

THE HELM

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Elf, past and future



President's Message

Living a Dream and More

... by *Rick Carrion*

People tell me that I am retired. I actually did retire from 30 years of teaching public high school Environmental Science on July 1, 2004 but "retired" is the last thing I feel! I think it is really more like I have "transitioned" and am now living my life's dream.

I was nineteen when I purchased ELF in 1971 (her name at the time was FLYING HIGH) I had no idea what path life would take, let alone how much I would let ELF become a part of my life. She was in sad shape with mushrooms growing out of the rotting wood, mud-dauber nests, and a thick coating of mildew everywhere. ELF was fortunate that I simply did not know any better and went ahead with stars in my eyes and dreams in my head when I purchased her. I found out later that she was scheduled to be scuttled in the fall if no one bought her. That should really tell you something!

I can remember reading about the voyage of Robin Lee Graham sailing around the world in a small boat. His adventures provoked me to dream as I sailed my sunfish down the Sassafra River. At the time I was working for Sailing Associates as dock-master to pay for college. Some days after work I would board FLYING HIGH/ELF to check the bilge pumps and sit on deck dreaming about the possibilities, unaware of what lay ahead. Then I went from sailing a Sunfish

to owner/captain of a derelict sailing vessel that I grew to love.

Over the years I worked to upgrade all the issues that the tired old boat presented. This was a challenge for someone with skills learned in seventh grade shop class, for which I received the grade of "C"! Eventually, while scraping paint below decks I found the original documentation numbers. After receiving a copy of the documentation papers months later from the National Archives, I started my research project.

At that time, in the mid 70's, there were sixteen East Coast museums that welcomed and helped me in many ways through correspondence. Most important, they were interested in the project and they trusted me enough to allow access to their archives so I could continue my research on my own. Seeing pictures of ELF on the ways and sailing in 1888 brought tears of excitement to my eyes. I felt that through those images, she was begging me to restore her to the glorious yacht of her past.

I was flooded with questions and doubts. I asked myself repeatedly, "How, but how could I undertake such a huge project? With the help of friends we made sufficient repairs and were able to sail her in the Chesapeake Bay from 1971-1991. We attend many shows and historic preservation events. In 1982 we worked tirelessly to found the Classic Yacht Restoration Guild, Inc. (CYRG) as a non-profit membership organization to facilitate the restoration.

July 7, 1991 was the start of the restoration that we thought would take a couple of years. Boy, were we wrong! It was seventeen years, two weeks, and a day before ELF was sailing again.

Once we started working we realized that we basically had to replace every piece of wood except the keel because the original iron fastenings had destroyed the integrity of the wood. No plans were

available. We used photos that were taken by Nathaniel L. Stebbins in the 1880's and 1890's that we purchased from the Massachusetts Institute of Technology. We were also able to use pictures taken by Gus and Vida Van Lennep when they owned ELF from 1932-1943. They were also founders of Chesapeake Bay Maritime Museum in St. Michaels, Maryland. All these photos were invaluable in recreating all the fine details of ELF



with the historic accuracy we are so proud of. The work was so extensive and a lack of funds over the years slowed the project much to our dismay. Boatwright, Graham Ero would work until funds ran short. He would give me my marching orders of projects to complete before he returned as funds became available. I conducted fundraisers, wrote grants, and sold literally tons of my timber that I harvested. Progress was slow at times but we stayed the course. Now with ELF restored to her original glory in

museum quality I am happy and look forward to sharing her with the world. This effort could only have happened with your generosity, support, and belief in me. I thank you for making my life dream actually come to fruition. Through your generous endorsement and enthusiasm we have saved a National Historic Maritime treasure which is listed on the National Register of Historic Places! I can not thank you enough. Please help us keep the dream alive and ELF in good work-

ing order for generations to come by supporting CYRG's efforts now and in the future.

I am thrilled to have had such a unique life dream come true. WOW!

Plan to come aboard to share the excitement and experience of sailing ELF, a true American classic.

"Lawley Built"

Rick

Wish List

Remember the CYRG in your end of the year giving

Renew your membership now for 2010

Share a favorite recipe for *Cooking Full Tilt with Captain Rick*

Corporate sponsorship for photo shoots aboard ELF

Contribute for annual expenses which total approximately \$15,000.

Crew development for a 2011 racing team to sign up now!

