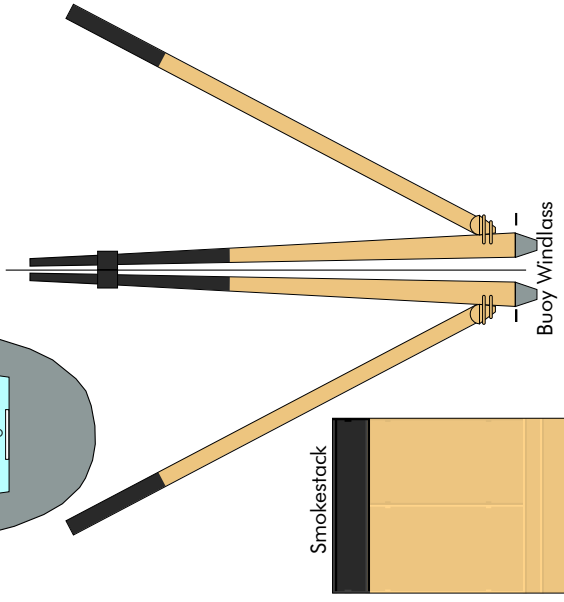
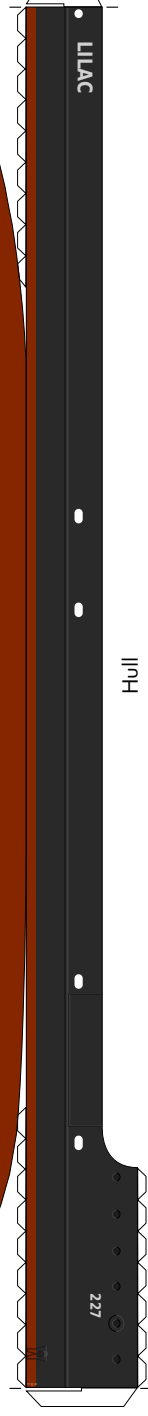
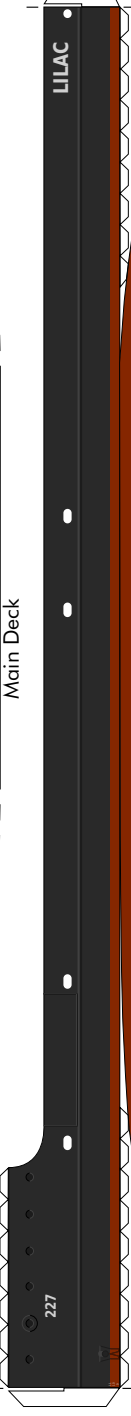
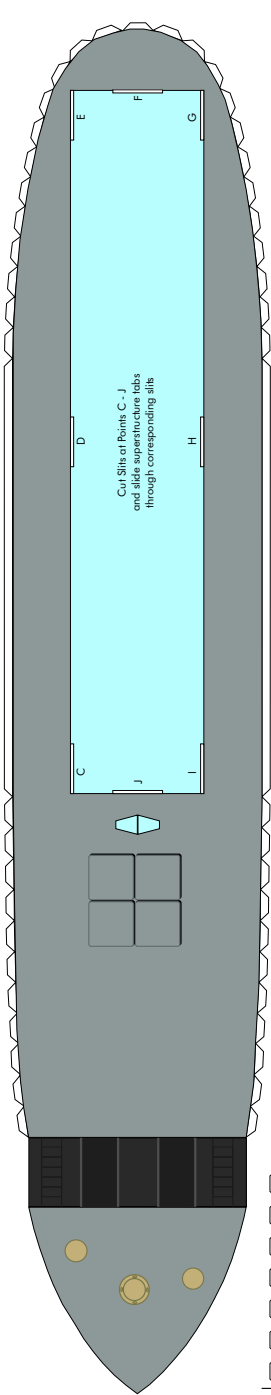
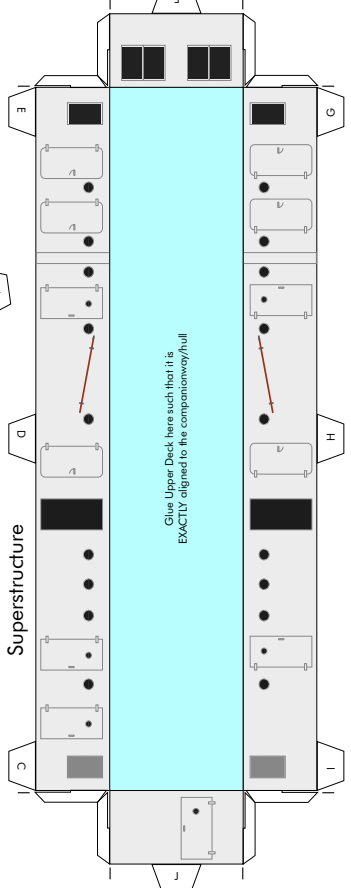
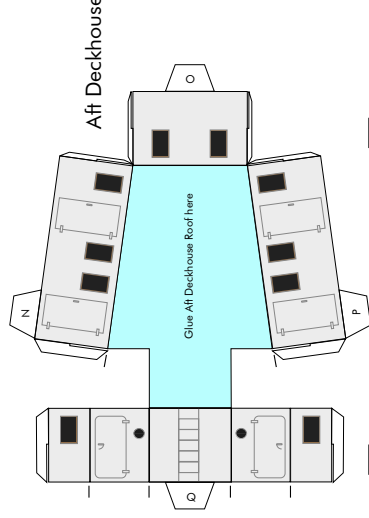
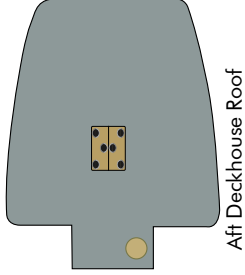
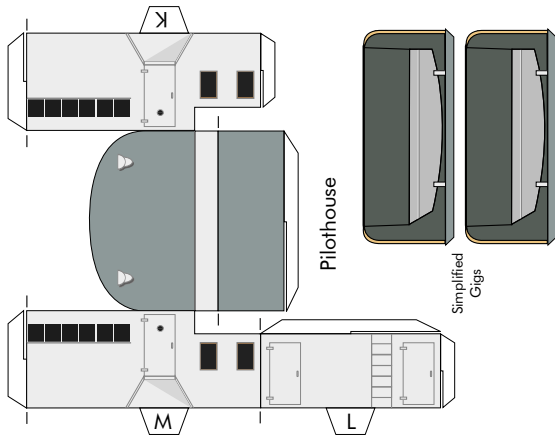
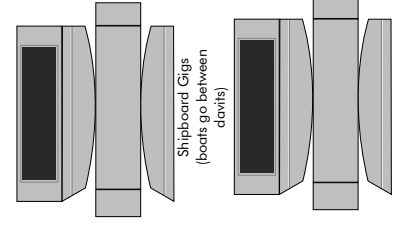
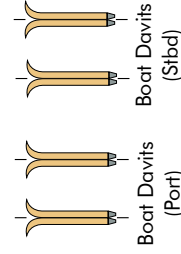
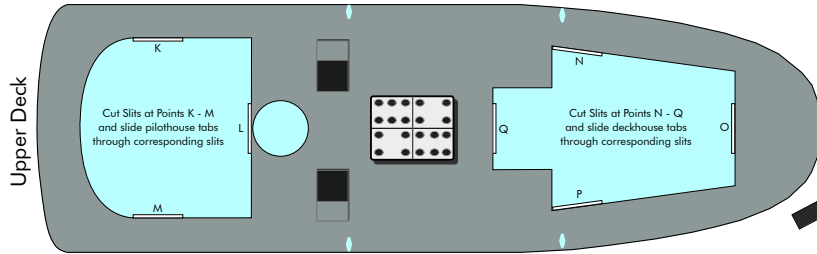


