

**Easement**  
**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

NPS USE ONLY  
RECEIVED  
DATE ENTERED

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

**1 NAME**

HISTORIC Yacht ELF

AND/OR COMMON

**2 LOCATION**

STREET & NUMBER Sailing Associates, Sassafrass River

CITY, TOWN Fredericktown VICINITY OF First

STATE Maryland CODE 24 COUNTY Cecil CODE 015

**3 CLASSIFICATION**

<b>CATEGORY</b>	<b>OWNERSHIP</b>	<b>STATUS</b>	<b>PRESENT USE</b>
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE
<input type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> COMMERCIAL
<input type="checkbox"/> SITE	<b>PUBLIC ACQUISITION</b>	<b>ACCESSIBLE</b>	<input type="checkbox"/> EDUCATIONAL
<input checked="" type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input checked="" type="checkbox"/> ENTERTAINMENT
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> GOVERNMENT
		<input type="checkbox"/> NO	<input type="checkbox"/> INDUSTRIAL
			<input type="checkbox"/> MILITARY
			<input type="checkbox"/> OTHER:
			<input checked="" type="checkbox"/> PRIVATE RESIDENCE
			<input type="checkbox"/> RELIGIOUS
			<input type="checkbox"/> SCIENTIFIC
			<input checked="" type="checkbox"/> TRANSPORTATION

**4 OWNER OF PROPERTY**

NAME Richard P. Carrion

STREET & NUMBER West View Shores

CITY, TOWN Earleville VICINITY OF STATE Maryland 21919

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE, REGISTRY OF DEEDS, ETC. Department of Natural Resources

STREET & NUMBER Boating Administration

CITY, TOWN Annapolis STATE Maryland 21401

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

DATE

FEDERAL  STATE  COUNTY  LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN

STATE

**7 DESCRIPTION**

CE-1290

**CONDITION**

\_\_\_EXCELLENT  
 X\_GOOD  
 \_\_\_FAIR

\_\_\_DETERIORATED  
 \_\_\_RUINS  
 \_\_\_UNEXPOSED

**CHECK ONE**

\_\_\_UNALTERED  
 X ALTERED

**CHECK ONE**

\_\_\_ORIGINAL SITE  
 \_\_\_MOVED DATE \_\_\_\_\_

**DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE**

The following is a chronological listing of the ELF's original physical appearance and later known changes. ELF was designed for racing by George F. Lawley and still maintains her original hull design. Since Nathaniel L. Stebbins did such a fine job of photographing ELF, both before and after she was launched, it is easy to identify her original condition. ELF was designed for the thirty footer class. She carried a large high gaff main, with a club top sail above it that was housed along the starboard bow edge of the main mast when not in use. She carried three headsails when the top mast was up and the bow sprit fully extended. The sail inventory was as follows: "a club topsail, sprit topsail, working topsail, balloon jib, number two jib topsail, baby jib topsail, big storm jib, fore stay-sail, balloon staysail, mainsail and storm trysail."<sup>1</sup>

The hull of ELF is a deep draft wineglass type ballasted with iron on the exterior. Her bow is a cutter bow with an almost knife sharp entry. The planking is of white cedar on white oak ribs and is fastened with hot dipped galvanized, rose head, cut nails. The hull measurements were as follows: L.O.A. 35.8', L.W.L. 28.1', Draft 6.5', Beam 11', tons net 7.83, tons gross 8.24.

The deck was a flush deck with a small watertight cockpit. The decking was teak or black locust laid in strips. There was a small companionway hatch and a skylight amidship. Forward there was a round brass hatch between the mast and bow sprit. There was another brass hatch aft of the helm. She was steered with a seven foot tiller.

"The ELF's interior arrangements consisted of a fo'c'sle intended for one man, but in which two men could easily sleep, with a small galley in the after end containing a gasoline stove. The main cabin was provided with two transoms and two pipe berths. Her eleven feet of beam made this cabin quite roomy and gave plenty of space in which four could live comfortably."<sup>2</sup>

ELF stayed basically the same until 1897 when her rig was changed to a yawl with gaff sails. This change was most likely made to give the vessel a more competitive racing rating. Print number 10178 from the Stebbins collection shows ELF with her new rig.

Another significant change was the addition of a Lathrop 1912 gas engine. It was a two-stroke, two-cycle engine that measured 6 1/2' x 6 1/2'. At the time the engine was added the cabin layout was changed. Internal ballast was added in the bow. These changes increased the boat's weight which increased the water line length.

