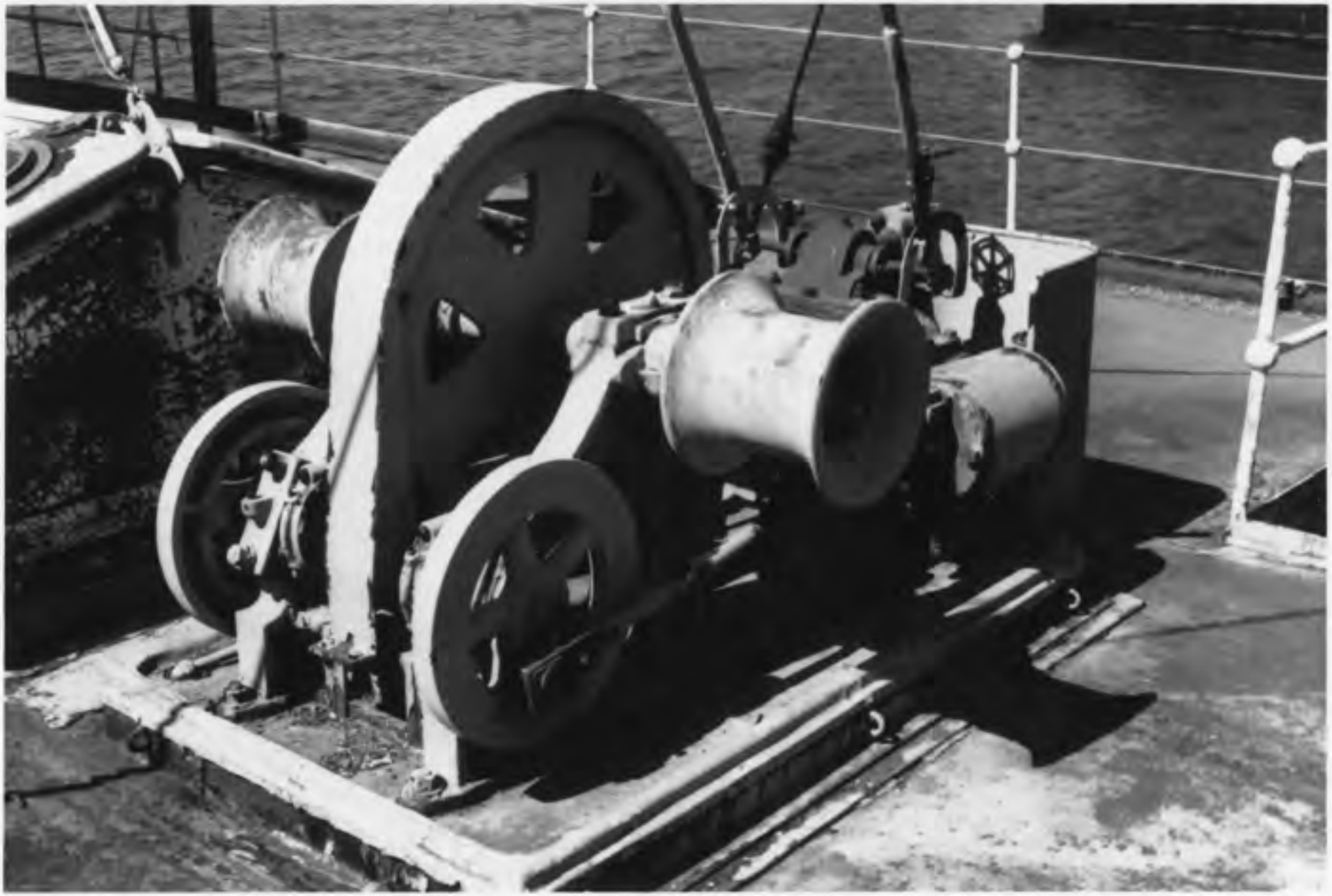
LILAC, U.S. lighthouse tender
New York, New York Co., N.Y.
Photo by: N. Brouwer, July 2003
Neg. at.: NYSHPO
Photo No. 2



