

Lilac Preservation Project Advisors

John Brady, President & CEO, Independence Seaport Museum, has 32 years of experience working in the Maritime Preservation Field. During that time he has worked at South Street Seaport, Philadelphia Maritime Museum, Philadelphia Ship Preservation Guild, and Independence Seaport Museum. Before becoming CEO, John was Director of Independence Seaport Museum's Workshop on the Water for 16 years, bringing the Workshop to national prominence as a boat building and maritime education center. In addition he serves as an authority on boat and ship construction on the Delaware River and along the New Jersey coast. He has been an active sailor of traditional boats (a wide variety of vessels) for 48 years. He has been published in *Wooden Boat Magazine* as well as authoring a website and several blogs (www.woodenboatbuilder.com). He has been invited to speak at numerous regional historical societies. He credits his education to Ocean County College and Rutgers University.

Norman Brouwer is a maritime historian and was the curator of ship restoration at 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. He has 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 a master's degree in historical museums from the State University College at Oneonta. He is a former advisor on historic ship preservation to the National Trust for Historic Preservation, and trustee of the National Maritime Historical Society, and the Steamship Historical Society of America. He is author of three editions of *The International Register of Historic Ships* and *Steamboats on Long Island Sound*, as well as over 100 articles on maritime history. He is co-author of *The Story of Sail* and *A Mariner's Fancy: The Whaleman's Art of Scrimshaw*.

Angus McCamy has worked in, on, and for historic ships for over 30 years. He holds both an Ocean Master License for Motor, Steam and Auxiliary Sail, and a Chief Engineers License, issued by the USCG. He spent 10 years in the sail training field, inspiring trainees, cadets, passengers and crew alike to fulfill their potential on board the ship and in life. From sailing and maintaining a ship to the rebuilding, reconstruction, and restoration of various vessels, there is very little that has not accomplished in the maintenance and care of a vessel. He took what he learned and applied it as the Executive Director of the Hudson River Maritime Museum for a couple of years, and has assisted many successful ship ventures both commercial and not-for-profit. Angus currently works as a Chief Engineer/Project Manager for the Shipyard and Drydocking of the Staten Island Ferry fleet, which has two vessels over 50 years old and two others over 35.

Gerald Weinstein, founder of the Lilac Preservation Project, was 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 Roebling 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.

Chase Welles is a partner in The Shopping Center Group, an international commercial real estate brokerage 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 motorboat in Maine; and is an owner of the 1931 fireboat *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.