The 1935 Lloyd's Register listed ELF having a 1934 Buda gas engine. This engine was a four-cycle, four-cylinder machine of 3 3/4' x 4 1/2'. The 1937 Lloyd's Register identified ELF being changed from a yawl to a cutter. She remained a cutter until sometime after 1955 when she was again changed to the yawl rig which she now carries. Also in the late

SEE CONTINUATION SHEET # 1.

CE-1290

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**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

Yacht ELF  
Cecil County

CONTINUATION SHEET Maryland . ITEM NUMBER 7 PAGE 1

(DESCRIPTION continued)

1950's a Karamath marine engine was installed. In 1971 a Universal Atomic-4 was installed.

Presently ELF's hull is almost totally original with only small portions having been rebuilt.

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<sup>1</sup>Yachting Magazine, To Nova Scotia in The ELF. New York: November 1935  
Pages 47-49.

<sup>2</sup>Howard, Henry. Charting My Life. Boston, Mass., Merrymount Press, 1948.

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input checked="" type="checkbox"/> OTHER (SPECIFY) yachting
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

## STATEMENT OF SIGNIFICANCE

FOR SUMMARY OF SIGNIFICANCE SEE CONTINUATION SHEET #5

HISTORY

The April 12, 1888, Forest and Stream, reported:

"Lawley and Sons, beside the launch of Marguerite this week, have lately put overboard a fleet of smaller yachts, nearly all cutters; Messrs Eaton, Messrs Welch and Wilkinson's craft, . . ."

The Messrs Wilkinson referred to William H. Wilkinson, who first owned ELF in 1888. She was designed by George F. Lawley and built by Lawley and Sons of South Boston, Mass. for him. William H. Wilkinson was a member of the Dorchester Yacht Club, and later, owner of Mildred.

In the November 1935 issue of Yachting, Henry Howard wrote the following:

Speaking of William H. Wilkinson, owner and designer of Mildred, I take this opportunity to tell of the almost unknown pioneer work which this remarkable man did for yacht racing. He designed the Mildred in 1889, she was launched in the middle of the summer of 1890 and she had what afterwards became known as the Herreshoff Gloriana bow. I do not mean that Herreshoff got his inspiration from Mildred-it was simply a case of two men having the same idea at the same time; but the fact remains that Mildred was built one or two years ahead of Gloriana.

Wilkinson's great work was in the perfection of rigging. He first substituted wire running rigging for hemp or manila and under his direction Lawley's rigger spliced a manila rope hauling part into a wire halliard after everyone said it couldn't be done. Wilkinson eliminated whips or jigs on halliards, a practice universal at that time, and substituted small mast winches on which the wire halliards were set up and belayed. Such winches were not obtainable, so he designed and built them himself. He was the first to use wire luff ropes in his sails, and all of these innovations were at a high state of perfection on the Mildred when she came out in 1890. Wilkinson spent the remainder of the season in tuning her up but went into no races until 1891. Then he was able to sail circles around his competitors and the Mildred ended the season as the undisputed champion in the 30-foot class.

SEE CONTINUATION SHEET #2.

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INVENTORY -- NOMINATION FORM

Yacht ELF  
Cecil County

CONTINUATION SHEET Maryland . ITEM NUMBER 8 PAGE 2

(SIGNIFICANCE continued)

Having accomplished his ambition, Wilkinson sold Mildred and has never owned a boat since-a great loss to the yacht racing world.

The Yacht Portraits of the Leading American Yachts, photographed and published by Nathaniel L. Stebbins in 1889, contains a fine side view of ELF taken July 6, 1889. It also lists her measurements, etc. At that time ELF maintained a fine racing record in the 30-footer class.

The Yachtsman's Souvenir, printed in 1890 by Nathaniel L. Stebbins, again lists ELF along with a top quality side view. In this book it shows two other boats that have a striking resemblance to ELF and quite possibly are her sister ships the Rosalind and Saracen.

In 1890, when Henry Howard was 21 years of age, he bought ELF from William H. Wilkinson. On April 22, 1892. Henry Howard made application of Owners or Masters to Collector of Customs for Official Number. The documents catalog number is 505, which assigned ELF the number 136276. Although numbers were assigned there is no record in the National Archives in Washington to show that the vessel was documented under the laws of the United States. The application filed April 22, 1892 does in fact list all the measurements, etc.

