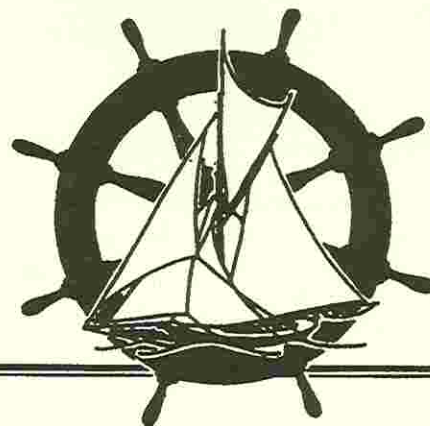


THE HELM

Fall, 2004 - Volume 22, No. 2

A PUBLICATION OF
THE CLASSIC YACHT RESTORATION GUILD, INC.



Elf, past and future



President's Message

"But Dad – You Are Retired!"

... by Rick Carrion

It's true that on June 15, my count down to retirement clock reached the last day and I entered a new phase in my life. It has been a period of adjustment in several arenas. I thought I had gotten used to it. But, I must say, when my daughter, Cassidy reminded me (when she needed something that she forgot for school) "Dad, you are retired!" – I almost flipped. Yes, I am retired, but I have my own agenda...the ELF restoration project. Sure, I helped Cassidy out, but I did encourage her to be more responsible.

Since I've retired, I have lost over ten pounds, and the funny thing is that the exercise bike that I bought to keep me in shape only has about ten miles on it. The ELF restoration project has given new meaning to the daily work-out theme. I actually enjoy getting up each day and working on a given project:

1. Coordinating, planing, cutting, and routing needed wood,
2. Sanding/painting/varnishing and more sanding,
3. Ordering materials (weeks ahead, to always be prepared),
4. Picking up ordered materials, *and/or*
5. Whatever other marching orders Graham gives me.

Since Graham and I have been working full time again, we have made major progress on several projects. The engine is now set on the beds, connected to the propeller shaft. The tanks are landed with their total support systems. The covering boards and king planks are fitted, and I must say look GREAT! All of which made me work overtime to make sure the planks were ready for Graham when he was ready to fit them. The covering boards were a mammoth job... We had to cut the curvature off

the hull out of 2 1/2" x 20" x 16' white oak planks. HEAVY!!! We actually weighed one of the finished pieces...80 pounds. You get a real work-out moving those pieces, not to mention the even heavier pieces that they are shaped from, which may start out at over 200 pounds each.

The last of the major structural wood (the black locust for Elf's rudder) is air-drying in plank form. One could never ask for better woods – strong, and actually very stable.

Moving right along, we have some great news...Peter R. Kellogg has agreed to pay for the building of Elf's mast, spars, bowsprit, rigging, and sails. THANK YOU, Mr. PETER R. KELLOGG for an incredible contribution to the ELF restoration project. I look forward to the day when ELF will again race in her full glory. Mr. Kellogg has made arrangements for all of the design and fabrication work to be done by the Independence Seaport Museum's boat shop at Penn's Landing in Philadelphia, PA. It just does not get any better than that! John Brady, the wooden boat shop manager, has visited ELF to take measurements and has developed a sail plan that will recreate ELF's original rig to be historically accurate.

Who says retirement is the time to finally be able to sit back and reflect? For me, it is one of the busiest and most exciting times of my life. In addition, I know it will soon get even busier and even more exciting as ELF races in classic yachting events. I look forward to the day when Mr. Peter R. Kellogg wins the gold at the helm of ELF.

Rick

"Lawley Built"

