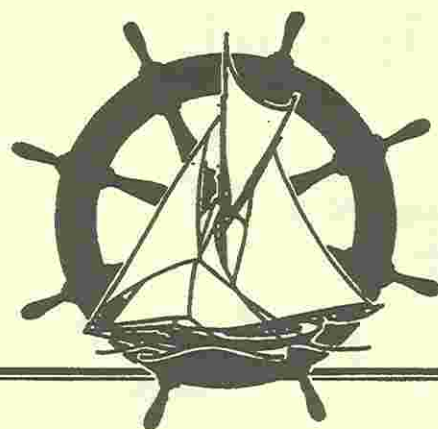


THE HELM

Fall, 1999



A PUBLICATION OF THE CLASSIC YACHT RESTORATION GUILD, INC.

President's Message

... by Rick Carrion

Elf, past and future



The old adage, "Time flies when you are having fun!" WOW!! I NEVER KNEW SO MUCH FUN. May the truth be told, I have a fetish for working on ELF. We have made so much progress over the last several months that it all seems like a blur.

As we restarted the ELF restoration project, the most difficult planking project was in front of us: where the rabbit of the sternpost makes a radical transition and twist. Graham constructed several models that we worked on long and hard to perfect. We had to begin with a thicker than normal plank to be able to make the radical twist at the stern post. The short (6' 6") plank had to be cut in half longitudinally, and carved, both inside and out, to even begin to make it work. We employed the same technique used in the original construction. Once that was accomplished we were off and running, planking as though the water were rising.

We planked to a point of having to address the transom issue. The question was whether ELF had been shortened or not. After considerable research, a trip to Mystic Seaport Museum, and painstaking measurements, we concluded her length to be correct.

Hull length became a question of concern due to analysis of old photos compared to the current configuration. The trend was to cut off the transom if rot overtook the plank ends. ELF looked altered only because ballast and rigging changes that caused her to ride high in the bow and squat down in the stern. Her lead was taken off during WWI to protect her country and she was later rebalanced with iron. Her rigging changes shifted the center of effort further aft, changing the profile view significantly.

As we removed sections of transom, we exposed the topside plank ends. They were each finely mitered to receive the transom

thus covering all the end grain. This clue verified that the original length and transom shape had not been altered.

We now have a renewed subtransom made of 2" thick black locust, and a beautiful tumblehome built into the renewed shape. The knee and main transom structural supports are also made of black locust.

We have most of the planking renewed and hope to finish the remaining by Thanksgiving. Decking will be the next project in the sequence. We hope current funding will allow us to completely finish the planking.

In an effort to support the ELF restoration, I am offering my personal wood supply for sale. Over the last twenty-five years I have collected, dried, and stored over 30,000 board feet of North American hardwoods. I have a large supply of wide planks (up to twenty-seven inches) including cherry, oaks, poplar, walnut, and ash, among others. If the wood is sold at fair market value, it should provide continued funding to complete the restoration. Much of this wood is stacked to book match the grain. Tell your friends to call and inquire about sizes and availability. Also, please let me know if you are familiar with any program or foundation that may match the money we are able to raise.

Sincerely,

Boat Donations: Boat for Sale

Over the years, boats have been donated and used by members, while others sold to fund programs. If you have a boat to donate, you receive a true value tax deduction and are invited to be a life member.

For Sale: 22' Fiberglass Lightening - Best Offer

Shipwright's Letter

... by *Graham Ero*

Today I put the final touches on the 32 foot long bilge longitudinal and the 38' sheer clamps prior to installation starting tomorrow (10-27-99). They are back-primed and also received edge beading as a decorative detail exactly as they were originally. The sheer clamp installation

is exciting because it means that ELF is now ready for another landmark phase of her projects, deck beams and decks.

There have been several important moments lately. The installation of the last short frames in the very bow, and those back by the "New Transom". The sheer strakes are in place and all the frame ends are trimmed off. ELF now has her sheer back, and in fact, is at last a complete hull. There are several more runs of planking to fill in to the water line, but we have a complete hull once again, and it really looks great.

I want to comment on the fact that, at this point, I am quite impressed with the incredible strength of this hull. I have never seen such a heavily built yacht of this length. The only boat I can remember to have similar scantlings, was a 55 foot English Ketch, and she has done 4 circumnavigations. Her keel is three feet wide at the base and can support the boat upright with out poppits. (In other words, massive of course) ELF is so strongly built to carry the huge spread of sails under racing conditions. It is gratifying to reflect on the work bringing the reconstruction of the hull to its final stages. One indicator of how much wood has gone into the boat so far, is the fact that we had a 5 gallon bucket full of screws a couple of months ago, and it is now almost empty. A thousand more screws arrived today.

