

The Concordian

a newsletter for lovers of Concordia yachts

Fall 1998 – Number #26

Greetings . . .

. . . from Bob Grindrod and Skip Bergmann. We are pleased and excited to be putting out our first issue of *The Concordian*. Doug Cole did a great service for the class when he began the newsletter in 1986, following through with 25 informative issues. The maintenance and upgrade advice for owners has been invaluable, the cruising stories entertaining and informative, and the forging of new friendships with a mutual bond, most rewarding.

From all of us . . . Thanks Doug.

Changing Of The Watch

"Best of luck to Bob and Skip in taking over *The Concordian*. I have enjoyed putting out the newsletter and know that they will appreciate your continued literary and financial contributions.

"I plan to stay involved by tracking down and sharing information for the publication, so please feel free to contact me if I can be of help in resolving any questions you may have."

Doug Cole, 4344 King Avenue, Bellingham, WA 98226-8727. DouglasCole@compuserve.com

What's Inside?

As you know from the July letter that was sent out, we hope that you will continue to provide a wide variety of material for the newsletter. Without your input, the project is . . . kaput!

In this issue you'll find news of the hurricane-cancelled 60th Reunion and a postcard survey asking you when to reschedule for 1999, cruising to little known (or at least visited) locations, discussions on restoration techniques, race results with the old-timers still holding their own, maintenance and upgrade tips, boats for sale, Concordia memorabilia and interesting owner experiences.

What's In Store?

That's up to you. If you haven't supplied any information for a while, please take some time this winter to tell us about you, your boat and your sailing experiences. We need your enthusiasm to keep the newsletter going and to maintain a heightened interest in Concordias, both for present owners and the prospective owners whose interest will keep the class alive.

How To Get In Touch

We are readily accessible by mail, phone and the Internet (check out our page at SEARCH: concordia yawl or www.dotnet.com/~bergmann/). Complete addresses are listed at the end of the newsletter.

Handwritten or typed information is fine. However, if you are preparing material in Microsoft Word, please send it to Skip via E-mail or regular mail on a disc (a real timesaver). Enclose a stamped envelope and the disc will head back to you immediately. Photos can be black and white or color, glossy if possible.

Finances

Many thanks to everyone who has sent in contributions and good wishes. Although the annual subscription price has remained at \$5, it does not cover costs. Many of you are sending in \$10, \$20 or \$25 and that helps us to approach breakeven. However, less than a third of owners help to support the newsletter. \$5 a year is less than ten minutes yard work on your boat, and we too guarantee a pleasurable return on your investment!

A current Financial Statement is included as a separate enclosure.

We look forward to hearing from all of you!

60th Concordia Reunion Blown Out By Hurricane Bonnie

Reported by Bob Grindrod and Doug Cole

As Hurricane Bonnie raced up the eastern seaboard in late August with winds in excess of 115 knots, Brodie MacGregor at Concordia Company was faced with the prospects of having a significant portion of the Concordia fleet in Padanaram and in harm's way. Although I'm sure he savored the prospects of a full winter's worth of repairs as a result, he made the only decision possible and cancelled the 60th Reunion.

Despite the threat of bad weather, the following yawls were present in Padanaram during the weekend: *Abaco*, *Arapaho*, *Beauty*, *Feather*, *Harbinger*, *Kiva*, *Malay*, *Principia* and *Snowbird*. In addition, the Concordia built *Kestral* and the Concordia 33 *Stardust* were also present.

The hurricane was anticipated to hit the area late Friday night or Saturday morning, so everyone snuggled down and prepared for heavy weather. We all got to chat a bit on the dock Friday afternoon before the rain started, but the scheduled Friday and Saturday night social events were cancelled.

Saturday dawned and Bonnie turned out to be a bust! Light rain fell Friday night and into Saturday morning, but then the weather cleared and four boats sailed from Padanaram in sunny weather with a nice breeze. Still, Brodie did the right thing in cancelling, as things could just as well have gone the other way.

Since a number of Concordians live within driving distance and Laura Hunt had already laid in a good supply of souvenirs, a cocktail party was still held at the New Bedford Yacht Club on Saturday night and enjoyed by about 80 attendees. Distant owners included Bob and Valerie Grindrod and Tom and Vicki McIntosh from Chicago, Ben Niles from Maine and Doug Cole from Washington. Though thwarted by unpredictable Bonnie, our thanks to both Brodie and Laura for a job well done.

As a group, we agreed to hold the gathering again next year for both the 60th and 61st. It was also suggested that we do a group cruise of the area either before or after the reunion weekend to allow those who could to work this event into their summer cruising schedule.

When To Hold The 60th -- 61st Reunion? A Survey Of Owners and Friends

Concordia Company has agreed to re-stage the hurricane-cancelled 60th Reunion as a combined event in Padanaram next summer.

What Are The Best Dates?

Brodie MacGregor has suggested either the weekend of July 9, 10, 11, or either of the last two weekends in August . . . 20, 21, 22 or 27, 28, 29. Please let us know via the enclosed postcard which dates you would prefer.

If there is sufficient interest, a *Cape and Islands Cruise* could originate in Padanaram at the end of the reunion. Cruise in company with your sisterships for a week as part of your 1999 cruising plans!

We Need Your Input

Please return your cards *soon*, so plans can be made. Your response is *not* a reservation or obligation.

Awaiting Bonnie At South Wharf



Dan Strohmeier aboard *Malay*, # 77. It was Dan, of course, who really sparked the boom in Concordia interest when he won the 1954 Newport-Bermuda Race in his first *Malay*, #2. Without doubt the most active Concordia racer, Dan is a veteran of numerous Bermudas, 18 Halifaxes, and in 1978 placed second overall in the Bermuda Race – second only to Arnie Gay in *Babe*, Concordia #26. A one-two finish for the class as a 40-year-old design.

