

THE HELM



Fall/Winter 2015/16 - Vol. 32, No. 2

Elf, past and future



President's Message Happy New Year and New Sailing Season!

... by Rick Carrion

2015 was exciting, fun filled and educational for so many members and friends. I find it quite amazing that I have the support of everyone to be aboard ELF. I am now starting year forty-six (46), keeping the Old Girl afloat and campaigned, a big effort but I am so glad we continue to work together to keep history alive and accessible to the public.

It was terrific to have so many friends supporting an increase in events, starting with the ELF Classic in May. ELF took part in boat shows, the 50th anniversaries of the Chesapeake Bay Maritime Museum (CBMM) and Oxford MD shipbuilders Cutts & Case. ELF was small, but prominent in the Philadelphia-Camden Tall Ships Parade on the Delaware River and on display at the Independence Seaport Museum. We continued to sponsor STEM students, support the National Sailing Hall of Fame (NSHOF,) in Annapolis and cross the Bay to watch the log canoe races.

As I started to write this President's Report, I actually was aboard ELF, watching all signs as to the hurricane Joaquin, and to reflect upon the fact that I have been aboard ELF for every hurricane or major storm since 1971. When Agnes came up the Bay in 1972 the water was about four feet over the dock at about 4:00AM. Fortunately, ELF is tucked in on A-2, on (CBMM's) south side bulkhead. The entire museum staff has been very helpful to assure ELF's safety, and I thank everyone who helped in any way to make sure her

history is perpetuated for generations. For those of you who may not know the full story of how ELF came to be in my possession, it seems a wintertime newsletter is a good place for reflection.

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I doubt few can recall July 7, 1971 as well as I can. Mom was my ride to work, but stopped at the bank first. Mom thought that I was depositing my Fourth of July tips/cash/boat washing & payment check. Mom needed to agree on my purchase of this boat I had found, then named Flying High. I took Mom out the dock to see the vessel to get her approval of purchase. After several moments dockside I finally said "what do you think, would it be OK if I bought it?"

Long Pause..."Well I guess it is OK, it's your money." I turned Mother around and peeled out the big bills (earlier bank visit) to secure the deal. I had no idea as to the historic nature of what I had just purchased, but I did have a feeling!

After cleaning for three days, I moved aboard. That first night aboard would have made most run screaming. I got up about 2:00AM to make a nature call and stepped into about a foot of water above the cabin sole!

I can barely believe that I am still spending many nights on board, and spending days teaching and sharing so many of the skills that I have gained while keeping ELF constantly moving forward. It is gratifying to see so many CYRG supporters share the passion and the dream.

The journey has been life altering, but interesting at so many levels. I find a wonderful camaraderie amongst members. So as I weather out another blow I feel good caretaking this beautiful boat, ready to tend to the many needs, and whatever goes Bump in the night!

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In closing, I want to share a BIG BUCKET LIST ITEM.... I have begun the planning and fundraising to support ELF to be shipped to England for Classic vessel events and races. My thinking is that it will take us about 5 years to pull it together, but it will be a great adventure! We plan to visit clubs throughout Europe, and possibly the Mediterranean, then ship ELF to Antigua, for Antigua Race Week, and then sail her home in time for the ELF Classic Race. If anyone has any connection to European yacht racing clubs, please drop me an email.

My other Bucket List project currently underway is a published history of ELF, in the style of a coffee table book. Over the past several years I have been writing stories from the early days when ELF was created to be a superior racing yacht. There is a vast amount of information about the last 45 years, and I am anxious to see what additional research might uncover. Everyone is invited to submit additional research, and encouraged to visit clubs and museums to rifle through their archives. Contributors will be credited.

As always, thank you for interest, kindness and support! I look forward to having you join me on the Chesapeake Bay this year for fun and fundraising, and great sailing on America's oldest wood active racing yacht still on the starting line!

Rick

"Lawley Built"



SAVE THE DATE:

Saturday, May 14, 2016
The 6th annual
ELF CLASSIC YACHT RACE
from Annapolis to St. Michaels!

Join *ELF* and other classic sailboats
for a true yachtsman's race,
sponsored by the
Classic Yacht Restoration Guild, Inc.

