

# THE HELM

Fall, 2009 - Vol. 26, No. 3



**Elf, past and future**



## President's Message

### ELF's New Westerbeke

... by Rick Carrion

I must start by telling you that when I bought ELF there was a large mechanical object below the cockpit taking up space. Some friends expected to turn a key and it would come to life, but that was just a dream. Having adventure in my blood, I pushed ELF out of her slip, raised the sails and sailed down the Sassafras River. As time went on I found myself sailing without the worries of an engine, and I think that I became a better sailor as a result. When I purchased ELF in 1971, she carried a Marconi yawl rig and had a bowsprit that hung out ten feet beyond the bow. I carefully planed for the tide and winds when we left the dock. Admittedly, there were times when the breezes died and we drifted, but it became character building. Please keep in mind I was only nineteen when I start-

ed this adventure. We managed to sail in and out of slips for the next twenty years, which would amaze some sailors, never touching the dock or other boats with our bowsprit. I must admit I do love the yawl rig when it came to docking in tight places.

In 1991, we started the restoration, thinking we would be back in the water in just a year or two. As time progressed, we realized that to do the proper job we needed to replace every piece of wood except the keelson. The project took seventeen years, two weeks and one day before we could sail her again. During that time, we were donated a used Westerbeke #33 engine. As we had the chance, we had it reconditioned and eventually installed in ELF. Of course it would have been nice to install a new

engine, but we just did not have the money for such a luxury. Keep in mind that I never had an engine that made noise, so I was not too concerned.

During the past summer, we took ELF to the Wooden Boat Show in Mystic, CT. Not having much experience with marine diesels, I did not realize how poorly the engine was running until after we

arrived in Mystic, CT. At that point, we made the decision to return home to the Chesapeake Bay. Once we had crew, we started the journey making ports along Long Island Sound. We visited Sag Harbor, Green Port, Branford Yacht Club, and Seawanhaka Corinthian Yacht Club. We enjoyed



meeting many wonderful people and displaying ELF. Then we went on to Sandy Hook, NJ, and anchored, motoring out the next day. The day started well, but soon deteriorated to winds in the forty-knot range with eight to ten foot waves. With Barnegat Inlet in sight, we turned back to Sandy Hook, a wise decision. After that seventeen-hour day we all needed a rest, so we stayed over a day before heading for Atlantic City again. This turned into another seventeen-hour day, but this time we made our destination. We stayed over in Atlantic City for a day to again rest before pushing toward Cape May, NJ.

We got up at 5:00 AM to catch the tide, but when I tried to start the engine, it would not even sputter. We had an engine specialist come aboard to confirm that the engine needed a major overhaul. DAMN! Now the question was how to make it safely down the coast, up the Delaware Bay, through the C&D canal, and down the Chesapeake Bay to St. Michaels.

After considering possible options, we decided to use our inflatable dink with a 15 HP outboard as a yawl boat, a slow way to go but that was our only realistic option. After we were well rested, and the weather looked favorable, we motor sailed down the coast to Cape May. It was a long day, but we made it in time to watch a beautiful sunset. The next day the crew informed me that they needed to depart for home for various appointments. With all of our setbacks, I lost my crew! I was luckily able to find replacement crew, which arrived at sunset. The next morning we awoke at 4:00 AM to catch the tide and get an early start. We headed back out into the Atlantic, rounded Cape May point, and headed up the Delaware Bay. After entering the bay the winds shifted and strengthened, and of course not to our favor. We made it to the east entrance of the C&D Canal at Reedy Point just in time to watch another wonderful sunset. We were up at 4:00 AM again to get a favorable tide to navigate the canal, which proved to be the right move. We pulled into Georgetown on the

Sassafras River at 1:30 PM. We took a mooring for a month. At that point, ELF was only a ten-minute drive from home.

Now my real work was just starting: negotiating to get a new engine. I sent requests for the donation of the engine we needed, and followed up with phone calls. No one was about to give an engine away for promotional goodwill. But Westerbeke Marine Diesel Company did offer a deeply discounted one at

almost half market price. Therefore, I ordered a Westerbeke 44-B and waited. In the mean time, we moved ELF back to the Chesapeake Bay Maritime Museum in St. Michaels, MD, motor sailing the slow way. We returned to our homeport and I started to make plans and arrangements to extract the old engine and install the new one. We took delivery of a



**Neal Carter Installing  
New Westerbeke**

shiny new, in-the-box engine in late October.

