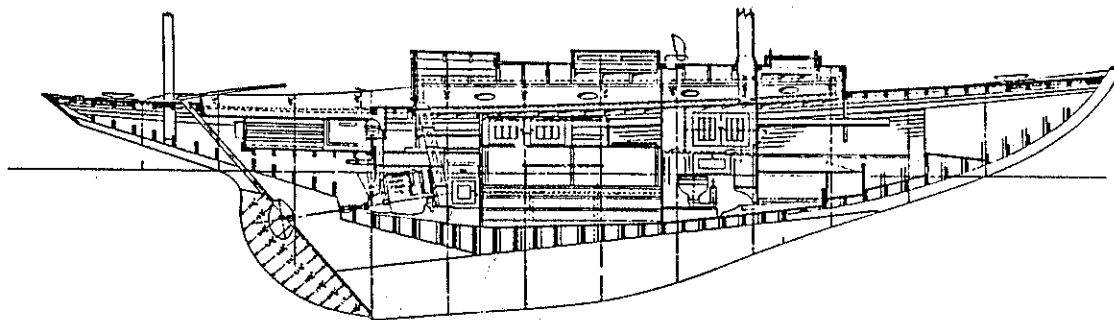


The Concordian

a newsletter for lovers of Concordia yachts

Number 11 - Spring 1991

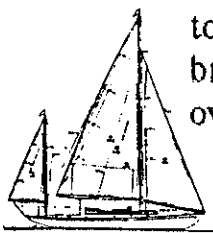
For any of you who have seen Dan Strohmeier's MALAY #77, you might have noticed a few subtle changes from a stock Concordia. Dan has offered to comment on these: COCKPIT-The changes were made for seakeeping improvements. As often happens, much serendipity flowed. I had made similar changes to my first Concordia - #2, and was so pleased that I made changes to my "new" Concordia, a 1960 A&R 39, upon acquiring her in 1972. What was wrong with the original cockpit? Nothing, if you didn't take her to Bermuda and race hard. I felt that the volume of water that could be taken on in one boarding sea was too much weight in the wrong place, if for only a moment. The original cockpit was deep and its volume extended to the coamings. A large, round opening port at the forward end of the well would normally be kept open for air. Things like that are seldom closed before the first dollop of water souses everything in way of it, including the engine. The cockpit was too deep for quick drainage, even though Concordia scuppers are the largest and best found anywhere. Then, too, there was virtually no satisfactory, watertight access to the spaces outboard of the "well." It seemed to me that the only way to remedy things was to gut the whole cockpit below the coamings and rebuild. What a treasure trove of hitherto unseen immaculate workmanship! Those people at A&R knew that no ordinary mortals would ever see the structure under the cockpit sole. Yet, the workmanship there was the same caring integrity found all over the boat. The new cockpit structure is built around two parallel longitudinal girders running between the original bulkheads at each end of the well. They are sturdy planks of mahogany, about 7/8" thick. They are plumb and just far enough apart so that I can turn around on my knees when kneeling on the cockpit sole. That is about 22". (Basketball players would have to practice the hyptenuse.) The upper edges support the inboard edges of piano-hinged cockpit seats at deck level, hinges being close to the coamings. Thus, MALAY's cockpit seats are a few inches higher than the originals, and extend from the bridge deck to the main deck aft. Because hinge axes abhor curves, there are two hinged seats each side to accommodate the curve of the coaming. The forward one is the larger. The seats overlap the well sides by about an inch to

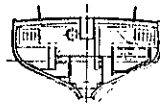


accommodate stout drip mouldings, so the inboard edges are about 20" apart and make comfortable foot supports for people sitting to windward. In way of the hinges there is a deep gutter to take the drippings which is connected to the scupper system. There is a narrow fixed piece of deck in way of the piano hinges and there are two holes in it close to the coaming, draining into to gutter. These holes are carefully engineered so that they will drain into the scupper system. Between the two pieces of cockpit seat there is a cross gutter draining into the main gutter. With the use of drip moldings, mostly small brass angle bars, no water ever gets below.