In tribute to the traditions of the 1880's, the race begins on land, at the Eastport Yacht Club in Annapolis, where the skippers must row to their boats on mooring or anchor, make sail and take off for the Eastern Shore.

At the finish, the process is reversed as the boats must anchor off the Chesapeake Bay Maritime Museum and row into shore and sign the race log. Prizes are awarded in several categories, followed by a reception where skippers, sailors and sponsors can enjoy food and refreshments.

Proceeds from the event benefit both the Chesapeake Bay Maritime Museum, *ELF*'s homeport on the Chesapeake, and the CYRG. If you would like to enter your classic yacht, or become a sponsor, please contact *ELF* Capt. Rick Carrion: elf1888@earthlink.net or tel: 443-566-2212. Visit the CYRG website at www.cyrg.org for more details, sign up information and updates.

Dining Aboard Square Rigger MOSHULU While in Philadelphia

... by Cassidy Carrion



Every morning before work I check my email, even though it is mostly junk mail. On the morning of June 25, 2015 I woke up to an email from Captain Rick saying: "Hi Cass, we need crew for the parade of sail today. Please let me know if you can help out. We will be departing the dock at 12 o'clock sharp -Dad." I immediately ran to my mom and asked her what I should do. Do I go to work, or do I call off and go sailing with my dad and crew in the parade of tall ships 2015 in Philadelphia? It was a no-brainer. I went sailing.

The weather was beautiful the wind was blowing, and great memories were made. My official crew title of the day was chief gunner's mate, which means that I was in charge of saluting ships with the cannon. It was truly spectacular being a part of the parade and sailing was such beautiful ships that are so rich with history.


To wrap up the weekend my dad and I had a

phenomenal dinner aboard the Moshulu. I believe that I can speak for all women when I say that there is nothing better than a night out while being "wined and dined". What better place than aboard a historic Tall Ship restaurant. We started off with some wine and oysters on the half shell. Then we got very fresh mozzarella and tomato salads. As a Maryland girl, I couldn't pass up the crab cake entrée, while my dad got the scallops. Everything tasted amazing. I didn't think I had any more room for dessert, until it came out. My dad loved the mango sorbet, and I devoured the crème brûlée. The food and service were fantastic on the Moshulu. I highly recommend that everybody enjoy a meal aboard! I can't wait to go back again.

Overall it was a weekend that I will remember forever. I went into Philadelphia every day to spend quality time with my dad. No matter what the weather, rain or shine, everyone had great times.

5th Annual Elf Classic Yacht Race - May 15, 16

By Rich Savini



Annapolis ~ St. Michaels
Saturday, May 16, 2015
Start: Eastport Yacht Club
Finish: Chesapeake Bay
Maritime Museum



The 5th Annual Elf Classic kicked off on a beautiful Friday evening at the Eastport Yacht Club where "Best Dressed" Elf was anchored. There was a fantastic cocktail party that also included plenty of Fordham beer distributed by the Eastern Shore Brewing Co. After cocktails, dinner followed on the top deck of the yacht club overlooking the Annapolis harbor with a great view of the Friday night races. The members of the Classic Yacht Restoration Guild, race attendees, and friends would like to thank the Eastport Yacht Club for their wonderful hospitality and great menu for dinner.

Race activities commenced early on Saturday morning. First at 8:30 AM was the Captains' Meeting with Bill Sonntag reviewing the race rules and race route with all of the participating captains. At around 8:50 AM the starting gun sounded and the race was underway with the captains rowing out to their yachts.



The registered racing fleet for 2015 included:

ANYTIME 40' 9" Hinckley/Bill Tripp yawl 1972
CALYPSO 40' 9" Hinckley/Bill Tripp yawl 1966
ELF 58' Lawley gaff topsail cutter 1888
ESPERANZA 40' Hinckley/Bill Tripp yawl 1963 **(Second Place)**
HUNTRESS 40' 9" Hinckley/Bill Tripp yawl (Hull No.1)1959
MARIEKE 38' Wauquiez Hood 38 sloop 1984 **(Third Place)**
MYSTIC WIND 20' Mystic 20 Catboat 1976
PELICAN 32' Fenwick Williams gaff yawl 1978
REVELLE 40' 9" Hinckley/Bill Tripp yawl 1964
RENDEZVOUS 40' William Garden ketch 1977
SENSATIONAL 36' 4" Halmatic Ltd/Alden yawl 1965
SOMEDAY 40' Hinckley/Bill Trip sloop 1980 **(First Place)**
THISTLE 40' Hinckley/Bill Tripp sloop 1971



At the start of the race there was a decent wind blowing from the south which meant that boats needed to tack their way through most of the course. While Elf is a great racer, a tacking duel is not the best racing situation for her and Elf did not place. But needless to say, as all days are on Elf, it was a wonderful day and everyone had a spectacular time.