Racing Crew Development for 2011

During the 2011 season we plan to sail as much as possible on the Chesapeake Bay, and enter as many races as we can fit into the schedule. We need to develop a significant crew to learn how to really make ELF move. As you may know, ELF was designed and built for light air racing, something that the Bay is known for in the summertime. Make no mistake she also handles heavy weather well, but just with less sail flying.

For serious racing we need 12 people to handle lines, steer, and navigate the best course. One thought that recently came to mind was to contact the area college's sailing teams and offer them the unique opportunity to "learn the ropes." For the record there is over a half mile of lines aboard ELF, and it is important to instinctively get them utilized correctly.

I am starting to organize a training schedule so **please sign up ASAP and tell your friends.**



What's Happening to "Save the Bay"?

... by William Sonntag

Many CYRG members either live on the Bay, sail its waters and live in the Chesapeake Bay watershed. There have been a succession of well publicized initiatives to clean up the Bay but conditions have not improved. Now there are a few things underway in the short term that might make a long term basis for improvement. Notice the word might here, all well intentioned plans can end up having little or no impact if not carried out by both governments and citizens, time will tell.

First, President Obama has fully joined the effort by issuing an Executive Order in early 2009 that calls on the states and federal authorities to work together to develop options that will really help the Bay. See the details at: <http://executiveorder.chesapeakebay.net/> Also, a new website has just launch "Chesapeakestat" at: <http://stat.chesapeakebay.net/> This site is just about as comprehensive as they come with detailed information on expenditures for Bay clean up, state of the Bay reporting and several areas that encourage your involvement and ideas for protecting the Bay. You will see that nitrogen and phosphorus are the two main offenders depriving the Bay of needed oxygen affecting creatures and underwater grasses etc.

Next, USEPA is working on an enforceable regulation that would force all the Bay area watershed states to take action to control pollution especially from agricultural operations that impact the Bay. Called Total Maximum Daily Load (TMDLs), EPA has just announced draft allocations for the states that will be published in September with a comment period. The TMDL allo-

cations will be final by the end of 2010 and begin an implementation schedule lasting 15 years. Again, see full detail on this effort at <http://www.epa.gov/chesapeakebaytmdl/> reachable as a link from Chesapeakestat.

What can boaters do for the Bay they sail upon and love? A quick list to start with includes:

- Don't let trash get thrown or blown overboard, recycle every thing you can.
- If trash blows overboard, retrieve it & consider it "crew over board" practice.
- Pack food in reusable containers.
- Fill portable fuel tanks on shore, where you are less likely to spill and where spills are easier to clean up.
- Keep your engine well tuned. No leaking seals, gaskets, or hoses.
- Place oil absorbing material in the bilge.
- Never discharge bilge water with a sheen. It's illegal.
- Always use your holding tank and pump out at fully equipped stations
- Wash your boat frequently with a sponge and plain water.
- Use phosphate free, biodegradable, and non-toxic cleaners.
- Use alternatives to toxic bottom paints.

Friendship Sloop Departure

Donated by Llewellyn Bigelow

Since ELF has been re-launched, I have had several members and friends ask me, "What is the next project." My thoughts wandered toward some sort of power launch, perhaps a Baby Garwood, 1931 or 1932. I have a contact to help facilitate that possibility, but now have put that desire on hold. That is because Llewellyn B. Bigelow generously donated his beloved Friendship sloop, Departure. As far as size is concerned, she is one of the smallest of the fleet, only about 16 feet LOA, making her very restorable.

I must say that I will not try to put a timeline on the restoration



after the more than seventeen years spent restoring ELF. Departure is a unique little vessel, able to be trailered to shows and events to help build enthusiasm and CYRG membership. I welcome anyone interested to join in the restoration of Departure starting this fall and continuing until, like ELF, she is in museum standard condition. Please let me know your interests. There is actually very little major work to complete. Llewellyn and John Griffiths have already done most of the work. So we have another worthy project in the workshop to use as an educational tool to teach preservation skills. Thank you Llewellyn Bigelow!

The ELF Classic, a True Yachtsman's Race!

Proposed By the Classic Yacht Restoration Guild, Inc.

While researching ELF, the builder and her racing career, Classic Yacht Restoration Guild, Inc. (CYRG) members found interesting references to racing practices from the late 1880's. At that time the yachtsmen worked Saturday morning in Boston and then boarded the train for Marblehead, Massachusetts. The race started when they arrived and the train doors opened. The captains would move quickly down to the waters edge, row or have their hired man row them out to their vessel, raise the anchor and set sail for a prearranged port.

