



The Concordian



a newsletter for lovers of Concordia yachts

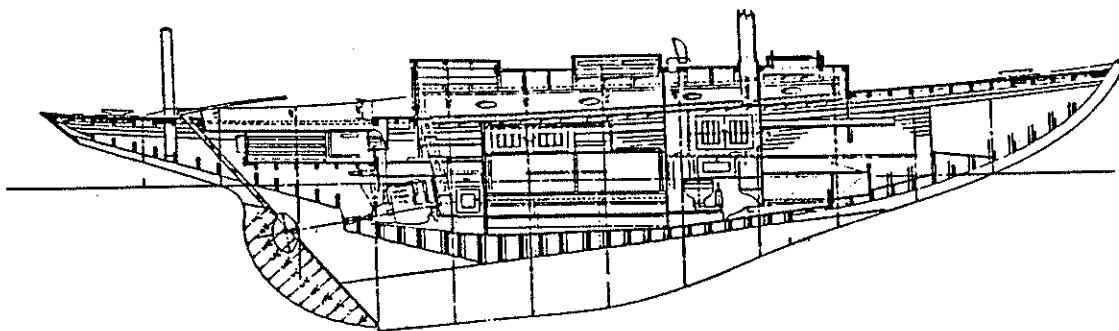
Number 17 Spring 1994

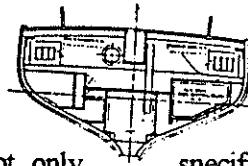
Each season it seems that one or two Concordia owners see fit to endow their yachts with an exceptional amount of love and care. As these fine vessels age, they find themselves, like most proper ladies, needing occasional makeovers to look their finest and additional accoutrements to make them feel special. We touched briefly on the CROCODILE project in issue 16 and owner Edgar Crocker has now added some additional comments. ABACO has spent the winter getting a cosmetic makeover in Jonathan Goldweitz's effort to keep his yawl in top condition. And SOVEREIGN is in year four of her complete refit by owner Dennis Gross in Olympia, WA. And these are only the projects The Concordian is aware of as we go to press. Nearly every Concordia gets similar treatment, or so it must seem by those owners doing the work or paying the bills, so feel free to share with us stories of how your Concordia gets the royal treatment.

CROCODILE #67 - Edgar Crocker, Chestnut Hill, MA: To say that I am pleased with the work performed by Manchester

Marine on CROCODILE would be a huge understatement. The ultimate compliment was paid by Waldo when he said, "She is in better shape today than when I delivered her to your father 35 years ago!" In my mind, the outstanding contribution that Manchester Marine has made to the future life of our Concordia was the research they did and the use of new materials and their applications to our vessel. They visited the important yards on the East Coast and paint factories as far away as Michigan. Gougeon Brothers was most helpful. Following are what I believe to be a few of the most important contributions:

1. Replacing the original locust rails with native locust milled to the original profile and revealing the lovely grain of the wood.
2. The encapsulation of all the house top "furniture" and toe rails in West Epoxy and then coating them with high UV varnish or West





1000 polyurethane varnish which not only looks fabulous, but it should dramatically lower our annual maintenance.

3. Decks and house top. Due to the application of Dynel cloth and epoxy followed by topcoating with Sterling LP, they should be relatively maintenance free for five years or more.

4. Due to the limited accessibility of 8 frames behind the cockpit (four on each side), the yard replaced them by using a combination of steam bending and wet laminating in place.

5. The installation of our new (carbon fiber) rig should greatly extend the life of our Concordia. (This was constructed by Goetz Marine Technology of Bristol, RI. and the unriggered spar weighs 80 pounds versus around 200 for the original spruce spar. Ed.) We plan to repair and extend the mast step this winter.

The following is a list of the equipment we now have for sale. Our old rig, which has only been sailed gingerly by its 93 year old mistress (and previously her husband, too) with occasional racing by her crazed family. CROCODILE is a standard yawl - 39' 10" - with 7/8 rig and built in 1959. White painted main mast, well maintained and upgraded per Giffy Full in a 1991/92 survey of rigging and all appendages. Dacron sails: 2 #1 jibs (Hood and Cressy), 1 #2 jib (Hood), 1 mainsail (Hood), 1 mizzen (Hood). What follows is a letter I wrote to Jon Wilson at WoodenBoat Magazine:

My family has owned a 39' Concordia for 35 years. Ours is a 7/8 rigged yawl, which has been cruised and raced extensively. Over the years we have experienced difficulty going to weather due to our small fore triangle. To compensate for this problem many Concordias have gone to a masthead rig, some have replaced their wooden spars and booms with aluminum, and others have gone as far as installing rod rigging. However, a heavily tuned masthead rig tends to put too much pressure on the hull. Most

specifically at the forefoot, the weakest point of the hull at which the mast is stepped.

This summer we installed a carbon fiber mast and new main, mizzen and 150% roller reefing genoa sails made with Spectra sail cloth. At Waldo Howland's suggestion we have retained the original 7/8 rig. The new mast weighs 80 pounds versus the 200 pounds of our wooden spar. The Spectra sail cloth looks much like Dacron, not like plastic, and does not have the rattle and bang that so many other new sail cloths have. As well, Spectra is rated for 40,000 miles of use and has absolutely no stretch. The results have been spectacular, both from a racing and a cruising point of view.

Our greatly reduced weight aloft has reduced pitching in a head sea. It is a real thrill to add a knot or two going up the breeze aided by adjustments to the 150% roller reefing genoa in order to match the existing wind conditions - no more problems with too much or too little canvas up on the headstay. One of the most unique features of the combined sail and spar design is that when the breeze exceeds 25 knots or so, we are able to ease the jib halyard in order to point ever higher as we know that this will put considerably less strain on the hull.

For years we have taken in our mizzen when racing upwind. We now leave it up in order to capture the additional drive. Speaking of drive, the strength of our beautifully tapered carbon fiber mast will allow us to carry a masthead spinnaker - what a crazy idea.

