

United States Department of the Interior

National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Elizabeth Lea

Other names/site number: Former name: Joseph Throckmorton

Name of related multiple property listing:

(Enter "N/A" if property is not part of a multiple property listing)**2. Location**

Street & number: In water at 11042 S.R. 56 Lighthouse Point Yacht Club

City or town: Aurora State: Indiana County: Dearborn

Not For Publication: ☐Vicinity: ☐**3. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this ___ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property ___ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide ___ local

Applicable National Register Criteria:

___ A ___ B ___ C

___ D

Signature of certifying official/Title:

Date

State or Federal agency/bureau or Tribal Government

Elizabeth Lea

Name of Property

Dearborn IN

County and State

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official:

Date

Title :

State or Federal agency/bureau
or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

- ___ entered in the National Register
___ determined eligible for the National Register
___ determined not eligible for the National Register
___ removed from the National Register
___ other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:

☒

Public – Local

☐

Public – State

☐

Public – Federal

☐

Category of Property

(Check only one box.)

Building(s)

☐

District

☐☐

Elizabeth Lea

Name of Property

Dearborn IN

County and State

Site

Structure

☐

Object

☒

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing

Noncontributing

buildings

sites

structures

objects

Total

Number of contributing resources previously listed in the National Register _____

6. Function or Use

Historic Functions

(Enter categories from instructions.)

Transportation

Current Functions

(Enter categories from instructions.)

Recreation and Culture

Sub: Working Museum

Elizabeth Lea

Name of Property

Dearborn IN

County and State

7. Description

Architectural Classification

(Enter categories from instructions.)

N/A

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Steel

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

1939 built 42' long, 12' wide, 5' depth dredge tender towboat utilizing all welded steel construction and unique tunnel hull design with deck camber/sheer utilizing a single three blade propeller and Detroit Diesel 8V71 engine for propulsion.

Elizabeth Lea

Name of Property

Dearborn IN

County and State

Narrative Description

The **Elizabeth Lea** is the last remaining of three identical boats built in Bayport, Minnesota by St. Croix Shipbuilders under Government contract for services with the U.S. Army Corps of Engineers, St. Paul District for the purpose of assistance to the cutter head dredge William A. Thompson. Elizabeth Lea, formerly named after **Joseph Throckmorton**,¹ is an excellent example of an early all steel welded towboat (earliest see 1933 built motor vessel HT. Pott, St. Louis Transportation Museum) with a tunnel hull. Tunnel hulls were built to maximize the thrust of the propeller(s). This design has since been replaced with modern methods (see kort nozzles). In regard to her service on the upper Mississippi River the Elizabeth Lea aided the cutter head dredge **William A. Thompson** ² maintain a nine-foot navigation channel, allowing for increased commerce and expansion on the Mississippi River. The Lea's primary duty was moving the discharge pontoon barges used by the dredge to send silt away from the dredging area to a holding area or another area of the river outside of the navigation channel. The boat worked with the Corps until the middle 1990's at which time it was replaced by a newer vessel. The Corps held a public auction for the boat and it was sold into private ownership. The boat worked for a couple of years in private ownership until it was purchased by a gravel operation at Louisiana, Missouri. The owner of the gravel yard had planned to pull the engine and use it in one of his trucks but in researching the history of the boat decided that if someone would agree to restore it that he would donate the boat. In the early 1930's, shipyards in the United States, including the St. Croix Shipbuilders at Bayport, Minnesota, began experimenting with construction of all welded steel hulled boats. The first of these new concept boats was built in 1931 in St. Louis, just eight years prior to the Joseph Throckmorton and her twin sister boats being built in 1939. In a short period after the introduction of the all welded concept it became the accepted norm in boat construction that remains to this day. In addition to being a good example of these early all welded boats, the Throckmorton featured a tunnel hull. The idea behind the tunnel hull had been