But back to deck beams. I hope to begin installing the deck beams in a few weeks. Next we will work on the decks, bulwarks, companionway, skylight, cockpit, deck hardware, rudder, mast and rigging, paint, varnish, . . .



Funding Prospects

In an effort to increase funding for the ELF project, I am attempting to interest R.E. (Ted) Turner. I have sent information out with the hopes of a response soon. If we acquire the rest of the necessary funding, we could realistically participate in Tall Ships 2000. Please send me any names and addresses of people and/or corporations you feel may be interested. I will send them an invitation to participate in our projects along with other information.

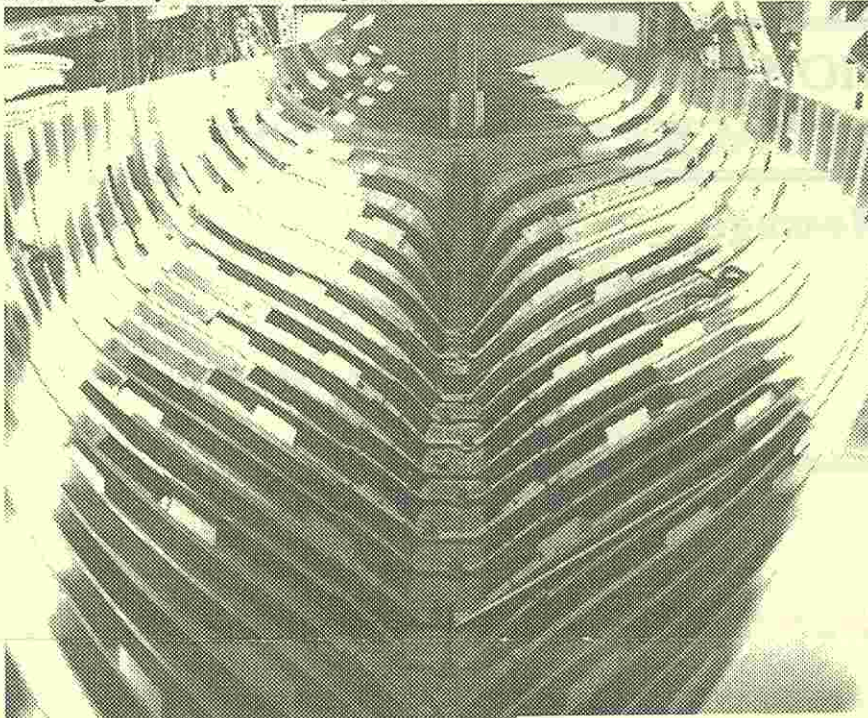


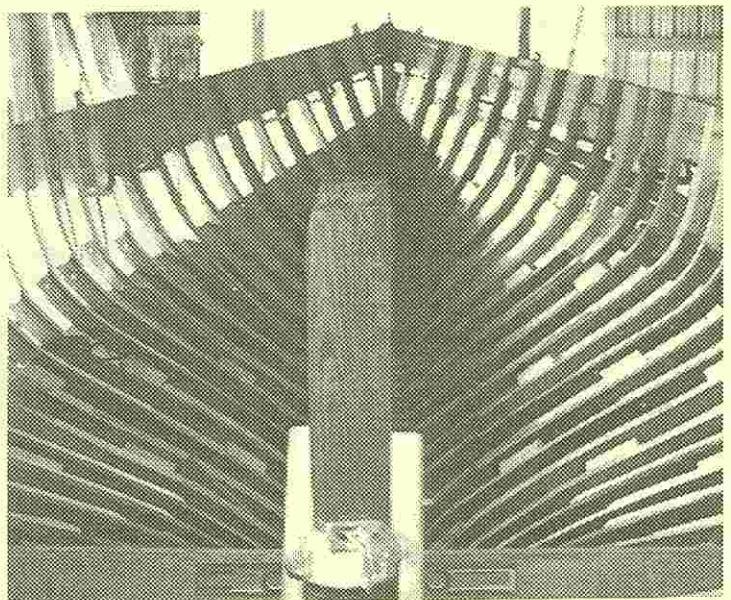
Photo Update

The ELF photos that were from my truck while in Baltimore have not been returned. Since the theft I have ordered a new set of twelve from M.I.T. Museum, Hart Nautical Collections, and one from Mystic Seaport Museum. I am still awaiting an order form from the Society for the Preservation of New England Antiquities for eighteen photos. Since the theft, I have worked to review and refile all the Guild files, which has turned up several forgotten helpful photos and articles.

Are you a current paid member?