The most exciting experience to date with our new rig occurred on our return home from the Padanaram Regatta. Myself and my experienced female crew member left Quisset one day after the hurricane scare. We had a double reef in the main and the jib fully extended in a 15 knot breeze. By the time we had reached Marion it had blown up to 35 knots. No problem at all. Just roll in the jib and go like stink to weather without

dancing on the foredeck to change jibs. The rail was an inch or so out of the water and we were driving comfortably to weather. What a thrill.

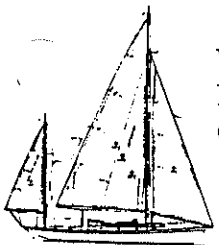
Our new rig is great for racing, but what really excels is when you are in a shorthand cruising situation. After all, that is what Waldo Howland built these boats for in the first place.

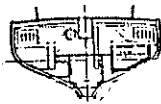
ABACO #102 - Jonathan Goldweitz, Stamford, CT: We have finally gotten around to a major refinishing and here is a review last winter's projects. We hauled ABACO for the second year at Fred Lorensen's Dutch Harbor Boat Yard in Jamestown, RI. In addition to the usual seasonal work, we refinished all the exterior brightwork. After thorough preparation of stripping, scraping, sanding and bleaching (as best we could -- this was the first such project in 25 years for ABACO), twelve coats of Epifanes was applied. Despite a recent Practical Sailor report, Fred and I both felt that Epifanes lays on better and stands up very well. The quarter-round moulding around the cabinsides was removed (because of leaking around the fastenings) and replaced with new ones, the screws now being bunged, which we feel is a great improvement on the original. We also had to replace the trim pieces on the forward coaming edges abutting the cabin and trim under coamings in the cockpit abutting teak seats. New glass for ports and Lexan for forward hatch was installed. While work progressed on deck, Dorothy and I spent six weekends this spring sanding, painting and varnishing belowdecks. We did not get as much done as planned, but did manage to completely refinish the head, repaint the interior cabin sides, sand and prime the underside of the deck beams and refinish interior hatch trim and locust trim pieces.

We also upgraded electronics with a Raytheon R-10X radar, Autohelm ST-6000 (wheel steering) with a ST-7000 control head

in the cockpit, and a Raytheon GPS with differential. The radar display was installed on a bronze bracket on the port side of the companionway so it can swing out for cockpit viewing or in for navigator's use and stowage. We were able to keep it high enough to avoid serious head trauma while accessing the icebox. The radar antenna was mounted on a custom bracket fastened to a slightly longer mizzen jumper strut. To bury the wires for both the radar and GPS, whose antennae, one for the satellite and one for the differential, are mounted on the port and starboard mizzen spreaders, Fred cut a spline up the port side of the mast and reglued the wood and refinished the mast. All wires meet in junction boxes in the stern locker, where Autohelm hydraulic ram, pump, rudder sensor, fluid reservoir, etc. are located. We figure we lost the storage space of one 8x20 fender. We also upgraded the electric panel with the elimination of all knife switches and fuses. A 7" x 13" box houses the breaker panel on the starboard side of the aft cabin bulkhead. Now we can send any crewmember below to switch on running lights without 30 minutes of explanation! ABACO went down the railway May 3 and hopefully will be ready for the 20-hour overnight sail back to Stamford May 11. We really want to make it to the SYC Commissioning and fleet parade on May 14 to show her off. We plan a Maine cruise this summer and hope to make the Eggemoggin Reach Regatta in August.

SOVEREIGN #15 - Dennis Gross, Olympia, WA: Reconstruction work on SOVEREIGN is going a bit slow at the moment. I got most of the interior overhead painted, a tough job working upside down. The stove area was reworked to accept a new propane Force 10 cook stove. I've got quite a bit of work to do in the head as well. I need some information on keel bolts. Someone suggested packing the hole with epoxy to fill up space if a new 3/4" bolt is used. Re-boring the hole to accept a 7/8" bolt looks tough. Any suggestions? (See Fall





1988 Concordian for replacement keelbolt discussion. Ed.) The cockpit sole is ready for new caulking. I plan to finish all the seats and woodwork in the cockpit this summer. Slow progress at this time, though spirits are high. With two young boys playing baseball I've got to spread myself out a bit.

MADRIGAL #98 - Robert Bass, Concord, NH: As for new engines, I recently had to replace mine and did so at Rockport Marine in Rockport, ME with a Westerbeke 46. This engine, although marketed by Westerbeke, is in fact, I understand, largely Mitsubishi. So far it has worked just fine with plenty of power and a much quieter operation than the old Westerbeke. In issue number 16 you listed the various Concordias which are still owned by their original proprietors, but you left out MADRIGAL! I've owned her nearly thirty years now, figure I've sailed her considerably better than thirty thousand miles, including numerous races and two TransAtlantic passages. For a variety of reasons, unfortunately, I am now reluctantly putting MADRIGAL on the market for sale. She is in excellent condition, fully found, and berthed at Rockport, Maine. (Contact Robert at Box 1137, Concord, NH 03302.)

SNOWBIRD #59 - Stevens Peale, Old Lyme, CT: (Dec, 93) SNOWBIRD is in the Concordia yard in Padanaram having some exploratory surgery done to her deadwood and rudderpost. She spent most of last summer on Buzzards Bay sailing out of Padanaram. Whatever the exploratory surgery turns up will be repaired plus seven planks are to be replaced, all on the starboard side for some reason, a tie rod from partners to mast step, and some recaulking of deck seams on her planked teak decks. I think SNOW BIRD will spend most of this summer sailing out of Padanaram again. This marks my 17th year with SNOW BIRD.

