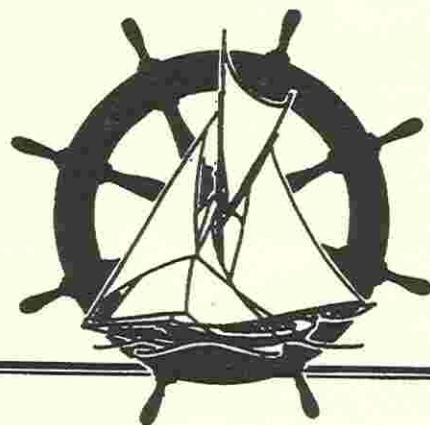


THE HELM

Summer, 2004 - Volume 22, No. 1



A PUBLICATION OF THE CLASSIC YACHT RESTORATION GUILD, INC.

Elf, past and future



President's Message

Life Changes

... by Rick Carrion

This has been one of the most difficult President's Messages for me to pen for many reasons. Primarily, I have terribly sad news to impart, that is, the sudden passing of Graham Ero's mother, Ivy Ero, in late March, 2004. We were so saddened to lose this lovely lady and good friend and, of course, Graham's shock and grief prevented him from being involved with our project - whether working on Elf or preparing his regular article for the newsletter - for several weeks. Our thoughts and prayers remain with Graham and his family and I look forward to working with Graham again by mid-summer.

On a personal note, I have been experiencing a major life change myself. Past newsletters have noted the number of days on my "Countdown to Retirement" clock, but that is a moot point now, as the clock turned to zero on June 15, 2004 and I left Elkton High School at 3:15 for the last time. Now it is time to start chapter two of life - what an exciting time! When I started teaching Earth and Environmental Science 30 years ago for the Cecil County Public School System, I never really thought about retirement. I was focused on my profession. Now that has changed, but the decision to irrevocably sign the retirement papers was actually a difficult one for me. It is a somewhat scary time in life as I contemplate what lays ahead, the uncharted course. I know there will be many things that I will truly miss and a few that I will be glad to leave in the past.

Long story short, in my mind it is time for me to reinvent Captain Rick. My primary goal is to finish the Elf restoration project and set the sails again. Over the years, some comments have surfaced along the lines of: "That project is not finished yet?" Well, yes, we hauled Elf out of the water in 1991 to start the restoration. At that time, it was necessary to get started or

lose a \$25,000 grant from the Maryland Historic Trust. So that first year we worked out in the open in my back yard where I planned to build the workshop. The following year I built a 30' x 50' workshop around Elf. Then about half way through the planking, everything came to a screeching halt due to life changes brought on by divorce. It was a few years later before I could re-focus and Graham was able to make time to complete the planking and deck timbers as well. Then there was another stoppage due to lack of funding. As Graham so eloquently states it: "We work until the funds run out and then go out and raise more to complete yet another phase of the restoration."

Well, at the moment, we have the right combination. Graham has available time and we have \$30,000 in the bank. We are starting up again in mid-July for the final push toward the re-launching of Elf. Now I will have more time to commit to the project - "Damn the torpedoes - full speed ahead!" It is very possible that we can re-launch in spring, 2005. And yes, we will still have to raise more money, with the next big expenses being the rigging and sails, but I remain very optimistic. After all, a donor considering where to direct a contribution is attracted to a project that appears to have a good chance of succeeding rather than a more risky scheme. And at this point, it is very clear that Elf WILL set sail again, impressively and safely, in the very near future.

As for specifics, Graham and I will finish the interior, engine, galley, navigation station, icebox and wiring, and hopefully finish decking, by early spring. Once the decks are on, we can float! The workmanship and materials utilized with Elf have been of the highest quality humanly possible. This has always been our priority, since the day we hauled Elf out of the water in 1991. So I say to those whose confidence has sagged a bit at times: "Yes, it has taken a long time, but we never gave up or considered throwing in the towel, and we always did things the right way." So, I am confident that, when the restoration of Elf is completed, it will be recognized universally as a museum-quality restoration. Now, I think my life's Chapter II is going to be full of exciting ventures and new challenges.