Green: Yes

Other colors need to join



Membership

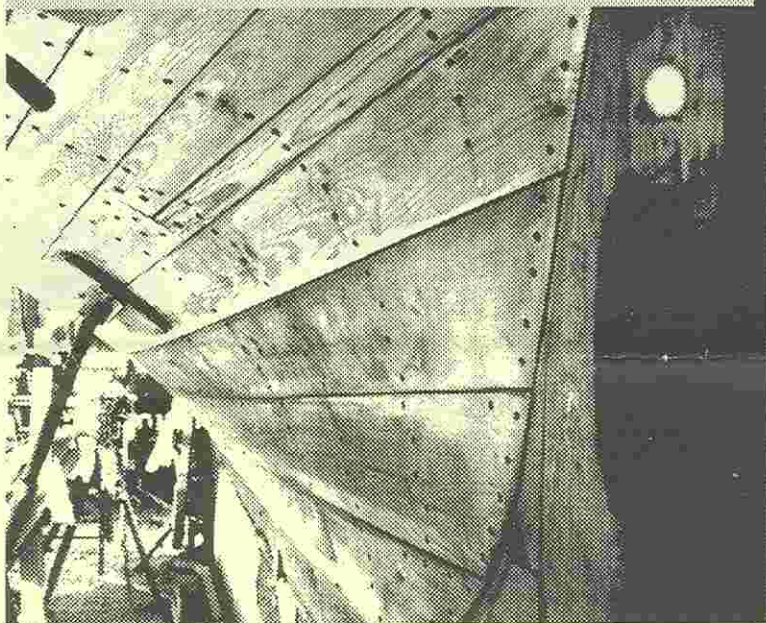
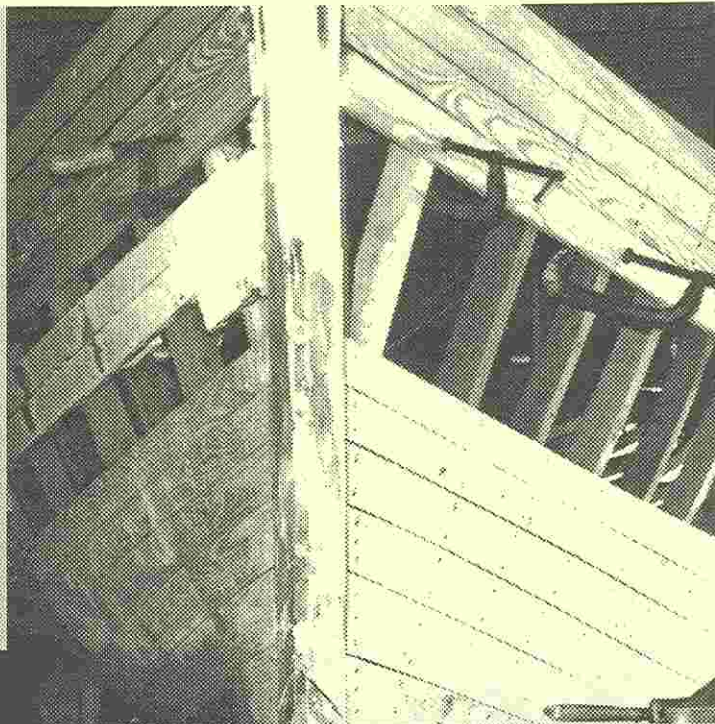
Paid membership is down.

Please consider making an end-of-the-year contribution now to go toward your membership 2000.

A green dot in the bulls-eye indicates that you have made a recent contribution.

Other colors indicate a need to consider making a contribution to maintain membership status.

So if you could see your way to help, please do so now; we urgently need your support.



Mariner's Attic

Over the years we have had a variety of gear donated. Some we need, and some we can make available for your projects.

Call 410-275-2819 to check availability and make an offer.

Your purchases will benefit the restoration of ELF.

Workshops

Throughout the fall and winter, we will have some sort of workshop activity each weekend. Call ahead to confirm your attendance. 410-275-2819. Stay late for potluck dinner.



Classic Yacht Restoration Guild, Inc.
PO Box 237
Earleville, MD 21919-0237
(410) 275-2819



All donations are
appreciated and tax deductible.

Name _____
Address _____
City _____ State _____ Zip _____
Phone and email _____

Enclosed please find my check, payable to the Classic Yacht Restoration Guild, for:

please print Basic Membership (\$20) Sponsor (\$100)
 Contributor (\$50) Donor (\$500) Other _____

I would like to participate in restoration workshops.

Special skills or interests: _____

I would like to participate in crew training for ELF 2000.

Special skills or interests: _____

**Please Consider Membership Renewal
or a
Donation
to
Assure Continued Progress**

THE HELM



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