Elizabeth Lea

Name of Property

Dearborn IN

County and State

experimented with since the late 1890's but did not become widely accepted until welding technology allowed for shaped steel to be welded as opposed to riveted. The concept of the tunnel hull was to allow water to be funneled by the hull directly into the propeller and then forced out behind the propeller increasing the thrust and efficiency of the propeller. Tunnel hulls would lead the way to the adaptation and use of the kort nozzle and eventually today's z-drive in a line of propulsion evolution starting with the tunnel hull. While the design concepts of the Throckmorton are important to note, equally important in the boat's history are her contributions to navigation on the upper Mississippi River. Between the 1930's and 1940's, during the time the Throckmorton, her sisters, and the dredge William A. Thompson were built, the nine-foot channel project was implemented on the Upper Mississippi River. During this improvement project the guaranteed navigation channel was deepened from six feet to nine feet. The increased river channel depth allowed for larger barges and more heavily loaded barges to travel up and down the river, improving the gross tonnage moved on the Mississippi and impacting the local, regional, national and international commerce ability of the Mississippi River and its tributaries. The larger locks and dams that were built during this time helped control the river but dredging was still needed in areas to maintain the new nine-foot requirement. The St. Paul District Corps of Engineers improved its equipment and capabilities during this time period with the addition of the cutter head dredge William A. Thompson and its support equipment including the three dredge tenders, **Throckmorton, Bates, and Harris**.³ The three tender's jobs involved moving the long string of discharge pipe pontoon barges needed to move the silt dredged up by the Thompson and deposited along the shore line. Without the dredge Thompson, the tenders, and other support equipment, the upper river nine-foot channel could not be maintained thus impeding the flow of commerce on the major waterborne artery that is the Mississippi River. Just as her predecessors before her, eventually the Throckmorton was replaced by newer equipment and spent the later part of her career in the lock gate painting and sandblasting division, providing important preventative maintenance to the locks and dams of the St. Paul District. The **Throckmorton (now Elizabeth Lea)** is the last of the three identical tenders to survive. The other two tenders were retired from Corps service, sold into private hands, and eventually

Elizabeth Lea

Name of Property

Dearborn IN

County and State

scraped. The Throckmorton survived only because the third owner learned of the boat's history and could not bear to see the old boat cut up. The Throckmorton is one of very few vessels built in that era that features all welded construction and the unique tunnel hull design. Her unique design aspects, her roll in lifesaving during the **1940's Armistice Day Blizzard**,⁴ and long life of service with the Corps of Engineers maintaining the channel of the upper Mississippi River, make the boat an important piece of American History that should be documented as such.

Elizabeth Lea was built of heavy steel plates. It is one of very few vessels built in that era that features all welded construction and the unique tunnel hull design.

Superstructure

The superstructure of **Elizabeth Lea** consists of three decks: the main deck, which consists of the engine room, the mid deck which consists of the smoke stack, and the pilothouse above the mid deck.

Engine Room

The engine room aboard the **Elizabeth Lea** consists of a Detroit Diesel 8V71. Although not original it dates to the late 1950's. The original gear box was missing when the boat was acquired in 2004. It is a single screw and powered by a Twin Disc Marine Transmission MG-5095 Series installed in 2014. Batteries and tools are also located in this area.

Pilothouse

The pilothouse is built of steel, with large removable windows on all sides and are original to the boat. This allows the steersman 360 degree visibility. There is a small deck from the pilot house to the stern of the boat that gives visibility over the edge of the boat and allows access to the pilothouse roof via ladder. The roof is flat with a very slight crown. The original "One Mile Ray" search light made by the Portable Light Company – Kearny, New Jersey is still operational on the pilothouse roof. Note the pilothouse was raised by four feet and the entrance door was

Elizabeth Lea

Name of Property

Dearborn IN

County and State

moved from the starboard side to the stern for better viewing of the river early in her career by the Army Corps of Engineers. Steering and propeller speed is controlled from the pilothouse.