Now, I have left you wondering about the sole. It is only 22" wide and is of teak, supported by the lower edges of the longitudinals. It is raised about 8" above the old level, and that big round port at the forward end was removed and blanked off. I installed an Edson pedestal steering gear pretty well aft in the cockpit. No need for long cross beams except in way of the pedestal. The two large Concordia scuppers are at the forward end of the cockpit. Aft of them and forward of the steering pedestal is a flush hatch secured with strap hinges. Now, just see what a wonderful change has been wrought. All the waste volume in way of the original cockpit is now accessable. I installed two stainless fuel tanks p/s under the deck in way of the larger cockpit seats. Each has the volume of the original tank which was located in the cockpit on the starboard side, and threatened to float every time a sea filled the cockpit.

Where is all the serendipity? Let me count the ways: 1. Now there are two sail bins p/s of considerable volume under the forward cockpit seats. They go all the way to the bottom of the boat. There are readily removable plywood panels to keep the sails from intruding on the centerline compartment. When ocean racing, we carry about 14 sails. Stowed below, forward of the rope bin, are a spare mainsail, storm jib, storm trysail and a heavy spinnaker. These are neatly folded to a minimum volume and stay there dry unless all hell breaks loose and we need them. We have yet to stow a wet sail below, even when racing. 2. Space under the cockpit sole is available for all kinds of stuff that won't be hurt by a little dripping from the cockpit hatch such as a portable fuel tank and collapsible water jugs. Also a good place to stow booze, spare anchor warp, you name it. 3. Now there's easy access to the shaft gland. 4. Have doubled the normal Concordia fuel capacity to 43 gallons. Having changed my trusty Gray gasoline to a Yanmar 3HM diesel, cruising radius under power is about tripled. 5. The greatly reduced cockpit volume below the coamings works out to about 2% (ORC measurement). Maximum allowed for Catagory 1 is 6%. Having the hinged seats at deck level insures that, for all practical purposes, there will be no static head of water trying to find its way below past the ungasketed seats. 6. Cockpit seats at deck level of bridge decks and after deck form a continuous deck to support mattresses for overflow duty when changing crews. 7. Easy access to parts of the boat hitherto






inaccessible. Good for cleaning limbers, running additional wiring, and checking condition of the hull structure. 8. Good for peace of mind.

REEFER- In 1974 I installed a Grunert refrigeration system, its compressor V-belted from the engine. It was very sophisticated with all sorts of temperature sensors, separate circ pump, relays, bells and whistles. Altogether, it weighed about 110#. Every year it required refrigeration experts to get it to work. Three years ago I threw the monster out and installed a SeaFrost system. Its simplicity is elegant. Instead of the huge Tecumseh reciprocating compressor which clattered like a cement mixer, the SeaFrost compressor is a smooth wobble-plate type with virtually no vibration. Cooling water to the engine passes through the condenser first with no extra circ pump required. The control system is manual with a mechanically timed switch that is good for up to an hour. I have run the electrical control circuit (compressor magnetic clutch and freon control) through a normally off oil pressure switch on the engine. Thus, unless the engine is running, there can be no electrical drain. SeaFrost supplies the components in kit form and the whole rig may be installed by any handy person, including the freon-tight tubing connections. I confess that I did get a little outside help. SeaFrost offers a wide choice of cold plates, including one they call The Block. I do not have at hand the dimensions, but it is cantilevered from a wall of the ice box interior and juts out the width of two standard size ice trays side by side. Its volume is computed to be equivalent to 32" of ice, which is really not too much encroachment in even the relatively small Concordia box. My Block is mounted on the inboard wall as high as possible with space for two ice trays on top. That leaves enough space under the Block to act as a deep freeze. Fore and aft position should take into account where where you like to stow tall things like milk containers. An hour's running time will start to make ice in aluminum trays with the box initially at ambient temperature. When cruising, the box never warms to ambience and you can make all the ice cubes you can drink away just on normal engine time. In fact, MALAY has even been known to offer spare ice cubes to the fleet. This will be the fourth year with SeaFrost and so far there have been no start-up problems. The only maintenance chore is to change the sacrificial zinc in the condenser once a year. Very important. My sailing season is six months and the one zinc is sufficient. My good friend, Dr. John Bullard, put a SeaFrost in his Concordia HAVEN last year and used a cold plate and vertical ice cube mold. I am half way through my first drink before he can get his ice cubes out of the mold. However, he likes what he has. Other ships, other long splices.