In the book, Representative American Yachts, printed in 1891, Henry G. Peabody shows a photograph taken of ELF on June 17, 1890. This particular photograph shows ELF charging through the water with her full rig flying. She carried sail number 50 at that time. Mr. Peabody identified ELF as follows:

The "ELF" was designed and built by Lawley in 1888 for Mr. William H. Wilkinson of Boston. She is a keel boat, and her dimensions are as follows: Length overall, 35.8 feet; length, L.W.L. 28.1 feet; beam, 11 feet; draft, 6.5 feet. The ELF made a creditable racing record in 1888 and 1889, and went to New York at the same time with the "Saracen" in 1889. She has a reputation as a good hard-weather boat and sail-carrier. She is now owned by Mr. Henry Howard of Boston.

In this book Mr. Peabody listed several other 30 footers. The Rosalind, Saracen, Hawk, and Saladin are each sister ships built by Lawley which have similar, but different hull measurements. According to Walter McInnes, who worked for Lawley & Sons for several year, "boats of the same class generally were identical on the interior with differences in the hull

SEE CONTINUATION SHEET #3.

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**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

Yacht ELF  
Cecil County  
Maryland

CONTINUATION SHEET ITEM NUMBER 8 PAGE 3

(SIGNIFICANCE continued)

lines." Therefore, if line drawings are available for any of the sister ships, the tendency is great that they will be very close to ELF's original lines; and could perhaps be very helpful in a rebuilding project.

In 1893 Howard sailed the ELF from Marblehead to Nova Scotia and back:

At that time (1893), offshore cruising in small yachts was almost unknown and this sport was really started at Marblehead by my cruise to Halifax on the ELF . . . a truly remarkable cruise for so small a boat without power . . . Returning Friday July 28, at 2:30 A.M. ELF finished the trip in twelve days, nine hours elapsed time. Eventually Howard sold the ELF with reluctance when he got married.

He later became a leading yaching writer. He wrote The Yacht Alice in which he briefly described the yacht ELF. Howard said, "In this boat, which I owned for seven years, I made many long outside runs including one from Marblehead to Halifax in 68 hours. She was splendidly built and an excellent sea boat." Henry Howard was also a member of the Eastern Yacht Club of Marblehead, Mass. It is the oldest yacht club in America, being founded in 1870. This club had their own yearbook called, The Eastern Yacht Club Ditty Box, which frequently identified the ELF.

In The Yachts' and Yachtsmen of America, by Henry A. Mott, 1894 the yacht ELF is identified. She was a fine representative of the 30-footer cutter class.

According to a July 7, 1899 listing in the National Archives, ELF had been changed to a yawl rig. I think perhaps she was changed from a high gaff topsail cutter sloop to a yawl to make her better suited for the changing racing regulations. At the time ELF was built the hull measurements were the only figures used to calculate allowance times. Shortly thereafter the rules were changed to also tax sails along with hull measurements, as follows. From  $\frac{S + 2L}{3}$  to  $\frac{S + L}{2}$

which taxes sail and length equally instead of taxing length twice as much as sail, according to the old rule.

A listing in Lloyd's Register of American Yachts, 1908, number 923 identifies ELF as being owned by a J.E. Tower from Boston.

SEE CONTINUATION SHEET #4.

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NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM

Yacht ELF  
Cecil County  
Maryland

CONTINUATION SHEET . . . ITEM NUMBER 8 PAGE 4

(SIGNIFICANCE continued)

Nathaniel Livermore Stebbins photographed the ELF from before her launching in April 1888 up through the early 1900's. Stebbins was one of Boston's finest yacht photographers at the time of ELF's emergence.

"Both Willard B. Jackson of Marblehead and Henry G. Peabody of Boston were also active Boston-area yachting photographers during much of Stebbins' career." In 1889 Peabody took first prize in a marine photography exposition held in Boston, in which Stebbins must also have participated. In Henry Greenwood Peabody's book, Representative American Yachts, 1891, Peabody identified ELF with a photo and a descriptive sketch.

ELF was again listed in the Lloyds Register in 1915. Charles L. Parmel from New York, owned her at that time. She was equipped then with sails made by Robinson in 1909. She also had a 1914 Lathrop gas engine installed. It was a two-stroke, two-cycle engine that measured 6 1/2 x 6 1/2.

On July 7, 1971, I purchased her from Judson Branning, who called her Flying High. Branning owned her as far back as 1966, sailing her out of Atlantic City, New Jersey. After taking ownership I painted PAZ on her transom. It took five years to the day for me to put her back into yacht condition. I bought her when I was 19, while working my way through college. Although money was tight I was able to keep her afloat, only by doing the necessary work myself. It makes me feel good to say that -the only thing marinas did was to haul her out of the water and return her.

