

THE HELM

Fall/Winter 2010-2011 Vol. 28, No. 1



Elf, past and future



President's Message

Know when to hold 'em

Know when to fold 'em

... by Rick Carrion

Two thousand ten got off to a slow start for ELF. Even with our best efforts, the winter cover was on until Memorial Day Weekend, much to our dismay. This was primarily due to the extensive deck seam replacement, which totaled approximately 400 hours on our hands and knees. It was a grueling task to say the least. First we removed the existing seam compound without damaging the Douglas fir deck planks. We sanded each seam and plank, priming, laying in the bond breaker while surviving the toxic fumes and back breaking application of the new compound. Whew! During this time, we were sanding and varnishing the mast, booms, and bowsprit. We want to thank all who came out and gave Rick and Carly a hand. As always, every little bit of help is always welcome.

From here, Rick accomplished rigging the half a mile of "strings" before we could step the mast. Happily, we had only one minor adjustment to make. Then we set the booms, bent on the sails, oiled the decks, varnished the trim, and were able to finally get out and sail on the Miles River. By July 4, she was in all her glory! Many boats and visitors who had monitored our slow progress accused us of preferring to work than to sail. Because of this, on our first and

subsequent sails we received resounding applause from all around when we first left the dock to sea trial the new engine. We were able to enjoy several trips to and from Annapolis before the heat wave moved in. We made every effort to make up for lost time by taking and enjoying all opportunities that came our way.

After the heat wave broke in September, we went up the Bay to the Georgetown Yacht Basin for a haul-out to inspect, sand, and paint from the decks down. Due to the engine installation late in 2009 we were not able to haul out that year. The Interlux paint did an excellent job protecting ELF's bottom without issues over the course of two years. We do plan to haul out annually. During the recent haul-out we also replaced the propeller zinc, and grease tube.

We were now looking great and able to attend several events around the Bay to share ELF. She was first on display at the Chesapeake Bay Maritime Museum, then at the National Sailing Hall of Fame, Annapolis Yacht Club, Sultana DownRigging in Chestertown, and went on a photo shoot with Nautica. Some engine issues precluded attending the Independence Seaport Museum's Small Craft Festival in Philadelphia, the Great Chesapeake Bay Schooner Race, and the Schooner Rendezvous in Cambridge. Nonetheless, we were able to share ELF at shows and sailing events with hundreds of visitors. It is my plan to raise the number of visitors into the thousands this year.

One way that I hope to improve communications this year is to make frequent postings on the Classic Yacht Restoration Guild's Facebook page. So please "friend" or "like" the CYRG. To get to that page, please spell out "Classic Yacht Restoration Guild" on Facebook search and then just "friend" us. We will also be able to communicate faster and more efficiently using a new laptop that will be aboard ELF. Though we are still in the planning stage, it is our

hope to send out frequent notes, perhaps daily, providing ELF's location and activities. Please bear with us, stay in touch, and plan to visit ELF. I truly want to share ELF with each of you and continue to build a membership community of wonderful friends. Thank you for your continued help and support.

"Lawley Built"

Rick

Interlux - International Paints

The Classic Yacht Restoration Guild is proud to represent Interlux finishes. When Rick purchased ELF in 1971, he started using Interlux paints and varnish. He found them user friendly, very durable and that with them we are able to produce a spectacular, head turning finish.

As you know, or can imagine, many gallons of paint and varnish are required yearly to maintain a yacht like ELF in "Bristol" condition. We have been very fortunate over the years to have so many generous people and companies contributing their time, money, and products to our cause. Over ten years ago, Rick called on International Paints for some assistance and was fortunate to meet representative George Dunigan. George came over to the boat shop one day to see what ELF and CYRG were all about. He was thrilled with what he saw, became quite enthusiastic, got behind the project and helped facilitate an International Paints Products sponsorship, which is still going strong.

Over the summer, Captain Rick was invited to give a presentation to the Regional Department heads at the Annapolis Yacht Club as part of their annual meeting. After the presentation, they all boarded ELF and went for a late-day sail. Rick said, "The breeze was NW 10-12 knots which made for a delightful beam reach moving us along quite well." It was the first time for most of the department heads to sail aboard ELF and they were quite taken with her and the whole experience. We sailed back to Annapolis into the setting sun and enjoyed a great meal at Carrol's Creek. A wonderful time was had by all! Everyone loved seeing their products showcased on ELF. We look forward to a repeat performance. The guild is grateful for the complementary relationship we have established over the years with International Paints and we look forward to making ELF available to our sponsors and supporters and to even more sailing this season.