Concordia 60th Reunion

Participants Registered

Participants with Boats

Hull #	Boat Name	Owner	Home Port
5	DUENDE	Charles Adams	Shelburne, MA
10	PRAXILLA	Dom Champa	Fairfield, CT
12	ABSINTHE	Walter Schulz	Bristol, RI
18	SPICE	Tom Laird	Beverly, MA
21	STREAMER	Barry Light	New York, NY
25	WILD SWAN	James McGuire	Noank, CT
29	FEATHER	E. Philip Snyder	Rockport, ME
30	HARRIER	Jesse Bontecou	Jamestown, RI
31	OWL	Jay Panetta	Wellesley, MA
34	ORIANE	Ted Danforth	Stonington, CT
36	MAGIC	Hank Bornhafft	Gloucester, MA
43	RAKA	Robert Stuart	Hingham, MA
48	HARBINGER	Larry Warner	Marion, MA
50	JAKARTA	Peter Kiely	South Hampton, NH
53	BEAUTY	Ted Chylack	Padanaram, MA
55	KIVA	Doug Hoffman	Fairfield, CT
56	WHISPER	George Henschel	Bedford, NY
57	JAVELIN	Mason Smith	Mattapoisett, MA
58	OFF CALL	Peter Castner	Boxford, MA
59	SNOWBIRD	Rusty Aertsen	Padanaram, MA
60	PRINCIPIA	Bruce Flenniken	Padanaram, MA
63	SONNET	James Brown	Syosset, NY
70	IRIAN	Darrow Lebovici/Meg Twohey	Salem, MA
77	MALAY	Dan Strohmeier	Padanaram, MA
85	ARAPAHO	Bill Lynch	Edgartown, MA
86	DAME OF SARK	Joe Callaghan	Cheshire, CT
88	RENAISSANCE	IYRS	Newport, RI
91	SHIMAERA	Robert Snyder	Stonington, CT
92	WHITE LIGHT	Barry Williams/Tom Wolstenholme	Deep Haven, MN
94	KATRINA	Jan Rozendaal	South Burlington, VT
100	CAPTIVA	John Bullard	New Bedford, MA
102	ABACO	Jonathan Goldweitz	Stamford, CT
	WILD ROSE	Jeff Thomas	Richmond, VA

Participants without Boats

Hull #	Boat Name	Owner	Home Port
20	FLEETWOOD	Kersten Prophet	Fiefbergen, Germany
46	KODAMA	Stewart McDougall	Seattle, WA
54	HORIZON	Robert Grindrod	Barrington, IL
66	MISTY	Tom McIntosh	Long Grove, IL
76	SUMATRA	John McShane	Cockeysville, MD
87	ALLURE	Benjamin Niles	South Freeport, ME
103	IRENE	Doug Cole	Bellingham, WA

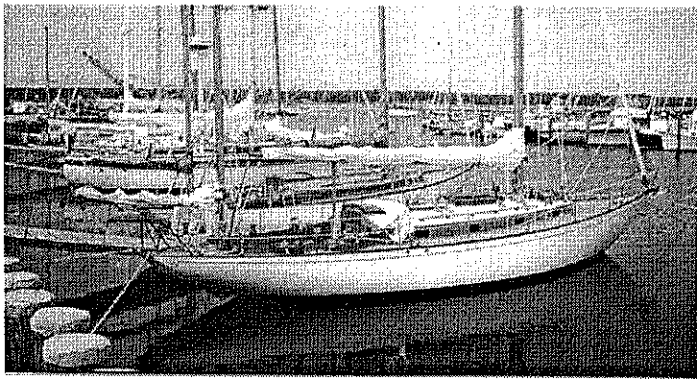
Remembrance Of Waldo

Dan Nerney says that this photo of Waldo might have been better had Waldo not splashed his strobe light with an oar and shorted it out! It still looks great and color prints are available.

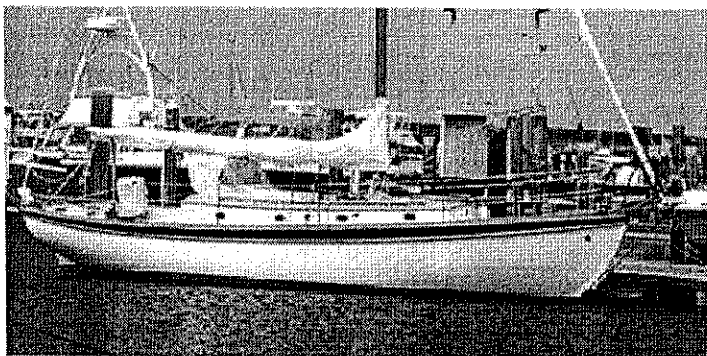
A 7" square print on 8" x 10" paper is normally \$75, but after the first print the price drops to \$40 for additional prints on the same order. If interested, drop a note to Bob Grindrod at 28884 West Main Street, Barrington, IL 60010 by December 1st. If there is

sufficient response, he'll let you know the average cost and place an order after all payments are received.

You can also contact Dan Nerney directly at 34 Eastover Road, Portsmouth, RI 02781.



Feather and Beauty, gear lashed down and awaiting the storm.



Bud McIntosh built *Stardust* in 1939, the first Concordia 31. Owner Jackson Sumner was on hand for the 60th – and probably will be for the 60th - 61st.

1998 Chicago – Mackinac Race

MISTY #66, Tom McIntosh, Long Grove, IL

This year was the 100th Anniversary of the Chicago–Mackinac Race, the first and longest annual freshwater race in the world. Over 300 boats entered and we raced *Misty* in the PHRF division with 275 other boats. With a rating of 174, we were near the bottom of the smallest boat section.

We started the 333 mile race at noon on Saturday, July 18, and headed north in a 10 knot easterly breeze. Our goal was to beat the Block Island 40 in our section, which had twice won the race overall.

By sundown, the BI 40 was doing a horizon job on us and, although we did not get discouraged, it did not look good. By Sunday noon we were becalmed for two hours 115 miles from the start, but were lucky enough to be in a one knot northerly current. As the day went on the wind gradually built to 17 knots true and by 5 p.m. we were enjoying a great ride with the spinnaker and mizzen staysail. By 9 p.m. we were 177 miles north of the start when the 12 knot westerly began to die. By 10 p.m. it was down to 6 knots and we could see a "city of boats" becalmed to the north of us.

We headed *Misty* off to the east in a dying wind and watched a crescent moon rise at midnight. We sailed on it and by doing so passed right by the becalmed fleet. As the sun rose, we looked behind us and saw . . . no boats! But looking ahead we saw . . . the BI 40! Now we knew we had a boat race.

The wind switched back to the southwest and we put up every square inch of canvas we could. Our competitor rounded the turning buoy 40 minutes ahead of us for the final 22-mile sprint to the finish at Mackinac. They had to give us 43 minutes and when we finished at 4:01 p.m. we were just 30 minutes behind them. Good sports to the end, they waited for us at the line to say that we "got them." After two hours of waiting for the smaller boats, we finally realized we had won our section, placed 4th overall and second in the Classic Division! What a thrill for the 100th Anniversary Race.

A special Classic Trophy was awarded this year and won by another Concordia owner, Jerry Sullivan (*Loon* # 45), for sailing his 1930's 75 Square Meter *Bacchant* to First Place among the classics and . . . First Place Overall!

Following the race, Vicki and I enjoyed a 10-day cruise back to our homeport of Waukegan, IL. The rest of the summer we sailed *Misty*, raced a few Wednesday evenings on *Horizon* and attended the 60th Reunion. Sailing life does not get much better.