After the race portion of the day concluded, at about 4:30 PM Bill Sonntag kicked off the after-race awards ceremony along with the president of the Chesapeake Maritime Museum Kristen L. Greenaway, and Captain Rick Carrion. New this year, included with the beautiful award plaque, was a very special award for the winning boat (SOMEDAY 40' Hinckley/Bill Trip sloop 1980), with the Fordham Brewing company generously donating the winning captain's weight in beer. In addition in this year's ceremony was a very special award for Bill Sonntag and his wife Deborah Albers for their dedicated service and hard work each year of The Elf Classic Race organizing most of the Elf Classic Race, the pre-race, race-day, after-race festivities, awards, and post-race details .



At the end of the award ceremony Captain Rick Carrion was also very much surprised by the extremely special gift of a Herrshoff designed saluting cannon for Elf. A very special thank you for this amazing gift which was donated to Elf by John Eaton, Jr.

After the award ceremony the after-party started with plenty of wine, beer and food for everyone. The 5th Annual Elf Classic was a gorgeous day with more than enough beautiful weather, race action, and fun for both CYRG members and visitors. We all had a marvelous time. Can't wait for next year.

In conclusion, the members of The Classic Yacht Restoration Guild would also like to thank The Chesapeake Bay Maritime Museum for the use of their facilities and grounds on race day. It really was a real "blast" !!!



A Ship's Work is Never Done

...by Dan McGrath

Everything needs maintenance to ensure a long life and trouble free service, some things more than others. Boats are in the “more than others” category and old wooden boats need the most. Maintenance of old wooden boats can be a headache, stressing both time and financial resources. Even a yacht like Elf, which is pretty-much a replica of her 127 year old self, having been re-launched after an extensive from-the-keel-up restoration only eight years ago needs a significant amount of annual attention to maintain her in



Bristol condition. However with proper organization, the keeping of an annual routine, constant attention to new issues as they crop up to prevent them from getting out of hand, and the help of an enthusiastic group of friends can ameliorate much of the angst and even make the maintenance chores part of the fun.

The annual routine that has been established for Elf follows the seasons. In the early spring Captain Rick motors Elf from her winter berth at Georgetown where she has hibernated under cover over the winter to her summer home at the Chesapeake Maritime Museum in St. Michaels. There the spars are gone over: repairs are made, varnish applied, lines and halyards checked and repaired. Then the mast is stepped, the boom and the other spars are installed with their myriad of lines, halyards and stays. The boat is made ready for another season. Captain Rick oversees this operation with the help of volunteers to ensure Elf is ready in time to make her first destination of the season, the Elf Classic, in Annapolis in mid-May.

Once the rush of the spring fitting-out is over there is a constant low level of maintenance and organizational activity going on throughout the sailing season: a touch of varnish to fix a scrape; some putty and paint to repair a dent, re-spicing a line, replacing a worn part, stitching some torn canvas, changing the engine oil, ... the activities go on and on. Much of this work is done by the captain himself but don't be surprised if you happen to be aboard and you get recruited to assist.

In addition to the regular routine sometimes a big project becomes necessary and takes up a lot of the captain's and volunteers' attention until complete. I recall a couple such items from the past eight years.

The first major problem that needed attention was the engine. Elf was launched with a well-used diesel engine and it started to

give us serious problems on our trip to the Wooden Boat Show in Mystic, Connecticut in 2009, becoming difficult to start and burning more and more oil. The old beast finally gave up the ghost in Atlantic City while Elf was on her way home from New England. The delay caused the crew to abandon ship and Ted Speedy and I joined Captain Rick as a replacement crew in AC. We got her back to Georgetown using the dinghy as a yawl-boat without any problems. With the aid of some generous benefactors, including the engine manufacturer, Elf received a new engine a short time later.

