



# The Concordian

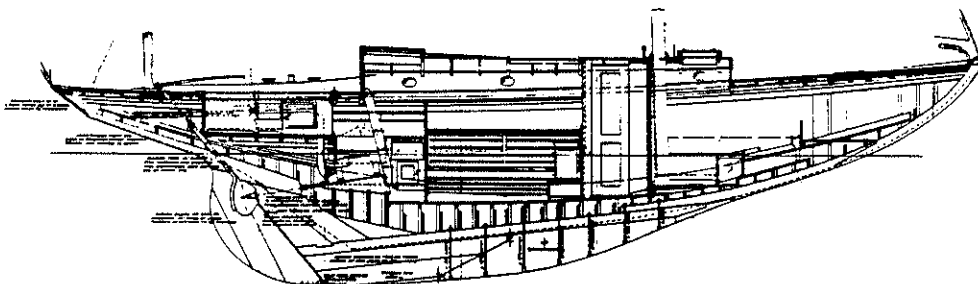
*a newsletter for lovers of Concordia yachts*



Number 7 - Spring 1989

When you think about it, isn't it amazing that all 103 Concordias are still in sailing condition? And it's not as if the fleet has spent all the time at the dock either. Who among us hasn't shuddered to think that, due to a temporary lapse of seamanship, fate or excessive competitive zeal, they might be the first to lose one. I've heard a number of owners relate incidents of groundings, sinkings or narrow escapes, but all survive and it is an enduring tribute to the quality of the vessel and to all Concordians past and present. With the exception of #104 currently being constructed in New Zealand by Mark Webby, the size of the fleet has remained constant since 1966. The class has certainly received much attention recently and while several years ago there might be 15 to 20 Concordias for sale at a time, today there are only 5 or 6. Might there be some interest in adding a few new Concordia yawls? With this in mind I asked both Waldo Howland, founder of the class in 1938, and Brodie MacGregor, Concordia Company president, their thoughts on the subject. I asked their opinions on building material and construction methods and what changes might be appropriate after 50 years.

**Waldo Howland:** Basically I have always hoped that Concordia designs would have a good influence on yachting in general and on boat design in particular. The Concordia 50th gives Concordia some pretty solid ground to stand on. At the moment Concordia Company is making good headway in building quality boats of cold molded construction. My guess is that given time they would build a yawl or two if they got a buyer who wished to pay the cost. As I understand it Hinckley Bermuda 40's in fiberglass run up to \$250,000. The Bermuda 40's are quality work. It would not make sense to me to put out a boat of poor quality. For this reason I do not feel it would be wise to sell plans of the yawls to other boat builders or individuals. Mark Webby was a special deal of mine. A very special friend who had done a lot for me in the early days of my boat business, spoke to me on behalf of Webby's long time wish and his unique abilities. It might benefit all concerned if Brodie wanted to get together some figures for a similar boat, same design even, but not try to have it part of the same original class.

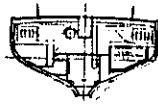


The very high quality of the new owners is one of the most encouraging and rewarding features of the 50th. With new owners who know about yacht etiquette and seamanship and care enough about their boats to keep them up at the shipyard or with their own hands, it does seem that the boats are being given a continuing condition of good health.

Brodie MacGregor: We have given some thought to your questions about the possibility of us or anyone else building new Concordia yawls, and I have had some communication with Waldo on the subject. Concordia Company owns the rights to the Concordia yawl plans and we do occasionally receive inquiries about having a boat built to these plans. We have no "arrangement" with Abeking & Rasmussen and we believe A&R would not be in a position to build a new yawl now. It is our understanding that they got out of wooden boat building about the same time as the last yawls were delivered. In view of this, I think it's unlikely that they retained any molds related to the yawls. We will write to them to check their situation. (See the recent Nautical Quarterly #44 for information on A&R. Ed.) In the meantime, under the right set of circumstances, I believe we would be prepared to build a yawl here in South Dartmouth.

