

THE HELM

Spring, 2009 - Vol. 26, No. 1



Elf, past and future



President's Message

The Year In Review

... by Rick Carrion

Spring has always been my favorite time of the year, though always very busy! It seems hard to believe that this time last year volunteers and I were working long days finishing a number of projects getting ELF ready to move to the waters edge. Originally, we had planned to launch in 2007, but we had to postpone because there was still so much work to be done. With the work complete plans were made to move the boat at the end of March 2008. Within days of the scheduled move, I received word that the boat hauler passed away. Quick, find another boat hauler, which is easier said than done. After I found someone, I

had to coordinate a new date and approximate arrival time with the marina, which turned out to be another delay. The marina owner was in for quadruple bypass surgery and all work was at a standstill. On April 14th we were finally able to move ELF out of the workshop and to the waters edge (OH HAPPY DAYS!). About thirty members and friends were on hand to help and witness the historic moment.

We decided to duplicate the rig, but reduce the overall sail area by about twenty percent. In a historically accurate restoration I had few other options, but would it really be the right thing to do? No! Peter R. Kellogg had earlier agreed to sponsor the construction of the rig and sail plan.

When it was time to draw the final rigging plans, John Brady from Independence Seaport Museum's Boat Shop in Philadelphia visited. I can remember it as though it were yesterday. I was working in the galley area and the decks were not on yet.



John and Graham were talking on the starboard side scaffolding. John made the comment, "Peter wants to know what Rick really wants." I turned and looked up to John and said, "John, I want to put her back

historically correct.” The next day I received a call that Peter agreed to sponsor the recasting of the five tons of lead, which meant that we could restore her to her original glory. John was then able to duplicate the original big rig.

When we arrived at the marina in Rock Hall, Maryland, we started the process of attaching the newly cast lead keel, which turned out to be another challenge. Some may ask, “Why a new lead keel?” The reason is that during World War I, ELF and many other vessels gave up their lead keels for the war effort. For years ELF cruised about New York harbor as a harbor tender with the keel bolt holes plugged and the rig taken off. Eventually iron ballast was reattached and the rig significantly reduced because the iron was about a ton and a half lighter than the original five tons of lead. Throughout the restoration I lamented as to what to do, knowing the ballast aboard when I purchased ELF in 1971 would not support the full rig she carried in 1888.

By the end of the day we could only attach (land) two of the twelve bolts, and they were amidships. When we sent the iron keel out to be used as a pattern for the casting, we included a very accurate pattern of each keel bolt and their angles through the lead. Some folks joked later that the people doing the casting sniffed too many lead fumes, perhaps true. The remaining holes fought us every step of the way in trying to land the other ten bolts. Note that we were scheduled to launch in four days with the media and invited guests responding that they would be in attendance. Again we worked long days all week and finally got the last bolt landed at dusk on Thursday with re-launch only hours away the next day.

Friday morning I remember working on the hull before sunrise. As the day progressed, more volunteers showed up to help with the final phases before launch. I pressed everyone into action, painting the bottom and filling in on a number of other jobs. It was a challenge to keep all going well. By midday the crowd swelled to about a hundred, with the media wanting interviews. At the same time there was constant chatter among volunteers who wanted my attention. The travel lift started up while we were still completing last minute details. Finally, ELF was about to be back in her element. After kind words from several members, family, and friends, we pro-

posed a toast and ELF was lowered into the water. After seventeen years out of the water and with the keel issues not allowing us to run water into the bilge ahead of time to swell the timbers we had major water problems. We made the deadline, had the ceremonial launch, and hauled her back out to adjust a few systems. We swelled the hull from inside and were much more successful re-launching two weeks later.

After swelling the hull for ten days the leaks slowed to almost nothing. With propulsion issues remaining, we used an inflatable strapped to the starboard and headed toward Annapolis. The bay was too rough to cross because of a stiff northwest breeze, so we put into Kent Narrows and waited for the weather to change. Once in Annapolis, we had the transmission re-built, but challenges remained. We eventually realized that the Martec folding propeller had to be reassembled underwater. After those modifications, we headed up the Bay to Philadelphia for the rig. I was able to build up to sixteen coats of varnish before stepping the mast. Some folks remarked, “What drove you to keep moving ahead?” In addition, I remarked, “that it was my obsession and just for men deodorant that worked for me!”

After we were rigged it was time to learn the fine points of sailing ELF to make her dance. Reviewing the logbook, I realized that we made fifty-one different trips including races, pleasure, and sail training days. We attended several shows and events to display ELF. During that time we had three hundred fifty nine people days aboard while underway, putting almost two thousand nautical miles under the hull before down rigging and laying her up for the winter. I feel that we had a very successful year! Thankfully, membership is growing once again.

Please plan to crew this season, and learn more about ELF’s fine points of sail!



Cooking Full Tilt, with Captain Rick!

Over the past several years, I have wanted to develop a sailors' cooking show filmed in the tight quarters of a small galley to encourage creativity in how to prepare fine meals, onboard, in all conditions. As the idea evolved, it occurred to me that people who were boating, camping, or traveling by any other mode of transportation could embrace this kind of information. The idea came about since I like to eat good food and my tastes are constantly changing. To me it is important to create meals that are loaded with flavor, made safely, and with relative ease. It is about planning ahead, but also being able to shift gears, make substitutions (in that not all the ingredients called for may be aboard), or you may want to dress up last night's leftovers.