If you haven't had the opportunity to work with Interlux finishes, join us at our spring work days this season and we will get you fully familiar with these fabulous products!

 **Interlux**[®]
yachtpaint.com

Nautica Photo Shoot

One afternoon, toward the end of the season, I received a call from Peter Leshner, Chief Curator at the Chesapeake Bay Maritime Museum. The well-known NAUTICA Company had contracted the museum to be a location for their Spring/Summer Clothing photo shoot. Along with using the beautiful grounds of the museum, they also wanted to be out on the water using both power and sail. They had heard of the log canoes and thought that they might serve as a great photographic background. After Peter educated them on the lack of stability of these boats, they asked if he had any other suggestions. Peter told them about ELF's beauty and stability which helped make the connection. We quickly gathered a local crew and gave the wardrobe mistress our sizes and genders. Early the next morning the museum grounds and ELF were crawling with photographers, directors, tons of photographic and video equipment, and of course models and their assistants. After food, beverages, and many pieces of spring clothing were crowded below ELF's flush decks we were off.

Bad weather had been predicted so we knew we only had a small window of opportunity to get the job done and the artists satisfied. We set our sails on the Miles River with partly cloudy skies and a fresh SW breeze. ELF was in her glory, so much so that the three chase boats had trouble keeping up and thus made the steady transfer of equipment and people a challenge. We spent the morning tacking back and forth, teaching the models to coil and haul lines, handle the tiller, shimmy out on the bowsprit. At the same time Rick, Carly, John, and Kevin were trying to stay out of the camera's view while we safely handled ELF and the various demands of the photo shoot. For many aboard that day this was their first time sailing and they all admitted they were now spoiled for life! It was uplifting to hear the many comments that "this was the best shoot ever" and how grateful everyone was for how smoothly and efficiently it all went.

In addition to still shots for their upcoming catalog and print work, they were producing a video for their website and TV commercials. So, keep your eyes open this spring for ELF in Nautica's advertising campaign.

This was a great opportunity to generate income for the guild for the continual upkeep and maintenance of the ELF we have all worked so hard to restore. We look forward to having ELF in other product photo shoots and hope one day to see her on the big screen.

**If you have any contacts, please notify Rick at
443-566-2212.**



2010 National Sailing Hall of Fame Classic Sailboat Race

. . . *By Dan McGrath*

I started writing this piece on Thanksgiving weekend. I was thinking about the dramatic change in the general weather conditions in the two short months that elapsed since the brilliant day off of Annapolis where Elf resumed her yacht racing career after being absent from the starting line for way too long. It brought to mind a dismal Saturday after Thanksgiving 1985 involving the Yacht Marika, The Tap Room, Inc. in Chesapeake City and our intrepid Captain Rick coming to the rescue with some cans of gas. That was one of my most miserable yachting adventures and it's a story for another time. In contrast being aboard Elf as she participated in the National Sailing Hall of Fame's first annual Classic Sailboat Race on September 19 was one of my most delightful days of sailing. I'm sure our crew would agree.

Elf spent that weekend at the Annapolis Yacht Club (AYC). On Saturday she was a featured yacht at the Club's annual Keel's and Wheel's show. It was the second time Elf participated in this event which is a combination classic car and classic boat show. I had to work on Saturday so I missed the Keel's and Wheels. Paula Connell and I headed out early Sunday morning to be in Annapolis with time to spare before the start of the race.

We arrived at 9 AM and parked across the river in Eastport. We got our first view of Elf at her berth on the end of the AYC dock as we walked across the bridge over Spa Creek. I didn't notice him until I got closer but Captain Rick was up the mast making some sort of repair as I approached. The crew for the day was already on board when I arrived. They were busy making last minute preparations stowing gear and bottles of water, applying sun block, and getting familiar with Elf's many sheets and halyards. It was a bright, warm morning but at this point the wind was dead calm. It looked like it might be a very long race.

We planned to use the working topsail for this event and since it had never been bent on we decided to take advantage of the calm and practice getting it up right. We achieved the correct orientation of the luff and leach on the second try. Taking advantage of the stillness, we had already hoisted the main at the dock. Bill Sonntag who was our race skipper and helmsman for the day reviewed the sailing instruction for the race. Captain Rick started the engine and shortly thereafter we took in the lines, leaving our cheer leaders ashore and headed down Spa Creek making our way to the race course.

This was to be a "pursuit-style" start with the slower boats (based on the ratings) starting first. Our start time was 12:10 PM. The course was three legs marked out with existing navigational aids. The first leg ran parallel to the Naval Academy bulkhead heading back toward Annapolis. With the wind coming out of the west it became a reach with the first turn the green buoy at the entry to Spa Creek. From there it was windward to the red #6 and then a run downwind to the green buoy marking the entry to the Severn River.