LILAC, U.S. lighthouse tender
New York, New York Co., N.Y.
Photo by: N. Brouwer, July 2003
Neg. at: NYSHPO
Photo No. 3



LILAC, lighthouse tender, New York Co., N.Y.
Photo by: N. Brower, July 2003
Neg. at: NYSHPO
Photo No. 4



LILAC, U.S. lighthouse tender
New York, New York Co., NY.
Photo by: N. Brouwer, July 2003
Neg. at: NYSHPO
Photo No. 5



LILAC, U.S. lighthouse tender
New York, New York Co., N.Y.
Photo by: N. Brouwer, July 2003
Neg. at: NY SHPO
Photo No. 6



LILAC, U.S. lighthouse tender
New York, New York Co., N.Y.
Photo by: M. Peckham, Oct. 2003
Neg. at: NYSHPO
Photo No. 7



LIHAC, U.S. lighthouse tender
New York, New York Co., N.Y.
Photo by: N. Brouwer, July 2003
Neg. at: NYSHPO
Photo No. 8


N
N

LILAC, U.S. lighthouse tender
New York, New York Co., N.Y.
Photo by: M. Peckham, Oct. 2003
Neg. at: NYSHPO
Photo No. 9



LILAC, U.S. lighthouse tender
New York, New York Co., N.Y.
Photo by: M. Peckham
Oct. 2003
Neg. at: NYSHPO
Photo No. 10


NSCSA
NSCSA
NSCSA
LILAC

LILAC, U.S. lighthouse tender
New York, New York Co., N.Y.
Photo by: M. Peckham, Oct. 2003
Neg. at: NYSHPO
Photo No. 11


LILAC

LILAC, U.S. lighthouse tender
New York, New York Co., N.Y.

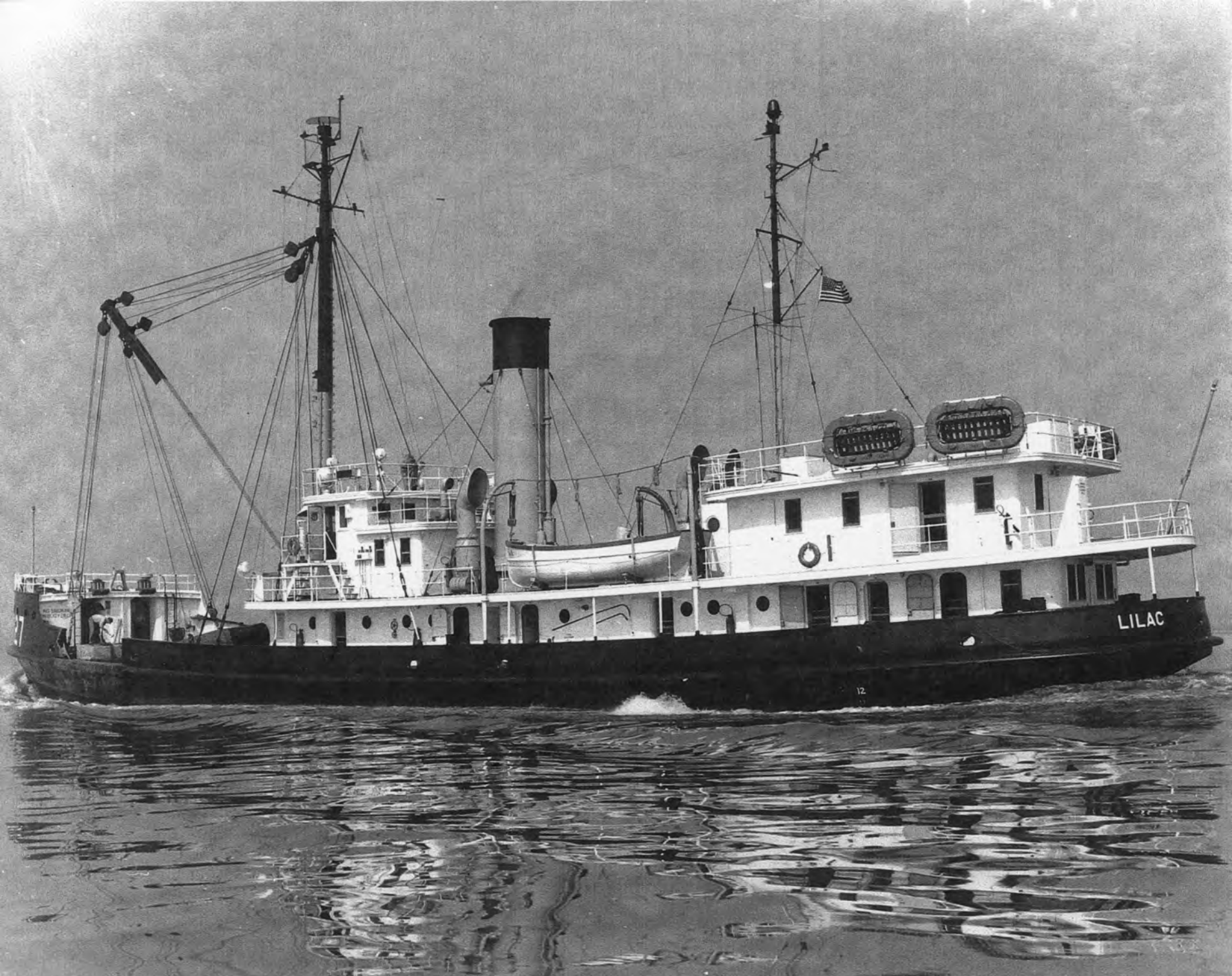
Supplemental historic Photo No. 1 H.