The key phrase here is "the right set of circumstances." Let me try to elaborate. First of all, since these yawls share both our name and our reputation, the only way I would consider becoming involved in the building of a new yawl would be if I could be certain that the end result would turn knowledgeable heads in a positive way. In other words, the new boat would have to be able to sit here in the basin alongside the likes of MATINICUS and compare favorably. Not that all the details would be or could be the same, but that changes would be kept to an absolute minimum, and only where it was impossible or impractical to duplicate the original. The basic structure would, I believe, be straightforward. We would plan to use the WEST system for the hull. That is a cold molded structure using laminated mahogany veneers vacuum-glued with epoxy resin. The inside skin could be oriented fore and aft, which would give a nice appearance, and the hull would be structurally sound and, if painted, almost indistinguishable from the plank on frame version. The deck would be marine plywood with teak, Dynel or glass overlay. The cabin sides and cockpit coamings might have to be glued up due to present shortage of suitable mahogany but otherwise the structure should present no problems. I think you might run into an enormous amount of time duplicating such items as the main skylight, the forward hatch and especially the spars, spar hardware and deck hardware. No doubt, each one of us would compromise these details in a different way and it's these compromises that worry me the most.

Having said this, I am confident that an experienced potential owner with good



taste and our guidance could have built, here, a truly outstanding replica. Our custom yacht building operation, which now employs 24 people, has recently built a Herreshoff Buzzards Bay 25 replica which, I think everyone agrees, is a beautiful piece of work. Although we are probably more at home now dealing with performance cruising boats in the 50 to 70 foot range (see the January 1989 edition of Cruising World, page 74, for a review of the Concordia 52 project. Ed.), the Buzzards Bay 25 brought out the utmost in the crew's skills and enthusiasm and a Concordia yawl replica would undoubtedly do the same. As a matter of interest, I am going to try to put together some rough idea of what such a replica might cost and I will let you know. The WEST system is such a good method for this type of project that I would not readily consider a "glass" replica at this point. I would be very happy to discuss details with any of your readers. Meantime, good sailing in 1989!

#### NEW OWNERS:

Welcome Aboard!

SOVEREIGN #15 - Now owned by Dennis & Cathy Gross of Olympia, WA.

CAKER #54 - (ex-Eurydice) - Now owned by Geoffrey Thompson of New York, NY.

ARAPAHO #85 - New owner Robert Gunther, Old Lyme, CT. Bob owned #48

HARBINGER from 1975 to 1978. This bright hulled 41 is a knockout!

WOODWIND #89 - New owner George Hartman of Washington, DC. She had been in St. Augustine, FL for the winter and will now be kept at Gibson Island, MD.

SEA HAWK #101 - (ex-Christina) - New owner Reginald Butler, Marblehead, MA.

ARAWAK #29 - (ex -Feather) - New owner Donald Tofias, Wellesley, MA. Brodie MacGregor wrote in January: We had not really planned to sell FEATHER, at least before the restoration was completed, and we had had a chance to do a little sailing. As the project continued, however, we found we couldn't afford to complete the restoration by ourselves and it rapidly became apparent that Donald Tofias was (and is) the perfect owner for this boat. The restoration is now proceeding to a very high degree of completeness and finish and we look forward to having ARAWAK rejoin the fleet, as one of its brightest stars, after all these (fifteen) years out of commission.

#### NORTHWEST FLEET RENDEZVOUS

The Northwest Concordia fleet, which again numbers 7, is planning their 1989 summer rendezvous to coincide with the Classic Mariners Regatta in Port Townsend, WA on June 3 and 4. Two races are planned on June 3 and one on June 4. We're hoping for at least 4 Concordias to participate in the NFS division. IRENE and crew will do their best to defend the title against the eager- for- revenge crew on ALLURE. (Ben has been seen planning strategy, wet sanding ALLURE's bottom and overhauling his Barient 28's in preparation.) But hey, let's not get so carried

away with racing that we forget the fleet tradition of good company and great food! (DeMaris, how's that new dessert coming along?) The potluck will be Saturday night and John Foley of VINTAGE is planning to host a breakfast ashore for the Concordians Sunday at 0700. For race information contact Ben and for the breakfast contact John.

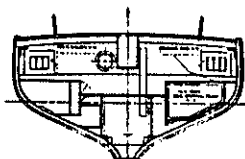
Thanks again to Douglas and Susan Adkins for hosting the Mid Winter Rendezvous. Boy, was it winter- a water pipe froze and burst only hours before guests came sliding down the icy/snowy driveway! A marvelous evening as usual, though, with reminiscences and pictures of the previous season's events.