Main Deck

The original 1939 deck fittings are: five roller chocks on the bow, port and starboard, amid ship on the stern and on either port and starboard stern quarter, two double bitts on the bow and aft of the engine room cabin, two eighteen inch kevels aft of the roller chocks, port and starboard stern quarter. Two Beebe Brothers all steel 5 ton winches - Series # 77 made in the U.S.A – Seattle, Washington were added later. These two winches, port and starboard, replaced two original hand powered capstans that evidently wore out during the boat's life in Corps service on the Upper Mississippi.

Elizabeth Lea

Name of Property

Dearborn IN

County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B. Property is associated with the lives of persons significant in our past.
- ☒ C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D. Property has yielded, or is likely to yield, information important in prehistory or history.

Elizabeth Lea

Name of Property

Dearborn IN

County and State

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- ☐ A. Owned by a religious institution or used for religious purposes
- ☒ B. Removed from its original location
- ☐ C. A birthplace or grave
- ☐ D. A cemetery
- ☐ E. A reconstructed building, object, or structure
- ☐ F. A commemorative property
- ☐ G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance

(Enter categories from instructions.)

Maritime History 1939 - 1990

Architecture (U.S. Army Corps. Of Engineers) 1938-1939

Engineering - 1939

Period of Significance

1939-current

Significant Dates

Built in 1939

1940 Armistice Day Storm

2014 restored working museum

Elizabeth Lea

Name of Property

Dearborn IN

County and State

Significant Person

(Complete only if Criterion B is marked above.)

Joseph Throckmorton

Cultural Affiliation

N/A

Architect/Builder

Designed by: U.S. Army Corps of Engineers

Built by: St. Croix Shipbuilders Bayport, Minnesota

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Elizabeth Lea (formerly Joseph **Throckmorton**) is the **LAST** of two identical sister vessels (David Bates, Daniel Harris) built in 1937 by St. Croix Shipbuilders of Bayport, Minnesota for U.S. Army Corps of Engineers⁵ service in association with the cutter head dredge William A.

Thompson. With her unique tunnel hull design and all welded construction, the

Throckmorton is one of few remaining examples of this hull style and early welded steel construction that remain in the United States. The first vessel to employ this architectural style and construction is on display at The Museum of Transportation in St. Louis, Missouri and is named HT POTT. The boat and her sisters aided the dredge Thompson in maintenance of the Upper Mississippi River from the headwaters downriver to around the Quad City area. The

Elizabeth Lea

Name of Property

Dearborn IN

County and State

creation and maintenance of the nine-foot channel allowed for increased commerce, through waterborne cargo transportation, benefitting the economic impact and further development of the middle United States. The Elizabeth Lea is significant because of her design and construction methods as well as her contributions to the creation and maintenance of an important economic artery being the Upper Mississippi River. In addition, the boat was instrumental in saving many lives during the Armistice Day storm in 1940. The boat's replacement value is \$650,000. ⁶

Narrative Statement of Significance (Provide at least one paragraph for each area of significance.)

The Corps of Engineers on the Inland Rivers

The U.S. Army Corps of Engineers dates to an Act of Congress dated March 16, 1802. The Corps is an engineering and construction organization with both military and civil functions. The civil functions have included most of the major navigation and flood control improvements made on the waterways of the United States. Congress recognized the importance of the Inland Rivers as early as the 1820s when the Corps of Engineers was made responsible for planning and executing improvements on the Ohio and Mississippi rivers. The various regions on the shores of

Elizabeth Lea

Name of Property

Dearborn IN

County and State

these rivers cried for help to control floods, assure water for irrigation, and to improve the transportation link between America's agricultural heartland, the Gulf, and inter-coastal waterways. Congress responded by funding a variety of projects and supporting the U.S. Army Corps of Engineers in their grand projects to provide water where it was wanted and exclude water from where it was not wanted.