Thank you for all of your patience! With you, I look forward to the day - soon! - that we will all sail again proudly on Elf!

Graham's Letter

A Very Small World

June is gone and I cleaned up my shop yesterday. It's almost clear of projects. The 65' Chris Craft is gone. The Delaware Ducker (sneak box) is also gone as is the mahogany helm (as of last weekend) along with the teak door. I am doing decks, gunwales, and interior on a 100 year-old Norwegian Lapstrake in Rock Hall and that is going well. I have a 16 foot skiff to build in the next couple of weeks and that's it. I'll be back on *Elf* just as soon as I can.

I know Rick is eager to get moving again. As I've said before this next phase is, for a carpenter, one of the most interesting and rewarding. Precise construction that will, at last, define *Elf* as a racing yacht from another century, from the pinrail around the mast to the skylight. The companionway house, hatch, and cockpit are each gems.

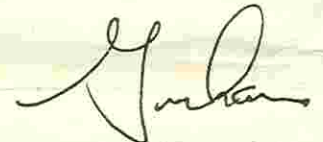
And then there are the mast and spars. Working a 40 foot pine tree trunk into a precisely tapered mast is great work. The mast is the heart, the driving force. All the power of the wind on canvas is transferred to where the mast joins the deck, and drives *Elf* and all her weight and mass forward. I'm looking forward to getting started and, most of all, finally finishing this project! We all want to see *Elf* complete and moving over the water under her own power once again.

One other thing, by way of a follow-up on a previous story I wrote about boat builders and our need to mess with our surroundings. It was about salvaging a wrecked canoe from under a waterfall in Canada. You may remember the gentleman (he looked ex-military) and the small group of boys who showed up

to see it, only to find it mysteriously gone. It was just a funny little moment in time. It happened nearly 25 years ago and that was that!

Well, not really. As coincidence would have it a CYRG newsletter was left in a hotel room in Boston. The next occupant picked it up and began to read it out of curiosity. My story was strangely familiar to him. He was a retired Lt. Col. whose family had a camp in Northern Canada. On that land was a waterfall as I had described it. To make a long story short, Lt. Col. E. H. Whitaker was the guy. He wrote us a letter and unfortunately, even after 25 years, he was not amused. He was finally, after all this time, able to vent his displeasure with what I had done. After all, the canoe lodged under the waterfall was his local attraction. It's like I said, my obsessive need to build, repair, restore or salvage wherever I go has ramifications. Why can't I go somewhere and just relax? I don't know, but I'm sorry Lt. Col. Whitaker didn't see the humor in it. Maybe he'll be glad to know I've changed.

But that's not the end of the story. Our world still gets smaller. A client of mine, who is retired from the Marine Corps, was having dinner with some old Marine Corps peers in Philadelphia and they began talking about boats. He owns a 50' Chesapeake Bay Buyboat and my name was mentioned. An old gentleman at the table had a "light bulb" moment. "That name sounds familiar," he said, "Oh yeah that *&%?! Stole my canoe, and so on . . ." Apparently after being wrecked, driven under a rock ledge and abandoned for years, it still had value! How was I to know?



Elf's Shipwright

Confirmation of Quality Work

The following comments were sent via email by Kurt Hasselbalch, the curator at M.I.T. Frances Russel Hart collection. He is perhaps the world's leading authority on Lawley yachts and other vessels of the late 19th Century. Kurt has been extremely helpful answering questions and sending photos and plans of similar vessels. In his email, he said:

Good seeing you at the Lawley Symposium and hearing about the progress on *Elf*. I am impressed with everything you reported _ especially your philosophy of cooperation and use of *Elf* after the long restoration has ended. Hopefully I can get down your way before the project is finished. I'd love to take in the crab feast! I certainly DO NOT WANT TO MISS being around when you bring her back to New England. This will really be something to generate a lot of interest. . . .

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!