Cold Molding A Concordia

ABSINTHE #12

Walter Schultz, Bristol, RI

(The following letter was received from Walt Schultz, owner of *Absinthe* #12 and Shannon Yachts, in response to the lead article in the Spring 1997 *Concordian* regarding the epoxy cold molding of wood veneers to the hulls of traditional wooden hulled boats. At the time, this topic was of great controversy in *Wooden Boat* magazine. When Walt acquired *Absinthe*, she was in need of major repairs, as outlined below.)

Absinthe Replies

The Spring 1997 *Concordian*'s lead article condemned epoxy cold molded sheathing as a disastrous travesty for A&R built Concordia yawls. But I have done just that with *Absinthe* #12 and know it was the right decision.

I have made my living in the boat business for over 30 years and have been involved with numerous wooden boat restorations as a hobby. So, it was very easy for me to ignore current controversy re epoxy/wood/sheathing, since I have lived through controversies over replacing canvas decks with various fabrics set in resin, dacron sails for gaff-rigged yachts, roller furling headsails, and self-tailing winches and electronics on classic yachts such as Concordias.

Tight Seam Construction

Unlike most wooden hulled yachts, Concordias are tight seam construction with no traditional caulking between the planks. This method makes for beautifully fair topsides, but can create problems in an environment such as New England's, where boats are hauled every winter.

With no caulked seams, there is nothing to relieve the pressures of uneven plank expansion. This situation is aggravated when planks are replaced and the new plank swells at a significantly different rate than its 30-year-old neighbor.

The Dilemma

When *Absinthe* and I stumbled into each other in 1996, I was well aware of the problems created by caulkless planking, for I had previously restored a boat of similar construction.

When I first saw *Absinthe*, I thought I would reframe her entirely with laminated frames and create wood spline seams between the planking, using a

router and thin pieces of wood.

Then, months later after removing the interior, I found that *every* frame in the boat had been broken, then sistered, brothered or even uncled. There was as much screw head surface on the hull as there was wood planking hiding behind the bungs.

Replacing the planking itself was not a big deal, but to what degree should I hold to original A&R construction methods and materials? I would have to replank the entire boat and am not a fan of caulkless planking. I decided that if I was going to give *Absinthe* the best possible chance of sailing to the 100th Reunion, I would be wise to use the best materials and technology available and forget about museum restoration restraints and controversies. So, I applied an epoxy, wood laminate surface to the hull's exterior.

#12 - Harbinger of Change

A year after Hurricane Carol in 1954, *Absinthe* (then *Kahala*) was found to have most of her steam-bent oak frames broken at the turn of the bilge. Waldo Howland recounts these early "frame disaster" problems in his book *The Concordia Years*.

To repair #12, laminated, auxiliary frames were installed amidships in every second bay. The frames extended above and below the hard turn of the bilge to deal with the pressures of planking and became standard fare starting with hull #35 in 1955. With hull #70 in 1959, main frames were also laminated.

So, it was *Absinthe* that introduced new ideas and techniques that improved on the original design and construction of Concordias over 40 years ago. Now, she has reproved that new ideas and techniques can solve special problems.

Viable Technique

There is nothing cheap, easy or skillless about cold molded sheathing. If it is done properly, it takes as much skill, care, pride and craftsmanship as traditional techniques. The techniques are certainly different, but much of the revitalization of wooden boatbuilding is a direct result of skilled people working with epoxy and wood laminates over the last 15 years.

Much of the negative reaction to wood/epoxy sheathing is more emotional than realistic. This cure may not be the one for every tired Concordia, however I feel with all my heart that it was the right repair for at least one – *Absinthe*

continued . . .

Recomissioning

I launched *Absinthe* last July and had a delightful two-week tour of the New England islands with my wife and two daughters. Like all my other restoration projects, *Absinthe* is "somewhat" for sale as I search for another interesting project.

ABACO #102

Jonathan & Dorothy Goldweitz, Stamford, CT

We write our fall newsletter contribution as we head east down Long Island Sound, back to the Connecticut River where *Abaco* will again winter at Cove Landing Marine in Hamburg Cove. This first weekend in October brings us cool, crisp air and a spirited beam reach in a 15-20kt NNW breeze.

(Old Boats – New Technology. Jon forwarded his news directly from Long Island Sound from his laptop computer via cell phone to the Internet, where I picked it up the same Saturday afternoon! Ed.)

Since we left the yard last May, we have enjoyed some memorable cruising, both here in the Sound and during our August trip to Maine with our bi-coastal crew from *Irene*.

This year we did not do our usual Downeast route, but made a foggy landfall at Monhegan Island and, after a day and a half of hiking and relaxing, headed north and explored the islands of Muscongus Bay, sailed east to Tenants Harbor and Long Cove, then back west into Casco Bay and Falmouth.

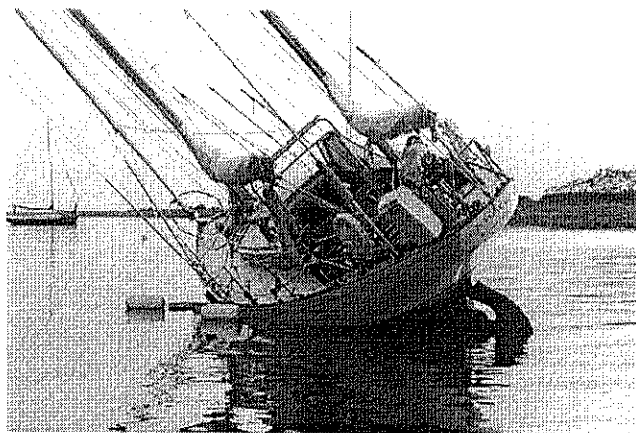
En route we saw many Concordias on their moorings, and were fortunate to visit with a few owners. David and Sarah Godine let us overnight on *Fabrile's* mooring off a picturesque island and were quite hospitable in letting us enjoy the view from their outdoor shower the next morning.

Further west we anchored in beautiful Jewel Island one afternoon with approaching thunderstorms. Unfortunately, the squall brought winds much greater than expected and the windspeed meter pegged at 65kts for 20 minutes.

We had set a second hook with the old yachtsman anchor as the storm approached, but did not get it far enough to weather to keep us from the shallows as the wind shifted. *Abaco* and three other boats of the seven in the anchorage ended up aground on the edge of the deep water. Fortunately, the tide was mostly out, keeping all the boats away from the rocks and we gently laid down on soft mud and mussel shells as the

last two hours of tide went out. We were able to stuff "chafe gear" under the hull as she went down, so there was no damage to wood or paint. Several hours after the squall we floated free and pulled ourselves closer to the windward anchor.