The Inland Rivers naturally meander about their floodplains, changing their beds constantly. Silt fills in areas of slower water such as the insides of bends and river currents excavate areas of fast water such as the outsides of bends. Occasionally bends meet, flowing through and cutting off an area of riverbed, there after known as snowflake. This dynamic process creates an ever-changing river path across the floodplain and results in periodic flooding. Deepening the main channel of the river is intended to create a channel deep and fast enough to keep itself from silting-up. Cutting off meanders has the same effect and makes navigation safer and faster. The Corps of Engineers was involved in some river improvement efforts from early in the 19th century and gradually was made responsible for most river improvement work. At first, Corps engineers were only in charge of survey and some map making. Later, the Corps planned improvements, and still later, performed the necessary work directly. Congress appropriated \$75,000 to support dredging six bars on the Ohio River and start snag removal in 1824. A large fleet of Corps vessels was built using the most modern designs available. Flood control was added to Corps responsibilities starting in the 1870's and the canalization of the Inland Rivers was begun around 1900. These new duties not only made navigation safer but also remade the face of America. Several important vessel types were developed by the Corps of Engineers to carry out the enormous projects that the Corps undertook. These included snag boats, inspection steamers, towboats, quarter boats, maneuver boats and needle boats

9. Major Bibliographical References

Elizabeth Lea

Name of Property

Dearborn IN

County and State

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

1. [HTTPS://EN.WIKIPEDIA.ORG/WIKI/JOSEPH_THROCKMORTON](https://en.wikipedia.org/wiki/Joseph_Throckmorton)
2. HTTP://WWW.MVP.USACE.ARMY.MIL/PORTALS/57/DOCS/HOME/HISTORY/DRE
DGE_WAT.PDF
3. THE WATERWAYS JOURNAL – PAGE 6 - MARCH 5, 1938
4. INTERNATIONAL DREDGING REVIEW / A TALE OF TWO HOLIDAYS:
EXPERIENCES ON THE DREDGE THOMPSON – JANUARY/FEBRUARY, 2005
5. ARMY CORPS OF ENGINEERS – TENDER LISTINGS - 1940 – PAGE 20,21
6. MCGEE MARINE SURVEY – CINCINNATI, OHIO 513-310-9959 – JULY 29, 2014

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____
- ☐ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- ☐ State Historic Preservation Office
- ☐ Other State agency

Elizabeth Lea

Name of Property

Dearborn IN

County and State

☒ Federal agency

☐ Local government

☐ University

☐ Other

Name of repository: _____

Historic Resources Survey Number (if assigned): _____

1 Geographical Data

Acreage of Property N/A

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

1. Latitude: 39.037009

Longitude: -84.8876826

Or

UTM References

Datum (indicated on USGS map):

☐

NAD 1927

or

☐

NAD 1983

1. Zone:

Easting:

Northing:

2. Zone:

Easting:

Northing:

3. Zone:

Easting:

Northing:

Elizabeth Lea

Name of Property

Dearborn IN

County and State

4. Zone:

Easting :

Northing:

Verbal Boundary Description (Describe the boundaries of the property.)

Lighthouse Pointe Yacht Club – Aurora, Indiana 47001

North: Aurora, Indiana

South: Rising Sun, Indiana

East: Ohio River

West: State Rt. 56

Boundary Justification (Explain why the boundaries were selected.)

Lighthouse Point Yacht Club
11042 State Route 56, Aurora, Indiana Boat is open for tours by appointment.

2 Form Prepared By

name/title: Paul Richardson

organization: N/A

street & number: 1528 Wittekind Terrace

city or town: Cincinnati state: OH zip code: 45224

e-mail prichardson32@gmail.com

telephone: 513-373-0750

date: 08/25/2017

Additional Documentation

Submit the following items with the completed form:

Elizabeth Lea

Name of Property

Dearborn IN

County and State

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Elizabeth Lea (formerly the Joseph Throckmorton)

City or Vicinity: Aurora, Indiana

County: Dearborn

State: Indiana

Photographer: Paul Richardson

Date Photographed: 2017

Description of Photograph(s) and number, include description of view indicating direction of camera:

Elizabeth Lea

Name of Property

Dearborn IN

County and State



IN_Dearborn County_Elizabeth Lea_0001

Photo (Starboard View) of the Elizabeth Lea on the Ohio River passing under the
Historic 1856 John A. Roebling Suspension Bridge at Cincinnati Ohio - 06/17/2017 11:45 a.m.
-NORTH WEST-