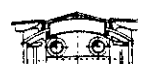
CRESCENT #18 - Ed Hobson, Urbanna, VA: CRESCENT is doing well. Have just received a bronze bow anchor roller from Concordia for installation. Other plans are for re-building the ice box and more interior refinishing. We have already done the underside of the decks and inside of the deck house sides. Spars took some damage to their finish from a hail storm, so we'll have to see how bad that is.

Summer plans are for a cruise to Maine in July and August. CRESCENT was recently surveyed for insurance purposes and the following quote from the surveyor was most gratifying: "The topsides are like glass and her bottom would be the envy of many fiberglass boat owners. If current care is continued she should give another 36 years of pleasure." Best regards from all of us on the Chesapeake.

MALAY I #2 - Gary Custard, Coconut Grove, FL: MALAY has just returned from 6 months in Panama and a few months in Belize. The Mercedes diesel ran well though has more horsepower than needed. Nothing broke, leaked or was ruined. Autohelm 3000 worked well in all but very rough seas. While in a cove in Key Largo, preparing for Panama trip, some nice folks in a red convertible hailed MALAY. Turns out they own a Concordia and were bringing her to the keys for the winter. [Unbeknownst to MALAY, these were the folks that donated sails to them last year. Ed.] Hope it went well for them. MALAY will leave in June for a leisurely cruise to the Virgins and return around Christmas.



MEMORY #35 - Rick Navarro, Islamorada, FL: Much change. We installed 12 volt refrigeration, a new Force 10 propane stove/oven, and a constavolt. We sold our house in Maine and moved aboard MEMORY last June. We lived aboard in Virginia until November then moved her to the Florida keys in stages due to work constraints. We live ashore again with a nice dock in the back yard to keep a close eye on MEMORY. Makes maintenance nice since I don't have to travel to be aboard. She had been for sale but after serious boat searching we could find nothing close to matching the class and charm of a Concordia. We soon got over "bigger boatmania" and came to our senses. MEMORY is no longer for sale.

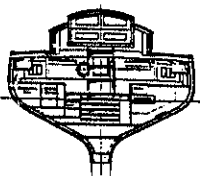


SAXON #14 - Alice Pope, Wiscasset, ME: Although we usually cruise to Canada we only made it to Mt. Desert last summer. It was so cold that I could see my breath in the morning, but the Concordia heater was wonderful. It was so rainy that for two days we just read in the snug cabin, but we sailed sometimes, clad in foul weather gear. SAXON was hauled last winter on our marine railway and stored with strongback and custom covers in place. We erect a screen to shield the port side from drying southwest winds and sun. Graham makes this of driftwood, scrap plywood, and pieces of heavy plastic and it looks like the side of a shack in a South American barrio. When I protest the appearance I get a lecture on its importance. You asked about our headsail arrangement. They consist of the regular club jib (7/8 rig) plus a roller furling masthead jib topsail, which we fly from the end of a short bowsprit. This rig we find handy, the combination of sails dictated by direction and force of the wind. The bowsprit was designed by Fenwick Williams and was built and installed by A&R when SAXON was ordered. It can be removed in 20 minutes. We wanted this particularly because of the chock for ease in handling the anchor. I don't know of another 39 that has a bowsprit. An anchor windlass came with the boat but we never use it. (The Pope's are the original owners of SAXON. Ed.)