It did not take long to remove the old engine and start the installation of the shiny one. Neal Carter worked with me and other volunteer members to properly install it. We had to fabricate motor mounting brackets and shift cable brackets along with several other items. I am very happy to report that we recently started it up and ALL is working well. It fired up at the touch of the start button. By the time you read this we will have sea tested it and made final adjustments.

I also want to say that I am very thankful to everyone who contributed to make the new engine a reality. It is truly HEART WARMING to me to have such generosity displayed in a time of real need.

THANK YOU!

# CYRG Participates in Annapolis Yacht Club “Keels and Wheels” Show

... by William Sonntag

On a beautiful and bustling September day in Annapolis, the CYRG brought out a few classics for the benefit of the Annapolis Yacht Club Junior Sailing Program at the annual Keels and Wheels show. While ELF remained on display in St Michaels, her tender “VIDA” was set up among the classic cars as a display for CYRG literature and commemoratives. This included the fine work of Precision Artistry ([www.precisionartistry.com](http://www.precisionartistry.com)) that have contributed delightful engraved detail on the ELF ship’s bell and navigation light mounts. Numerous friends and show goers stopped by for a look and of course to hear the “ELF Story” as can only be told by Captain Rick.

The CYRG held its own in the “wheels” portion of the show with two unique cars among the muscle cars, expensive exotics, the post and pre-war classics on display. Board member Bill Sonntag showed his preserved-in-amber 1979 Alfa Romeo, Alfetta Sprint Veloce recently purchased from California - less

than 100 of these cars are still on the road. Italian black leather interior, gleaming rosso paint and chrome brought a bit of historical context to the Ferraris by the dozens. Enzo Ferrari got his start as a driver and then race car preparer for Alfa Romeo in the 20’s and 30’s.

CYRG member Rick Otis brought out his classic car, a 1966 Ford Country Squire Station Wagon. A recent ground-up restoration has left this 1960’s progenitor to the family mini van gleaming with acres of chrome, dark green metallic paint and of course wood grain appliqué by the square foot. All the details are there including the crossed polo mallet and pony medallion. Owned since new by his family, Rick regularly drives to shows and summer cruises. For photos see:

<http://www.meadowneck.org/Things/Cars/Maizie/>

Thanks Rick for bringing your car out.

Plan to join us next year for this great event.

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## New Generations Aboard An Antique Yacht

... by William Sonntag

Sailing ELF on the Miles River from her berth at the Chesapeake Bay Maritime Museum has been a joy for all aboard this summer. The sailing club of Maryland’s Salisbury University crewed ELF this year. Salisbury undergraduates got a taste of the past and bright future of ELF on a sparkling day of sailing.

Several other summer daysails brought out more of the CYRG’s younger crew members. Seventeen-year-old Audrey Sonntag took over the helm on two occasions sailing ELF towards Tilghman Point on close reaches. She has sailed on family boats since she was four years old and her immediate read of the wind and waves sent ELF footing high in a building breeze.

ELF really showed her racing speed on the long down wind runs back to St Michaels. Her big main pushed her well above 8 knots over the ground, the exhilarating pace was a high point for all the crew. With a foaming bow wave and a smooth rippling quarter wake, ELF must have looked like a 19<sup>th</sup> century race was on, with the cup for the club racing season in the balance. ELF’s new generation of 21st century technology was in play too. Precise sail and helm trim were tied to the GPS chart plotter readings. Also, ELF’s Automatic Identification System

(AIS) transponder makes her even more visible while underway. One has to relish the consternation on the bridge of the megayachts when they look from their AIS display to the horizon and see this antique yacht charging toward them with pennants streaming.



On Audrey’s second cruise and turn at the tiller, she truly came of age as a helms person when while the elders argued about the location of a shoal, with the decks cleared for the tack and the order just given to put the helm down alee, ELF slid majestically to a stop on a sandy bar in an ebbing tide. All methods were tried to break her free, kedging with the windless, the dink as a push boat etc. ELF’s patient crew remained in high spirits with a lunch served amidst the ruckus on a beautiful afternoon. She was finally set free by the CBMM’s workboat, a long tow line, and all the crew in PFDs hanging far out on the main boom. ELF, her crew and Audrey as helms person earned real Eastern Shore cred for this typical Bay adventure. No real Eastern Shore sailor, or ship, has avoided a run in with the thin water of the Bay.