Graham's Letter

"Small World" and Elf Updates

Well, with several months of work under our belts we have a lot of progress to talk about once again. You are probably relieved as I am that I have only a few more stories that are only loosely relevant to the restoration project; as in the case of the wrecked canoe in the wilderness, the telling of the story can take on a life of its own. You may remember that, a couple of newsletters back, I told of my "rescue" of a canoe that was lodged under a waterfall in Canada, much to the chagrin of the landowner. That landowner, a Col. Whitaker, wrote to Rick to say that he had encountered a copy of that newsletter where it had been left behind in a hotel room in Boston and was shocked to learn who had interfered with his teaching tool so many years earlier. Rick told of Col. Whitaker's letter in the next newsletter. Meanwhile, Col. Whitaker had occasion to have dinner in Philadelphia with a client of mine from Rock Hall, Kevin Flynn, a fellow ex-Marine, and my name came up. So, Col. Whitaker now knows where I live. Anyway, the latest development, as I understand it, is that another W.W. II war veteran, Mr. Bruce Gordon, was given a CYRG newsletter to use as a drink coaster on a boat in Annapolis, MD. He read the ongoing story of Col. Whitaker and the canoe. Bruce Gordon remembered serving with a Major Whitaker in the "Battle of the Bulge" and, in fact, had until that moment believed him to have been badly wounded or killed in the action in which they were involved. Mr. Gordon wrote asking for an address in the hope of confirming that this was the same Col. Whitaker and that he had indeed survived the battle, and perhaps to make contact with him after all these years. If this reunion takes place, I can only hope that, perhaps, I can be forgiven for my youthful indiscretion of molesting the broken canoe under the falls in Canada so many years ago. Actually, it is still there, as I said before, sunk at the bottom of the lake at the base of the falls, just a hundred yards or so southwest of the point where the canoe was lodged under the ledge below "Singing Falls." Who knows — perhaps we could drive north, locate and retrieve it. The CYRG could lovingly restore it and...well...never mind.

Oh yes, there is one more strange connection to this story that Rick would not let me pass over. The last time Mr. Gordon believes he saw Col. Whitaker was during service at the Battle of the Bulge, one of the most famous battles of W.W. II and resulting in one of the most famous quotes of the war. General McAuliffe, in an attempt to hold off the Germans, who were demanding surrender (if I have my history correct), could not decide how to respond. Finally, he just wrote "NUTS" on a piece of paper, handed it to his aide-de-camp, one Col. Bud Harper, and sent him to deliver the message to the Germans. The message was delivered and no surrender took place. Gen. McAuliffe's defiant response — "NUTS" — became part of history. My wife and I have a copy of a painting immortalizing Col. Bud Harper traipsing across snow-swept fields carrying the message to the German camp. Col. Bud Harper grew up in the old Victorian house my wife and I have been restoring for the

last eight years. It is always referred to as The Harper House in Still Pond, MD. Like Kevin Bacon, maybe each of us is within seven degrees of separation from the Battle of the Bulge. I have no doubt there will be more developments. We will keep you posted.

Now, let's get back to the work at hand. In order to move ahead earlier this summer the engine had to be installed and locked down for good. That we did, after the shaft hole was drilled so successfully. Since then things have really pulled together well. All the black locust deck beams are permanently in place, carlins and short frames too. One half inch bronze tie rods were drilled for, fabricated and installed on each side of every deck opening in the deck from carlins to the sheer clamp. These add another, all-important element of strength to the hull. The cockpit was framed out with a clever innovation. The floor (sole) framing, which is directly over the engine, was constructed as one removable unit. The cockpit floor will be laid over it and the whole area easily removed. This means that, if needed, the engine can be easily lifted out for repairs or replacement. In most boats, the engine must be pulled forward into the cabin and then lifted out through the opening. Our way makes this job almost a snap by comparison.

With all this done, the water, fuel and waste tanks were framed in, installed, and finally...the day we have all been waiting for, decking the hull. To do this, a heavy perimeter, consisting of what are called covering boards, is run from stem to stern along the gunwales and the king plank down the center of the boat. The bent strip decks will then fill in the rest. These covering boards and king planks came out of wide white oak, once again, from the family farm. It was done in four pieces on each side following the graceful curve of her hull. Each piece is carefully joined to the other with a long hook scarf and arched over the stern. These pieces were twelve feet long, and at least 60 pounds each when finished. Cutting and fitting them was a real work-out. The last few days were spent cutting and fitting cleats to receive the deck planking between each frame set at the covering boards and king plank. There were 72 of these, and that is it up to date.

Rick has gotten out black locust and planked it out for the rudder construction, which can be started now. I am sure Rick will fill you in on progress in other areas.