IRENE #103 - Doug Cole, Bellingham, WA: Fortunately, no major projects this year. We had an unusually nasty winter here. IRENE usually hibernates afloat under a full winter cover, facing south into the prevailing winds. One December afternoon a northeaster blew in with gusts to 95 and windchills to 20 below. We decided that if we were to save the cover we'd better strike it and it was a good thing we did early on as fallen trees later blocked road access to the harbor. Other covers left in place were totally destroyed. Two similar storms passed through before we put the cover back on 3 weeks later and as a result we've seen the first, although minor, signs of brightwork failure. Ouch! The spring (?) "monsoons" have made repairs a challenge. I did get out for my usual late winter cruise and had some wonderfully relaxing sails. We've no major cruises planned but we hope to participate in as many races as possible in the new Northwest Classic Yacht Racing series sponsored by WoodenBoat Magazine. We are heading to the Classic Mariners Regatta in Port Townsend tomorrow to attempt to wrest back the cherished Northwest Concordia Trophy from ALLURE. Four to five Concordias usually participate in the 3 race series and the Foley's from VINTAGE host a "fleet" breakfast for visiting Concordians.

PRINCIPIA #60 - Peter Flenniken, Cambridge, MA: (Nov 90) In the process of redecking I have removed all of the deck hardware and side coamings. Still need to remove the rear coaming and have just figured out that this will require pulling out the rear seat in the cockpit. I also expect to take out the bridge deck trim in order to install teak decking there. Concordia has replaced all my covering boards (approx 85 feet) as well as installing miscellaneous dutchmen and has rough cut new teak toerails. I am distressed that locust wasn't used but Concordia has told me repeatedly that it was not obtainable. Concordia is starting a vacuum bag-teak overlay deck for CHOSEN, so I might be able to get ideas for my project as they go along.

SAFARI #28 - Dick & Lisa Zimmerman, Magnolia, MA: We cruised from Cape Cod to Nova Scotia last summer. This was the payoff trip of the 5 year plan when we purchased SAFARI in 1985. Nova Scotia was a fantastic place - folks were very friendly. Toys that have worked well: Raytheon R-10 radar, mounted just below a lengthened jumper strut on the mizzen. Display is mounted over the port berth shelf on a sliding bracket. Good visibility from cockpit at night and out of the way. Autohelm 1000. The 2000 is recommended but Concordias balance and handle so well the smaller unit works fine. Graymarine engine. Holding up well and parts are available from Bristol Marine Services in Costa Mesa, CA. Shipmate bulkhead kerosene heater. Won't keep the boat warm in winter, but helps keep boat, towels and people warm and dry spring, summer and fall! Barient 27ST (bronze) winches for primary and smaller #19 on mast for new all rope halyards. Shipmate 2 burner kerosene stove with oven. OK, I know it's not as convenient as gas, but it does avoid the insurance problems of having gas. It burns quite hot and clean.

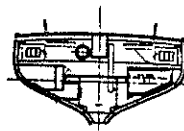




Kerosene is our one fuel (besides gas for the engine) and is available and economical. We were thinking of long term cruising when we installed kerosene appliances. It looks like a late launch for us this year. After returning from Nova Scotia we bought an old run down estate in Magnolia. This house restoration is going to make the last 5 years of boat work look easy. SAFARI is in a shed at Dion's yard in Salem where I work and is safe and sound waiting for her spring fitting out. Anyone cruising in the Salem or Gloucester area this summer who needs a mooring, some repair or just wants to chat, feel free to give us a call anytime at 508 525-2215.

WINNIE of BOURNE #11, Peter Gallant, Stratham, NH: WINNIE and her crew had a great season last year. We hadn't sailed her for 5 years so this was a bit of a shakedown after all the reconstruction. The only problem was all the seam compound squeezing out from the topside planks. The new spar worked beautifully. It's a joy to have 2 speed winches and free running sheaves. It's an oval section more along the lines of an S&S design. We sailed to Maine in July. On the way I got sicker than I'd been since a kid, then the loran died in the middle of a foggy night, but we found Matinicus Rock in spite of all that. We sailed around Northeast Harbor, Sommes Sound, thru Blue Hill Bay and the thoroughfares, and down through Pensobscot Bay and then back home. In 10 days we had only one drizzly day and 9 with delightful wind, flat water and 85 degree days. We sailed to Newport for the Classic Yacht Regatta and had a fantastic time. We didn't place to well, but then we started about a minute late and had to drag around a 30 year old main. That mast won't do us any good with a sail like that. We did win a Restoration Award, however, which got us a case of Moosehead. Kim and Jeffrey (9 months) managed to last a week aboard and the lack of interior accommodations and a broken head finally took their toll. Still have tons of work to do inside, but someday... WHIMBREL was in the shop here this winter. She's a bright hulled, teak decked 41, a real beauty and it's a pleasure to work on boats such as these. If anyone can help me locate a Concordia heater, a cabin table and a wide style gallows, please call me at 603 772-8812.