Later while walking along the beach we saw over 30 sizable trees that had been felled by the winds.



Abaco after a Jewell Island, Maine blow of over 65 knots, but no damage done.

On our way back south we ducked into Cape Porpoise to escape a tiring beat into 25kt SW winds and were delighted to meet Dan Beard, who let us use *Phalarope's* mooring for the night.

We continued south with a careful eye on the track of Hurricane Bonnie and when it appeared she would stay south of the area, headed to Padanaram to join the few folks who still showed up for the cancelled Concordia reunion.

We thoroughly enjoyed meeting other owners and visiting with those we have known for many years. The Concordia staff was great and we found every kind of gasket and spare part we needed, courtesy of Terry in the parts department. Hopefully the weather will cooperate for a rescheduled Concordia gathering next summer.

Last winter's upgrades of rebuilt cockpit and bridgedeck and wooded and refinished spars have looked great all season and received many compliments from all who have been aboard. This winter we plan to refair the iron keel, replace the (leaky) engine seawater intake seacock and continue our gradual refinishing down below.

After sailing *Abaco* for 30 seasons (23 for Dorothy) we continually marvel at her seakindliness and beauty, and frequently remark how lucky we are to have sailed her for so many wonderful years.

KATRINA #94

Jan Rozendaal, S. Burlington, VT

This summer saw *Katrina* plying the waters of Penobscot Bay and “the reach” as usual from her homeport of Center Harbor.

For her 35th birthday we gave her a beautiful new Doyle spinnaker, which was instrumental in her winning the Concordia Cup in the Eggemoggin Reach Regatta. I bought the sail through Paul Beaudin, the Doyle rep here in Burlington. I also asked if he had an interest in joining us for the race and he said he would love to come. Thus *Katrina* not only had a lovely new sail, but also someone aboard who knew how to use it! It was a wonderful event.

We were planning to bring *Katrina* to the reunion, but upon checking the hurricane progress decided that she did not need a date with Bonnie for her 35th birthday. So, we headed the other way.

We had a wonderful cruise down to Roque Island and it always amazes me how wonderful this part of the Maine coast is and yet how few boats there are. On the last weekend in August there were only two boats with us at Roque and we have been there in June when we were the only one. We particularly enjoy exploring Eastern Bay off Jonesport, which features Mistake Harbor and one of my favorites, the “Cow Yard.”

This winter *Katrina* will be undergoing an extensive “centerline rebuild” at the Benjamin River Yard where she spends the winters. The project will feature new floors and probably refastening below the waterline. While the boat is sound and does not leak, a recent survey recommended that this be done. We realize that it must be done sooner or later, so we are doing it sooner. Look for a report on the project in the spring newsletter.

Sailing Wooden Boats

by Paul Beaudin (as reported in a local Burlington, VT newspaper)

Everyone should experience the feeling of wood and water. These two ingredients create a natural, secure feeling that no plastic or fiberglass hull can duplicate. Wood makes such a nice boat; it's too bad that not many of us can afford the cost of maintaining a wooden yacht.

Last week I had the privilege of attending the

Eggemoggin Reach Classic Boat Regatta on the coast of Maine. The event is hosted by *Wooden Boat* magazine and is a great place to see many beautiful examples of wooden yachts. I sailed with local Burlington sailor Jan Rozendaal on his family's 1963 Concordia 41 *Katrina*. This boat is one of the prettiest Concordias I've seen, with clear varnished topsides and teak decking. Jan's father sailed the boat offshore for many years, completing many trans-Atlantic passages. She is a wonderful yacht and it was great fun to sail and race her.

The Eggemoggin Regatta had 90 boats ranging in size up to 76 feet. It was very exciting to see such an array of sailing yachts in one location. This was, without a doubt, the highlight of my season and I have participated in quite a few big regattas this year.

The weather was crystal clear with the wind at about 10 knots astern. This presented us with a picture postcard image in every direction we looked.

This regatta is a friendly get-together, so the starting line was ample and stretched clear across the Reach. No one really needs to get too aggressive here. Winning, as always, is important, but the fine art of seamanship is equally celebrated. At the morning skippers' meeting the race committee made it clear that no protests would be heard. After the race they were going to enjoy the party.

The boats in the pre-World War II Vintage Division started first with 30 boats spread out on the line. Many were flying spinnakers across this beautiful body of water. Schooners, Friendship sloops, yawls, ketches and cutters all paraded down the Reach under full sail.

Our start was more adventurous with 50 boats, many over 40 feet, competing in the Classic Division. Our class included nine Concordias and I had the opportunity to see these boats up close, as we headed off in a huge sea of sail towards Blue Hill Bay.

Jan had us in the running right from the start. With spinnaker flying and many boats right on our heels, it was a challenge to keep a clear lane of wind. After a while I finally forced myself to put the camera down and start racing the boat.

To top off a perfect day of sun, wind and beautiful sailing along the Maine coast, *Katrina* proved to be fast enough to win the Concordia Cup!

The Concordian

A Newsletter For Friends Of Concordia Yawls



Paramour - 1959 Concordia Yawl

First designed and built in 1938, the Concordia yawl is one of yachting's most enduring designs. One hundred and three of these classic wooden yawls were built and all are still sailing or in the process of restoration.

Learn more about the ever-popular Concordias and their owners by subscribing to *The Concordian* newsletter. Every spring and fall, owners and others associated with the boats share their experiences sailing, maintaining and restoring Concordias. Come aboard and meet the owners who devote their hearts and souls to these wonderful boats. Pick up useful tips for many of your own boat projects, find boats for sale and maybe make a contact to go sailing!

Get in touch with either of the owners below for more information or send your check for \$5 to Skip Bergmann to receive the newsletter.

Skip Bergmann
556 Bronson Street
Waupun, WI 53963
bergmann@fdldotnet.com

Bob Grindrod
28884 West Main Street
Barrington, IL 60010
rwclx@aol.com

(Owners: Submit your favorite photo to Skip to go on this page.)

CAPTIVA #100

John and Laurie Bullard, New Bedford, MA

Laurie and I spent most of June on *Captiva*. A college friend was getting married in So. Thomaston, Maine, so we decided to sail there from New Bedford.

The weather left much to be desired (and to the imagination). Heavy fog, rain and winds accompanied us for all but a couple of days and during the trip our anemometer, depth sounder, log and compass all proved faulty. Trusty handheld GPS and great radar saw us through (over the winter we plan to replace all wiring and most electronics).

Along the way we brought a nearly strangled seal aboard and cut him/her loose with no ill effects. The rest of the summer and fall we spent enjoying Buzzards Bay on weekends.