There is still a lot of work ahead. The bulwarks, cockpit, companionway, skylight and forward hatch — and the list goes on. ELF had a big pin rail station around the mast to handle all the many lines characteristic of such a big rig. All of these items I am very much looking forward to building. With these, done ELF will once again be the magnificent racing yacht she once was.



Elf's Shipwright

 **Interlux**
PROTECTION YOU CAN TRUST

The letter that
started it all . . .



Sheraton Boston
HOTEL

FOR GUEST USE

December 3, 2003

Mr. Rick Carrion
The Classic Yacht Restoration Guild, Inc.
P.O. Box 237
683 Pond Neck Road
Earleville, MD 21919-2337

Dear Mr. Carrion:

Yesterday as I was sitting in my room at the Boston Sheraton, I began reading a copy of your publication "The Helm" which had obviously been left in the room by the previous occupant. I am a Canadian by birth although my residence is now in Philadelphia, Pennsylvania, as my health is beginning to fail and several of my children live here. I think your undertaking with Elf is wonderful and I am sure enjoyable. I was fascinated by Graham's letter. Every summer many years ago our entire family would gather for a summer camp at my parent's property in Canada (Wolf's Den), which Mr. Graham refers to as the Canadian wilderness. In teaching our kids how to hunt, fish and canoe we had sunk a canoe under Singing Falls and spent quite a bit of time lodging it between the rocks in such a way that it was visible but it would not be carried away by the Falls or the current. We used to scare the campers by saying "See what happens when proper care and common sense is not used while canoeing".

Can you imagine my surprise when one day while attempting to put the fear of God in a small group of my charges I arrived at the Falls and to my chagrin the canoe was gone. I saw a man at the lower end of the Falls and could not imagine why anyone would try and steal an old beat up wreck of a canoe; from a piece of land that was not theirs. All these years later I have my explanation. If you ever talk to Mr. Graham please inform him that my family and I have been cursing him for years for, to the best of my knowledge, he never did try and find out who owned the canoe or whose property he was on.

Good luck with your fundraising.

Sincerely,

Col. E. H. Whitaker, U.S. Army, Ret.
108 Levering Street - Apt. S1
Philadelphia, PA 19127

P.S. Several days later we lodged another canoe under the Falls only this time we bolted it into the rocks.

Response to Graham's Summer, 2004 article . . .

Bruce M. Gordon
105 Fox Valley Road
Glen Mills, PA 19342

July 28, 2004

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

Dear Mr. Carrion:

As I was sailing out of Annapolis last week on one of the tour vessels, I was handed a copy of your magazine, *The Helm*, to use as a coaster for my cold drink. Instead I read it first and find your undertaking with *Elf* to be most admirable and I am sure rewarding. I will be calling you in the next few weeks and would appreciate any information you can give me on setting up a corporation, as I intend to attempt the restoration of a 1959 36' John Alden Sloop.

I was shocked when I read "Graham's Letter" on the second page (*A Very Small World*) for in there he speaks of a canal episode which involved a Lt. Col. Whitaker and a Marine friend of his. It may be very coincidental but I served in the European Theater with a Major E. H. Whitaker. He led a charge with what was left of our two companies (maybe 50 men) for a counterattack against three German Tiger Tanks and several armored personnel carriers. In a mad rush to close with the tanks before they could bring their guns to bear on us, the Major was hit three times, twice by rifle fire and once by a 30 caliber machine gun from the tank. The round hurled the Major to the rear and slammed him against a tree, his chest and abdomen erupting in a sea of red. We completed the assault against the German's position disabling all three tanks but were thrown back to our defensive positions by a German counterattack. I never saw or heard of E.H. Whitaker after that day.

Needless to say, if you have the Colonel's address or Graham's Marine Corps friend, I would certainly like to get it, for up until two weeks ago I thought E. H. Whitaker had been killed at the Battle of the Bulge (enclosed addressed envelope).

As a passing comment, Graham must be a young man but he will soon find out how someone or something, although old, abandoned and sometimes wedged under a rock, can still have value.

Regards,



Bruce M. Gordon

/BMG

Old Boats, New Friends

... by Stephen Decatur
White Crystal Beach, Maryland

Old boats have a way of bringing interesting people together. Although there are other reasons why I am still messing around with wooden boats, both old and new, the people seem to be where my thoughts come to rest first when I think about the jobs and experiences that have come my way.

