

ELF's

Cockpit Hatch Update

Over the years of restoration work on ELF I have had the good fortune to work with many wonderful volunteers, and I want to truly thank everyone for your dedicated efforts. Last winter, while working on the cockpit sole, I mentioned to a friend and member that I needed to repair the access hatch pull ring that aids in the lifting of the hatch when you need to go below. The member offered to take it with him and do the repair. So I gladly accepted and sent the hatch plate with him. The problem now is that I did not make a note of who took it along to repair, and it has not been returned. The other problem is that we have inlayed the hatch to fit flush into the cockpit sole, and the other similar hatches in



my possession are smaller. So if you do recall my putting the hatch into your vehicle and have it somewhere, just please let me know, and I will make arrangements to pick it up. In the worst-case scenario, I will have to rebuild the cockpit sole to accept another similar, slightly smaller hatch. There is also another remote possibility... someone may know of another same size, and /or slightly larger hatch that may be available somewhere for possible purchase, or donation. Whatever the case, I really need to address this issue before re-launch, so if you have any thoughts on this matter, PLEASE let me know ASAP! You can see from the photos what the hatch ring looks like, without the hatch. The hatch diameter that fits the ring is 19 & 3/16 inches across.

A celebration of life!

Paul L. Bartholomew, III

December 13,1950 - September 13, 2007

It is with great sadness to me that I have to report the loss of a good friend. Paul was very excited about so many things in life. He loved the water sports on many types of boats, and worked hard to keep them afloat. It seemed to me that sanding and putting countless coats of varnish on ELF's bright work made him happy. He loved to make her bright-works simply shine to show off the beautiful woodwork. Another item that really impressed me is that he made a scale model of ELF's rig to be sure of how it worked, with special attention paid to the topsail, and Jack Yards. He always wanted to know how something worked, and would research the item to the finest detail. And better

yet, be able to explain it to everyone in a logical fashion, I do truly miss Paul.

As a man he was humble, honorable, and kind to others. There are those of you who knew Paul as a man who did not care much about impressing others about material things, as a man who did not care much about wealth, or a resume of personal accomplishments. As his friend I knew that none of these things were important to him, he was too busy doing what he did best, helping us, reassuring us and just being there in time of need.

One of his favorite quotes: "What a beautiful day, what could possibly go wrong!"

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 peri-

odic 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.

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

National Sailing Hall of Fame & Museum

Recently, Lee Tawney from the National Sailing Hall of Fame visited the ELF restoration project to inspect our efforts. Lee was so impressed that we are invited to have ELF on display at their facility in Annapolis, MD. We are looking forward to having ELF on display at their city docks facility and museum. Lee also suggested that we try to organize a classic sailing vessel regatta, which I will gladly work on and ask every member to spread the word. Please visit their website:

lee.tawney@nshof.org

**Check for Updates for the
Re-Launch on our Website:
www.cyrg.org**



**Race Winner
Quintessence
Paul Gray, Owner**



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 (Word attachments are acceptable) to:

ray.zeigler@verizon.net

or

elf1888@earthlink.net

The deadline for the next newsletter is February 29, 2008.