The race was to be three times around the course for a total distance of about 14 NM. Our crew for the day consisted of the following members. Except for the captain and the helmsman the positions indicated are loose descriptions of the general responsi-

bilities of each member as we were all flexible and jumped in to haul on lines, release and secure backstays and halyards, and generally help each other as needed. Starting with myself and working clockwise, I was the on board photographer and utility man. I spent most of my time on the fantail taking pictures and tending to the main sheet and the port and starboard flying jib and running back stays as necessary. Forward to port Audry Sonntag handled the port flying jib sheet and the port running back stay. Amidships port Rich Savini tended to the port staysail jib sheet. Captain Rick took the bowman position keeping the lookout forward and an eye on the head sails and assisting Dave who tended to the port and starboard jib sheets. Aft on the starboard side Bill Hamilton tended the starboard staysail jib sheet and aft of him Terry Whitehead and Mason Moorman handled the starboard running back stay and the starboard flying jib sheet. Mason also worked the main sheet when necessary. Last but not least Bill Sonntag was our race skipper and helmsman calling out the tacks and jibes and generally keeping us out of trouble.

Captain Rick was at the helm as we worked our way down Spa Creek toward the race course passing the NSHF dock and getting our first glimpse of the competition. A bit of a breeze was coming up as we got to the general vicinity of the start of the windward leg and with plenty of time headed downwind for a practice lap. As we practiced our tacks and jibes we got our first glimpses of the beautiful old boats that represented our competition. We saw Lacerta, a Concordia Yawl (one of two in the race) as we were heading out of Spa Creek. We shadowed each other around the practice lap as she set her sails in the light breeze. We were also dogged by the modern sail boat Sara carrying our cheer leading squad consisting of Deborah Sonntag, our other "official" photographer, Carly Sargent, the cheer captain, Bernadette Savini, with others and Sara's captain. We encountered Nightshade, a green hulled L. Francis Herreshoff Didiki ketch as we both lazily tacked toward the first mark in the light air. Fan Dancer appeared aft in the distance, another L. Francis Herreshoff ketch, a Nereia with a distinctive black hull and white bowsprit, heading off to the assembly area behind the starting line.

HIGH COTTON shared the dock with us at the AYC and joined the fleet on the practice run. She is a very pretty N. G, Herreshoff Buzzards Bay 25 with a gleaming white hull. Coot, with her crew of two, sailed past us. A Gibson Island 210, the double ended class racing boat with the deep blue hull showed what she could do in light air, eventually going on to place first over all. Bull and Bear, a pair of New York Harbor Sandbaggers joined the part of the fleet that milled around the assembly area. These boats which were built at the Workshop on the Water at the Philadelphia Seaport Museum spent the summer as part of several sail training programs sponsored by the NSHF and the City of Annapolis. With their generous overhangs and gaff rigs they definitely gave a look of antiqueness to the event. The Endeavor, a yellow hulled 1942 Chesapeake 20, and the Friendship Sloop Joyce Elaine joined them in the assembly area.

As we headed downwind toward the assembly area we got our first sight of Windalier, the largest participant in the race, a

Sparkman and Stephens S&S 56 jockeying for position in the fleet as the time for the start neared. The rest of the seventeen entries had joined the others and were milling around jockeying for the best positions for their respective start times. Boats not mentioned yet were Stormy another Chesapeake 20 and Osprey another Gibson Island 210. Star #178 Trout, built in 1923 was the oldest vessel other than Elf in the race. Honalee, an L. F. Herreshoff Rozinante, and the other Concordia Yawl Saxon were among the ever crowded group. Last but not least RAIDER a Sparkman and Stephens 32, may have been the prettiest.

We crossed the starting line just behind Lacerta and Nightshade. The wind was still fairly light and shortly after that the committee boat caught up to us to tell us the start had been delayed about an hour with the hope of more wind and gave us our new start time. So we got another practice lap. The wind did pick up on this time around and so did our skills as a crew. Making good time on this lap we got to the starting line a bit ahead of schedule. We were now ahead of Lacerta who was in company with her sister Saxon. Unfortunately we crossed the start about 10 seconds early which ultimately cost us a much bigger penalty than we had anticipated. The race was on. On the first lap it seemed that Lacerta and Saxon were slowly gaining on us. Nightshade however maintained her lead over us from the start to the finish. Of course we thought we were winning. A look behind us as we approached the first mark on the second lap show us we were ahead of Osprey, Raider, Fan Dancer, High Cotton, Saxon, Lacerta, Honalee and Joyce Elaine. Of course it is difficult in these types of races to know precisely where you stand. High Cotton was the first around the mark behind us and catching up. Ahead of us was Nightshade and Osprey.