With these practices in mind, the race that CYRG proposes will be open to all sailing vessels using an agreed upon handicap system to ensure fair competition. It will also be a fundraiser for the Chesapeake Bay Maritime Museum in St. Michaels, Maryland where ELF has been invited to homeport. It will be designed to evoke the manners, gentility, and the competitive spirit of fun and sporting values of the late 19th and early 20th centuries.

The race will begin with an unannounced shotgun start sometime after the 9:00 AM captains' meeting. Once the gun is fired, participating captains will get into their tenders and row to their yacht. After the captain boards the racing vessel the anchor may be raised and the sails set. No mechanical propulsion of any type will be allowed during the race! Thus, where you anchor may affect your start. Once underway, the standard racing rules will apply as you sail to St. Michaels. Upon entering the harbor,

you are to sail up to a suitable anchorage and drop anchor. Then row ashore and make way to the Tolchester Band Stand to sign in. At that point you have finished the race.

At 18:00, a race celebration will begin with dinner. After the meal the race results will be announced. A revolving trophy will be awarded to the winner with the vessel and captains' names to be engraved and attached. Eventually we hope that this event will be an entire weekend full of activities associated with yachting on the Chesapeake Bay. The possibilities seem to be endless.

Race specifics:

- No spinnakers and balloon jibs
- No mechanical propulsion
- No undo yelling or screaming aboard any vessel
- Only fair play and good manners!

Henry Howard was ELF's second owner (1890-1897). During one race, Mr. Howard got out of the office a few minutes late, which made him miss the train so he had to wait an hour for the next one. Upon boarding ELF, he started racing taking the outside course where the breeze was stronger and finished ahead of all the vessels that had a one-hour head start.

That said, we look forward to the shotgun start of this race perhaps from Annapolis to St. Michaels sometime in late May or early June, 2011.

Wooden Boat Maintenance is Never-Ending

This year all of the deck-seam compound had to be replaced which took over 400 hours of work. All of the rig needed several coats of varnish before re-rigging and stepping the mast. The decks were oiled and the deck furniture was varnished. A number of other small jobs were completed before we set sail. Before the end of August we will haul the boat for bottom and topside painting to be ready for Fall sailing. We will down-rig ELF in early November and put her winter cover on. Plan to join us sailing before then.

Carly Sargent and Rick Carrion displaying finished deckwork



Rick up the mast making adjustments



Please Donate Items For The Silent Auction To Benefit The Preservation Of Yacht *Elf*



Yacht *Elf* 1888 (reputedly the oldest small yacht in America) has undergone a total historic restoration from the ground to the top of her mast.

We need your help with donations to our silent auction fund raiser to be held at our

30th Annual Crab Feast & BBQ to be held on October 2, 2010

The event will be held at the Cherry Grove Farm waterfront at Veasey Cove on the beautiful Bohemia River.

Please also plan to join us in a wonderfully memorable day of fun along the beautiful Chesapeake Bay.

We are expecting about 250 people from Maryland and surrounding states to attend.

Your donations are TAX DEDUCTIBLE because the Classic Yacht Restoration Guild, Inc. is a non profit 501 (C) (3) membership organization.

ALL money raised will go directly to the *Elf* MAINTENANCE FUND.

All donors will receive recognition in a future edition of *The Helm* and a gratis one-year membership in the Guild.

Please Call Rick Carrion at 410-275-2819

Email: elf1888@earthlink.net

He will be glad to pick up anything you have to offer.

Schedule of Events

September 11	International Paints World Conference, Annapolis
September 18	Keels and Wheels AYC, Annapolis
September 24-26	Seven Seas Sailing Association Rendezvous, Rhode's River
October 2	CYRG Crab Feast, Cherry Grove Farm
October 4-10	Wooden Boat Show, Philadelphia
October 12-14	Great Chesapeake Bay Schooner Race, Baltimore
October 22-24	Schooner Rendezvous, Cambridge, Maryland
October 28-31	Down Rigging, Chestertown, Maryland
November 10	Down Rigging ELF an installing winter cover, St. Michaels, Maryland

We will need crew to attend and sail to and from these events. In between the dates listed above, we will be sailing out of the Chesapeake Bay Maritime Museum as much as possible.

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