1. LILAC HISTORIC


W 227

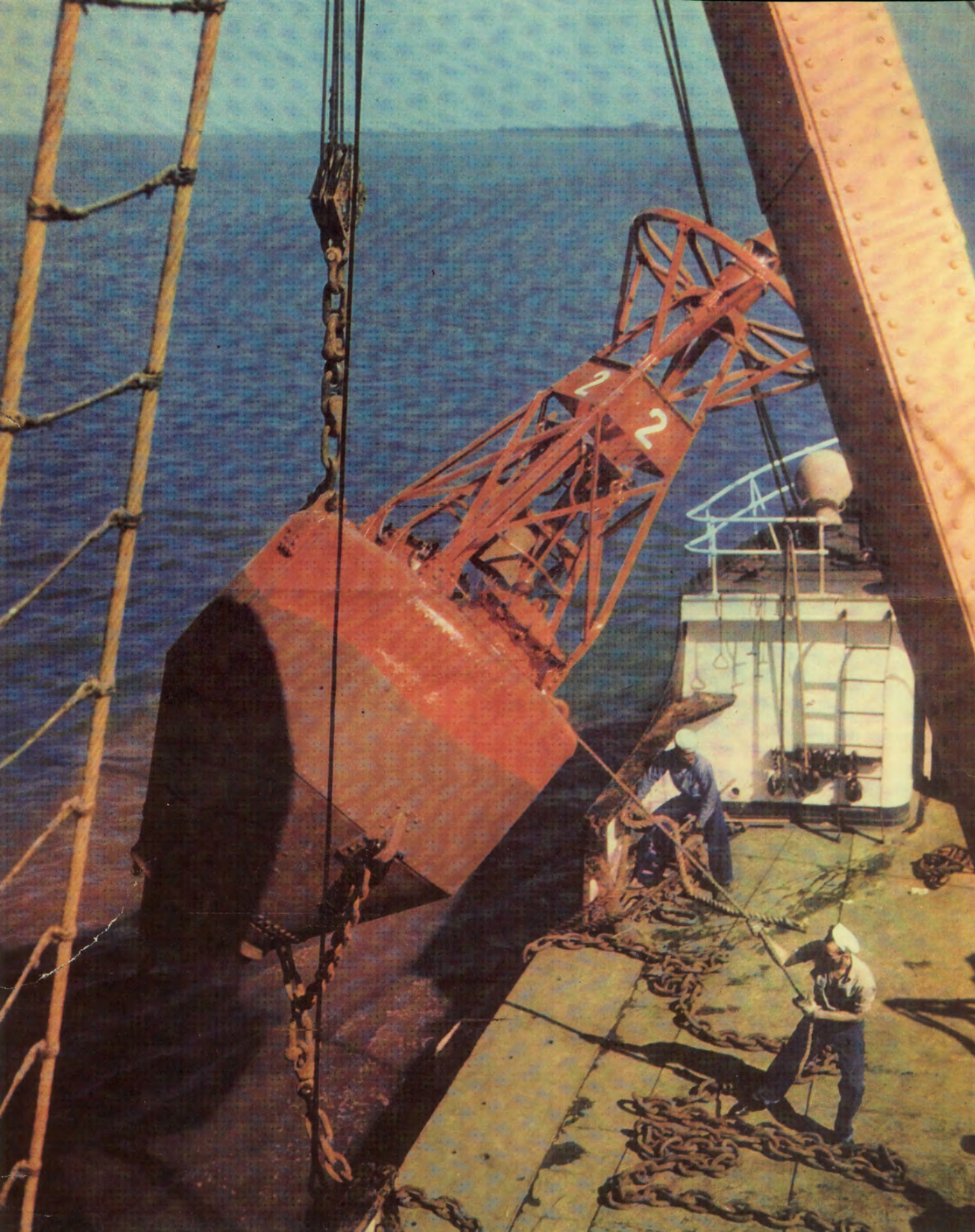
LILAC, U.S. lighthouse tender
New York, New York Co., N.Y.