KATRINA #94 - Jan Rozendaal, South Burlington, VT: Sad news from KATRINA. Her owner & skipper for 28 years, my father, Dr. Hans Rozendaal, died December 1992 after a long illness. Dad was a real pioneer of long distance cruising making seven transatlantics, four aboard KATRINA, the first in 1959. His love for KATRINA was unconditional and he was never so happy as when on board, especially in open water. The boat is now owned by my mother Kay Rozendaal and sailed by me and my sister and her husband Frank Parson. Frank's family grew up in the house that is now WoodenBoat in Brooklin, ME. and he has retired and built a beautiful home just down the shore from WoodenBoat on "The Reach." KATRINA continues to be beautifully maintained by the Benjamin River Yard and to ply the waters of Penobscott Bay, "The Reach," Frenchman's and Down East. Last summer I took the new owner (my mother) down east to Cutler and Roque Island to revisit the waters she sailed so often with Dad. It was a wonderful cruise.

WHITE WAVE #40 - Lloyd Moulton, Marblehead, MA: I fear WHITE WAVE does not get all the exercise she is deserving of. I do try to make up with loving care. 1993 brought MATINICUS to Marblehead and as a next-mooring neighbor to WHITE WAVE. This provides even more incentive for extra care! Allen Shapiro has MATINICUS in Maine for winter storage and work. WHITE WAVE winters with Dions in Salem alongside CHRISTY. WHIMBREL rounds out the Marblehead Concordia fleet. She too is in Maine for the winter. A small note of possible interest. WHITE WAVE is 39' 10" built in 1956. She has a Concordia black iron/stainless stove at the bulkhead with the stack going through the head. There is an insulated stainless sheet on both sides of the bulkhead held off by 1/2" spacers. Having decided to

remove and revamp the stove, one thing led to another and the stainless sheet was removed. The main cabin side was filled with fuzz from years of using a blanket nearby, and I was glad to find this and remove this potential fire hazard. The paint was seriously blistered on the back side of the head where the stack exits from excessive temperature. My assessment of the problem is that the spacers - cut off copper tubing - crushed into the insulating material on back of the stainless covering. This closed off the desirable air space between the bulkhead and insulating sheet. I have increased the length and thickness of the stand-offs and used a washer at the insulating sheet end. All a bit of a problem to get installed without dropping, but it's all back in place "as good or better." Found 3" stainless pipe and elbows from West Marine - quite expensive - but 3" iron pipe is the norm here in the Northeast where all the home wood stoves appear to be 4". So it goes. The Concordian continues to bring a great deal of pleasure so let us know when our \$5.00 runs out.

PARAMOUR #72 - Skip Bergman, Waupun, WI: (May 1) Concordia 41 PARAMOUR has changed hands and awaits the trucker (who is late) in Oriental, NC for loading and the trip to Wisconsin. An extensive two day survey found little that Gerry and Linda Brown had not attended to. My son and I spent three days aboard in January and were pleased to have our impressions confirmed. PARAMOUR will be moored at Manitowoc Marina after paint and holding tank work at Palmer Johnson's in Sturgeon Bay. More to follow for the fall Concordian after a summer aboard.

WOODWIND #89 - George Hartman, Bethesda, MD: More information on engine repowering. I replaced my Westerbeke 4-107 with a Yanmar 3GM30F (see issue 16). If you want more speed Yanmar also makes a 3HM35F which is exactly the same size and weight as the 30F but with 20% more power and which costs a couple thousand

dollars more. My two bladed prop is a 6x12. 6 1/2x12 would be ideal to fully load the engine, which is designed to turn fast - 3400 rpm continuous. If you use a refrigeration compressor the larger engine is recommended. A three bladed prop produces more push, but of course creates more drag. I align the prop with the deadwood and lock in reverse. By the way, an excellent transmission comes with the engine. WOODWIND continues in my custodianship and is in increasingly good shape, the best in the last 15 years. She is berthed in Oxford, MD. LOON #45 is nearby and won her class in the Oxford-Annapolis race, which was mostly reaching, and beat a lot of high-tech boats. ENVOLEE #81 is at Gibson Island and is beautiful after much work at both Concordia and Gibson Island. LIVE YANKEE is up in the Bohemia. These are the only ones I see regularly.

MALAY #77 - Dan Strohmeier, So. Dartmouth, MA: MALAY departed Padanaram last July to participate in the CCA Cruise to Nova Scotia, then cruised Maine. In 41 days only four overnight sails - two at the start to close the Nova Scotia coast, one Mahone Bay to Fisherman Harbor and one Bon Portage to Mt. Desert. I have made 18 Halifax Races and return and 3 cruises to Nova Scotia. Never have I seen the coast utterly free of fog nor have I ever returned to the westward with wind always in the eastern semi-circle as this year. The past two seasons I have anchored safely on a 14 pound Fortress. The Fortress is just another Danforth in shape and proportions, but, as we in the steel business are wont to say, it is made of that cheap substitute material, aluminum. There are all kinds of aluminum and the Fortress seems to be made with suitable qualities of strength and stiffness. In using it, one must be mindful that weight alone will not hold the anchor down. It must be encouraged to dive. That, of course calls for scope, scope and more scope. I have never believed in a short length of chain on the anchor, which does nothing for the



catenary. In my humble opinion, this time honored practice from before grandpa's days, acts as a snow shoe in the mud and discourages the anchor from diving. (Why lift two weights at the same time?) I seized 12 feet of 1/4 inch chain to the 1/2 inch nylon rode 50 feet from the anchor. Now, a proper catenary, all chain on deck before lifting the anchor, and two seasons of no-drag cruising. Biggest blow about 35 knots with the usual sea. One becomes addicted to being able to hold the anchor at arm's length clear of the hull. The Fortress is not the be-all and end-all, (only a Herreshoff will work in kelp), but it works fine here in our eastern waters.