About two years ago I accepted a contract to make a new lower mizzen mast for the barkentine *Gazela*, which was located at Pier 40 in Philadelphia. There was no need to twist my arm on this one. Spar making is every shipwrights favorite job; why, this was as close to a vacation as most self employed boat-builders get. Every once in a while, as I proceeded to make great piles of sawdust, chips and shavings on the south side of that venerable edifice, I would look up to see some craft, usually reaching either north or south in the fairly dependable west wind that we have in this part of the world. My occasional glances toward some passing sloop, yawl or schooner, some "aging beauty", had been noticed by a particular friend who took it upon herself to remedy the "situation". This one needs a boat, she thought. She consulted her friends. (She has many in the wooden boat world.)

A surprisingly short time later I found myself in Galena, Maryland looking up at the chalky red bottom of another era. Thirty six feet of nineteen twenty nine. Yawl. Ralph Winslow. Rudder magazine world cruiser. A handful of hours, made nearly

painless by my dedicated friend, found me the next courtier of this aristocratic lady of New England with the Scandinavian name Jolle, (pronounced, I am told, Yullah).

Jolle and I hail from roughly the same latitudes, so Naomi, (the nautical match maker), decided to illustrate to me how pleasant this part of Maryland could be. (I would have to relocate to the area to work on Jolle.) She brought me to meet her old friend, Rick Carrion. In fact it was at Rick's house, while enjoying an impromptu gourmet meal prepared by him, that I spent several of those hand-wringing hours wrestling with my decision. The three of us gathered around the island of Rick's kitchen and I soon realized, once again, that the world of old boats is small, and that it's community is populated by people who all seem to know or, at least, have heard of one another. I was also struck by my good fortune in being part of this world where it seems so effortless and natural that a friend, like Naomi, could introduce me to Rick Carrion. Rick's warmth and interest in my affairs made me feel instantly like our friendship was old, not brand new.

Although there were many factors that influenced my decision, I believe that it was the gracious welcome extended to me on that occasion and the example of the results of Rick's efforts with Elf which made my mind easy with respect to the purchase of Jolle. Thank you, old boats.

Workshops

We have many different projects that may be of interest to you. They provide active, hands-on learning opportunities and give the satisfaction of helping with the ELF restoration. Just to name a few of our current projects: glazing, painting, general wood-working, varnishing, and, yes the seemingly endless SAND-ING.

Please call ahead to announce your arrival: 410-275-2819
EMAIL: elf1888@earthlink.net

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.

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!

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 March 1, 2005.

Request for Recipes for Boating Elf Cookbook

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

Bad cooking is responsible for more trouble at sea than all other things put together.