Supplemental historic photo No. 2_H


LILAC

LILAC, U.S. lighthouse tender
New York, New York Co., N.Y.
Supplemental historic photo No. 3H

3. LILAC HISTORIC



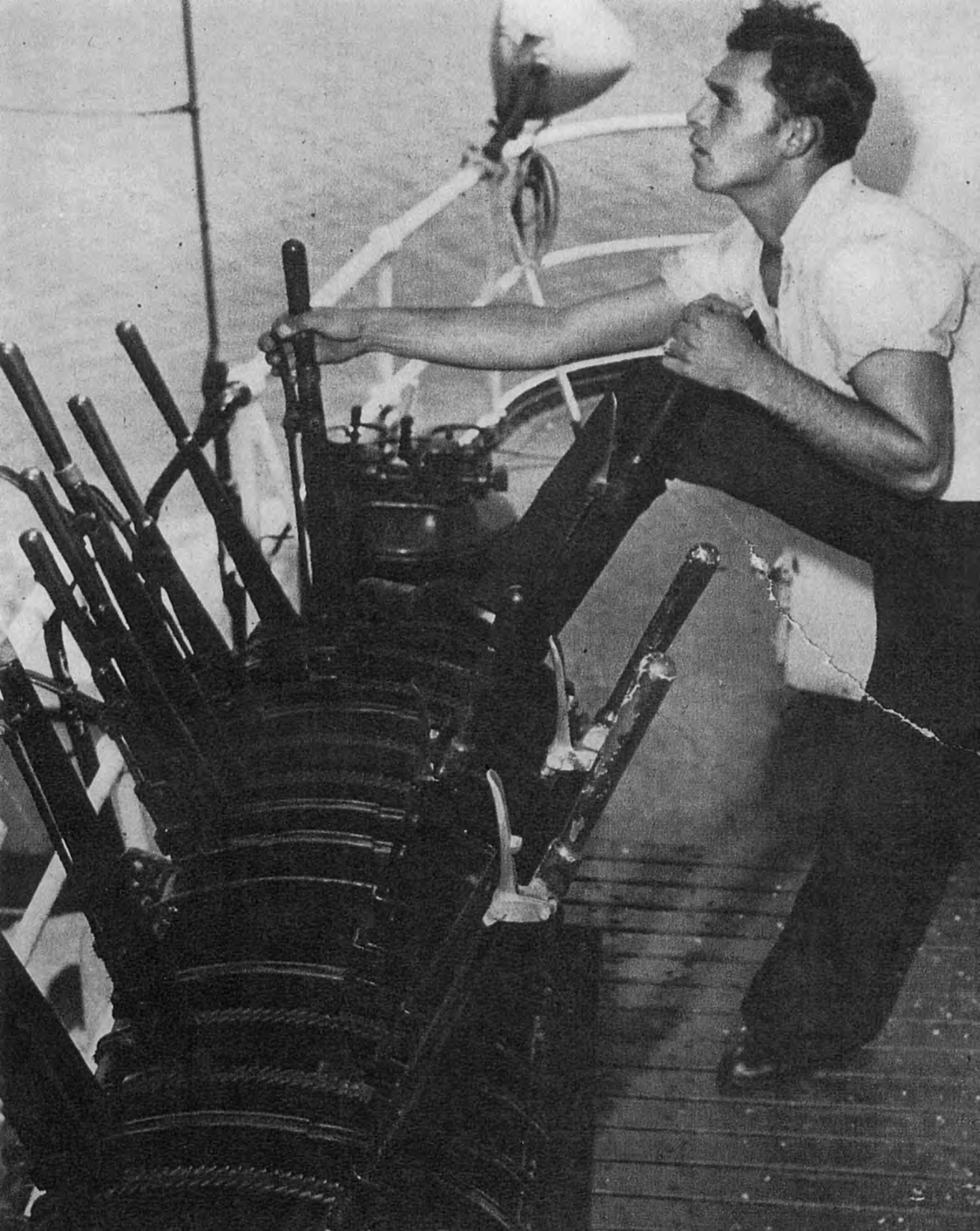
LILAC, U.S. lighthouse tender
New York, New York Co., N.Y.
Supplemental historic photo No. 4H