I found her to be a comfortable and most seaworthy vessel. Eventually I moved aboard to live, sail, and work on her. Yes, even living aboard in the winter was very comfortable, and cozy. It was convenient in the summers, while working for Sailing Associates to get off my vessel and be -at work. While attending Salisbury State College, I docked her within -half a mile off campus. I enjoyed riding by bike or walking to classes. I find myself to be one of the fortunate few to have been able to own such a vessel before I owned a car.

Sailing the PAZ has frequently been quite adventuresome, especially since she no longer has auxiliary power. I found marine engines too expensive and time consuming to constantly be fixing. Sailing without an engine adds another dimension to sailing, which requires a keen understanding of the weather.

SEE CONTINUATION SHEET #5.

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Yacht ELF  
Cecil County

CONTINUATION SHEET Maryland . ITEM NUMBER 8 PAGE 5

(SIGNIFICANCE continued)

I have enjoyed the pleasures of sailing, as well as living aboard my vessel. She was a thing of beauty in her peak condition. She attended several large shows to the benefit of the public. To name only a few, she has been on display in Baltimore's 1976 Op-Sail, when she was on TV and radio. She has also been displayed at Baltimore Inner Harbor Heritage Festival, St. Michael's Day, Chesapeake Bay Appreciation Day, along with countless rendezvous of the Classic Yacht Club of America. PAZ generally kept a busy schedule of events, many of which for the publics benefit, never once receiving even a cent for efforts made.

So far I have spent many hours in museums, libraries, etc. trying to piece together this never ending history. Also, I am currently putting together information which will help me accurately rebuild her back to her original status. Secondly, I am changing her name back to ELF.

SUMMARY OF SIGNIFICANCE

The Elf is the oldest small yacht in the United States today. Donald Street, Granada, French Virgin Islands (verbal statement to Richard Carrion, based on research for book on yachts before 1907). She was built as a racing boat in 1888 by Lawley and Sons of South Boston, Massachusetts for William H. Wilkinson. She was designed by George F. Lawley. The Lawley firm was well known in the yachting world of the late 19th century. They advertised: "'Lawley Built' A Symbol of Excellence in the Maritime World Since 1866." William H. Wilkinson was prominent on the American yachting scene during the 1880s and 90s--a pioneer in the use of wire rather than rope rigging. The Elf, although modified at times during her career, is still in use as a yacht today.



**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

236

CE-1290

Forest and Stream, "Building at Boston" Page 2 April 12, 1888.

Howard, Henry, The Yacht Alice. Boston, Mass.: Charles E. Lauriat Co.

Howard, Henry, Yachting Magazine, "To Nova Scotia in The ELF". New York, November, 1935. Pages 47-49.

SEE CONTINUATION SHEET #6.

**10 GEOGRAPHICAL DATA**

ACREAGE OF NOMINATED PROPERTY n/a

QUADRANGLE NAME Millington Quadrangle

QUADRANGLE SCALE 1:24000

UTM REFERENCES

A 18 4251610 43571720

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VERBAL BOUNDARY DESCRIPTION

not applicable

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE CODE COUNTY CODE

STATE CODE COUNTY CODE

**11 FORM PREPARED BY**

NAME / TITLE

Richard P. Carrion

ORGANIZATION

DATE

August 17, 1978

STREET & NUMBER

TELEPHONE

West View Shores

(301) 275-2819

CITY OR TOWN

STATE

Earleville

Maryland 21919

**12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION**

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL X

STATE     

LOCAL     

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

*J. Little* 8-10-79

TITLE State Historic Preservation Officer

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

KEEPER OF THE NATIONAL REGISTER

DATE

WITNESSES:

CHIEF OF REGISTRATION

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NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM

Yacht ELF  
Cecil County

CONTINUATION SHEET Maryland . ITEM NUMBER 9 PAGE 6

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International Yacht Publishing Co., 1894.

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G. Peabody, Publisher, 1891.

Stebbins, Nathaniel L. Yacht Portraits of The Leading American Yachts.  
Boston, Mass: Photogravure Co., 1889.

Stebbins, Nathaniel L. The Yachtsmans Souvenir. Gardner, Mass.:  
Lithotype Publishing Co., 1890.

