

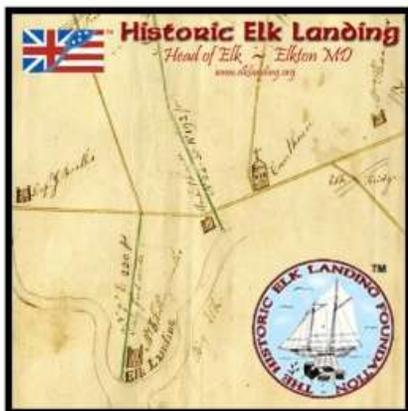
WHAT WE DO

In 1999, The Town of Elkton acquired Elk Landing from the Descendants of the Hollingsworth family who had owned the property since 1735.

As the site had not been occupied for a number of years, many of the structures had fallen into disrepair. In 2000, the Historic Elk Landing Foundation was created to preserve and protect this iconic site.

The Historic Elk Landing Foundation hosts events throughout the year and also makes the building available to the public. Tea parties, reenactments and holiday celebrations are posted on our website, Facebook page and advertised locally.

If you would like to Volunteer we would love to meet you. Please contact us at the information provided as we look forward to new endeavors, projects and events.



The folks that made this diorama possible are:

Sitting - Charles E. Deibert,
2nd row - Son, William Deibert,
Allan Crowe, (ARC Modeling)
Daughter, Leslie Deibert Gorak,
3rd row - Kim Noddin (Cecil College),
Warren Pinney, Jerry Culik and Don Kerr
(Chesapeake Wooden Boat Building School)
and
Historic Elk Landing Board of Directors

April 2017



Historic Elk Landing

PO Box 277
590 Landing Lane
Elkton, MD 21922
www.elklanding.org
(410) 620-6400

Historic Elk Landing

Henry W. Deibert and Sons Boat Yard Diorama



Top: A model of the 215' Arundel
Middle: Arundel shown by Charles E. Deibert,
great grandson of Henry W. Deibert
Bottom: Photo shows workers walking the
anchor chain up the plank, onto the Arundel

ABOUT THE DEIBERT BOAT YARD

From approximately 1887 to 1911, Elk Landing was the site of the Henry W. Deibert Barge Building company. Experienced boat builders, the family came down from Schuylkill County, Pennsylvania and immediately began building "Schooner Barges," up to 242' in length and 35' wide, along the Little Elk Creek. As far as we can tell upwards of 200 schooner barges and canal boats were built by the Deibert family.

By 1906 the business had grown so much there were three operational boat yards. They were situated between the Oldfield Point Road Bridge, down Landing Lane, and continuing to the property alongside the current Hollingsworth House.

Two mills, a blacksmith shop, a carpenter shop, pump houses, stiff leg derricks, steam operated jenny's, storage houses, and more filled the busy yard along with 45 employees.

Still visible in the yards are the concrete footings used for the derricks. Large timbers and nails can still be seen along the shoreline where wharves once stood. There is still evidence today of a "Sawdust or Wigwam Burner", the structure on the diorama that resembles an Indian Teepee.



QUITE A SIGHT TO SEE

Barges were launched sideways at a 13 degree angle on wooden "ways", as seen in this photo of the John H. McNally.



Below is a depiction of the launching of the John H. McNally on the diorama, with the forty six star American flag and the Naval flag, flown only during special occasions and only at port.



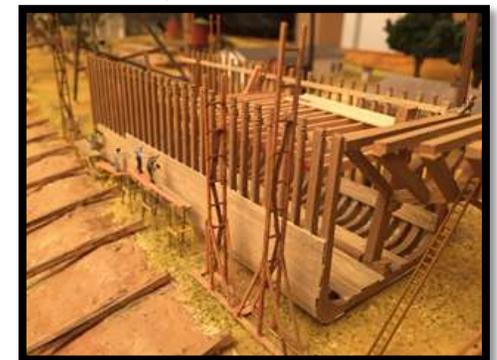
WORK AT THE BOAT YARD



This photo shows the boilers used under deck for hoisting sails and the anchor, along with numerous large timbers waiting to be put to use on a new barge. Note the large stiff leg derricks in the background and the smokestack from the blacksmith shop.



Photo of a barge nearing completion, with the scaffolding in place and the ways in the foreground. Average time of construction was approximately four months and employees worked year round, rain or snow.



Oak from Harford County and yellow pine from Savannah, Georgia were the choice of lumber used for the Deibert barges.

The timbers were brought in by rail and transported to the yard by horse and wagon.