4. LILAC HISTORIC

3N

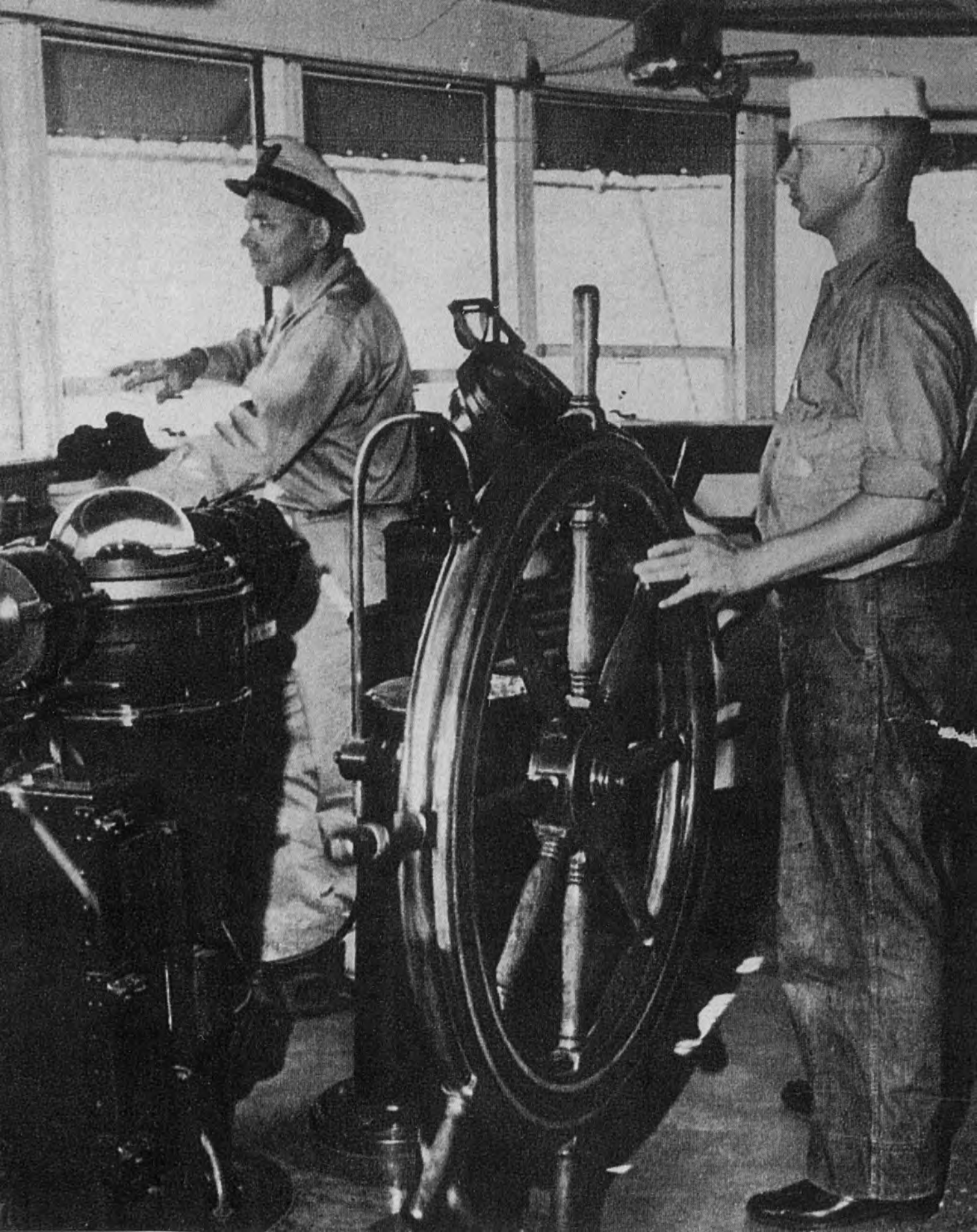
LILAC, U.S. lighthouse tender
New York, New York Co., N.Y.
Supplemented historic photo No. 5H