We are presently looking for a wooden tender that tows and rows well to replace our inflatable. Any leads would be appreciated.
(19 Irving St., New Bedford, MA 02740-3246)

IRENE #103

Doug Cole, Bellingham, WA

East Coast

The *Irene* crew enjoyed another bi-coastal Concordia cruise this year with Jon and Dorothy Goldweitz aboard *Abaco*, joining them in their homeport of Stamford in early August. *Abaco* looked and performed perfectly as usual.

En route to Maine we stopped in Newport to visit the International Yacht Restoration campus. *Java* #1, was on display inside and is awaiting funding for future restoration. *Renaissance* was outside and looking quite lovely with fresh brightwork, but minus spars. While enjoying the sunset on the veranda at Harbor Court, we were treated to the arrival of the QE2, one of the last beautiful steamers.

We enjoyed a lovely run up Buzzards Bay and across the Gulf of Maine under spinnaker and mizzen stays'l and made a foggy landfall at Monhegan Island.

At Harbor Island in Muscongus Bay we spent a pleasant afternoon in company with Peter and Susan Mimno aboard *Whimbrel*. At Bremen Long Island we accepted David Godine's (*Fabrile*) offer of showers. Short of standing outside in a downpour, this has got to be one of the best views around while enjoying a hot outdoor shower. Thank you, David!

We harbor hopped through Casco Bay and sighted several Concordias en route (*Maryann*, *Crocodile*,

Portunus, *Raka*) but, regrettably, their owners were not aboard. We made one stop at Cape Porpoise heading west and spent a night on *Phalarope's* mooring, thanks to Dan and Sarah Beard.

By this time Hurricane Bonnie was threatening, so we planned our days carefully with harbors of refuge in mind. We were planning to arrive in Padanaram for the 60th Reunion but were notified (by cell phone) several days in advance of the official cancellation. By the time we hit Buzzards Bay, however, Bonnie had moved east and had diminished.

When we entered Padanaram we noted hurricane preparations everywhere. We were thankful to have only one night of 30 knot winds and moderate rain. Along with Doug Hoffman on *Kiva*, *Abaco* was the only other non-resident Concordia in attendance at the downgraded event. Nonetheless, we had a cozy gathering and a fine afternoon of sailing along with Rusty Aertsen on *Snowbird*.

Thus ended another very pleasant bi-coastal cruise.

West Coast

Due to our extended East Coast cruise, our sailing this season aboard *Irene* was limited. In April we enjoyed a fine week of sailing in the San Juans, participated in several classic boat regattas (without distinction) and took in the annual Wooden Boat Festival in Port Townsend. While there we met C. Raymond Hunt's grandson, Mark Thomas, who shared some of his memories of his grandfather.

Fall has been warm and dry so far and we hope for one or two more weekends of good sailing.

SOVEREIGN #15

Dennis Gross, Olympia, WA

We think that there is light at the end of the tunnel, as we push forward with the finishing touches on our nine-year restoration. Past articles in the newsletter have recounted the fact that *Sovereign* has a new cockpit, skylight hatch, mast step, tie-rod system, electronics, Yanmar diesel, and on and on.

This fall has provided us with wonderful weather for paint and varnish work. The stripped mast now has 15 coats of varnish and I have just recently faired and repainted the hull.

Brian Toss has gone over all our rigging and we hope to be in the water by this spring or summer. It's been a long haul, but the boat looks great and it's about time to get her wet! More to follow.

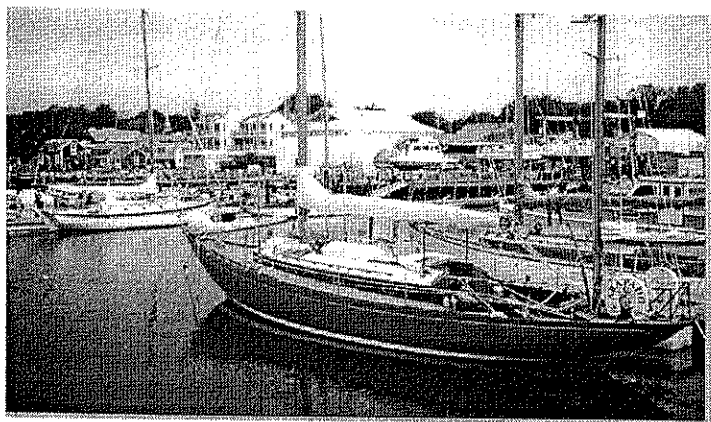
Message In A Bottle Filming

ARAPAHO #85

Bill Lynch, Boston, MA

Arapaho is one of the stars in the Warner Brothers movie, *Message In A Bottle* with Kevin Costner, Robin Wright (Jenny in *Forrest Gump*) and Paul Newman. (See Spring 1998 newsletter).

The movie script loosely follows the story in the book of the same name that came out last year. The general gist of the movie is that Kevin Costner builds wooden boats in Maine and his wife dies. After her death, he sends her messages in a bottle. Robin, a reporter for the *Chicago Sun*, finds one of the messages on the beach and through some detective work, tracks down Costner. The movie revolves around their relationship and the building of a boat to plans of Costner's deceased wife. The boat they build is *Arapaho*.



Movie star *Arapaho* back in Padanaram with *Stardust* and *Feather* in the background.

We were contacted last winter by Warner Brothers to see if we would be interested in chartering *Arapaho*, after Brodie MacGregor gave them our name. Given the way they described it initially, we were thrilled and the situation seemed palatable.

They were to charter the boat for the months of May and June in either Martha's Vineyard or Cape Cod. As it turned out, they did not get the permits to film in either of these areas and ended up having to go to Pemaquid Point, ME. They filmed many of the scenes there and in the surrounding areas, which involved the boat sailing in rough conditions, on sunny days, and in a scene where *Arapaho* saves another boat that is sinking.

During the filming, we heard from Warner Brothers that they were very frustrated with the fact

that the weather in Maine was foggy, rainy and cold, and that they were therefore not able to complete all the scenes they wanted. As a result, they began to negotiate shipping the boat to California using a humidity-controlled missile transport truck. When all was said and done, Brodie recommended not taking the boat across the country. We declined the offer and they ended up using *Maggie Dunn* on the West Coast to finish filming.

During the filming the only damage we sustained was a pulled out winch when the boat was being towed by the Coast Guard. Beyond that, our experience with Warner Brothers was a good one. They took very good care of the boat and returned it in good condition, needing only small repairs.

Arapaho returned to her mooring in Edgartown and operated flawlessly for the rest of the summer. (The movie is scheduled as a Christmas release. Ed.)