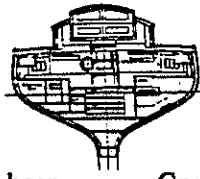
IRENE #103 - Douglas Cole, Bellingham, WA: I was able to enjoy several solo spring cruises in the San Juan Islands in March and April. It's a real treat to be able to peel off the winter cover and within a few hours be underway. Spring haulout and painting was completed in mid-May in a record 6 days due to perfect dry weather. Topside preparation takes two long days (sanding, filling and priming) followed by two coats of gloss (one each day). The bottom is painted on day four (after the topsides) and the boottop, cove stripe and name are done on day five with launching late on day six. It's turned into a single person operation except for a helper to roll on the enamel while I brush it out (55 minutes per coat), a hired sign painter and of course the launch crew from the yard. Total haulout expenses were around \$625. I paint the topsides every two or three years. On "off" years I haul out for a quickie overnight bottom paintjob. Brightwork maintenance is performed throughout the season. **IRENE** and crew look forward to a last match against **ALLURE** before she heads to Maine in June. The two boats have enjoyed excellent competition for the past several years with **ALLURE** often squeaking out on top, and we'll miss the wonderful camaraderie. **IRENE** has no major projects or cruises planned in 1994. She will compete in the Heritage Cup Race in Bellingham, the

Classic Yacht Regatta in Port Townsend and a fall regatta in Seattle in October.

Jerry Smith from **Concordia Company** writes: **SUMATRA** #76 is coming along extremely well and looks beautiful. Actually, she's almost done and has a new owner as well: John McShane of Cockeysville, MD. Her new parts are as follows: Cabin sides, cockpit coamings, winch blocks, winches, sheer planks, covering boards, transom, toe rails, deck, pulpit, stern post and planking in way of stern post, rudder, section of stem and some topside planking, main boom, mizzen mast, Westerbeke 30B 3 cylinder diesel. In addition to getting her back to the way she was (before being washed ashore in Marion Harbor in Hurricane Bob in 1991 - see **Concordian** #13 for pictures), we have also installed the following: stern rail (push pit), gallows frame, Ideal windlass, new quarter sawn maple counter tops, electronics, refinished the interior, Luke propane stove with Mar Gas tank, Luke soap stone cabin heater, anchor roller and thru-deck pipe for anchor rode. I may have missed some items, but this is basically it. She'll be launched in May and will be cruising the coast of Maine for most of this summer. Other **Concordia** projects this year include: #53 **BEAUTY** - new oak floor timbers to replace the iron floors. #54 **HORIZON** - reef and recaulk the teak deck and new toe rails. #24 **NIAM** - interior refinishing. #59 **SNOW BIRD** - new dead wood and a number of new bottom planks. #20 **FLEETWOOD** arrived here by truck from Miami a few weeks ago and is for sale. We've had a number of other good projects this past winter not involving **Concordias**.

Elizabeth Meyer of Newport RI writes: I loved the latest issue of the **Concordian**. It's nice and fat and juicy. Congratulations on keeping everyone in touch. I wanted to let you know that I have not forsaken wood





boats for a skinny steel siren. I have been working with a great group of people to restore the 1885 schooner yacht Coronet. Our little group is called IYRS - the International Yacht Restoration School, and we are struggling to put together this hugest of projects. Anyhow, I miss the Concordia class and the Concordian keeps me informed.

Waldo Howland is 1994 Recipient of W.P. Stephens Award

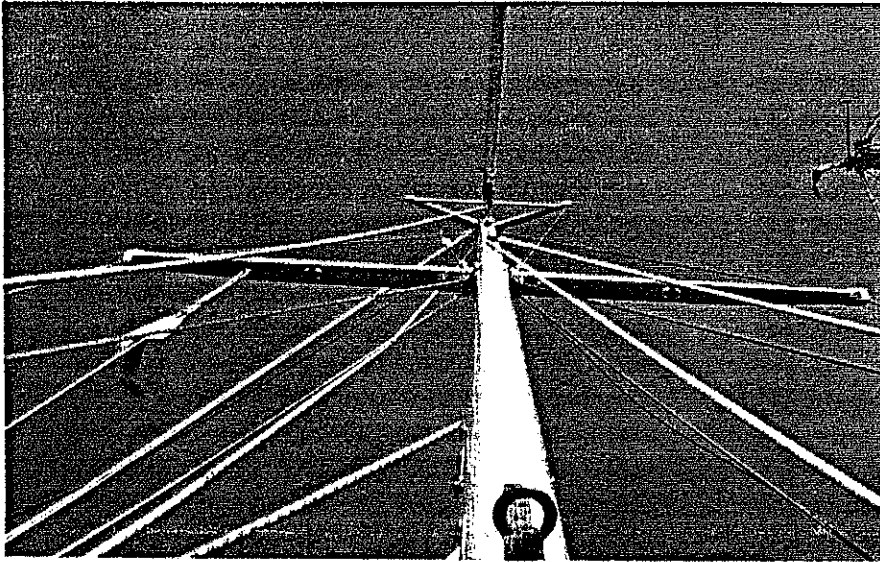
Several years ago Mystic Seaport initiated an Annual Yachting History Symposium and at the same time began the tradition of awarding the W.P. Stephens Award to an individual who has made a lasting contribution to yachting history. Over the years, this award has recognized the achievements of Olin Stephens, Bill Garden, Elizabeth Meyer, John Gardiner, Bud McIntosh and Briggs Cunningham. **Waldo Howland**, founder of Concordia Company, was selected as the recipient of the W.P. Stephens Award for 1994. According to J. Revell Carr, director of Mystic Seaport, "The award recognizes the impact Waldo Howland has made on American Yachting over many decades, not only through his involvement with Concordia, but also other organizations such as Old Dartmouth and Mystic Seaport through his books and other writings and through the inspiration he has given to so many individuals who's lives he has touched. Waldo has been a great friend of the Seaport over many years, but this award looks far beyond his involvement with Mystic. It honors him for his significant and lasting contribution to American Yachting and it is well deserved."