### EAST COAST CRUISE

Edgar Crocker of CROCODILE is the "Executive Director" of this year's cruise which is sponsored by The Black Tongue Disease Foundation whose motto is "We bring life to good things." The "cruise" commences with the start of the Halifax Race on July 9 followed by the cruising portion which begins on July 13, leaving Halifax for Chester, a race to Lunenburg on July 14, and then more cruising via Lockport, Yarmouth and St. John eventually arriving at the Crocodile Ranch past the reversing falls on the St. John River on July 19 for a lobster roast. The cruise will finish at Southwest Harbor on July 30 after stops at the Everleigh Hotel (for the "Annual Meeting"), Douglas Harbor, Head Harbor, Cutler and Roque. Edgar has drawn up a very detailed set of instructions so for more information contact him at Box 186, Cambridge, MA 02138. And, I'm sure our readers would be interested in a report of these events so somebody is welcome to submit a report for the next Newsletter.

### FLEET NEWS:

SOVEREIGN #15 - Dennis Gross, Olympia, WA: Needless to say my family and I are extremely excited with our acquiring SOVEREIGN. We looked at many boats but always came back to the beauty of a Concordia. A friend told us about IRENE and we were lucky to look at her when DeMaris was on board. I was shocked at her beauty. I have worked on boat rebuilding and refinishing and can tell you I have never seen a more magnificent specimen of workmanship than the Concordia. We have had SOVEREIGN in Olympia since November and have already put in much work. A lot needs to be done. We plan to play with her this winter, spring and summer then put her in my shop for about 18 months for a complete overhaul. I am interested in any information folks have to offer. My family would like to invite all Northwest Concordians to a weekend sailing regatta and picnic on Eld Inlet in front of our house in July. We have great facilities and nice areas for exploring in South Sound. Let me know if people are interested.



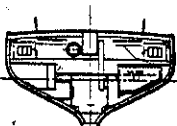
SAFARI #28 - Dick & Lisa Zimmerman, Salem, MA: Winter projects include: Engine being removed for rebuilding and repainting. The exhaust system broke down on the way home from the cape last summer so that will also be repaired. With the engine out it will make installing the rebuilt ice box easier. Also replacing the copper drip pan with a new one. We're going to be installing a Shipmate 2 burner with oven kerosene stove in the galley and convert the Concordia heating stove to kerosene as well. The big project is the cabin house top. Hatches, skylight and slides all need replacing. Since we're redecking the house top and everything has to come off anyway, might just as well replace them with new material. Instead of using canvas we're going to remove the planking and lay down mahogany plywood and Dynel. This will make the house top stiffer and stronger. The cabin house has been racking enough so that the head door doesn't always open and close the same. Putting back more strength than was originally there is very important as our boats get older, especially if we plan to be around for the 75th. (SAFARI won the Phoenix Award at the Classic Yacht Regatta in Newport last year for monumental restoration work. Ed.)

ABACO #102 - Jonathan Goldweitz, Stamford, CT: We enjoyed the latest issue of The Concordian, read it on the way east from Stamford up Long Island Sound last weekend (11/88). We only made it to Newport, however, being slowed somewhat by 30-40 kt ESE winds last Saturday. Dorothy & I completed the trip later by taking an extra day off to sail to Padanaram with 15-20 kt NW winds on a gorgeous November day. It was sad, as usual, to unpack the boat at Concordia Company for the winter. Later: Giffy Full surveyed ABACO in November and found her to be in basically very good shape. I had Concordia store ABACO indoors for winter and all the items on the survey have been fixed or repaired as of yesterday (3/1). The deck canvas was in excellent condition. There were no cracks and it's been completely stripped and repainted. I also ordered two new sails from Gary at Manchester: main with 2 reefs points and traditional battens and a storm jib. Also had him recut our second spinnaker to a "poleless" type for shorthanded downwind sailing. Bob Steele is making a new dodger with the same shape and style as we have, but with two zipper- attached sides to protect more of the cockpit at anchor or for prolonged rough windward sails. The Gray - 4 gas engine probably (I hope!) has 1-2 more seasons in her. Concordia suggests a Yanmar replacement when needed, but Practical Sailor doesn't like Yanmar. Any suggestions? Looking forward to launching ABACO in early April, testing new sails and engine in Padanaram and sailing back to Stamford by the end of April. We're planning several weeks of cruising in Maine in June and July.