MAGGIE DUNN #16 - Armund Sutton & Kerry Hargraves, Alameda, CA: MAGGIE DUNN is back in San Francisco after being in San Diego for 11 years. She has been through a lot of changes since we bought her in 1979. First, even before getting the boat home after buying her, was to remove the pedestal steering and put the tiller back, a move we have never regretted. It was our original intent to do some extensive cruising and we wanted to change the rig so that either one of us could single hand her. This included shortening the main mast by 4 feet and the main boom by 18 inches. The mainsail area we lost by doing this was compensated for by going mast-head on the jib and adding a staysail. We have the inner stay rigged so that it can be released and stowed by the port forward shrouds. The Graymarine has been replaced with a Saab 10hp diesel with variable pitch prop



and we replaced the original fuel tank with a 40 gallon tank under the cockpit. The new engine enabled us to do some remodeling in the galley and after finishing we discovered that we had "invented" a layout almost identical to the original including the two piece ladder. In a departure from the original layout, we converted the forward cabin from pipe berths to a V-berth with a chain locker forward and sail storage beneath. Our next step will be to extend the ceiling forward to the chain locker and build cabinets for clothing storage. The entire spring and summer of 1990 was devoted to replacing the deck canvas. If anyone wants testimonials about how big a job can get on a boat we can give give them, but it was worth it. For the first time since we've owned the boat THE DECK DOESN'T LEAK. The only thing we were missing was the table. It had been lost somewhere along the way. We called Concordia and asked if they had one. Alden Trull suggested that his son, Alden Jr., might be able to build one for us. He agreed, and using THISTLEDOWN's table as a model, built us a real gem from locust. We left San Diego September 1 heading for our new port of Alameda. The trip was to be our reward for all the hard work of getting the boat ready. While waiting in Santa Barbara for Pt. Conception weather to abate we met both the previous owners of DAME of SARK as well as many Concordia admirers. At last the weather moderated and we headed out to Cojo Anchorage for the night before rounding the point. At this point we found the floorboards awash. Much soul searching resulted in our return to Santa Barbara to arrange for a truck to take her the rest of the way. Our next project, as you might guess, will be to check and possibly replace stem and keel bolts. She is a real labor of love and even though she keeps us busy, we wouldn't trade her for any boat afloat. We have a lead on where you might find MARGARET #42 (She's the only vessel in the fleet we haven't made contact with. Ed.) From what I hear, he has some stories to tell about his adventures.

MARGARET #42 - Bob Hovey, Morro Bay, CA: Your newsletters have caught up with me. I am now, for the first time in 5 years, in a slip on a permanent basis. I bought MARGARET in 1973 and she is named after my youngest daughter and my mother. I cut all ties 6 years ago to cruise and am now working on the boat - she needs it!

ABACO # 102 - Jonathan Goldweitz, Stamford, CT: ABACO spent the winter at Dodson's Boat Yard alongside SHIMAERA and DAME of SARK. No major projects. Some leaks in the cockpit required the replacement of starboard and aft cockpit bulkheads. I was surprised to find they were *plywood* and not solid mahogany like their replacements. The Gary 4-112 still purrs away. The fall Concordian was great. Each issue is packed with more interesting details than the last. Friends who read it have one question though: "Does anyone sail their Concordia, or just restore it?"