Movie Props For Sale

Brodie MacGregor reports that the following items left over from the filming are for sale:

- Doyle/Manchester main, 130% Genoa, working jib, all almost new, for masthead 41, \$5000.
- Two Lewmar 40, 2-speed self-tailing winches, suitable for primaries, \$1500 for the pair.
- Prices are about 50% of new cost.

OFF CALL #58

Peter Castner, Boxford, MA

I purchased *Off Call* from the original owner and from what I have read and seen, I was really lucky to get a boat that had been so well maintained.

As did her previous owner, we sail out of Maine and use the boat almost exclusively for cruising there. I just about live on the boat with my two sons for the summer, gunkholing around Maine's many islands and harbors.

I finally had a new pop-up cover made for the forward hatch, which has been the singularly greatest improvement we've made. It helps to accommodate my growing boys who sleep forward and really provides a lot of ventilation.

Off Call is 100% original, to include canvas decks and the cast iron Concordia stove, which we fire up to get the damp out whenever the fog and rain set in. The old Wilcox Crittenden alcohol stove continues to provide amusement (?) whenever it flares up out of control during our gourmet meals.

continued . . .

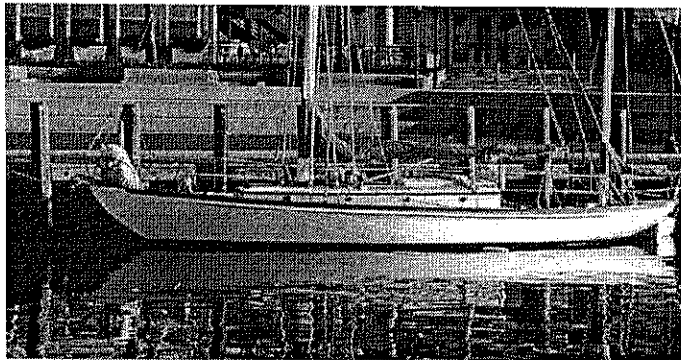
I haven't had to do any truly major rebuild projects, just the typical stuff that comes from owning a wooden boat now 40 years old. However, we did recently upgrade electronics and added new depth, speed, Autohelm, C-Map system (awesome), and radar, which now enables us to sail in even the thickest of fog.

When Is A Concordia Yawl . . . Not A Concordia Yawl?

WILD ROSE

By Jeffrey Thomas, Richmond, VA

In the eyes of certain aficionados, my Concordia *Wild Rose* is one of dubious status. You see, my boat is the only double-ended yawl Concordia designed and this, to some, casts doubt on her legitimacy. To illustrate, I sometimes take part in dockside conversations with interested passers-by (usually squinty-eyed older men) that go something like this:



Wild Rose

- IP "Say, what is this boat anyway?"
Me "Why she's a Concordia yawl."
IP (startled) "Oh?"
Me "Yes, she was built in 1937."
IP "Oh no, you're wrong. I know for a fact that the first Concordia yawl was built in 1938."
Me "*Java* was built in 1938, but this boat, originally *Hostess III*, was built the year before. You can look it up in Waldo's book."
IP "But Concordias aren't double-enders."
Me (shrugging) "This one is, as you can see."
IP (studying the pointy stern) "Wait a minute. How long is this boat?"
Me "Forty three feet."
IP (triumphantly) "Aha, That proves you're wrong. Concordias are always thirty nine or forty one feet long. Never forty three."

- Me "Sorry. This one is."
IP (frowning) "This can't be a Concordia. Impossible."
Me "I've got the plans at home. She's Design #6 from Concordia when the company was on State Street in Boston. Ray Hunt and Waldo designed her. Honest."
IP "You really expect me to believe that this is a Concordia yawl?"
Me "Well, she's a yawl and was designed by Concordia. If it looks like a duck . . ."
IP (walking off) "Nope, not a Concordia. Nice boat though, whatever it is."

I view *Wild Rose* as the prototype of *Java*; hull #0, if you will. If you compare their profiles, it's as if someone came along and said, "Design me another *Hostess*, but chop off the stern and give her a transom."

She was built in Fairhaven, sailed her first 30 years in Maine and, although the interior has been changed over the years, she still has what must be the original Concordia berth behind the port settee. Last summer I met one of the grandsons of the man who built her and have seen pictures of her moored next to whaling ships in New Bedford.

(*Wild Rose* can also be seen in *The Yachting Cookbook*, by Elizabeth Wheeler and Jennifer Trainer. In addition to owning a pointy Concordia, Jeff is a columnist for *Sailing* magazine.)

Concordia Stuff For Christmas

The enclosed green sheet was provided by Laura Hunt at the Concordia Company and lists a variety of Concordia clothing and other items for sale.

Plan ahead for Christmas and give that special person "the moon and stars."



HORIZON #54

Bob and Val Grindrod, Barrington, IL

We've had a good year and lots of fun with *Horizon*. Chores were attended to first, as the boat had her bottom planking refastened in the fall and early winter of last year. The work has made her a much tighter boat and has eliminated the nagging little leaks which always seemed to develop in the past. Done just in time too, as all the existing screws were still good enough to remove without extraordinary measures.

Into the water by mid-May, we were able to start sailing early this year due to the warm weather. We had a very good summer for sailing, with good weather virtually every weekend (which almost makes up for the past two years of only rain on weekends).

We did some buoy racing on Wednesday nights for fun (Lake Michigan is famous for the wind that dies promptly at 5 p.m.) and a few short "distance" races as well. A close reach in a Chicago--Waukegan race in a 25 knot breeze resulted in 41-year-old *Horizon* taking first in fleet, which is a bit of recompense for those evenings of drifting about in a 2 knot breeze. We also had some good times cruising and sailing in company with our dockmate *Misty*.

We made it back to Padanaram for the 60th Reunion, but Hurricane Bonnie had other ideas. Nevertheless, a great time was had by all present and we fully intend to hold the "postponed" 60th Reunion next year. Let's hear from all of you about the best dates for the event!

When the reunion activities were cancelled, the *Horizon* and *Misty* crews went to Newport to visit the International Yacht Restoration School. *Java* #1 is in sad condition awaiting restoration funds, but *Renaissance* # 88 looked great after a recent refit.

As I write this the first week of October, haulout is scheduled for next week and it's time for some fall prep work on topsides and varnish to make things easier in the spring. Then it's into the shed for the long, cold Illinois winter.

Best wishes to all out there in the fleet. I hope to hear from each and every one of you over the winter to fill the pages of *The Concordian* for next spring.

(See end of newsletter for addresses, deadlines, etc.)

PARAMOUR #72

Skip Bergmann, Waupun, WI

This past summer was one of our best with clear weather and good winds every weekend. As usual, most of our sailing was daysailing from Sturgeon Bay in Green Bay waters.