Elizabeth Lea

Name of Property

Dearborn IN

County and State



IN_Dearborn County_Elizabeth Lea_0002

Photo engine start up (Port View) of Elizabeth Lea on the Licking River,
at Fredrick's Landing - Wilder, Kentucky 06/17/2017 10:00 a.m.
-SOUTH WEST-

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Elizabeth Lea

Name of Property

Dearborn IN

County and State



IN_Dearborn County_Elizabeth Lea_0003

Photo (Stern View) of Elizabeth Lea BACK IN THE WATER

Leaving the harbor at Rivertowne Marina onto the Ohio River after a ten year restoration.

Cincinnati, Ohio 08/15/2014 11:30 a.m.

-SOUTH EAST-

Elizabeth Lea

Name of Property

Dearborn IN

County and State



IN_Dearborn County_Elizabeth Lea_0004

Three tenders were used to assist the William A. Thompson in dredging the Upper Mississippi River. Shown next to the crane is the tender Daniel Bates. In the far left below the building and the boat with the smoke stack is the **Joseph Throckmorton - now the Elizabeth Lea**. The third tender not shown was the David Smith Harris. Date unknown (Courtesy of the Army Corps of Engineers)

-N/A-

Elizabeth Lea

Name of Property

Dearborn IN

County and State



IN_ Dearborn County_ Elizabeth Lea_0006

Photo of the Army Corps of Engineers boat the **Joseph Throckmorton** working on the upper Mississippi River - Date unknown (Courtesy of The Army Corps of Engineers)

-N/A-

Elizabeth Lea
Name of Property

Dearborn IN
County and State



IN_ Dearborn County_ Elizabeth Lea_0007

View of the unique tunnel hull design as seen from compartment four of the Elizabeth Lea. Curved tunnel hulls were built to maximize the thrust of the propeller.

-NORTH WEST-

Elizabeth Lea

Name of Property

Dearborn IN

County and State



IN_ Dearborn County_ Elizabeth Lea_0008

View looking forward from the main deck showing original double bitts, Beebe Brothers 5 ton steel winches and new timbers with roping. On the Ohio River near Lawrenceburg, Indiana.
-EAST-

Elizabeth Lea
Name of Property

Dearborn IN
County and State



IN_Dearborn County_Elizabeth Lea_0009
Looking toward pilothouse and starboard side of the Elizabeth Lea
Lighthouse Point Yacht Club
11042 State Route 56, Aurora, Indiana 47001
-WEST-

Elizabeth Lea

Name of Property

Dearborn IN

County and State



IN_Dearborn County_Elizabeth Lea_0010

PORT side of the Elizabeth Lea

Lighthouse Point Yacht Club

11042 State Route 56, Aurora, Indiana 47001

-SOUTH EAST-

Elizabeth Lea

Name of Property

Dearborn IN

County and State



IN_Dearborn County_Elizabeth Lea_0011

STARBOARD side of the Elizabeth Lea

Lighthouse Point Yacht Club

11042 State Route 56 Aurora, Indiana 47001

-NORTH-

Elizabeth Lea
Name of Property

Dearborn IN
County and State



IN_Dearborn County_Elizabeth Lea_0012
View of front of pilothouse of the Elizabeth Lea
Lighthouse Point Yacht Club
11042 State Route 56, Aurora, Indiana 47001
-SOUTH-

Elizabeth Lea
Name of Property

Dearborn IN
County and State



IN_Dearborn County_Elizabeth Lea_0013

View in pilothouse of the Elizabeth Lea showing wheel and engine controls.
Lighthouse Point Yacht Club
11042 State Route 56, Aurora, Indiana 47001
-EAST-

Elizabeth Lea
Name of Property

Dearborn IN
County and State



IN_Dearborn County_Elizabeth Lea_0014

View in the Elizabeth Lea pilothouse showing wheel, gauges and Coast Guard Certification
Lighthouse Point Yacht Club
11042 State Route 56, Aurora, Indiana 47001
-EAST-

Elizabeth Lea

Name of Property

Dearborn IN

County and State



IN_Dearborn County_Elizabeth Lea_0015

Elizabeth Lea pilothouse – (Left to Right) horn control, camera, marine radio and search light control.