CAKER #54 - Geoffrey Thompson, New York, NY: (submitted by John McCurdy)

While my brother-in-law and I share the sailing and some of the upkeep of CAKER, he is the sole owner. I'm embarrassed to admit that the pride that develops from any association with a Concordia tempted me to hint of ownership in reference to Joe Callaghan's letter in the previous edition. My apologies to Joe and Geoff. I should proclaim the extraordinary condition to which CAKER has been returned in the two years Geoff has owned her. She spends the winter under Jerry Smith's care in Padanaram and his crew has, in Jerry's words, "brought her up to snuff." CAKER's teak deck was completely replaced last winter, as were the cockpit thwarts. The cockpit was wooded and all brightwork beautifully restored. More than a dozen irritating leaks through the overhead have been stopped, and all the portlights were removed, overhauled and rebbed. Minor repairs have been made to frames in the aft section and the bilge has been completely cleaned and repainted. Finally, several coats of fresh white paint have made the overhead in the cabin, head and forward area sparkle like new. The new Yanmar installed in 1989 continues to perform flawlessly. Geoff has a passion for the restoration of old, beautiful craftsmanship - cars, trucks and dories included - so his attention to CAKER is only natural.

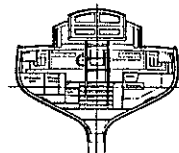
LIVE YANKEE #64 - Warren Nichols & Charles Gruber - Green Lane, PA: We acquired LIVE YANKEE last August and picked her up at Concordia Company. A very rainy week slowed down the commissioning of the boat a great deal. We had hoped to have a shakedown cruise with the Gillespies before setting out for the Chesapeake but it just didn't work out. We left Padanaram on a lovely day with comfortable wind that continued for 15 hours. This was followed by 35 hours of storm with high wind and seas. This did help us to get to know LIVE YANKEE quickly, and as all of you would expect, the boat did beautifully. A Loran failure coupled with the storm got us a little off course, and we made Cape May, NJ in about 50 hours. In Cape May there was some engine trouble which necessitated a part to be shipped from New Bedford, and we accepted the hospitality of the Cape May Yacht Club. After that there was a smooth trip up the Delaware and into the Chesapeake and arrival at the Gregg Neck Boat Yard on the Sassafrass River. Gregg Neck is a wonderful boat yard where great love is shown for wooden boats. Since then we have had some good sails, and we're all enjoying LIVE YANKEE.

#104 - Mark Webby, Whangarei, New Zealand: #104 hasn't been progressing as fast as it should. I'm at a stage where gear is needed for the structure. This means more money which means working on other boats to gain it, very frustrating! 4,000 bronze screws, at one dollar each, bronze bar for genoa tracks, with a small section for the mast, is 800 dollars. Paul Luke No. 2 soapstone fireplace is \$825 U.S. but with exchange rate, duty and shipping is \$2,500 N.Z. Near new Taylor two burner with oven paraffin stove (just like in the 50th Anniversary book), the raw castings for chainplates, portholes, angle bar for running backstays, \$1,400. Plus all those minor items that add up very quickly. I finished the deckframe quite a

while ago then faired the top of the beams. Next I made patterns for chainplates, angle bar for running backstays and port holes. Elliptical opening ports are not available down here. Then I fitted the hanging knees which are grown branches instead of bronze. I've put additional ones at the chainplates. I then cleaned up the chainplate castings and prefitted them to the hull shape and then put them under my bench until needed. Next, the angle bar for the backstays was cleaned up and fastened in. The covering board was cut out and fastened on. This was cut from 15" wide stock, tapering towards the ends and made from 3 pieces per side, scarphed and edge bolted together. Then I cut out and steam bent on the margins for the cabin. These are raised up to keep the cabin side joint off the deck level. And now I'm machining out my port holes by milling machine, metal lathe, grinder and file (2-3 month job). In between all this I work when a job turns up and also spend a little time out on the sea to keep my direction up.

SONNET #63 - Jim Brown, Syosset, NY: Last summer I sailed on a friend's J-40 in the Mac race and had a chance to talk with Tom McIntosh who entered MISTY for the "Nth" time. When at Mackinac Island I visited on board MISTY and was shown a notebook they've kept since Tom's father initially communicated with Waldo about buying a Concordia. The exchanges of correspondence, plus the 8 X 10 glossy photos sent by A&R of the construction progress are terrific. When I think that probably every Conc was documented by such an exchange - it would make a terrific archival collection. Tom's mother was up there - an extremely elegant woman and at the time of purchasing the boat a knock-out beauty - and she still adores the vessel. MISTY came over the same time as CROCODILE and it is eerie how Granny Crocker and Mrs. McIntosh are so similar.