In September, my brother from California and I were joined by friends from Illinois and Pennsylvania and we headed to the north end of Lake Michigan and Green Bay. These waters are dotted with many uninhabited islands, which makes for great gunkholing. Cruising in the area of Washington, Rock, Saint Martin, Poverty and Summer Islands is beautiful, with deserted anchorages, crystal clear water and sand beaches.



Paramour in the pristine waters of Fayette, Michigan

We also visited Fayette on Upper Michigan's Garden Peninsula. Although no one lives there now, the restored community was home to hundreds of European immigrants in the late 1800s who worked at Fayette's ore smelting operation. The location was chosen for its abundance of trees to make charcoal and of limestone (the two prime ingredients for smelting) and most importantly for the security of small, sheltered Snail Shell Harbor.

Ore from the mines around Marinette and Iron Mountain would move by train to Escanaba, be loaded on cargo schooners and sailed across Green Bay to Fayette whenever the ice was out. The finished pig iron was then reloaded and sailed to Detroit and other manufacturing centers.

Doyle Sailmakers provided us with a new mizzen staysail this year in shades of blue and white, and we were fortunate to acquire an excellent club jib that Jon Goldweitz was no longer using on *Abaco*.

Tips From The Pros (and owners)

The Pros

A number of letters have been sent out to boatyards that maintain and restore Concordias. We have asked that they send along their views regarding suggested upgrades, problems to be on the lookout for, rigging specifics, maintenance tips or most anything that they encounter.

No doubt most of the topics will be beyond the average do-it-yourselfer's ability, but the knowledge should be valuable for identifying problems and finding the qualified professionals to fix the problem or do the upgrades.

The Owners

Valuable knowledge is not limited to the professionals, so send along your experiences and ideas as well.

What's worked for you? Good ideas that save time and labor. Good (or not so good) products you have used. The list is limited only by your experience and willingness to share your successes (and failures).

Concordia Cockpit Backrests

One job that we are doing for our Concordia yawl customers is eliminating the strip/varnish/strip routine for the cockpit backrests. If you have ever done this job yourself, or paid to have it done, you know what a tedious and time-consuming project it can become.

Recently, when our customers have come to us with this item on their worklist, we have suggested that they replace the backrests with raw teak. Teak matches the cockpit seat and sole, is relatively maintenance free and, unlike a varnished surface, will provide sure footing when walking aft.

Two boats with this recent upgrade are *Captiva* and *Javelin*.

Peter Costa, Triad Boatworks, Mattapoisett, MA

What To Look For At Haulout (Did the boat leak last summer?)

Check Through-hulls

Check all through-hull fittings. Are the seacocks in good order and properly bedded? Are the hoses sound and double-clamped? Check the stuffing box, deck drains (Do you still have that old lead pipe, probably eaten away by acid rain?), scupper drains and exhaust discharge.

Check these items with the boat in the water and plan for upgrades when hauled.

Planking and Seams

If through-hulls are OK, then the water is coming through the bottom of the boat, either through the planking, seams or centerline structure. The only way water can penetrate the planking is if a plank is broken or checked (split along the grain). In either case, the plank will have to be changed.

First of all, check to see if there are any open seams. Concordias are planked with closed seams and if any of the seams are open there is a problem.

If the bottom planking is not fair, the cause is often one or more broken frames, which will have to be replaced or sistered. Another possible cause of unfairness in the bottom is defective screws. The original bronze screws have, for the most part, outlived their useful life after 40 years and need to be replaced. Usually it is possible to remove defective screws and replace them with a slightly larger diameter one in the same hole. However, you need to be careful not to break the frame you are fastening to.

In addition to the seams and bottom fastenings, attention should also be paid to the hood ends and butt ends of planks. Water may be passing between planks at either location and both areas can often be tightened up with refastening and caulking of any open seams. When working in these areas, attention should be paid to the condition of the wood, since very often softness leading to rot and structural failure begins in these areas.

Forward, Aft and Mast Step

If leaking is coming from forward but no seams are bad, you will need to check stem bolts. If the same is occurring aft, you might have stern post and horn timber bolts to replace. The latter job is one for a talented amateur with considerable time or an experienced professional.

If leaking is coming from the mast step area, you will need to check floor bolts, keel bolts and you may be a candidate for a longer mast step and/or tie rod system.

Brodie MacGregor, Concordia Company

Marine Insurance Issues To Consider

Loss Settlement

Quality marine policies are based on an "Agreed Value" loss settlement. This means that in the event of a total loss, the insured would be compensated for the value of the vessel as reflected on the policy's declarations pages. Keeping this in mind, Concordia owners may wish to review and/or revise the amount of hull coverage they carry as upgrades, rebuilds or market issues may warrant.

In the event of a partial loss, most policies respond by paying the lesser of: **a)** the coverage limit **b)** the cost to replace or repair or **c)** the cost to replace or repair, less depreciation. Most policies will depreciate the loss for sails, plastic and/or canvas coverings, outboard motors and machinery inside the vessel (usually after seven years).

Watercraft Liability Coverage

As with many situations, your liability coverage is of paramount importance. Yacht owners should carry the underlying Watercraft Liability limits as required to be listed on their personal Umbrella Liability policy. If you do not hold an Umbrella policy, Watercraft Liability limits should be at least \$1M.

Dinghy/Tender Coverage

Another item worth considering is dinghy and outboard motor coverage. How much should you carry and what deductible will apply?

In most cases, the dinghy is included in your hull coverage amount, however the hull deductible will apply. If you wish to have a separate lower deductible for the dinghy, separate coverage should be added.

Maintenance And Upgrades

Most companies regard upgrades and maintenance as a condition of insurance. They will periodically send out a questionnaire looking for update information and will also, from time to time, have a marine survey done at company expense. If repairs or upgrades do not meet underwriting standards, work may have to be done prior to policy renewal.

Review Your Coverage

Take a moment to review your insurance coverage and make sure that it meets your expectations.

Don't wait until the storm flags are flying!

Thomas E. Bosworth, CIC, W. & L. Howland Insurance Agency, Inc., So. Dartmouth, MA

Cleaning Bronze Parts

The verdigris patina of old bronze is familiar to all of us, but sometimes old parts need a cleaning. If you have tried to polish, sand, scuff, wirewheel or somehow convince that blackened bronze part to come clean, you know it can be a dirty and dusty experience. Despite respirators, I have found that mechanically cleaning the old parts doesn't do much for the lungs.

Last year I found that if you let even the most blackened parts soak in a mild solution of phosphoric acid, that the bulk of the work is soon done. Wet scrubbing with a medium to fine Scotchbrite pad from there on gets you right to the buffing stage with no dust, muss or fuss.