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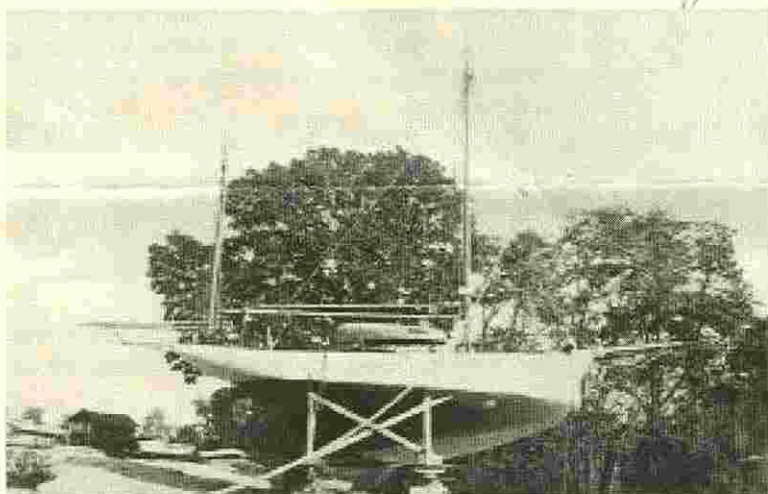
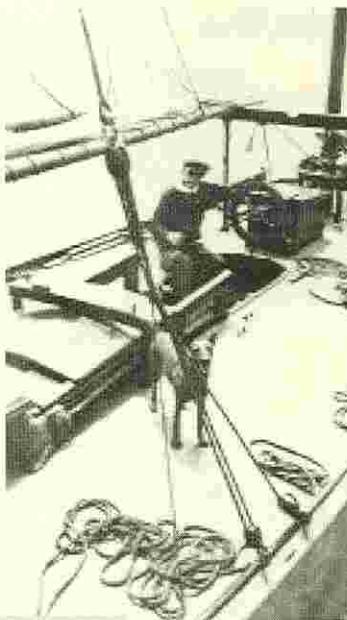
Old Photographs Help Authenticate an Accurate Restoration

The following photographs, donated by Vida and Gus Van Lennep, show original details and some known modifications. They are very helpful for accurate deck layout.



The sail, the play of its pulse so like our own lives; so thin and yet so full of life; so noiseless when it labors hardest, so noisy and impatient when least effective.

... Henry David Thoreau



Twenty years from now, you will be more disappointed by the things you didn't do than by the ones you did do. So throw off the bowlines. Sail away from the safe harbor, Catch the trade winds in your sails. Dream. Discover.

... Mark Twain



I find the great thing in this world is not so much where we stand, as in what direction we are moving; to reach the port of heaven, we must sail sometimes with the wind and sometimes against it—but we must sail, and not drift, nor lie at anchor.

... Oliver Wendell Holmes



22nd Annual Crab Feast & BBQ

September 18, 2004

(Rain Date: September 25)

Cherry Grove Farm Beach Front
Veaseys Cove On the Bohemia River

I am very pleased to announce your invitation to our **22nd annual crab feast - BBQ and day on the Bay**. For all who have attended one or more in the past, you know what a wonderful treat to expect. And to all the first-timers, prepare yourselves for a most memorable day on the Bay with many wonderful new friends.

We will host this year's event again at **Cherry Grove Farm's waterfront at Veaseys Cove**. We are very happy that the Ward family has graciously extended an invitation to enjoy their wonderful Bohemia River beach front.

Please bring your favorite dish to share, and please, please, please bring a copy of the recipe for our boater's cookbook. Be proud of your creation! We want to develop a cookbook of tasty, easy-to-do recipes that everyone will crave. So give it your best shot and you will help with the success of the crab feast and the *Elf* restoration.

Also bring your favorite beach toy to share in between bites of crab and BBQ. **Musical instruments are also welcome**. Come by boat, by horse, by car, by helicopter, scooter, bicycle, or whatever, but please just come.

We plan to hold a silent auction. Please consider donating that unused treasure **to help raise funds for the restoration of *Elf***.

For planning purposes, please let me know by **Monday, September 13**, that you and your family or friends plan to attend.

Cost this year will be \$40 (members) or \$50 (non-members).

Children Admitted Free.

This is a fund raising event for the *Elf* restoration project.