5. LILAC HISTORIC



LILAC, U.S. lighthouse tender
New York, New York Co., N.Y.

Supplemental historic photo No. 6H



LILAC, U.S. lighthouse tender
New York, New York Co., N.Y.
Supplemental historic photo No. 7H

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

JERSEY CITY QUADRANGLE
NEW JERSEY—NEW YORK
7.5 MINUTE SERIES (TOPOGRAPHIC)

LILAC, United States Lighthouse Tender
Pier #9, New York
New York Co.
UTM Ref.:
18/583370/4509340

Mapped, edited, and published by the Geological Survey
Revised in cooperation with New York Department of Transportation

Control by USGS, NOS/NOAA, USCE, New Jersey Geodetic Survey, and City of New York Board of Estimate and Apportionment

Planimetry by photogrammetric methods and from NOS charts T-5111, T-5277, T-5332, T-5450, T-5453, T-5454, T-5460, T-5461, T-5466, T-5468, T-5469, and T-5470

Topography by photogrammetric methods from aerial photographs taken 1954 and planetable surveys 1955. Revised from aerial photographs taken 1966. Field checked 1967

Selected hydrographic data compiled from NOS charts 285, 287, 541, and 745 (1966). This information is not intended for navigational purposes

Polyconic projection. 10,000-foot grid ticks based on New Jersey coordinate system, and New York coordinate system, Long Island zone. 1000-meter Universal Transverse Mercator grid ticks, zone 18, shown in blue. 1927 North American Datum. To place on the predicted North American Datum 1983 move the projection lines 6 meters south and 35 meters west as shown by dashed corner ticks

There may be private inholdings within the boundaries of the National or State reservations shown on this map

UTM GRID AND 1981 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

SCALE 1:24000

CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
DEPTH CURVES AND SOUNDINGS IN FEET—DATUM IS MEAN LOW WATER
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY 4.4 FEET IN UPPER BAY AND 4.8 FEET IN NEWARK BAY

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY
DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

QUADRANGLE LOCATION

Revisions shown in purple compiled from aerial photographs taken 1976 and other sources. This information not field checked. Map edited 1981