William P. Stephens (1855-1946), an engineering graduate of Rutgers University, was one of the organizers of the Society of Naval Architects and Marine Engineers in 1893. In 1895 he designed Ethelwynn, one of the first yachts in this country to carry a jib-headed mainsail. He was the historian for the North American Yacht Racing Union, the

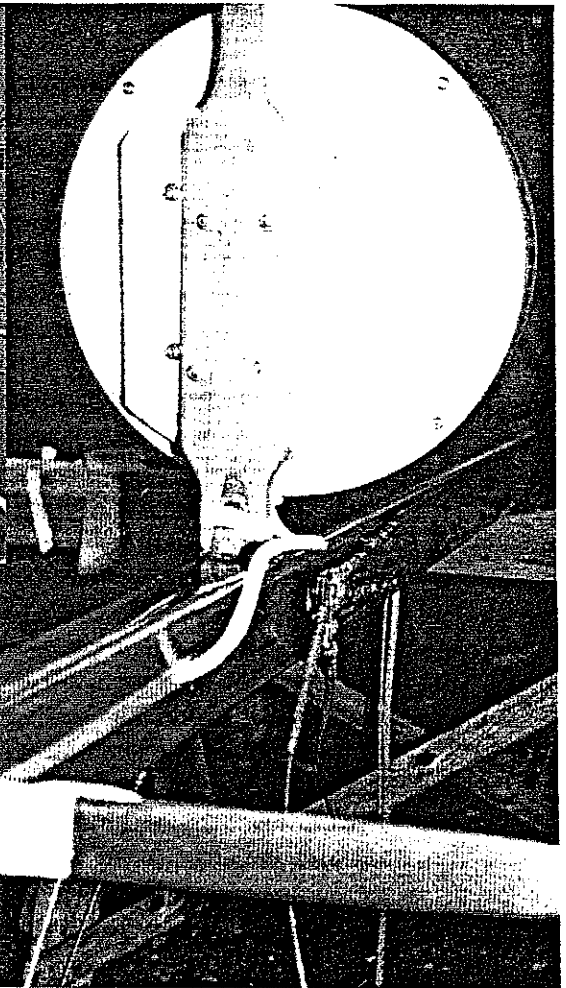
Cruising Club of America and the Seawanaka Yacht Club. In 1903 he assumed the editorship of Lloyd's Register of American Yachts, which he managed for 29 years. When he retired he devoted his time to research and writing, including the classic Traditions and Memories of American Yachting. During the years he designed some 100 boats and yachts altogether. His contributions to the history of yachting in this country are without compare. His dedication to quality in all things--and particularly the truth--leaves a legacy for which we may all be grateful. (Source: Jon Wilson, March, 1993)

Waldo Howland writes: "Due to the fact that the Concordia yawls have had such a fine and lasting good influence on yachting, I feel that they share a great part of my recent yachting award from Mystic. I do feel that most Concordia yawl owners, past and present, have made worthy contributions to yachting and must share this award that was presented to me."

Waldo wrote the introduction for the 1994 Calendar of Wooden Boats and it is reprinted by permission of Benjamin Mendlowitz: "Wood is essential to the welfare of our world. Trees are living wonders in themselves. The wood that comes from trees has continuing life of its own whenever man wishes to make use of it to improve his well-being. Be it lofty cathedral or country church, stately mansion or humble cottage, king's throne or my favorite pine chair, wood has forever been used to enhance the quality of life. Most stringed musical instruments and many woodwinds use a combination of several varieties of wood to produce the instrument's unique tone. Great concert halls achieve their fine acoustics with wood. Thomas Edison, having invented the phonograph, never found the tone he sought until he discarded his metal loudspeaker horns for wooden ones."

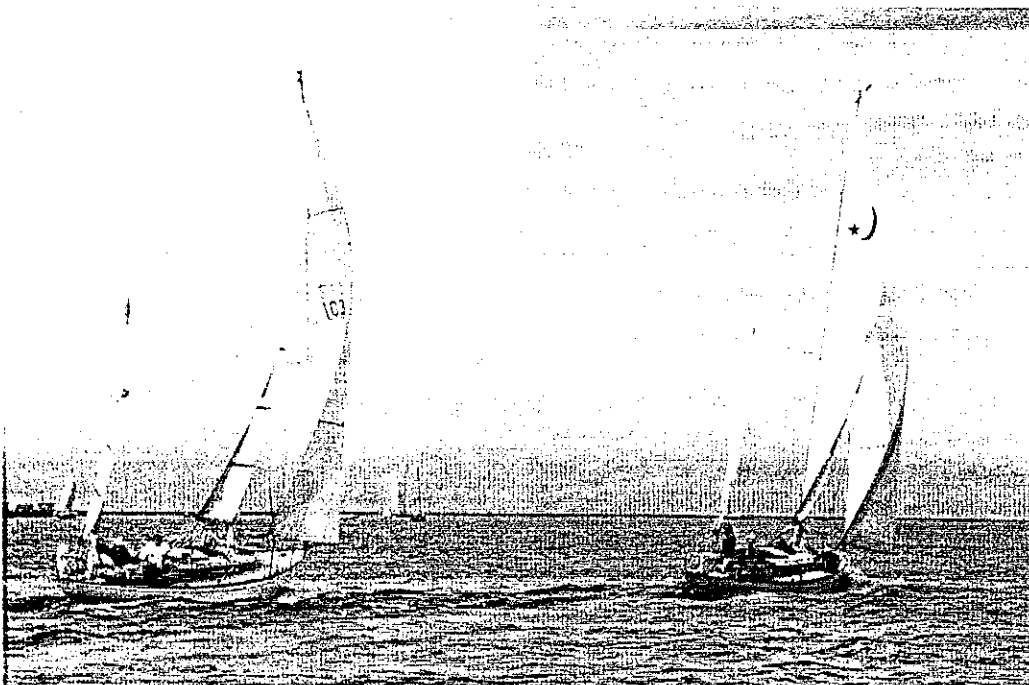


Carbon fiber spar on CROCODILE.