The wind had picked up considerably by this point. As we were making our way upwind we encountered Lacerta who was following High Cotton by about two boat lengths, both on starboard tacks as Elf, on the port tack, approached in a crossing situation. In a deft move Bill slipped neatly between them making what

could have been a close call look routine. The race was tightening up. As we headed downwind we were in close company with Saxon who was now about two boat lengths aft of our starboard beam. High Cotton was now a couple of boat lengths ahead of us off the port bow.

We had some confusion interpreting the officials' pennant as we passed the finish and thought the race was over after two laps but since it looked like everyone was going around again for another lap we decided to join them we were having so much fun. Saxon, Lacerta, and Windalier aft rounded the first mark on lap three just behind us and there were now at least four vessels ahead of us including High Cotton and Nightshade who both had increased the gap considerably. We probably weren't working as hard at winning on the third lap since we were under the impression that the race was over. Even though we maintained our relative position in the fleet, many of those vessels over which we had a commanding lead were now on our transom as we headed on the downwind leg for the last time.

After this lap we headed over to the National Sailing Hall of Fame dock and joined several of the other vessels and their crews for some food and refreshments. We were all in a great frame of mind. We had a lot of fun and we were still thinking that we won.

Later that week I got the PDF official results. I was a bit disappointed but it hardly mattered compared to the wonderful time we had on a beautiful day on the water with Elf and sixteen other classic sail boats.

Pictures:

<http://www.flickr.com/photos/pieball/sets/72157624916001957/>

National Sailing Hall of Fame:

<http://www.nationalsailinghalloffame.org/>

Bull and Bear:

<http://www.bullbearsailing.com/>

Help for the Chesapeake Bay

The Environmental Protection Agency issued a mandatory plan for restoring the Chesapeake Bay Dec. 29, limiting releases of nitrogen, phosphorus, and sediment into the bay and its tributaries.

The Chesapeake Bay Total Maximum Daily Load (TMDL) identifies what EPA considers essential reductions in pollution from Delaware, Maryland, New York, Pennsylvania, Virginia, West Virginia, and the District of Columbia.

The TMDL calls for the targeted pollutants flowing into the bay and its tidal waters to be reduced by up to 25 percent. Specifically, it calls for a 25 percent reduction in nitrogen, to 185.9 million pounds annually; a 24 percent reduction in phosphorus, to 12.5 million pounds annually; and a 20 percent reduction in sediment, to 6.45 billion pounds a year. The TMDL compliance plan is based on "phase 1" watershed plans developed by each of the seven jurisdictions in conjunction with EPA, Garvin said. The plans have improved markedly since draft plans were submitted in September, he said, noting that all states except New York had EPA-approved plans by early December. Below you will find web links to an Executive Summary and full text of the TMDL plan.

Executive Summary and Background:

http://www.epa.gov/reg3wapd/pdf/pdf_chesbay/FinalBayTMDL/BayTMDLExecutiveSummaryFINAL122910_final.pdf

Full Text, Etc.: <http://www.epa.gov/reg3wapd/tmdl/ChesapeakeBay/tmdlexec.html>

We strongly encourage everyone to be environmentally pro-active on board your boat, at home, at work, driving, and all of your day-to-day activities. Together we will make a difference in a cleaner world.

SULTANA Down Rigging Celebration in Chestertown, Maryland

Due to the installation of our new Westerbeke 44 in the fall of 2009, we were unable to attend the Sultana Downrigging in Chestertown last year. This made our desire to attend in 2010 even stronger. ELF made the trip from St. Michaels in two days with a stopover in Annapolis. CYRG member, Kevin Garber and Rick left Chesapeake Bay Maritime Museum (CBMM) motoring with an outgoing tide on a calm fall afternoon and made Annapolis in 4 hours. We were joined by four other guild members, Bill Sonntag, Carly Sargent, Tom Sevco, and Pete Mullaly leaving the docks of the National Sailing Hall of Fame on Friday morning at 8:01 with a rosy glow in the gray skies and heavy breezes in the forecast. We knew we were in for a challenging passage to Chestertown but our determination to participate buoyed our resolve to make way. The NW breeze began to freshen, was blowing in the 20s to start, and as we approached the Bay Bridge the wind steadily increased to 35 with gusts in the 40s. The bay was cold with a sea of white caps and the heavy chop kept ELF's decks awash. We set the staysail jib to help reduce the rolling effect of the waves and the lovely CBMM built tender, VIDA, danced behind on the following seas without a care or mind the turbulent conditions. The water at the mouth of the Chester River did its best to make us turn back, but we braved on knowing that ELF would be able to take its fury, and she did!