Some automobile wheel cleaners are a phosphoric base solution and auto parts stores carry mild phosphoric solutions for etching metal. If you are in a rural area, dairy equipment stores carry a wide variety of phosphoric cleaners used to clean and sanitize stainless steel milking equipment.

I have had no problem with etching or otherwise disfiguring the metal. The process works well on any copper-based alloy and you avoid scratching surfaces by mechanical scrubbing.

Skip Bergmann, Paramour

Barient Winch Parts

(A Cautionary Tale)

Before I realized that West Marine had the pawls and springs I needed for my Barient 28s (#330 pawls, #209 springs), I wrote to Glen's Diagnostic in Oceanside, CA. Run by a former Barient employee, Glen's offers a wide variety of Barient parts produced in Australia.

My mistake was pre-paying for springs, pawls and some other small parts last December. By June I had still received nothing, despite numerous phone calls to an answering machine (which were not returned) and three "confirmed" dates that parts were shipped.

A registered letter (that was never accepted) finally shook loose part of the order, but I am still out \$66.

Skip Bergmann, Paramour

What's The Difference?

Doug Cole has the best of both worlds, or at least both coasts. He sails *Irene* in the beautiful waters of northwestern Washington state and up into Canada, then flies east and cruises aboard *Abaco* in New England with Jon and Dorothy Goldweitz.

So, which coast is better? Apparently it's a draw, but with the differences he notes below.

East Coast

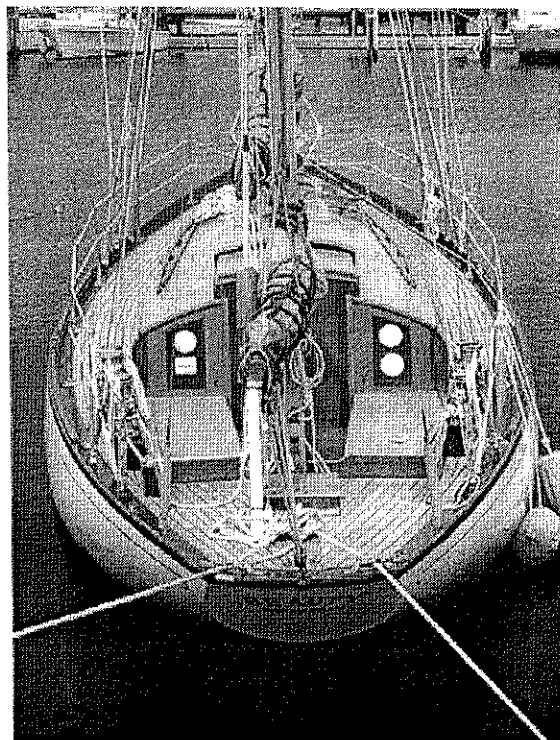
Moorings
Launch service
Good sailing
Full-service boatyards
Strict observance of flag etiquette
Lobster pots
Senior yachtsmen in red slacks
Good scenery
Lobster
Hurricanes in August
Big mosquitoes
Well established yachting traditions
Great Cruising - Fine Folks

West Coast

Anchoring
Dinghying ashore
Lots of powering in summer
Do-it-yourselfers
"What's flag etiquette?"
Huge trees floating in the water
"Red slacks? Are you nuts?"
Incredibly good scenery - lots of mountains
Salmon
Doldrums in August
Really big mosquitoes
"What's this tradition stuff all about?"
Great Cruising - Fine Folks



(l-r) Ben Niles, *Allure*; Jon Goldweitz, *Abaco*; and Doug Cole, *Irene*, waiting out Bonnie at the New Bedford Yacht Club.



Beauty looking well, beautiful!

Concordia Burgees Newsletter Reprints

I have a number of Concordia burgees in stock. \$35 includes shipping costs.

Regarding the reprinting in book form of the first 25 issues of *The Concordian*, I received only five responses, so will not proceed at this time.

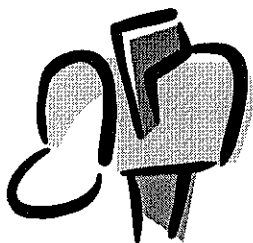
DouglasCole@compuserve.com
4344 King Avenue, Bellingham, WA 98226-8727.

Return To Sender (address unknown)

Letters sent to the addresses currently held for the following owners have come back undelivered.

Do you know where these folks are located now?

- Al Brown (*Sunda* #33), c/o the Landings, Savannah, GA 31411
- William Hutchinson (*Otter* #19), 309 Polmus Road, New Canaan, CT 06840



Concordias For Sale

Name	Hull	Location	Price
Tempo	# 4	MD	\$ 35,000
Absinthe	#12	RI	\$135,000
Saxon	#14	ME	\$ 65,000
Sumatra	#16	ME	\$125,000
Wild Swan	#25	CT	\$ 65,000
Sunda	#33	GA	\$ 75,000
Yankee (41)	#37	ME	\$ 95,000
Belles	#68	ME	\$ 80,000
Polaris (41)	#71	VA	\$ 75,000
Goldeneye	#80	MA	\$ 85,000

New Owners

Feather #29, Jeff Boal, Stamford, CT
Arapaho #85, Bill Lynch, Boston

***The Concordian*, Spring 1999**

Deadline For Information

April 15, 1999

The sooner the better!

Who Does What On The Newsletter?

Bob Grindrod concentrates on contacting owners, yards, brokers and other people associated with Concordias in search of newsletter information.

28884 West Main Street
Barrington, IL 60010
rwclx@aol.com

Skip Bergmann gathers information, keeps the books, designs and publishes the newsletter.

Send subscription payments and donations to Skip, as well as article information via E-mail, hard copy or disc via regular mail.

556 Bronson Street
Waupun, WI 53963
bergmann@fdldotnet.com

Padanaram Notes

Brodie MacGregor, Concordia Company

At the yard we have had a busy year. Currently we are in the midst of planks, floors, keel bolts and tie rod system on *Raka*.

Concordia continues to grow and we are pleased to announce the addition of Steve Bullard to our management team. Steve will be assisting Geoff Marshall and myself on the customer service side and is also in charge of everything outside of the office. By directing the yard departments and upgrading communication to and between departments, we expect to realize significant improvements in labor efficiency — critical in this type of organization.

Steve has a wealth of experience in boatyard management and is especially strong in the mechanical and systems areas. His contribution is already being felt after only a few weeks.

Give Jeremy Your Best Shot

Jeremy Birch can take your favorite Concordia photo and transform it into colorful notecards, stationary, invitations or postcards (like the one on the WEB page). Large or small quantities.

Contact him at 136 Birch Lane, Putney, VT 05346, 802-387-4019.