CE-1290

GALENA QUADRANGLE  
MARYLAND  
7.5 MINUTE SERIES (TOPOGRAPHIC)  
SW/4 CECILTON 15' QUADRANGLE

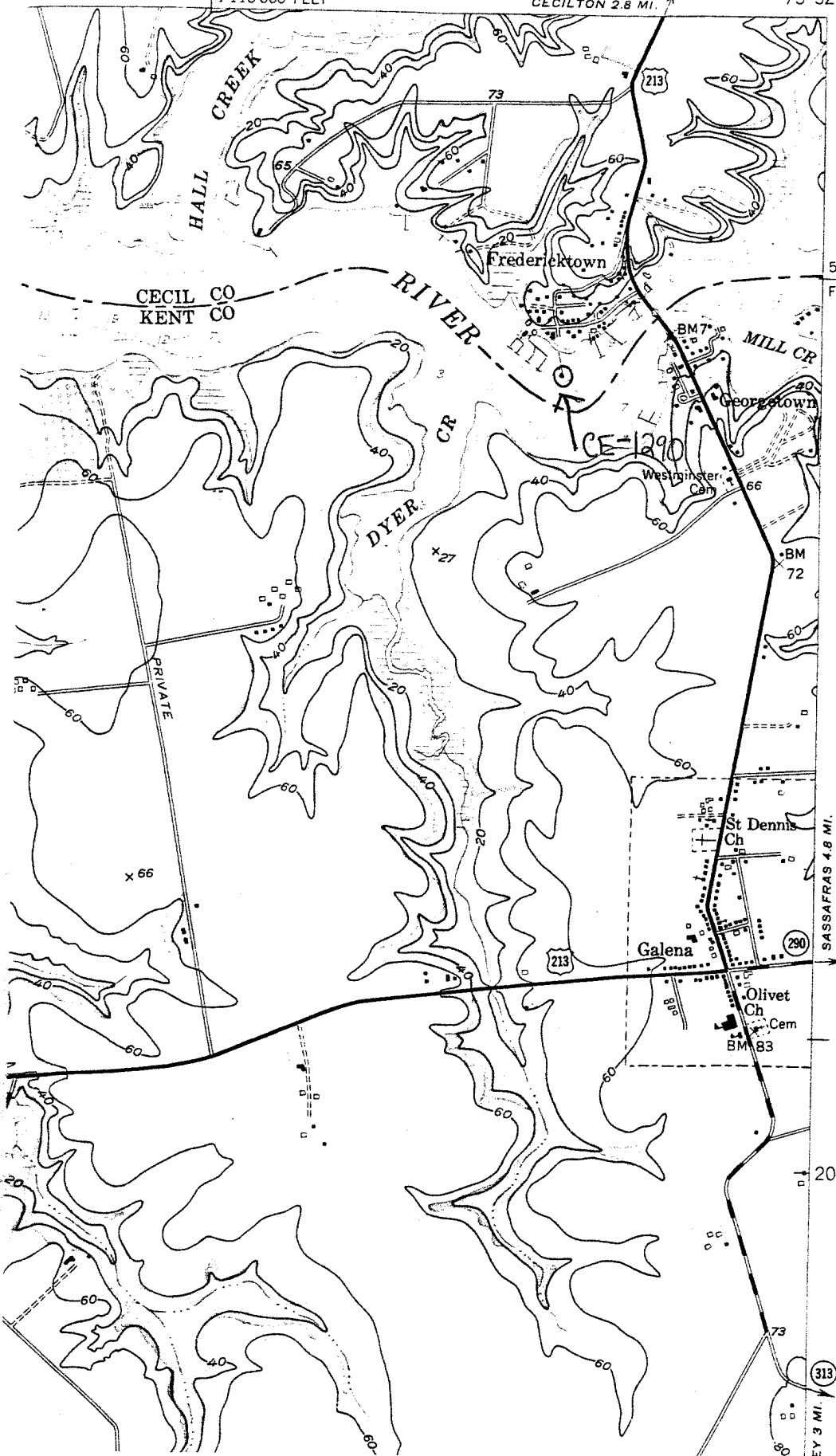
(CECILTON)

1110000 FEET

ELKTON 18 MI.  
CECILTON 2.8 MI.

75°52'30"

39°22'30"



yacht Elf  
Cecil County  
Maryland  
(F-Dock, Sailing  
Associates,  
Fredericktown,  
Maryland)

560000  
FEET

SASSAFRAS 4.8 MI.

313

EY 3 MI.