WESTRAY #79 - J. Thomas Franklin, Cambridge, MA: WESTRAY is a beautiful boat, virtually unchanged from its commissioning except for reinforcement of the mast step and some bronze strap reinforcing of the deck to cabin trunk junction for its



trans-Atlantic voyage in 1969. It still has the original deck color, kerosene lamp and dustpan and broom after 28 years of hard sailing and competitive racing, plus an original interior and cockpit. It is a great pleasure to succeed Glenn McNary as owner and caretaker. I am missing, however, the forward cabin door which was removed from the boat for the 1968 Bermuda race and over the years misplaced at the yard where it was stored. Has anyone a door they would like to sell to complete WESTRAY? I know that many owners have preferred an easier passage forward and are not using their doors and I would be very appreciative of the opportunity to replace the missing door. I would also be interested in a Concordia or Luke cabin heater and a Bateka (or plans for) if any are available. WESTRAY is undergoing a good clean up: spars have been wooded and re-varnished, likewise all exterior varnish. Metal work has all been removed, steel for cleaning and re-galvanizing, bronze for cleaning and buffing, galley and head pumps for re-chrome plating. Steve Ballantine of Ballantine's Boat Shop, Cataumet, is doing a superb job with the boat - it will look like new. The aft ventilator, for example, now looks like a gold mushroom! Structurally WESTRAY is excellent. She still has no electric bilge pump. I have 21 sails for her and thus a few extra (mast head) if anyone would be interested. I look forward to many years of Concordia sailing and ownership, enhanced by your regular news of other boats, owners and voyages. (Note: The last Newsletter incorrectly renamed WESTRAY as CHOSEN. CHOSEN is the new name for #31, ex-GRIFFON. My apologies for the mix up. Ed.)



**MALAY I #2** - Gary & Veronica Custard, Miami Shores, FL: I bought MALAY in 1982. I spent about a year rebuilding and fitting her out and cruised full time for nearly five years: Bahamas, all of the Caribbean, Central American and Mexico. Everywhere we went, people recognized her as a Concordia and a surprising number of folks knew her as a Newport to Bermuda winner (1954). About a year ago I put her on a reef near the Marquesas, in the Keys, losing her rudder. Hauled out in Key West for a few months at a "rough" working shipyard. We discovered upon launching that all of the sails had been stolen from the storage area. Needless to say, we were sick at heart. No insurance. I had lived aboard MALAY and managed by working as a carpenter throughout those cruising years and did not have much money. Soon after that my wife and I rented an apartment on Biscayne Bay with a deep water dock where we and MALAY now reside. A few months ago I fitted a small storm main and old jib (no mizzen) and set out for a months cruise through the Berry Islands and Abacos. We just returned yesterday (3/10). The old Atomic 4 died half way across the Gulf Stream and the wind died, but somehow we managed to cross after two days of fickle wind and made it home. I'm looking for used sails and thought you might get the word around (I suspect she's still 7/8ths rigged. Ed.). I've been to the local sailmakers and the quotes I heard for the 3 working sails are just out of the question. I could buy a house for that much! If I can't find a good price on a set of used sails I'll almost be forced to sell her.



Any information or suggestions will be greatly appreciated. 1079 90th St. NE, Miami Shores, FL 33138.

**KATRINA #94** - Jan Rozendaal, Williston, VT: My parents, Hans & Kay Rozendaal, have owned KATRINA for some 25 years. She has been moved from her longtime home, the Mystic Shipyard in Mystic, CT, to Brooklin, ME. She is being maintained by Benjamin River Marine and is in fine condition. She is a bright hull so the maintenance is considerable but she is as beautiful as ever and, with a new suit of sails, won the Concordia Cup in the 1988 WoodenBoat Regatta. Unfortunately, my father, who is 84, is no longer able to sail her but she is staying in the family as both myself and my sister plan to sail her with our families. She will sail the coast of New England and, hopefully, Nova Scotia and we plan to be active in the upcoming Concordia events. Unfortunately we were not able to make the 50th reunion but I certainly enjoyed the write up and look forward to the video.

**TIDA #99** - David & Tiwa Palmer, Suffield, CT: We are the new owners of Concordia #99. TIDA (ex-PORPOISE) is now (11/13) at Dodson Boatyard in Stonington, CT for winter storage and a long list of repairs. She will be "shed-mate" with SHIMAERA owned by Robert Snyder who along with sons Bob Jr. and Matt own and operate Dodson Boatyard, an excellent yard well managed by the Snyders and excellent workmanship by the fine crew. They certainly know the Concordia inside and out. TIDA will leave Stonington late May and summer at Newport RI. For anyone stopping in Newport, we'd love to hear from you: The Chalet, Unit #B, Chastellux Ave., Newport, RI 02840. (901) 848-5753.