U.S. Coast Guard Cutter Lilac

80 White Street, New York NY, 10013
 Berthed at Hudson River Park's Pier 25
lilacpreservationproject.org



Hull

U.S. Coast Guard Cutter Lilac Assembly Instructions

The LILAC is a steam-powered lighthouse tender that was launched in 1933 at Pusey & Jones Shipyard. Powered by two triple expansion steam engines, LILAC spent her days servicing lighthouses, buoys, and other navigational aids from 1933 to 1972. Alongside her regular navigational duties, LILAC also provided evacuation and search-and-rescue services. During the winter of 1935-1936, LILAC helped evacuate keepers who would otherwise be stranded on offshore lighthouses. With the dissolution of the Lighthouse Service in 1939, LILAC became a cutter of the US Coast Guard, which now took on the responsibilities of maintaining navigational aids.

At the height of the Second World War, the German Kriegsmarine launched Operation Drumbeat, a bid to strike Allied convoy shipping where they least expected it - right off the coast of the mainland United States. LILAC, along with her sister ships and many others, was now assigned to coastal defense, and was armed with two racks of depth charges, along with one 50 caliber gun on the forecastle. Fortunately, LILAC never saw any action.

At the end of the War, LILAC resumed her buoy tending duties. In May of 1952, LILAC was on hand after the collision of two oil tankers. One of the ships subsequently sank, and LILAC helped to extinguish the fire. History repeated itself the following year, LILAC once again finding herself in the middle of the action. In 1972, after almost forty years of service, the USCGC Lilac, WLM-227, was decommissioned. She began a new life as a drydocked school ship until 1984, when she was then moved to a salvage yard to be used as office space. In February of 2003, LILAC was refloated and eventually purchased in March that same year. In 2004, the Lilac Preservation Project took ownership, and was moved to Pier 40 on Manhattan's West Side. In 2011, she moved to the newly built Pier 25, where she is currently berthed. LILAC now serves as a museum ship still undergoing restoration, and plays host to various events and exhibitions.

SPECIFICATIONS

Laid down: August 16, 1932

Propulsion: 2 500HP Triple Expansion Reciprocating Engines supplied by 2 Babcock & Wilcox boilers.

Length: 173 feet, 4 inches

Beam: 32 feet

Draft: 11 feet, 3 inches

Displacement: 1,012 Tons

ASSEMBLY TIPS:

- The tabs are designed to be either slid through or glued/taped to their respective parts. Attachment points are labeled with letters - slide these through their respective slots.
- This model is designed to be assembled with glue or tape - even a simple gluestick will suffice.
- Light blue areas indicate parts that should be covered by other pieces.