Lighthouse Point Yacht Club

11042 State Route 56, Aurora, Indiana 47001

–EAST–

Elizabeth Lea
Name of Property

Dearborn IN
County and State



IN_Dearborn County_Elizabeth Lea_0016

Elizabeth Lea pilothouse light switch box to the left and map storage box to the right.
Lighthouse Point Yacht Club
11042 State Route 56, Aurora, Indiana 47001
-WEST-

Elizabeth Lea

Name of Property

Dearborn IN

County and State



IN_Dearborn County_Elizabeth Lea_0017

Elizabeth Lea pilothouse roof showing the original 1939 "One Mile Ray" search light made by the Portable Light Company – Kearny, New Jersey.

Lighthouse Point Yacht Club

11042 State Route 56, Aurora, Indiana 47001

- EAST-

Elizabeth Lea
Name of Property

Dearborn IN
County and State



IN_Dearborn County_Elizabeth Lea_0018

Elizabeth Lea engine room showing the Detroit Diesel 8V71. The current engine dates from the late 1950's
Lighthouse Point Yacht Club
11042 State Route 56, Aurora, Indiana 47001
-WEST-

Elizabeth Lea

Name of Property

Dearborn IN

County and State



IN_Dearborn County_Elizabeth Lea_0019

Elizabeth Lea engine room (looking forward towards bow) showing the original steel plate flooring.

At the back wall is the original manual cable steering mechanism for the rudder.

Also shown is the Coast Guard assigned # NO1179442

Lighthouse Point Yacht Club

11042 State Route 56, Aurora, Indiana 47001

-EAST-

Elizabeth Lea

Name of Property

Dearborn IN

County and State



IN_Dearborn County_Elizabeth Lea_0020

Elizabeth Lea engine room (looking toward stern) showing the Detroit Diesel 8V71. The current engine dates from the late 1950's. Engine room door is shown in the upper right rear of the photograph.

Lighthouse Point Yacht Club
11042 State Route 56, Aurora, Indiana 47001
-WEST-

Elizabeth Lea

Name of Property

Dearborn IN

County and State



IN_Dearborn County_Elizabeth Lea_0021

View of smokestack with its reproduction Perko brand stern light.

Also showing the door to the pilothouse and ladder to the roof.

Lighthouse Point Yacht Club

11042 State Route 56, Aurora, Indiana 47001

-EAST-

Elizabeth Lea
Name of Property

Dearborn IN
County and State



IN_Dearborn County_Elizabeth Lea_0022

Looking at the stern of the Elizabeth Lea in her slip at dock # E-20
Lighthouse Point Yacht Club
11042 State Route 56, Aurora, Indiana 47001
-EAST-