**ARAWAK #29** - Donald Tofias, Wellesley, MA: We have bought FEATHER - now renamed ARAWAK. She is progressing well and Concordia will re-launch her on May 1, 1989. She will be fully restored and almost "new." Crew will consist of my wife Susan, son Michael - 10, daughter Alissa - 7. We are keeping the traditional rig - fractional club footed jib and all new sails from Manchester. New Yanmar Diesel and all new bronze Barient winches. She is all new below the waterline. Bottom is dark red, boot stripe is blue and cove stripe and moon and star are black gold. The deck is painted gray. We are keeping the tiller. Real boats have tillers - cars have wheels. I grew up in Bourne and watched WINNIE of BOURNE come and go. We look forward to meeting many of you this summer.

**SUMATRA #76** - Dick & Martha Keegan, Shrewsbury, MA: Unfortunately, we missed the 50th reunion as we were sort of in transit as you can tell by reference to our new address - Massachusetts. Back to the land of snow and ice, we decided we were New Englanders, not Californians. So here we are back home again. I went back to Raytheon Co. where I worked prior to San Diego. My only disappointment has been that they no longer give an employee discount on

Raytheon marine electronics, so the radar, sat-nav and other goodies will have to wait. Which brings us to the subject of SUMATRA. We plan to have her trucked from San Diego in March. The boat moving companies won't ship during the winter as they're not insured for that type of hazard. So, although I know you won't want to hear it, I'm afraid the West Coast Concordia Fleet will soon be decreased by one. Sorry, the weather was great, but it just wasn't our kind of life-style. With the scarcity of moorings in the Buzzards Bay area I didn't even approach Concordia Company about a spot in Padanaram. The only reason we got into Marion is that we know the owner of the yard that controls the moorings. Otherwise, there's a waiting list. After being only a 15 minute walk from the marina in San Diego, it certainly is a shock to be back to the hour and a half drive on Friday and Sunday nights commuting to the boat. Even more so is the instant reduction in sailing season from 12 months to 6! At least my insurance is cheaper. I guess it isn't as great a problem in the Pacific Northwest as it was in Southern California, but there are certainly a lot more older boatyards in New England. So if anyone out there is looking for some hard to find old parts, let us know, as we would be glad to hunt around for them here.

Alden Trull - Concordia Company: We have been going all out here at the yard. We put a new fiberglass deck on LIVE YANKEE and a new stern post in ENVOLEE along with the attendant planking needed. Also underway are repairs to the 43' schooner WELCOME that we built at Smith Neck in 1975 and badly damaged in a blow we had in October. We have her hauled on the railway and have a Quonset hut type frame covered with heat-shrunk plastic over her. Repairs will run to \$80,000, covered by insurance. We have also repaired a Casey 36' yawl damaged on her mooring when other boats came down on her during the same storm. Al Brown's SUNDA has had extensive work done by a small yard in Newport. We are all doing fine here.

Stephen Otton - Cannell, Payne & Page Yacht Brokers, Camden, ME: We have a local sailmaker who had made a new suit of sails for Alida Camp's Concordia THISTLEDOWN, which turned out to be too stiff for her to handle. She has since had another suit made, and this individual has a nearly new mainsail and mizzen for the 7/8 rigged boat only. Both these sails can be bought for \$1500, which is quite a good price. A new sail by the same sailmaker would be about \$2000. I have personally inspected these sails and found them to be in like-new condition. Battens will be supplied with both sails. Anyone interested can contact Bohndell Sailmakers in Rockport, ME at (207) 235-3549. Speak with either Bob or Sue Chace. Concordias currently available through C,P&P are: TEMPO (very anxious - \$49,000), MOANA, WILD SWAN, YANKEE and OTTER. (Stephen also reminds us of the WoodenBoat Regatta in Brooklin, ME the first weekend in August. The weekend festival attracted over 120 boats last year and 10 Concordias raced for

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9  
19x  
21  
37x



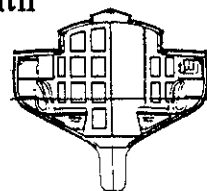
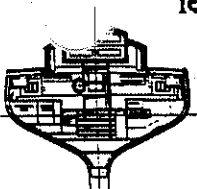
the Concordia Trophy. He also reports that LOON is receiving a major overhaul in Camden at Rockport Marine. The ballast keel has been removed and the backbone refastened, new bronze reinforced floors and new maststep added along new Dynel decks.)