I do not use measuring devices. Using them on board while rocking around in the galley on the high seas is extremely difficult.

While at the beach, I would take several cookbooks to read instead of a best selling novel. I looked at the array of ingredi-

ents, flavors, food preparation, and cooking techniques. It is important to know the flavor of herbs and spices and how to blend them to maximize the meal. If you are not sure that a flavor might be appropriate, sprinkle some in the palm of your hand and taste it. Think about its appropriateness for whatever you are making and how much to use without overwhelming other ingredients. Remember to add slowly; do not overdo it! Start with a pinch or two first, you can always add another pinch, but you cannot take it out!

The show will feature a variety of meals prepared and consumed aboard ELF while underway and at anchor. As the show progresses we will feature cooking aboard a number of other vessels showing different galley layouts. We will also feature guest cooks. This year, filming will be primarily in the Chesapeake Bay area. If you are interested in being a part of the show, aboard ELF or your own vessel, or if you have special recipes to share and test on the crew, please let me know. The show is expected to start in May and I will keep you posted.

Upcoming Events for 2009

- May 1 - 3** **Annapolis Heritage Festival (Ego Alley)**
 ELF will be the featured boat of the show.
- June 20 - 21** **Independent Seaport Wooden Boat Show at Penn's Landing, Philadelphia**
- June 26 - 28** **Mystic Seaport Museum's Wooden Boat Show, Mystic, Connecticut**

The following schedule is tentative. In order to attend the following events, we need invitations, sponsors, crew members, and fair weather. Please contact Rick as soon as possible regarding any of the above as well as additional viable events we might consider. Updates will be posted in the Summer HELM.

- July 3 - 5** **Museum of Yachting, Newport, Rhode Island**
- July 8 - 12** **Boston Tall Ships Celebration**
- July 25 - 26** **Annual Antique & Classic Boat Rendezvous, Mystic Seaport Museum**
- August 1** **Eggemoggin Reach Regatta. Brooklyn, Maine**
- August 9** **Marblehead Corinthian Classic Regatta**
- August 15 - 16** **Opera House Cup, Nantucket, Massachusetts**
- August 22 - 23** **Antique & Classic Boat Festival, Salem, Massachusetts**
- September 4 - 6** **Annual Museum of Yachting Classic Yacht Regatta, Newport, Rhode Island**
- October 3 - 10** **New York Classi Week Regatta, Manhattan, New York**

CYRG's "wish list" includes corporate or private funding for a professional quality DVD of the vessel's history, restoration, and future sailing activities.

To learn more, visit www.cyrg.org or email elf1888@earthlink.net

Elf's Homeport

Shortly after arriving in St Michael's last summer we were invited to homeport ELF at the Chesapeake Bay Maritime Museum, which I felt to be an honor and I readily accepted. I feel it is a tribute to both Vida & Gus Van Lennep to have their ELF proudly on display at the museum that they co-founded. Please plan to visit ELF there and join us sailing on the Miles River.

Photo credit: Andy Slavinskas

New Membership Cards

2009 membership cards are printed and waiting to be sent as soon as we receive your membership contribution. Your membership card will identify you as a Member of the Guild and as a crew member for ELF at gated events. The membership year extends from January 1 to December 31. As a perk for those of you who joined in October through December, 2008, you will receive complimentary memberships for 2009. If you want to help put wind in our sails, additional tax-deductible contributions are welcome at any time.

In order to sail on ELF, membership in CYRG is required and since we are scheduling crew for upcoming events, please consider renewing your membership as soon as possible. Rick will send a card immediately.

In that Yacht ELF could not have been restored to her original beauty without your support, we cannot continue proper maintenance and the development of educational programs without your contributions.

THE HELM



**The Classic Yacht Restoration Guild, Inc.
P.O. Box 237
683 Pond Neck Road
Earleville, MD 21919-0237**

Guild Wish List

If you have not updated your membership, please renew as soon as possible. We are, once again, issuing membership cards which will be helpful at gated events identifying you as an ELF crew member.

Members who are serious about learning to sail ELF as a racing yacht

Although a plan has been started, we are still looking for creative ideas for generating funds to cover annual operating expenses at approximately \$30,000/year.

Marine electronics

Invitations to dock ELF at museums, yacht clubs, and private residences throughout New England to match our proposed sailing schedule.

Cooks to participate in our new show, *Cooking Full Tilt with Captain Rick*

Please put elf1888@earthlink.net in your contact list so that your computer does not place Guild emails in your junk folder.

Membership Renewal/Wish List Contributions



Please Print:

Name _____

Address _____

City _____ State _____ Zip _____

Phone _____ E-Mail _____

Make your tax-deductible check payable to the Classic Yacht Restoration Guild, Inc.

___ Basic membership (\$20) ___ Sponsor (\$100) ___ Contributor (\$50) ___ Donor (\$500)

___ Other \$ _____

Classic Yacht Restoration Guild, Inc.
P.O. Box 237
Earleville, MD 21919-0237
410-275-2819

Email: elf1888@earthlink.net

Website: CYRG@ORG

Wish List Contributions

Corporate Sponsor: Amount: _____

Marine Electronics Amount: _____

Annual Operating Costs Amount: _____