Please RSVP by September 13th:

Phone: 410-275-2819

E-Mail: elf1888@earthlink.net

Please mail your check ASAPto:

Classic Yacht Restoration Guild, Inc.

PO Box 237

Earleville, MD 21919

SHARE THE HELM WITH FRIENDS

We would be glad to send you future issues of our newsletter HELM electronically in pdf files. It would save us time and money and then you could post or forward it easily to friends. Please make a special request on the membership form and be sure to specify the E-mail address you want it sent to.

"Lawley Built"

Guild Vision

The Classic Yacht Restoration Guild is a non-profit membership organization dedicated to the preservation of traditional watercraft, both power and sail. Yacht restorations are accomplished through a combination of member donated skills and resources. A cooperative educational setting is provided by the Guild for all members who wish to acquire or sharpen boat maintenance and restoration skills. Our membership is diverse. Each member can participate either as an instructor, a student of restoration techniques, a participant in Guild sailing events and cruises or as a supporter through dues and donations. The Guild also offers a variety of resources and skilled professionals who are qualified and interested in helping you connect with the right people to assist with your project.

Work on our flagship *Elf* currently involves restoration of the original rig, deck, and cabin configurations. In addition, the Guild has received donations of many small craft which are used as demonstration and education projects. Ships carpentry, rigging, mechanics, and fine wood finishing are all topics covered by periodic workshops held while restoration projects are underway.

Once a Guild vessel is made seaworthy, the true pleasure of operating historic or significant small craft begins. Members are encouraged to sail Guild vessels with emphasis on instruction of boating safety, piloting, navigation, and the maritime history of the Chesapeake Bay. The Guild plans several cruises to maritime and waterfront festivals every season. Members serve as crew and staff displays at these events.

As a non-profit organization, the Guild always welcomes tax-deductible contributions. For example, the Guild received a 1963 vintage Lightning class racing sailboat and a large library of titles on boat building, maintenance, and maritime history. Also, donation of items used for restoration or fund raising are also tax deductible.

With a growing membership, the Classic Yacht Restoration Guild looks forward to increasing activity and good times. Please ask a member for further information and details.

Elf 1888
Off Marblehead
Courtesy MIT Museum



LETTERS TO THE EDITOR

We would like to hear from members for a potential letters column. Scuttlebutt is also invited. You could perhaps post interesting upcoming events. Please E-mail to me: elf1888@earthlink.net and CC to ray.zeigler@verizon.net. Be sure to put CYRG HELM in the subject window.

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*.

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 August 15, 2004.

LONG LEAFYELLOW PINE

It was reported in *WOODEN BOAT MAGAZINE* that there are only about 1,000 acres of boat quality long-leaf yellow pine on earth. My sawyer in Georgia recently called and informed me that he had just received permission to cut some that will make top quality spars and bowsprit for *ELF*. Needless to say I was delighted to hear the news. While he is set up and cutting, he will rough out two of each piece we need. We ordered two of everything to reduce down time in the case of any failure. We also ordered extra planking stock to be cured and ready for any of *ELF*'s future needs. If you have a boat building project in need of some, please let me know ASAP!!!

I plan to travel to Georgia in late July or early August to select the necessary timbers .