Another major problem came on slowly but eventually could not be ignored. Some leaking had developed in the deck seams and would have been disastrous if left unattended. The situation was first addressed over the winter and the very early spring of 2012 while Elf was still under cover in her berth at Georgetown Yacht Basin. The captain and volunteers logged in many, many hours of cutting and scraping away the old caulk out of the deck seams wherever it had separated from the seam edge or cracked open, masking each seam and applying new Lifecaulk where it was needed and it was needed in much more than half of the total seams. Captain Rick (as usual) did most of the work but was able to get a head start on the spring fitting-out by putting some of the “surplus” volunteers on to such tasks as sanding and varnishing the companionway.

Despite all that work it became necessary to attack more deck seams the following year. This time Captain Rick decided to rout and replace all of the deck seams in their entirety, a job he and Carly Sargent applied more than 350 man-hours to before the other spring maintenance was even started. Unfortunately it needed to be done again in 2014. Over that winter Captain found a new deck sealing technology from Germany and applied that. It seems to be working and the deck has remained water-tight ever since.

The highlight of the maintenance season is the annual haul-out at Georgetown Yacht Basin, usually in early July or late June, a tradition that started in 2010. Wooden boats do best when they



are kept in the water all year but they do need to be hauled out periodically to inspect the bottom, make any necessary repairs and apply a new coat of anti-fouling bottom paint. We also use the opportunity to repaint the hull and do other necessary maintenance that is easier to do while the boat is out of the water. Georgetown is a good location for this. It's convenient to Captain Rick and the CYRG boat shop. It also seems to be a good location for the numerous volunteers that show up for a day or two to help out. Despite the heat there is a lot of camaraderie and the work is spread thin enough that no one considers it a burden. Many sea stories are swapped in the process. Most of the activity is on the weekends (Elf is up on the hard for a bit more than a week.) and even if you show up on a weekday you will find a couple of other volunteers there with you to experience Captain Rick's renowned hospitality. He's sure to keep you well supplied with beverages while you work and an ample supply of sandwiches for lunch (usually made by himself and put in the cooler before he leaves the house in the morning). He also invites the entire crew of volunteers back to his house at the end of the day to enjoy a delicious homemade meal and, of course, swap more sea stories. At the end of the haul out period all can take pride in their contribution to keeping Elf in Bristol condition for the upcoming regattas and shows she will be participating the rest of the season.

At the end of the season sometime around Halloween, Elf is sailed to St. Michael's for down-rigging. After the rig is taken off and the spars are stored for the winter Captain Rick motors the boat back to Georgetown where she is covered for another winter waiting for the cycle to begin itself the following spring.

Captain Rick spends, far and away, the most time with Elf. He's the one in charge. As such he winds up doing the bulk of the maintenance work. So he appreciates any and all contributions he can get. Keep in mind he won't work any less if you show up but more will get done and Elf will be better off for it. If you've participated before I hope you come back again. If you've never participated I hope you consider coming out the next time Captain Rick puts out the call. You will have a good time and feel a sense of pride and accomplishment for your part in keeping Elf in Bristol condition.



Viewing the Log Canoe Races from Elf

... by Lisa Zimmerman

Recently I had the pleasure of experiencing the 'Log Canoe Governor's Cup Weekend' races from the beautiful decks of Elf on the Miles River. In case you didn't know, Elf is an 1888 Lawley-built sailing vessel restored over the years by the Classic Yacht Restoration Guild beginning in 1971. We departed from the Maritime Museum in the early afternoon and were joined by dozens of other spectator boats who came out to watch the nine dugout sailing canoes complete their triangle courses. Captain Rick expertly powered Elf around the periphery of the races for the benefit of our crew of four and provided an afternoon of viewing the races. Did you know that the topside of the Log Canoe is so shallow that when heeling a single person is required to constantly bail water and that each Log Canoe has its own individual race boat trailing it in case of emergency (Sinking)? Then there are the 12-16 ft. hiking boards that prevent capsizing...