Spring is a time of celebration for boat owners in the Pacific Northwest and most Concordians can't wait to rip their winter covers off and begin varnishing. Some even go for an occasional sail. I recently visited Stewart & Denny McDougall aboard KODAMA where they live aboard at Seattle's Shilshole Bay Marina. This boat is super organized and always neat as a pin. They had recently refinished the cabin and she looks absolutely stunning below. How can you live aboard and paint the cabin at the same time? Simple. You just move aboard another Concordia and make yourself at home. At the time, SOVEREIGN was just a few slips away and former owner George Cook offered her as a temporary refuge. It would have been pretty tough trying to survive in unfamiliar surroundings.

You've read about Gary Brown who drives 10 hours from Atlanta to PARAMOUR which is moored in Minesott Beach, NC and the Keegans 3 hour drive to see SUMATRA. Ben and Ann Niles must certainly feel smug. They live aboard a houseboat on Lake Union in Seattle. To get to ALLURE they simply open a sliding door and walk about 4 steps across a plank and there they are. What could be better? I spent a windy afternoon with them on the lake last month and this has got to be the closest thing to instant sailing. Freeways? Club launches? Forget it. You don't even have to hose down. Salt water is only an hour away through the ship canal and locks. Now *there* you might encounter a traffic delay.

The hull on CORIOLIS, Doug Adkin's bright finished 41 has recently been completely refinished and she's prettier than ever. To keep her looking perfect, Doug added a fancy cover which stretches stem to stern and to within inches of the waterline for the winter months and shortens to the top of the lifelines for the sailing season. CORIOLIS is queen of a fleet which also includes a Dragon and a Lyman runabout. He must be buying his varnish by the gallon. Doug has plenty of wood boat experience including time aboard DORADE and a cruise to Bermuda on BRILLIANT.

We took IRENE out for a weeks cruise in early March to test the new diesel heating stove recently installed. It snowed the night before departure and we broke through a coating of slush in the harbor as we left. The Dickenson Newport ran perfect for the entire week. No more presto logs! This unit is rated at 13,000 BTU maximum at 2 gallons per 24 hours but the mid setting is typically a comfortable level. And the best part, it fits into the location of the former Concordia stove with



very little alteration and no new holes through the bulkhead. Only a new heat shield is needed. The fuel is gravity fed from the main engine tank and very little plumbing is required. No sign of soot balls after more than 100 hours of use.

VINTAGE, a recent arrival in the Northwest Fleet, lives in the wooden boat capital of the West, Port Townsend, WA, and her co-owner, Martha Foley is president of the Wooden Boat Foundation which sponsors the Classic Mariners Regatta in June and the Wooden Boat Festival in September. Last August Martha traveled to Douarnenez, France for the DZ '88 International Wooden Boat Fete, an event which attracted 250,000 visitors and 900 boats from all over the world.

✓ Eldon Scott of Pointe Films writes: After a hiatus this winter (Rich was away sailing through February and I was involved with another project) we have geared up to work full-time on the Concordia at 50 video and hope to finish in the next few months. I hate to keep saying, "next month" but our footage has turned out to be more time consuming to edit than we anticipated. For information, write to: 27 Miles River Road, So. Hamilton, MA 01982.

Nick Whitman, the aerial photographer who covered the 50th Reunion sailing events, is examining the possibility of having cards made of several of the photos.

✓ If you're interested, contact Nick at RR#1 Box 79B, North Bennington, VT 05257.

#### Odds & Ends:

Elizabeth Meyer's J Boat ENDEAVOUR is scheduled for launching on May 20 at the Huisman yard in Holland. She must be *slightly* preoccupied at the moment. MATINICUS will not be sailing this season... Check out the May edition of SAILING for a story on Jack Towle's cruise to Labrador aboard SISYPHUS last summer... Bob Hovey and MARGARET #42 are reported back in Sausalito after an event filled cruise to Mexico and beyond... Lisa Kenyon still has Concordia T-Shirts and other 50th Reunion goodies - (401) 849-3060... Looking for rubber gaskets for your opening ports? W.H. Denouden Inc., Box 8712, Baltimore, MD 21240, has a set (part RRINGPB15 - \$11.60) that will fit - with very minor adjustment - the large style ports... Concordia Burgees: \$16 - Lorna Cook, 14410 160th Place N.E., Woodinville, WA 98072... New subscribers: We've found that \$5.00 a year just about covers printing and mailing costs. No pesky order or renewal forms will be sent.

That wraps up the Spring Edition. As you can tell, the bulk of the Newsletter is made up of information sent in by Concordia owners and fans. There is a lot of interest in what's happening around the fleet so keep those letters coming!

Smooth Sailing.

*Jong Cole*

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