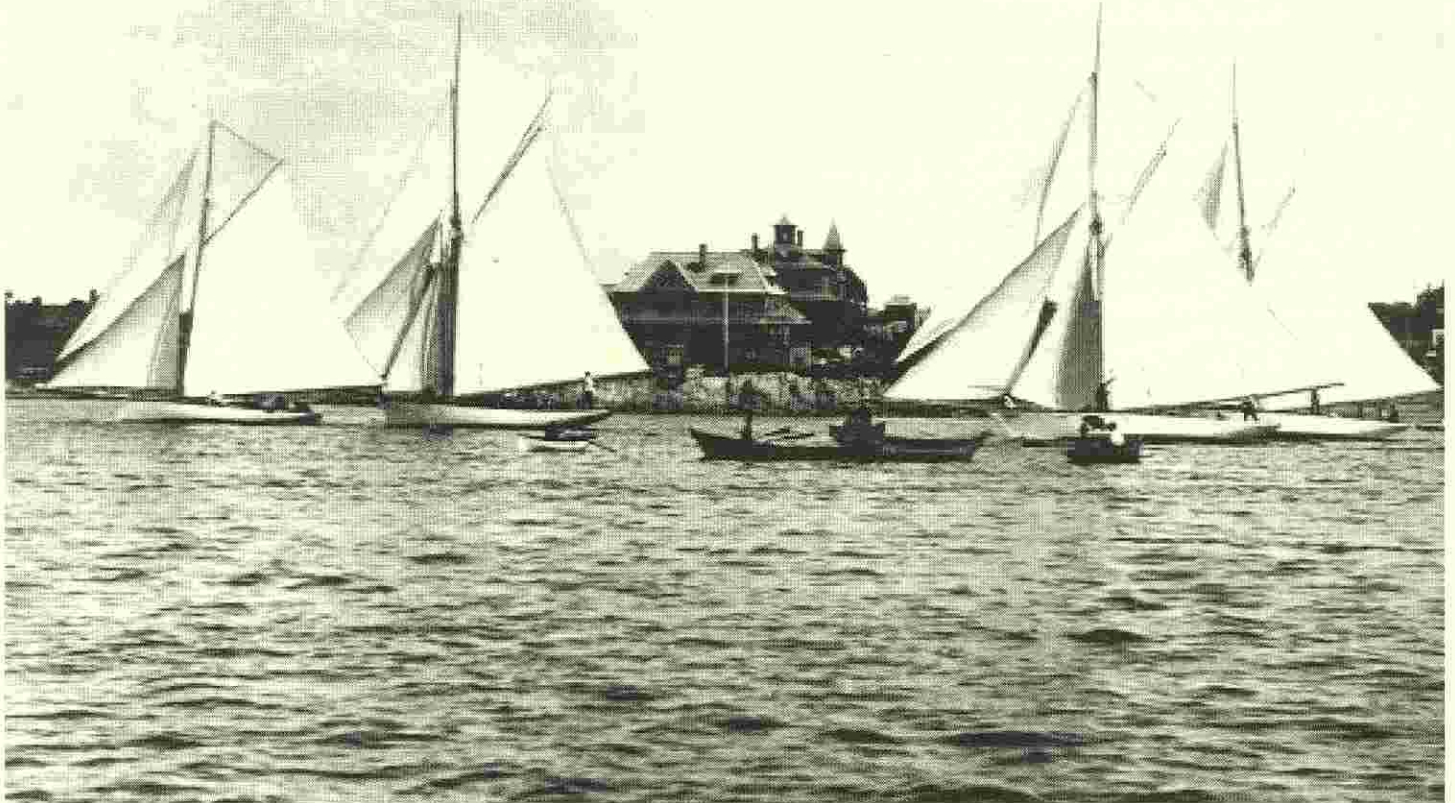
Request for Recipes for Boating *Elf* Cookbook

You will receive credit for your recipe and a free cookbook!

***B**ad cooking is responsible for more trouble at sea than all other things put together.*

... Thomas Fleming Day

Elf 1888
The Gentlemen's Race at
Marblehead
Courtesy MIT Museum



22nd ANNUAL CYRG CRAB FEAST DIRECTIONS

From the North:

Take I 95 or US 40 to Elkton. Then take 213 South. Cross the second major bridge (Bohemia River). Take immediate right on Glebe Road, then see below*.

From the South:

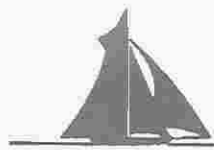
Cross the Bay Bridge at US 50 & 301 split. Take 301 North for about 25 miles. Take left on Maryland 313 toward Galena (at yellow flasher). 313 becomes Maryland 213 North in Galena. Follow until just before Bohemia River Bridge (second major bridge). Take a left before bridge on Glebe Road.

* Follow Glebe Road for about 1.5 miles to Cherry Grove Road. Turn Right. Follow for about 1.7 miles and turn right again onto a dirt road. This will be marked for the Crab Feast. Follow straight for about 1.2 miles to the beach.

**Please drive slowly;
we will be guests on private property.**



THE HELM



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