After the first of three races, and with little wind, it was



easy to shut off the power and drift while we ate lunch and enjoyed the quiet of the River with new friends until the next race.



Ready or not to admit any other sailing experience there is always a special camaraderie and a sharing of history. For me, the photography was perfect as Captain Rick maneuvered Elf to get the best lighting advantages for my shooting benefit.

Did you know that as a Guild member, you enjoy all of the benefits of sailing on Elf? Thanks again Captain Rick for a wonderful day and another great experience on the pretty little Elf.

Guidelines for HELM Article Submission

Articles for HELM are invited. They should be submitted, preferably in Word with .doc appended so they may be edited, if necessary. They may also be sent as a text file. Photographs are encouraged, if available, as a jpg. Please send to Rick Carrion at elf1888@earthlink.net

Elf participation in the Tall Ships® Philadelphia Camden - Parade of Sail on June 25

By Rich Savini

This event really started for me on Tuesday June 23 when I joined up with Captain Rick at 6:30 AM on the C & D Canal at Chesapeake City for a ride on Elf through the C & D Canal to the Delaware Bay, and then up the Delaware



River to the Independence Seaport Museum in Philadelphia. It was just a beautiful day and a great experience for myself personally as motoring from the Chesapeake to Philadelphia was something that I had never done before. What an experience it was passing the wild life along the canal, and going under all the bridges on the C & D and then up

the Delaware River passing by the airport in Philadelphia and watching the jets going down the runway and taking off right beside us. Wow !!! Elf then docked at the Independence Seaport Museum at Penns Landing which was to be home for the festival. Many thanks to John Brady and his staff for all of their help and hospitality.



The start of the main event of the Tall Ships® Philadelphia Camden Festival was on Thursday June 25. Elf was invited to participate in the Parade of Sail and Captain Rick had invited several people to crew with Elf including my wife and me. What a privilege it was to be motor-sailing on the Delaware River at Penn's Landing with incredible ships like the 145' L'Hermione which was the

Concorde class frigate of the French Navy famous for bringing General Lafayette to the United States in 1780 to rejoin the Americans during the American Revolutionary War. Also included in the parade was the Barque Eagle which is the USA Coast Guard Tall Ship used for training that had been included in reparations paid to the US from Germany in WWII. Words cannot begin to describe what a thrill it was to be sailing beside the Pride of Baltimore II as it sailed on the Delaware under the Walt Whitman Bridge.

Also included among other ships in the Parade of Sail were the Gazela, Picton Castle, Sarges, and the Lynx which is a re-creation of a privateer from the War of 1812. We were in the presence of bona fide nautical history.





Elf was to be behind Lynx in the parade. We had the pleasure of riding up and down the Delaware River for a while and then Captain Rick got us in position at our exact assigned time to start in the parade.



Another inclusion in the parade was the six story high vinyl duck which also was few tears that needed to be addressed



world's largest rubber duck which was a amazing to see. The duck did have a during the festival.

In addition, what also needs to be mentioned and also made the day very special for everyone was having the newly donated Herrshoff saluting cannon from the Eaton family on board Elf with us for the parade. After contacting the Coast Guard via marine radio, Elf was given permission to salute the Battleship New Jersey as Elf passed by and she did salute Elf back in return. What a "blast" it was !!!



What's hard to put into words is what a very real "once in a lifetime" experience this day actually was. We aboard Elf were in a parade of sail with multiple tall ships on a day that was just picture perfect. It also should be noted that while others paid \$150.00 to board other ships involved in the parade of sail, Captain Rick had all of us on the Delaware River in the middle of it all for free. Thanks again Captain Rick !!!



2016 Events

- May 13** **Depart CBMM for Annapolis**
- May 15-27** **On display at CBMM and sailing with members**
- May 27** **Depart for Oxford**
- June 3=5** **On display at Cutts & Case, and sailing for members**
- June 6** **Depart Oxford to Sassafras River**
- June 8** **Haul out for maintenance (TBS), and sailing for members**
- July 6** **Sail south to CBMM**
- July 18-Aug 4** **Exploring the lower Bay**
- Aug. 5-7** **On display at Tred Avon YC, with log canoe races and sailing with members**
- Aug. 8** **Depart to CBMM to be on display and sailing for members**

Elf, past and future



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