NEW OWNERS - WELCOME ABOARD:



#10 PRAXILLA (ex-QUIET THUNDER) - New owner David Van Ness, Ridgewood, NY.

#58 OFF CALL - New owner is Peter Castner, Boxford, MA.

#80 BATAVIA (ex-GOLDENEYE) - New is Owner Dr. Robert Hillier, Taunton, MA.

#93 EDEN (ex-TERN) - New owners are Gerald & Lark Millet, Duxbury, MA.

As noted in the May issue of WoodenBoat Magazine, a number of races for classic yachts are evolving on both coasts while existing events are receiving greater interest. Concordian readers would like to learn how their fellow sailors fared in these races so please let us know. Five races are scheduled for the Northwest region. The Wooden Yacht Racing Association has been formed to coordinate and standardize these events. The 2nd the series, The Heritage Cup Race, was held in Bellingham on May 18, and ALLURE and IRENE enjoyed some of the closest Concordia racing ever with the lead changing several times. IRENE finished first with ALLURE only seconds behind. Dorade finished 3rd on corrected time. The other 3 events will be in Port Townsend, Victoria and Seattle.

Elizabeth Meyer is getting bored sailing her J-Boat ENDEAVOUR and managing SHAMROCK and is seeking some real excitement back in the Concordia fleet. "The 55th Anniversary is fast approaching in 1993 and we need another Reunion like the 50th. The New England cruise followed by the "circuit" to Mystic, Newport, the 32 vessel Concordia raft up at Hadley's and the incredible party at Padanaram were the most fun I've ever had. It is worth repeating." Expect to hear more about this event in the near future. Elizabeth reports that ENDEAVOUR is in the Med for the summer and on the crossing averaged 10.3 knots. She'll most likely not be in San Diego for the Americas Cup due to hassles from the Coast Guard.

I have 5 Concordia fleet burgees left. Send \$25 if you're interested.



I've been known to have a fetish for bilges. I believe that the condition of the bilge closely reflects the health of a yacht. When visiting aboard a new vessel, checking the bilge is the first thing I do. If I'm not "invited" to inspect the bilge, I'll try to sneak a peak while the owner isn't looking. This was the first thing I checked when first aboard IRENE, and while I'd heard of "dusty dry" bilges, I'd never seen one. I was and continue to be impressed with IRENE's spotless and dry bilge. A previous vessel of mine, a 1925 Q Class sloop, would recycle the entire Pacific Ocean on a short beat to weather and four electric pumps were not always adequate. An acquaintance, who had sailed on that boat as a child, recently recalled to me how she remembered stroking the bilge pump during an entire race and helped pass full buckets of bilge water into the cockpit for disposal. I can appreciate a dry bilge, believe me. But also a clean one. We almost lost a vessel onetime due to a hair clogged pump. Clean floors mean clean bilges! In 1989 when IRENE was being judged at the Classic Yacht Festival in Victoria, the judges had come back several times trying to decide the outcome. As they sat around the cabin, DeMaris thought to lift the floor boards so they could inspect the bilge. IRENE won best in show. She likes to think it was because of her metal polish job, I like to think it was due to the spiffy bilges. And to think, some "modern" boats actually drain their showers and ice box into the bilge!

Ged Delaney - Concordia Yacht Sales: Sailors continue to be attracted to the yawls, as admirers or as potential purchasers, for their simplicity, quality of construction and finish, fine sailing characteristics and irresistible aesthetic appeal. As one yawl owner, who had owned several modern yachts previously, said on his return from a recent Maine cruise, "the boat is a museum piece that really sails!" I look forward to new issues of The Concordian and reading how owners continue to personalize, upgrade and enjoy their fine yachts, which seem in most cases to become family members.

All this great Concordia fleet information for only \$5.00 a year. Subscribe today!

Doug Cole

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