... Thomas Fleming Day

22nd Annual Crab Feast & BBQ Update

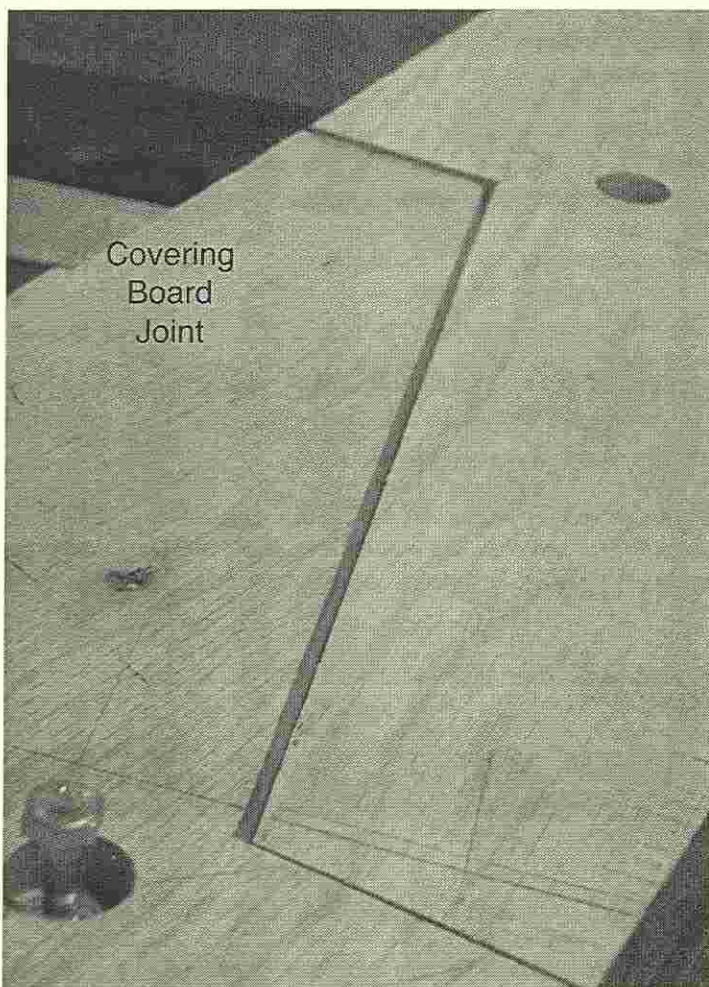
Due to hurricanes plaguing the country, we had to postpone our event by one week. This is the first time in 22 years that we've had to do this . . . OH WELL . . . safety is always a key issue. Since several people were coming great distances, we had a smaller event at my home on the scheduled date and had wonderful weather the following weekend at Cherry Grove Farm's beautiful Bohemia River waterfront. All told the participation was reduced somewhat primarily due to the postponement. We did however make a total of about \$2,000.

We are currently in the planning stages for next year's crab feast and invite you to help plan and organize it.

We are also in the planning stages of a springtime event. Patricia Sparks, the executive director of the Cecil County Chamber of Commerce and a new member of the Guild, has offered to help organize it over the winter. Look forward to updates. Plan to join us and, of course, bring some friends.

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.



Guild Vision

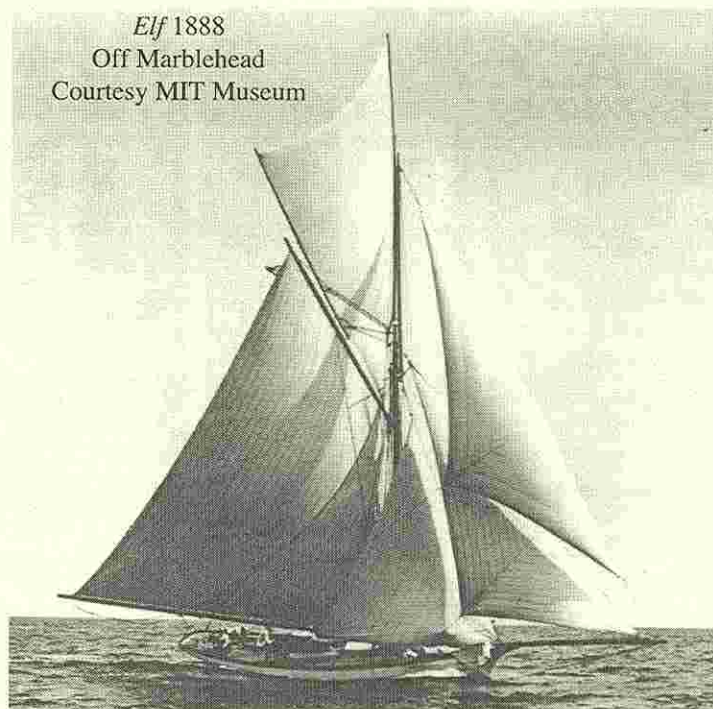
The Classic Yacht Restoration Guild is a non-profit membership organization dedicated to the preservation of traditional watercraft, both power and sail. Yacht restorations are accomplished through a combination of member donated skills and resources. A cooperative educational setting is provided by 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.

