**The Helm**

**Spring, 2005 - Volume 23, No. 1**

**A Publication of The Classic Yacht Restoration Guild, Inc.**

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**Elf, past and future**

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**President’s Message**

**Sprint to the Finish Line**

... by Rick Carrion

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Spring is finally here, my favorite season of the year. I tend to awaken, as if coming out of hibernation and get very busy. As many of you know, the Elf restoration has spanned many years, but now the end is in sight. We do, however, have a lot of work to complete before we re-launch sometime during the spring of 2006.

We are about to begin the wiring of all systems (lights, navigation instruments, battery system, charging systems, photovoltaic system, and the list goes on . . . ). The real challenge will be to hide the wires and instruments within the cabinetry. Once the wiring is completed and tested we will build the galley ice-box and navigation station. With that complete, we will be able to move on to the decking.

Another big effort will be to putty all the planking seams plus sand and paint the hull. Thanks to International Paints for generously donating gallons of putty, paint, and varnish. We now have all of the materials necessary to do a museum quality paint job. Please keep in mind that you can learn some valuable hands-on skills when you stop by to help make Elf come to life again.

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**Graham’s Letter**

**“Small World” and Elf Updates**

It’s spring and, as usual, I’m trying to wrap up various projects so I can get back on Elf. I must have said that a dozen times over the years but, at this point, I may not have to say it again. That is not to say that there isn’t a lot yet to be done. This round, the already fitted and finished covering boards and king planks can be installed for good in preparation for laying the decks.

Before the decks, however, another delicate job of drilling diagonal holes down through the covering boards in the bow, and through the planking just below the sheer line for port and starboard hawser pipes for the anchor chain to play out of the chain locker, must be executed. You may remember the engine drive shaft hole in the stern a while back. Well, these holes will be tricky and, most important; they both have to be exactly the same. We wouldn’t want Elf to have one “lazy eye.”

These hawser pipes will be custom cast by an old gentleman down in Easton (Maryland) I came across some years ago. What a surprise. I noticed an old building and an old sign that said *Tidewater Foundry*. Went inside and found a shop like my own, with piles of very valuable stuff everywhere. I met Harry Evans, Jr., and he showed me around. He was very gracious and proud of his work. I mentioned that there were Smith Island Evans’s in my family and joked that we might be related. He looked at me and said, “If they’re Evans’s, we’re related.” It was soon clear that here was a man with a 19th century talent surviving in the 21st century. Between bigger jobs, Harry was making beautifully detailed crab ash trays and such. The anti-smoking movement isn’t helping that endeavor either. But, we have bigger fish to fry: heavy gauge cast bronze hawser pipes to withstand years of heavy chain running in and out under strain. Harry Evans’ shop is just the place for them to be made.

There is one more hole to be drilled and that’s the rudder post, but no big deal. So, I’m looking forward to getting started again, with a lot of really nice work ahead.

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**Elf’s Shipwright**
The long life of the little yacht Elf

By Douglas A. Campbell

A steel-hulled sloop, a luminous soul and sweet tastes were the secrets to the very long life of the little yacht Elf.

The steel is in a series of small plates, each about the size of a postage stamp, that still attract the eyes of those who have seen them. The shape of Elf's restoration — a project that took several years — was once again, the dishonor of that pretty, historic 20-foot boat, the winner of the 1995 New England Boat Show.

But without the sweet times, Elf now would be little more than a bundle of finding, a sad ending for one of the dozens of Elf's owners. She was built in Boston in 1966, and the owner who sold it for $150 in 1976, a secret owner, was the last owner to sail her. The last owner, who sold her in 1976, a secret owner, was the last owner to sail her. The last owner, who sold her in 1976, a secret owner, was the last owner to sail her.

The years were 1976, and Elf's owner, Jack Bredy, brought her wooden roof — with its 17-foot boom and fin-shaped keel that ended in a perfect sail — to the San Francisco Bay. He, along with his partner, built her in 1976, a secret owner, was the last owner to sail her. The last owner, who sold her in 1976, a secret owner, was the last owner to sail her.

The story is a tale of a young man who knew how to keep her yachts sailing. He was the last owner to sail her. The last owner, who sold her in 1976, a secret owner, was the last owner to sail her. The last owner, who sold her in 1976, a secret owner, was the last owner to sail her.

The young man was Richard Carrion, who bought Elf in the early 1970s, sailing and living for her more than three decades. He bought it from a friend, who owned it for 20 years. He bought it from a friend, who owned it for 20 years. He bought it from a friend, who owned it for 20 years.

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Carrion, a sailor, knew how to keep her yachts sailing. He was the last owner to sail her. The last owner, who sold her in 1976, a secret owner, was the last owner to sail her. The last owner, who sold her in 1976, a secret owner, was the last owner to sail her.
"If she was an ugly boat ... I don't think she'd still be around."

- Lynwynn Havland, nautical historian

Vida’s Dream

Vida Van Lennep shared a dream with me. She had it on board Elf while in New York City in 1932. (Vida and Gus Van Lennep owned Elf from 1932 to 1943 and are like my adopted grandparents.)

Visions of Lady Liberty crept into Vida’s dream sequence. As the story goes, Lady Liberty stood watch over the harbor for years, seeing people come and go to the Big Apple and having the time of their lives. Late in the evening she got down from her pedestal and went into the city to have a night on the town. Returning at dawn, Lady Liberty climbed back up onto her pedestal and kept swapping the torch and books from hand to hand as if not sure on which side they belonged. That was when Vida awoke, peeked out of the porthole, and viewed Lady Liberty as we see her today.

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Save Us Time, Money, and the Environment

We would be glad to send you future issues of our newsletter HELM electronically as pdf files. Then you could also post or forward it easily to friends. Be sure to forward your new email address should you change it.

Send your email address to: elf1888@earthlink.net
Crab Feast/BBQ and Silent Auction  
September 17, 2005

It is time to think of gathering items for our annual silent auction (Elf fund raiser). Please consider donating items that will help us move toward our goal of $50,000, the approximate amount needed to finish Elf’s restoration. We need friends to help plan, organize, and work at the Crab Feast. Just email Rick to let him know how you can help.

**elf1888@ earthlink.net**

**Request for Submissions**
Please consider writing an article for our next newsletter. It can be about any aspect of boating, cooking aboard, boat maintenance, or any area of sailing that excites your passion. It may be submitted in writing, or by email to:
elf1888@earthlink.net.

The deadline for the next newsletter is July 30, 2005.

**Matching Contributions**
We encourage all members to ask their employers if they match contributions made to non-profit organizations. If so, please send along the necessary paperwork with your contribution. We want to thank SAP and CHASE for matching contributions made by their employees. If your employer will participate, we will be able to double your contribution. I will fill out any necessary paperwork. Please talk to your employer. It could get us into the water much faster!

**Book on Elf in the Works**
We have a member that is starting to organize a rough draft of a book about ELF. It will include the history, the people who have owned and worked on her, and the restoration project. Now is the time to think back to some memorable moment you recall aboard ELF. Who knows? You may be published. So please send them to me soon and we may also publish them in the HELM.

**THE HELM**
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