Once in the river we made good time to Chestertown arriving at 1:28 in the afternoon. Our docking entrance was blocked by the bowsprit of the KALMAR NYCKEL and SULTANA'S main boom. They were both scheduled to sail with passengers at 2:30 and the plan was for us to dock in their absence, but because it was too

windy they stayed dockside and a new challenge was presented. Eventually, SULTANA was moved forward on the T-head opening a narrow passageway for ELF to reach her assigned dock space. By this time, the wind blown tide was rushing out at 3 knots.

Rick knew we only had one chance so we readied our docking lines and discussed the docking procedure. KALMAR NYCKEL sent crew to the eagle's nest at the tip of their bowsprit to assist in threading ELF through. Our spreader and shrouds were within inches as we passed their bow. Once clear, we threw the lines to the waiting dockside crew purposefully edging ELF into the soft mud at a 45-degree angle, which kept her in place. Since we were still a good distance from the dock, we reassessed, doubled up our spring lines, and Rick put the engine in reverse. Using full throttle and much tugging and pulling ELF slowly walked her stern to the dock and we were able to secure all the lines and catch our breaths! Everyone cheered and congratulated us for a job well done. Rick thought that it was probably the most difficult docking situation he had ever encountered, but that with a great crew even the seemingly impossible can be made to look simple.

Finally, it was time to relax, dry out and celebrate our safe arrival. We were warmly received and had hundreds of visitors aboard ELF throughout the weekend. We made new members and new friends and were impressed with the professional and friendly folks from The Sultana Project behind this important event. We are always grateful for the opportunity to share ELF and her amazing history and look forward to returning next year, hoping for fair winds and a following sea.

The ELF Classic Race A Real Recreated Classic Race

During the 1880's and 1890's yachtsmen worked half a day in Boston and then took the noontime train to Marblehead. The race started when the train doors opened at Marblehead. The yachtsmen made their way to the water's edge and rowed out to their vessels. Once aboard, they raised sails and anchors to race to the destination. Upon arriving, they lowered sails and anchor and finished the race by signing in at shore. More details will be posted on our website soon. (CYRG.org or Google "Yacht ELF") The race is open to all boats, classics and non-classics. This is a fundraiser for the Chesapeake Bay Maritime Museum where ELF home ports. Please plan to join in on the fun on May 21, 2011. The race will start at Eastport Yacht Club in Annapolis and end at the Chesapeake Bay Maritime Museum in St. Michaels, Maryland.

ELF Presentations

We are in the process of getting all the necessary equipment to carry aboard to be able to give presentations at clubs, shows, and dockside. We are preparing narrated PowerPoint presentations of different lengths from 20 minutes to as long as an hour-and-a-half complete with sailing clips. Please inquire to schedule a presentation for your favorite club or other type of meeting. I may be contacted at 410-275-2819 (home) or 443-566-2212 (cell). I may also be reached at elf1888@earthlink.net.

We're on Facebook!

The CYRG is now on Facebook! Check out the Facebook page by using the search on facebook - Classic Yacht Restoration Guild. Like or Friend us for continuing updates!

Schedule of Events

ELF Spring Fit-Out - CBMM	April/May
Inaugural "ELF Classic" Yacht Race	May 21
Antique and Classic Boat Festival	June 17-19
ELF on the Sassafras	July/August
AYC Keels and wheels	September 17
NSHOF Classic Wooden Boat Sailboat Race	September 18
Independence Seaport Museum Festival Small Boat Festival	October 8-9
Great Chesapeake Bay Schooner Race	October 13-16
Cambridge Schooner Rendezvous	October 21-23
SULTANA Downrigging in Chestertown	October 27-30

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.

THE HELM



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

 **Interlux**[®]
yachtpaint.com

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

443-566-2212

Email: elf1888@yahoo.com

Website: CYRG@ORG

Wish List Contributions

Deck Awning Amount: _____

Spinnaker Amount: _____

Laptop & Projector Amount: _____

Annual Operating Costs Amount: _____

Tool Kit Amount: _____

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

443-566-2212

Email: elf1888@yahoo.com

Website: CYRG@ORG

Wish List Contributions

Deck Awning Amount: _____

Spinnaker Amount: _____

Laptop & Projector Amount: _____

Annual Operating Costs Amount: _____

Tool Kit Amount: _____