ABACO radar installation on mizzen. Note spline port side for wire. Goldweitz photos.

IRENE (L) and VINTAGE at Port Townsend.
Ben Niles photo.



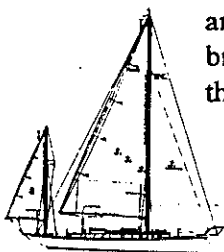
For many of us, wood still remains the material of choice for the building of our boats. In some ways, a wooden boat is much like an orchestra, in that every detail of design and construction must play its part to create the perfect whole. Wood offers the boatbuilder so many wonderful basic luxuries that do not simultaneously exist in other materials. It unobtrusively mutes unwanted noise, yet enhances sounds that we like to remember. It is a friendly insulator against too much heat or cold, it lessens troublesome vibrations, and it is kind to the touch. With its various soft colors, pleasant smells, and different textures and grain patterns, wood not only serves its main purpose, but also decorates and adds charm and beauty. I am proud and honored this year to see one of our Concordia yawls on the cover (of the 1994 Calendar)."

The Concordias of Waldo Howland, a video by Shaw Productions, was completed in January 1994 and is available for purchase. Much of the video, which runs nearly an hour, was filmed during the 1993 Padanaram Regatta and 55th Concordia Reunion, and features actual narratives by Waldo Howland as he shares remembrances of his life afloat and takes us on a tour of a Concordia yawl. Sailing shots abound and interviews with various Concordia owners reflect the respect both Waldo and the Concordia yawl command. "They're beautiful to look at from any angle - coming up on one, at anchor, or underway, they're gorgeous. They handle extremely well under all points of sail." **Bob Snyder - SHIMAERA**. "It has been my dream since I was 15 to own a Concordia. It was the beauty of the boat under sail and the charisma of the varnish that caught my eye." **Peter Castner - OFF CALL**. "I wouldn't change a thing - they're fine the way they are. Don't put a lot of stuff on them that can break down. Keep it simple. I like seat of the pants sailing." **Stevens Peale -**

SNOWBIRD. "They just have the right lines, the right shape, a nice shear. I don't want a bigger boat. I don't want a different boat. I want *this* boat." **Lisa Zimmerman - SAFARI**. "This is a fine video tape, beautiful words and pictures. It is all very exciting, and I feel that Concordia yawls are very fortunate to have such a fine and accurate video as the one Shaw Productions has created for them. Congratulations!" **Waldo Howland**. For information contact Shaw Productions, Box 444, McFarland, WI 53558. Phone 800 874-7641. Cost is \$29.95 plus \$3.50 shipping.

FLOTSAM

The Register of Wooden Yachts, a wonderful work by WoodenBoat publications, made it's first appearance with the 1993-1994 edition. Its format is similar to the former Lloyd's Register, which ceased publication in 1977, minus the social registry and flag display, but with a first class index of sail numbers, former names and boat classes. If, for instance, one looks up "Concordia yawl," one can see the names of all 52 Concordia yawls that are listed. Of course, every Concordia aficionado *knows* there are really 103 Concordia yawls/sloops/ketch, so when you get around to submitting the listing for your Concordia, write to: The Register of Wooden Yachts, WoodenBoat, Box 78, Brooklin, ME 04616. There is no charge to have your vessel listed. "Our hope is that all lovers of wooden yachts and boats will help to make The Register a success; that the unique nature of wooden boats (and their owners) will be recognized and celebrated even more as time goes on, and the boats seem to become harder to find among the masses of fiberglass, aluminum and steel. (The 1993-1994) edition is a first step; an attempt not only to know which wooden yachts and boats are where, but to help anyone find an answer to the question, "what *is* that beautiful boat?"



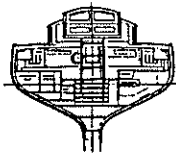
Marine artist **Kathy Bray** is still producing note cards with a Concordia yawl on the cover. She also writes: "We are pleased to offer you the opportunity to commission an original, full color boat profile rendered in meticulous detail on heavy, acid-free paper. Signed by the artist and ready to frame, each is a handsome addition to your home, office or yacht. Depending on the complexity of a particular project and the quality and completeness of references supplied by the customer, fees range from \$500 to \$1,000." Kathy is a well-known professional illustrator whose specialty is marine subjects. Her drawings are widely admired and respected for their aesthetic quality as well as their painstaking accuracy. For information: Box 1243, Camden, ME 04843. 207 236-2935.

The **1994 Padanaram Regatta** will be held in South Dartmouth, MA on August 27. There will be a cocktail party on Friday, August 26 and a dinner will follow the race on Saturday night, August 27. Last year the race was sailed in 15-25 knots of wind and the Howland Memorial Trophy was won by Lee Davidson and **BANDA**. For information: Brodie MacGregor, 508 999-1381.

The Pacific Northwest fleet will be losing **ALLURE #87** to South Freeport, ME in June. **Ben and Ann Niles**, transplants from Maine and Massachusetts, have enjoyed the Northwest for 10 years or so, but longed to return to native waters (short sailing seasons, fog, cold winters, dry storage). Four year old Halsey cut his teeth circumnavigating Vancouver Island at age 6 months and has been successfully calling tactics on **ALLURE** ever since. 2 year old Nate has been crawling around like a fore deck ape he is destined to be and there is an additional female crewperson (Frances?) scheduled to arrive in September. Perhaps she will be in the running for the Americas Cup crew. We'll all miss the **ALLURE** crew. It made for very exciting racing. Ben has **ALLURE**