We want every member of the CYRG to have a chance to join us for sailing and true adventure next year. Watch the Helm and the CYRG website for announcements and, how many months there are until Spring.

# Continuing Sponsorship and Ideas To Keep ELF Moving

Such as:

Magazine advertising photo shoots  
Corporate team building programs  
Fees for attending shows and special events  
Model photo shoots

Television and movie production  
Television commercials  
Cooking show challenges  
Elf logo used on product labels

If you have any thought and ideas about other ways we might raise funds, please let us know. Of course, the ideal would be corporate sponsorship possible leading toward an endowment fund to ensure Elf's future.

If you know of any foundations that we might look into, please let us know. Even better, if you know any specific people we might contact, we would be happy to introduce ourselves and search out the possibilities.

In any case, it is essential that we find sources of funding in order to sustain the momentum,  
Respond to Rick at: [elf1888@earthlink.net](mailto:elf1888@earthlink.net)  
Or: 443-566-2212

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## Workshops during the winter aboard ELF

Down Rigging, sanding and varnishing and later re-rigging and stepping the mast, spars, and bowsprit

Installing winter cover

Removing all deck seam compound and replacing it then sanding and varnishing the deck

Sanding and varnishing interior cabinetry

Inspecting and servicing all sails at Rick's home

Hauling out in early spring to paint and service the hull, propeller and rudder

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## Racing Crew Development for 2010

During the 2010 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 spring training schedule so **please sign up ASAP and tell your friends.**

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## A SPECIAL THANKS TO THE GENEROUS CONTRIBUTORS TO THE NEW WESTERBEKE!

Jay and Cindy Aigeltinger  
Myron and Kay Arms  
Aline Carrion  
Neal Carter  
Chesapeake Bay Maritime Museum  
Gregory DeCowsky  
Jack Florence  
Jim Gouvas  
Bill and Carolyn Hamilton  
James Keefe  
Peter Kellogg  
Emil Kiss, Jr.  
David and Cindy Kob  
Virginia Martus  
Cynthia McNicholas

James F. Mitchell III  
Phil Parish  
Lynn Porter  
Roger Pritchard  
Steven Remillard  
Rob Rossiter  
Richie and Bernadette Savini  
Paul and Cheryl Schlenker  
John Schwarzenbach  
Don Shaffer  
William and Deborah Sonntag  
Pam and John Vogel  
Jane Ward  
William H Wood

# Cooking Full Tilt, with Captain Rick!

Over the past several years, I have wanted to develop a sailors' cooking show filmed in the tight quarters of a small galley to encourage creativity in how to prepare fine meals, onboard, in all conditions. As the idea evolved, it occurred to me that people who were boating, camping, or traveling by any other mode of transportation could embrace this kind of information. The idea came about since I like to eat good food and my tastes are constantly changing. To me it is important to create meals that are loaded with flavor, made safely, and with relative ease. It is about planning ahead, but also being able to shift gears, make substitutions (in that not all the ingredients called for may be aboard), or you may want to dress up last night's leftovers.

I do not use measuring devices. Using them on board while rocking around in the galley on the high seas is extremely difficult.

While at the beach, I would take several cookbooks to read instead of a best selling novel. I looked at the array of ingredients, flavors, food prepara-



tion, and cooking techniques. It is important to know the flavor of herbs and spices and how to blend them to maximize the meal. If you are not sure that a flavor might be appropriate, sprinkle some in the palm of your hand and taste it. Think about its appropriateness for whatever you are making and how much to use without overwhelming other ingredients. Remember to add slowly; do not overdo it! Start with a pinch or two first, you can always add another pinch, but you cannot take it out!

The show will feature a variety of meals prepared and consumed aboard ELF while underway and at anchor. As the show progresses we will feature cooking aboard a number of other vessels showing different galley layouts. We will also feature guest cooks. This year, filming will be primarily in the Chesapeake Bay area. If you are interested in being a part of the show, aboard ELF or your own vessel, or if you have special recipes to share and test on the crew, please let me know. The show has started, and you can see short episodes on Youtube or longer versions on [www.wbsbn@baysportsnetwork](mailto:www.wbsbn@baysportsnetwork).

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## 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

Funding for scheduling a day of team building aboard ELF

Crew development for a 2010 racing team to sign up now!