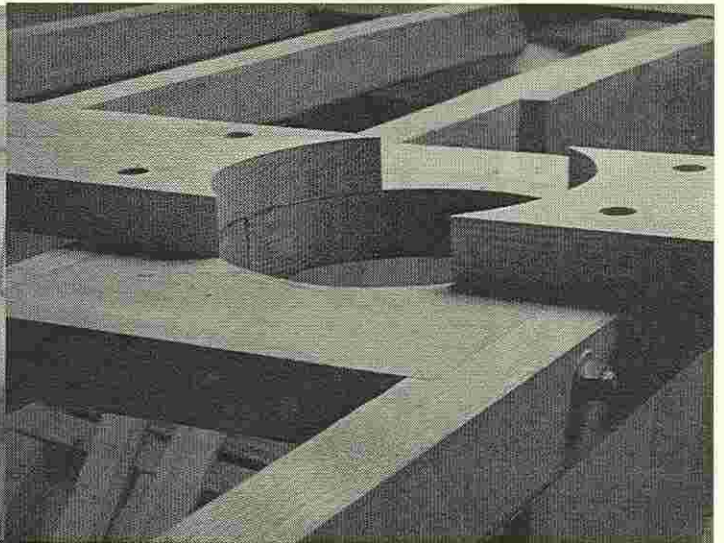
Work on our flagship *Elf* currently involves restoration of the original rig, deck, and cabin configurations. In addition, the Guild has received donations of many small craft which are used as demonstration and education projects. Ships carpentry, rigging, mechanics, and fine wood finishing are all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





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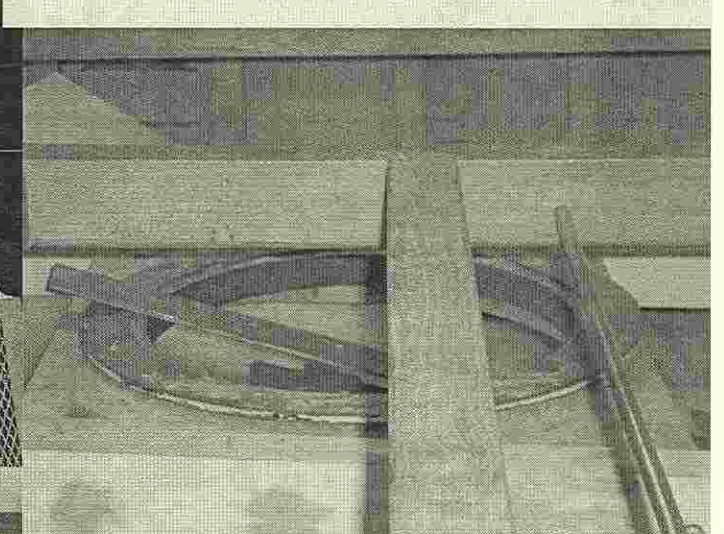
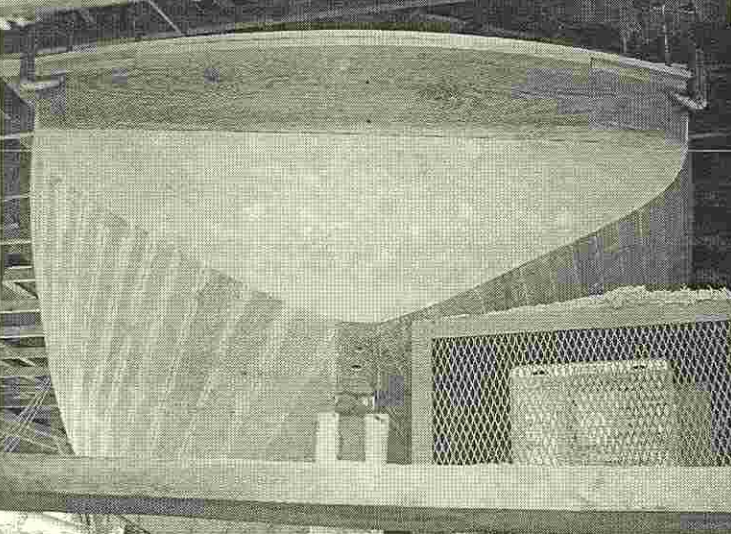
Bow covering boards and king plank

King plank mast step

Bronze rods and cockpit detail

Stern transom detail

Rick and black locust for rudder





Save Us Time, Money, and the Environment
Receive The Helm via E-mail and Forward it to Friends
Send your email address to: elf1888@earthlink.net

THE HELM



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