scheduled for shipment after the Port Townsend Classic Mariner's Regatta in June and after that, look out for a new competitor at Eggemoggin! On the plus side, Bob Hovey is planning to sail **MARGARET #42** from her present home in Morro Bay, CA to Blaine, WA, so the Northwest fleet should remain at seven... I recently learned that **Dr. Raymond Curtis**, former owner of #7, is now a resident of Washington State. Dr. Curtis owned **RAYANNA** from 1956 to 1982 and kept her at Gibson Island, MD. Waldo Howland mentions him in his book The Concordia Years. There is word that Waldo is working on the third volume of his series A Life In Boats... **Benjamin Mendlowitz** reports from Brooklin Maine that four Concordias are in residence at Benjamin River Marine. **KATRINA #94** was the first to be launched this year on May 16. **MATINICUS #78** arrived last fall with beautiful topsides and is going out with even better. **STARLIGHT #23**, which should be launched on May 20, had some keelbolts replaced but the major project is on **BELLES #68**, who has a new keel and deadwood, new keelbolts, sandblasted ballast, new floors and coamings and new 'glass and epoxy decks. Her formerly painted cabin sides have been returned to a bright finish. Owner John Dunbar hopes to get in some sailing, too, this season... All right, it's not Concordia news, but I had the opportunity last weekend to visit a friend in Vancouver, WA, who is about to complete a replica of L. Francis Herreshoff's 73 foot Ticonderoga. She is true to the original design and conventionally planked with mahogany (cedar splined) over corten steel frames (which were cut, assembled, fit and then disassembled for galvanizing and epoxying). Spars will be carbon fiber. The construction is A-1 and has been underway for 2 1/2 years. Launching is expected in August... I have just received a new order of **Concordia fleet burgees**. Return shipment is generally the same day. Cost \$35.





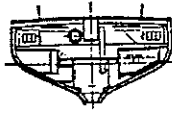
NEW OWNERS - BOATS FOR SALE

These lucky people are now new skippers of Concordias: Lang Smith acquired **MOONFLEET** #49 from Greg Carroll. "After a year of rest at Rummery's Boatyard in Biddeford, ME, I plan to move her to Isleboro, ME where we have a summer home. My goal now is to keep up **MOONFLEET** in the condition Greg has left her in." Skip Bergman of Waupun, WI is shipping **PARAMOUR** #72 from North Carolina to Manitowoc, WI. See his letter elsewhere. John McShane is the new skipper of **SUMATRA** #76. See Jerry Smith's letter

for details of her repair. **FOR SALE.** There may be others, but we are aware of these: **TABAKEA** #6, **PAPAJECCO** #8, **FLEETWOOD** #20, **SUNDA** #33, **MEMORY** #35, **ARAPAHO** #85, **MADIGRAL** #98.

Just so you can see how you might be doing on your yearly maintenance costs, the following was submitted in 1993 by a shipyard as potential costs for annual maintenance of a Concordia 41. Compare this with Waldo Howland's estimate of 262 man hours (A Life in Boats, The Concordia Years, page 164.)

	<u>Cost</u>	<u>Hours</u>	<u>Totals</u>
Storage (41' x 10' x \$4.00)	\$1,640		
Haul/decommission - launch recommission (includes rigging, diesel, systems, mechanical)		30 x \$37	\$1,110
Wash bottom (41' x \$1.75)	72		
Cradle rent	250		
Cradle load/unload @\$35 x 2	70		
Spar storage (25' & 50')	75		
Battery storage	<u>24</u>		
	\$2,131		\$2,131
<u>Maintenance / Paint / Varnish</u>			
Bottom sand and paint, 2 coats		28	
Topsides and cabin top, sand and paint (1 flat, 1 semi-gloss and signpainter)		55	
Brightwork (70-80 hours)		80	
Spars (main and mizzen masts)		30	
Cabintop		<u>15</u>	
		208 x 39	\$8,112
<u>Painting Materials</u>			
6 qts white @\$20	120		
4 qts varnish @\$20	80		
Boottop/name \$10	10		
Bottom \$150	<u>150</u>		
	\$360		<u>\$360</u>
			\$11,353
		Tax	<u>624</u>
			\$11,977
<u>Other</u>			
User fee / registration	150		
Insurance	800		
Marina Slip	<u>2,500</u>		
	\$3,450		<u>\$3,450</u>
TOTAL			\$15,427



That wraps up the Spring edition of the Concordian. As usual, your literary contributions are what make up the bulk of the newsletter, so keep your cards and letters flowing. We would like to hear about your sailing adventures and maintenance ideas and often a few paragraphs are sufficient. In addition to the standard Concordia yawl owners and interested persons, I've added to the mailing list owners of other Concordia yachts, such as the 25,28,31 and 33 as well as a few of the more recent "custom" Concordias such as **Heart of Gold**, now

cruising the South Pacific, and **Meridian**. So to you new Concordians, Welcome Aboard, and feel free to submit your comments for publication. To new and old alike, \$5.00 a year just about covers postage and printing costs. Have a wonderful and relaxing 1994 sailing season.



Joey Cole

4344 King Avenue Bellingham, WA 98226-8727



L to R. Wm. P. Stephens Award recipient, Waldo Howland, Maynard Bray and J. Revell Carr, Director of Mystic Seaport. Photo Claire White Peterson, Mystic Seaport.