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## Environmental wisdom!

During the winters here on the Chesapeake Bay we usually see ice forming at the headwaters and sometimes beyond. Ice can wreck havoc with the boats and docks. During the winter of 1977 & 1978 ice formed across the entire Bay to the thickness that enabled cars to drive out and about on it. To prevent ice from forming around the boats many folks deploy Ice Eater, which are simply motor driven propellers that circulate lower warmer bottom water to the surface. These devices use a lot of electric. I have learned to feed the ducks and keep them swimming around the boat in order to keep the water from freezing. So each day just throw a few hands-full of corn in the water around your boat and enjoy watching the ducks keeping the water from freezing.

If you have any environmental wisdom to share, please send it to Rick and we will publish it in the HELM.

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## Captain Rick's Illustrated ELF Story

In an effort to celebrate ELF, Capt. Rick is available to present a total restoration perspective. Using a series of both historic and restoration images, he takes you through the restoration process and his living out a dream.

Since ELF will be on the Chesapeake Bay most of 2010 we want to encourage area yacht clubs, harbor festivals, and historic maritime events to consider inviting ELF to be on display and to possibly schedule Capt. Rick to present the ELF Story. Rick looks forward to sharing his story and PowerPoint presentation with you and your friends. Fees are negotiable as a tax-deductible contribution to the Guild.

# Cruise Back in Time

. . . by William Sonntag

**C**hesapeake Bay Magazine ([www.Chesapeakeboating.net](http://www.Chesapeakeboating.net)) has published two wonderful articles in their November and December/January editions that capture the early romance of cruising the Chesapeake Bay onboard small yachts. Drawn from the record of late 19<sup>th</sup> century cruises published in 1909 by the Robert and George Barrie, Jr, these articles include numerous references and period photographs of favorite local cruising grounds. And what will catch a CYRG member's eye are the photos of the cruising boats – yes the similarity to ELF is real, the brothers' first boat was the 42-foot Lawley cutter "MONA" with a gaff-topsail rig. Her decks and deck furniture visible in the photos shows the family resemblance to ELF without fail. But when you look through the full text and photos available at:

<http://freepages.genealogy.rootsweb.ancestry.com/~fassitt/barrie/cruises.html> you will find the similarity ends at the shear line, MONA's plumb stem, deep-as-can-be full keel are in stark contrast to ELF's clipper bow, fine entry and modest depth. ELF's advanced racing pedigree is the difference.

Again, enjoy these great articles in print and at the "Chesapeake Bay Magazine" webpage especially the never-before published photos that accompany the second article contributed by the decedents of the Barrie brothers from their personal family photo albums. The full text will make hours of great winter reading.

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## New Membership Cards

Membership cards are printed and waiting to be sent as soon as we receive your membership contribution. Your membership card will identify you as a Member of the Guild and as a crew member for ELF at gated events. The membership year extends from January 1 to December 31. If you want to help put wind in our sails, additional tax-deductible contributions are welcome at any time. In order to sail on ELF, membership in CYRG is required and since we are scheduling crew for upcoming events, please consider renewing your membership as soon as possible. Rick will send a card immediately. In that Yacht ELF could not have been restored to her original beauty without your support, we cannot continue proper maintenance and the development of educational programs without your contributions.

## THE HELM



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

 **Interlux**<sup>®</sup>  
yachtpaint.com



# The *Elf* 1888 ornament ~ available for purchase this holiday season.

Purchase this ornament for yourself or as a holiday gift and help support the CYRG.

**\$ 24.95**  
(includes shipping and handling)  
(or \$20 for local pick-up)

To place your order, please send an email to [Elf1888@earthlink.net](mailto:Elf1888@earthlink.net) with the quantity and your shipping address. Make your check payable to the CYRG and send your payment to the:

**Classic Yacht Restoration Guild**  
**P.O. Box 237**  
**685 Pond Neck Road**  
**Earleville, MD 21919-0237**

This beautiful engraved ornament was custom designed by Tira Mitchell of Precision Artistry for the CYRG.  
(actual size 3.75 x 3.25)

## 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**  
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**410-275-2819**

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**Website: [CYRG.ORG](http://CYRG.ORG)**

**Wish List Contributions (See p. 5)**

Sponsorship for: \_\_\_\_\_

Amount: \_\_\_\_\_

Annual Operating Costs:

Amount: \_\_\_\_\_