Elizabeth Lea
Name of Property

Dearborn IN
County and State



N_Dearborn County_Elizabeth Lea_0023

GPS map location of Elizabeth Lea

Latitude: 39.037009 Longitude: -84.8876826

Lighthouse Point Yacht Club

11042 State Route 56, Aurora, Indiana 47001

<https://store.usgs.gov/product/515298>

Elizabeth Lea
Name of Property

Dearborn IN
County and State



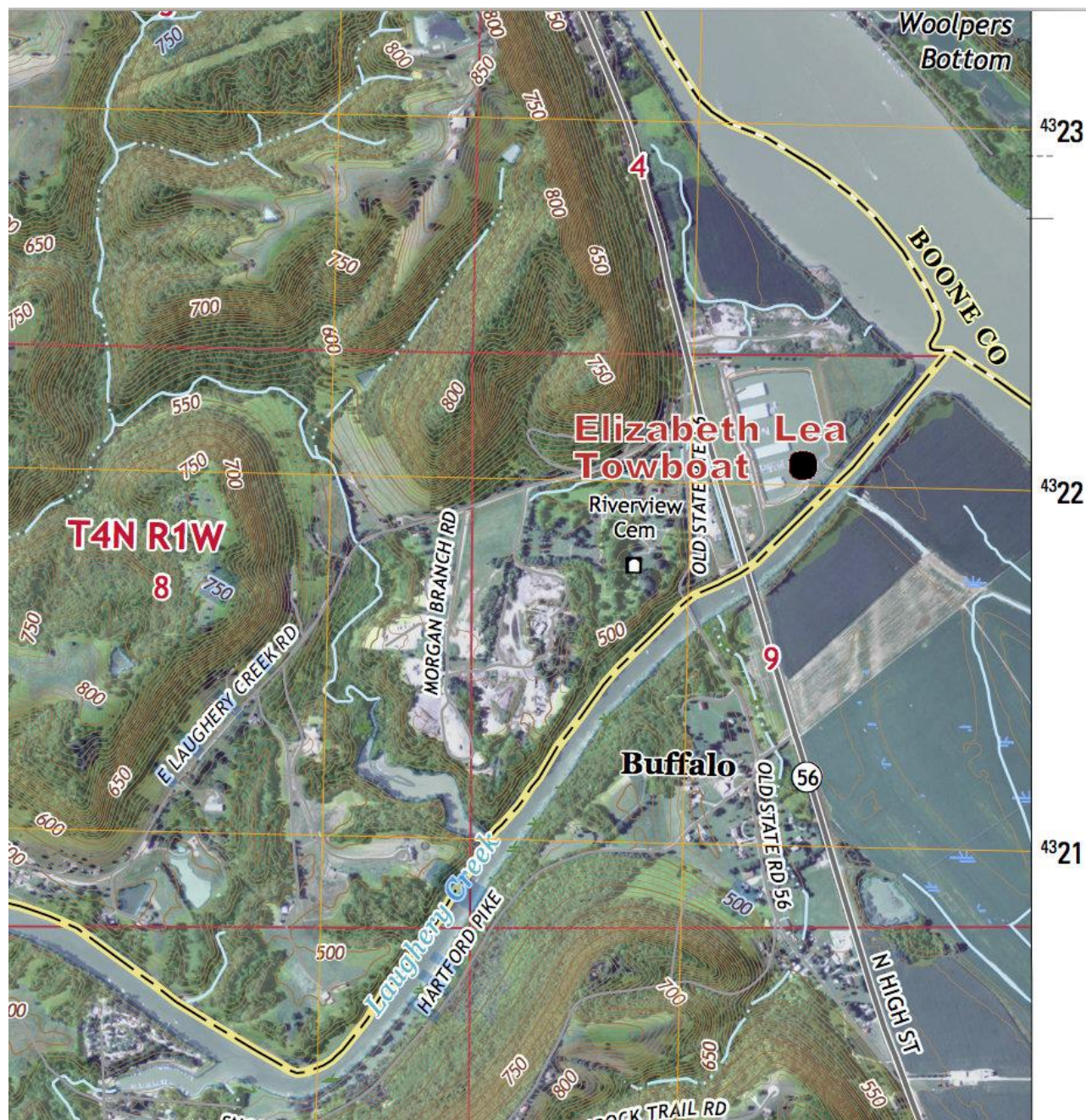
IN_Dearborn County_Elizabeth Lea_0024
GPS map location of Elizabeth Lea
Latitude: 39.037009 Longitude: -84.8876826
Lighthouse Point Yacht Club
11042 State Route 56, Aurora, Indiana 47001
<https://store.usgs.gov/product/515298>

Elizabeth Lea

Name of Property

Dearborn IN

County and State



N_Dearborn County_Elizabeth Lea_0025

Zoomed View GPS map location of Elizabeth Lea at dock # E-20

Latitude: 39.037009 Longitude: -84.8876826

Lighthouse Point Yacht Club

11042 State Route 56, Aurora, Indiana 47001