Purple tint indicates extension of urban areas

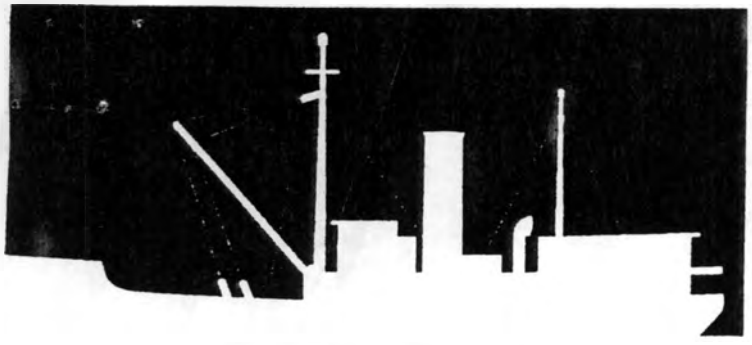
ROAD CLASSIFICATION

Primary highway, all weather, hard surface
Light-duty road, all weather, improved surface
Secondary highway, all weather, hard surface
Unimproved road, fair or dry weather
Interstate Route
U. S. Route
State Route

JERSEY CITY, N. J.—N. Y.
N4037.5—W7400/7.5

1967
PHOTOREVISED 1981
DMA 6165 II NE—SERIES V822

ISBN 0-607-34724-1



1933 LIGHTHOUSE TENDER

LILAC

January 16, 2004

Dear Friend of the Waterfront,

I am writing to tell you about an exciting new resource on the river -- it is the lighthouse tender *Lilac* (1933), owned and managed by the volunteer, not-for-profit Lilac Preservation Project. On December 31, *Lilac* docked on the north side of Pier 40 in Manhattan. By bringing *Lilac* here, we hope to expand the educational opportunities for both children and adults to learn about New York's maritime heritage.

The goals of the Lilac Preservation Project are to preserve the steamship, promote maritime education in New York City, create an exciting new venue for the arts, and be a community friendly resource for meetings and events.

Lilac is an historic ship, commissioned by the United States Lighthouse Service in 1933 to service buoys in the waters of the northeast. She became a vessel of the United States Coast Guard in 1939, decommissioned in 1972 after thirty three years of active service, then donated to the Harry Lundeburg Seamanship School of the Seafarer's International Union. Around 1988, she was sold to a private interest where she remained virtually unaltered, retaining most of her original fittings and equipment. We acquired her in 2003. A particularly interesting feature of *Lilac* is that she has her original steam engines, a real rarity since most steamships were refitted with diesel engines by 1960.

According to Norman J. Brouwer, *Lilac's* Curator, only two of the thirty three tenders built between 1892 and 1939 by the United States Lighthouse Board (renamed US Lighthouse Service in 1910) are known to have survived – the other one, *Fir*, docks on the West Coast and has been converted to diesel propulsion. *Lilac* was also involved in rescue and fire fighting efforts during a number of marine disasters, including the spectacular collision and fire of the tankers Phoenix and Pan Massachusetts at the Delaware Bay end of the Delaware Canal in 1953.

The Board anticipates *Lilac* will be designated to the National Register of Historic Places in 2004; we expect her to be a serious candidate for National Historic Landmark status in the near future. Current preservation plans for *Lilac* include reconditioning her steam engines to operational status, restoring her with painting, sanding, and minor carpentry, and creating workable spaces within the vessel for educational programming. In the spring, *Lilac* will be open to the public for tours.

In addition to the Hudson River Park Trust, who permitted *Lilac* to come into the park at Pier 40, a major programming partner will be the Police Athletic League's (PAL) Maritime Adventure Program, where kids from 12 to 18 years old work on historic ships, either learning to be tour guides or assisting in restoration and upkeep. As they work on the waterfront, new skills are learned and they are exposed to a whole new world of the river. Tugboat *Pegasus* (1907), retired New York City fireboat *John J. Harvey* (1931), and retired lightship *Frying Pan* (1929) have already partnered with PAL for the last three years. The programs will be staffed with adults at all times with full supervision. Additional partnerships are underway with schools and other civic organizations.

