

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.

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

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 1893 Howard sailed the ELF from Marblehead to Nova Scotia and back. "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 yachting 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.

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 $\frac{\sqrt{S} + 2L}{3}$ to $\frac{\sqrt{S} + L}{2}$

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.

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. Parmele 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 2 stroke, 2 cycle engine that measured $6\frac{1}{2} \times 6\frac{1}{2}$.

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 marina's 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 of course 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 of campus. I enjoyed riding my 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, or you'll rapidly develope it.

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 T-V and radio. She has also been displayed at Baltimore Inner Harbor Heritage Festival, St. Michaels 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, librarys, etc. trying to piece together this never ending history. I seem, lately, to have been able to get more and more material almost monthly. If you find any information about the ELF that can fill any voids I would greatly appreciate knowing it. My mailing address is as follows: Richard P. Carrion, West View Shores, Earleville, Maryland, 21919.

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.