Concordia Owners - June, 1994

1. JAVA	Weld Henshaw	Maine
2. MALAY I	Gary Custard	Florida / Cruising
3. HALCYON	Frank Walker	Ellsworth, ME
4. TEMPO	Jim Beggins	East Islip, NY
5. DUENDE	Charles Adams	Shelbourne, MA
6. TABAKEA	Benson Snyder	Cambridge, MA
7. SUNDAY	David Catlett	Wickford, RI
8. PAPAJECCO	Salvatore Nicotra	West Haven, CT
9. WHISPER	Oliver Jones	Avon, CT
10. PRAXILLA	David Van Ness	Ridgewood, NJ
11. WINNIE	Peter Gallant	Portsmouth, NH
12. ABSINTHE	Frederick Brook	Padanaram, MA
13. PHALAROPE	Dan Beard	Kennebunkport, ME
14. SAXON	Graham Pope	West Wiscasset, ME
15. SOVEREIGN	Dennis Gross	Olympia, WA
16. MAGGIE DUNN	Armand Sutton	Alameda, CA
17. ACTEA*	William Turney	Florida
18. CRESCENT*	Walter Hobson	Urbanna, VA
19. OTTER*	William Hutchinson	New Canaan, CT
20. FLEETWOOD	Ida Gallaher	Miami, FL
21. STREAMER	Barry Light	New York, NY
22. HERO	Jim Sibley	Haddam, CT
23. STARLIGHT	Benjamin Mendlowitz	Brooklin, ME
24. NIAM	John Ryan	Pittsburgh, PA / Maine
25. WILDSWAN	James MacGuire	Noank, CT
26. MARYANN	Robert Jones	Belmont, MA
27. SAHAH*	Robert Cross	??
28. SAFARI	Dick & Lisa Zimmerman	Magnolia, MA
29. ARAWAK*	Donald Tofias	Massachusetts / Maine
30. HARRIER*	Jesse Bontecou	Padanaram, MA
31. CHOSEN	Seth Kohn	Padanaram, MA
32. MIRAGE	Ric Quesada	So. Freeport, ME
33. SUNDA	Al Brown	Savannah, GA
34. ORIANE	Ted Danforth	Long Island, NY
35. MEMORY	Richard Navarro	Islamorada, FL
36. MAGIC*	Hank Bornhoffs	Gloucester, MA
37. YANKEE*	Peter Rackliffe	Searsport, ME
38. NEFFERTITI*	John Williams	Mt. Desert Island, ME
39. CANDIDE	Philip Brazeau	Anacortes, WA
40. WHITE WAVE	Lloyd Moulton	Marblehead, MA
41. SISYPHUS	John Towle	Framingham, MA
42. MARGARET	Robert Hovey	Morro Bay, CA / Blaine, WA
43. RAKA	Robert Stuart	Hingham, MA
44. LACERTA	Stephen Loutrel	Padanaram, MA
45. LOON	Jerome Sullivan	Oxford, MD
46. KODAMA	Stewart McDougall	Seattle, WA
47. ARIADNE	Charles Stone	Darien, CT
48. HARBINGER	Larry Warner	Mattapoisett, MA
49. MOONFLEET	Lang Smith	Biddeford, ME
50. NJORD	Peter Kieley	South Hampton, MA
51. VINTAGE	John Foley	Port Townsend, WA

52. BANDA*	Lee Davidson	Padanaram, MA
53. BEAUTY*	Leo T. Chylack	Padanaram, MA
54. HORIZON*	Stillman Brown	Nantucket, MA
55. KIVA	Douglas Hoffman	Fairfield, CT
56. WHISPER	George Henschel	Bedford, NY
57. JAVELIN	W. Mason Smith III	Cambridge, MA
58. OFF CALL	Peter Castnet	Boxsford, MA
59. SNOW BIRD	Stevens Peale	Padanaram, MA
60. PRINCIPIA*	Bruce Flenniken	Padanaram, MA
61. TAM O'SHANTER	David Soule	Marblehead, MA
62. THISTLEDOWN	Alida Camp	East Blue Hill, ME
63. SONNET*	Jim Brown	Syosset, NY
64. LIVE YANKEE	Nichols & Gruber	Green Lake, PA
65. GOLONDRINA	John Eide	Portland, ME
66. MISTY	Tom McIntosh	Long Grove, IL
67. CROCODILE	Edgar Crocker	Manchester, MA
68. BELLES	John Dunbar	Brooklin, ME
69. HOURI	John Chatfield	Mt. Kisco, NY
70. IRIAN*	Darrow Lebonici	Salem, MA
71. POLARIS*	Kenneth Brittle	Richmond, VA
72. PARAMOUR*	Skip Bergman	Manitowoc, WI
73. TOSCA	Dr. William Fitzgerald	St. Anthony, Newfoundland
74. WIZARD	Anderson & Dane	South Dennis, MA
75. PORTUNUS	Mrs. Augustin Parker	Boston, MA
76. SUMATRA	John McShane	Cockeysville, MD
77. MALAY	Dan Strohmeier	Padanaram, MA
78. MATINICUS	Alan Shapiro	Marblehead, MA
79. WESTRAY	Thomas Franklin	Cataumet, MA
80. BATAVIA	Dr. Robert Hillier	Taunton, MA
81. ENVOLEE	Claude Engle	Gibson Island, MD
82. CORIOLIS*	Douglas Adkins	Orcas Island, WA
83. CHRISTIE	Richard Robie	Marblehead, MA
84. SNOW FALCON	George Gans	Louisville, KY
85. ARAPAHO*	J. Richard Cordson	Boston, MA
86. DAME OF SARK	Joe Callaghan	Stonington, CT
87. ALLURE	Ben Niles	South Freeport, ME
88. RENAISSANCE*	John Lund	Padanaram, MA
89. WOODWIND	George Hartman	Oxford, MD
90. FABRILE	David Godine	Bremon Long Island, ME
91. SHIMAERA	Robert Snyder	Stonington, CT
92. WHITE LIGHT*	Nicholas Heyl	Norwich, VT
93. EDEN*	Gerald Millet	Cambridge, MA
94. KATRINA*	Jan Rozendaal	South Burlington, VT
95. BOOTS*	Earl Maxwell	New Orleans, LA
96. WHIMBREL*	Peter Mimno	Marblehead, MA
97. TAMBOURINE	David Wheat	Boston, MA
98. MADRIGAL*	Robert Bass	Concord
99. PORPOISE	David Palmer	Newport, RI
100. HAVEN	John Bullard	Padanaram, MA
101. SEA HAWK*	Reginald Butler	Marblehead, MA
102. ABACO	Jonathan Goldweitz	Stamford, CT
103. IRENE	Douglas Cole	Bellingham, WA
104. (under construction)	Mark Webby	Whangarei, New Zealand

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