Beyond the educational opportunities of *Lilac,* we also expect the ship to host arts, environmental and community events. One of these events may be the celebration of the sloop *Clearwater's* designation to the National Register of Historic Places in the spring. *Clearwater* is expected to dock for part of the year at Pier 40 next to *Lilac*.

Community Board Two endorsed the project and its goals in a resolution dated March 4, 2002. We are also pleased to report that Goldman Sachs has recognized the value of this project, already contributing to *Lilac* via the Pegasus Preservation Project (another preservation effort going on). They also plan to send volunteers to the ship in the spring.

Twelve people serve as trustees on the Lilac Preservation Project's Board. Among them is Gerald Weinstein, Board President and owner of General Tools Manufacturing Company, a longtime business in Lower Manhattan. Norman J. Brouwer, Curator of Ships and Maritime Historian at the South Street Seaport Museum, is Lilac's Curator. Retired Coast Guard Admiral Joseph Callo, and Florent Morellet, owner of the Gansevoort restaurant that bears his name, are also trustees, as are two of the only women captains in the harbor, Captain Pamela Hepburn and Captain Anne Loeding.

As a result of *Lilac's* presence on this waterfront, we hope to demonstrate the value of preserving an important American artifact from the great age of steam. This ship will be a floating museum exhibit, dynamic in scope and interactive with her environment. This represents a new chapter in the life of a valuable historic ship which once served the people of this country. *Lilac* will be serving the public again, reinterpreted, and cognizant of its public responsibility and role in American history.

The Lilac Preservation Project is guided by the work of the North River Historic Ship Society, a group of maritime preservationists working in the harbor to preserve historic ships. Any questions, please call me at 917-692-8315. We welcome your interest.

Happy New Year,

Julie

Julie S. Nadel, Executive Director
Lilac Preservation Project

The New York City Landmarks Preservation Commission
1 Centre Street, 9th Floor North, New York NY 10007 TEL: 212-669-7922 FAX: 212-669-7797
http://nyc.gov/landmarks/

RONDA WIST
EXECUTIVE DIRECTOR
rwist@lpc.nyc.gov

August 23, 2004

Ms. Ruth Pierpont, Director
New York State Office of Parks Recreation
and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island
P.O. Box 189
Waterford, New York 12188-0189

Re: Lilac, lighthouse tender, Pier 40, New York, New York

Dear Ms. Pierpont:

I write on behalf of Chair Robert B. Tierney in response to your request for comment on the eligibility of the Lilac, a lighthouse tender, for the State and National Registers of Historic Places.

Mary Beth Betts, the Commission's Director of Research, has reviewed the materials submitted by the Historic Preservation Field Services Bureau and recommends that the Lilac appears to meet the criteria for inclusion on the State and National Registers of Historic Places.

Sincerely yours,

Ronda Wist

Ronda Wist

cc: Robert B. Tierney, Chair
Mary Beth Betts

OFFICE OF PARKS · RECREATION · HISTORIC PRESERVATION
NEW YORK STATE
Bernadette Castro
Commissioner

New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, PO Box 189, Waterford, New York 12188-0189 518-237-8643



October 28, 2004

Ms. Alexis Abernathy
National Park Service
National Register of Historic Places
1201 Eye St. NW
8th Floor
Washington, D.C. 20005

Re: Transmittal of National Register Nominations

Dear Ms. Abernathy:

I am pleased to transmit five new National Register nominations to be considered for listing by the Keeper of the National Register as follows:

Ferndale School, Sullivan Co., NY

Saint Mark's and Saint John's Episcopal Church, Rochester, Monroe Co., NY

Union Presbyterian Church, Scottsville, Monroe Co., NY

Trinity Lutheran Church and Cemetery, Stone Arabia, Montgomery Co., NY

LILAC, United States Lighthouse Tender, New York, New York Co., NY

Thank you for your assistance in processing these proposals. Please feel free to call on me at 518-237-8643 ext. 3258 if any questions arise.

Sincerely,

Mark L. Peckham
National Register
Program Coordinator

enclosures

An Equal Opportunity/Affirmative Action Agency
printed on recycled paper