

The **Concordian**

a newsletter for lovers of Concordia yachts

Spring 1999 – Number #27

Memorial Day weekend is finally here and the start of another sailing season is close at hand. Some owners have been sailing all winter (see *Golondrina* #65), Dan Strohmeier reported that he planned for *Malay* to be in the water at the end of March, and I'm sure there are other early birds out there. For the rest of us and all the boatyards, we are in the final push phase.

What's Inside?

In this issue you will find:

- Details about the 60th Anniversary Reunion, rescheduled for July 16, 17, 18
- Current Owners List
- Concordia cruising stories
- Upgrades and how-to-do information
- Concordia burgees, attire and affordable jewelry
- Information on insurance
- Rigging questions answered
- Foreign news articles
- Reports from 21 owners

Keeping the Newsletter Alive

Interest in the newsletter over the winter has been wonderful and Bob and I appreciate your enthusiasm and encouragement. We have received lots of Concordia information and that's the main commodity we need to keep this project going. It's your cruising stories, solutions to problems, reports of upgrades, and your photographs that will keep the *Concordian* newsworthy and interesting.

Some of you haven't corresponded in a long time. How about bringing us up to date on your adventures, misadventures and boat's status for the fall issue? Also, send in any corrections on information we may have gotten wrong. We'd love to hear from *everyone* over a year's time.

How to Get In Touch

We are accessible by mail, phone and the Internet. Information is listed at the end of the newsletter.

Handwritten or typed information is fine, but 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). Photos can be black and white or color, glossy if possible.

Finances

As you can see from the enclosed financial statement, we have had good support since the last newsletter went out in November and have some funds put aside for the next newsletter. However, the \$800 income total is bit misleading, since \$350 came from the generosity of just two owners. Overall, we have received contributions from 34 owners (33%) and 20 friends since last July.

As the newsletter grows, so do production costs and \$5 per year will not carry us into the future, so a new minimum subscription rate of \$10 per year has been established. Please do your part and help support this project! Full owner participation will guarantee the future of the *Concordian*. If you do not wish to receive a copy, please drop me a card so we can save on production and mailing costs. For the fall issue we will begin to whittle down the mailing list to those who actively support the newsletter.

Happy Sailing * * * See You At The 60th !

Skip

Concordia Yawls 60th Anniversary Regatta

Brodie MacGregor has reserved the New Bedford Yacht Club for the weekend of July 16, 17, 18 for the rescheduled 60th Anniversary Regatta and Reunion.

Current plans call for a cocktail party reception and registration on Friday evening and races or sail-in-company on Saturday, depending on interest.

Everyone will gather under the tent on Saturday evening for food and drink and a yacht parade on Sunday will top off the weekend.

If you are not registered, give Brodie or Laurie a call at 508-999-1381 and join your fellow Concordians who are already signed up (see accompanying article).

Outfit Your Crew for the Reunion

Personalized, heavy-weight cotton/poly



T-shirts available with Concordia logo and your boat name, as pictured.

Artwork, setup and screen costs have already been paid, so you get a great deal!

Minimum order of six (same or mixed sizes and colors), individually priced at: S to XL \$10, XXL \$11, XXXL \$12, plus \$5 shipping. White on blue or blue on white

both look great, but other colors are also available.

BJ Custom Screenprinting, N11403 Prairie Road, Fox Lake, WI 53933; 920-928-2235; FAX 920-326-3553.

Are You Reunion Ready?

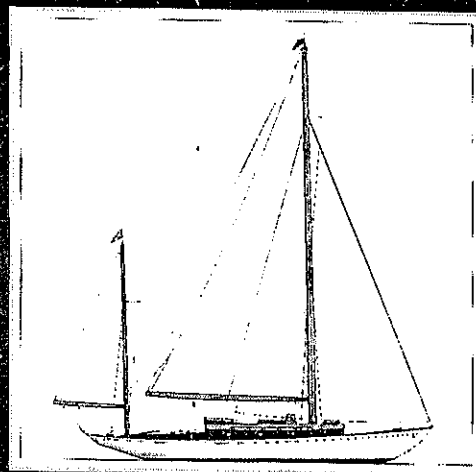
| | |
|-------------------|---------|
| Concordia Burgees | \$35.00 |
| 16"x 24" | |
| Burgee Lapel Pins | \$ 8.00 |
| Burgee Pendants | \$ 8.00 |
| Burgee Earrings | \$16.00 |
| (dangle, pierced) | |

Skip Bergmann

170 Walker St., Falmouth, MA 02540

A LIFE IN BOATS

The Concordia Years



Waldo Howland

In addition to the general printing of Waldo's definitive book on the Concordia yawls, a special numbered and signed edition of 150 copies was also printed and originally sold for over \$100.

Of the special edition, 103 of the numbered books were specifically reserved for Concordia owners. Owners could purchase the numbered copy which corresponded with their boat's number. A cache of nine remaining copies has surfaced and now you have the opportunity, once again, to get a signed and numbered copy.

If they are quick, the owners of boats #93, 94, 96, 97, 98, 99 and 100 can get the numbered edition specifically reserved for them. There are also two additional copies available, #112 and 113.

Books can be ordered postpaid for \$69.50 from the Navigator Bookshop, 294 Elm Street, South Dartmouth, MA 02748; 508-997-8816.

CONCORDIA YAWLS 60th ANNIVERSARY REGATTA

Friday, Saturday, Sunday *** July 16,17,18 at South Wharf

Participants with Boats

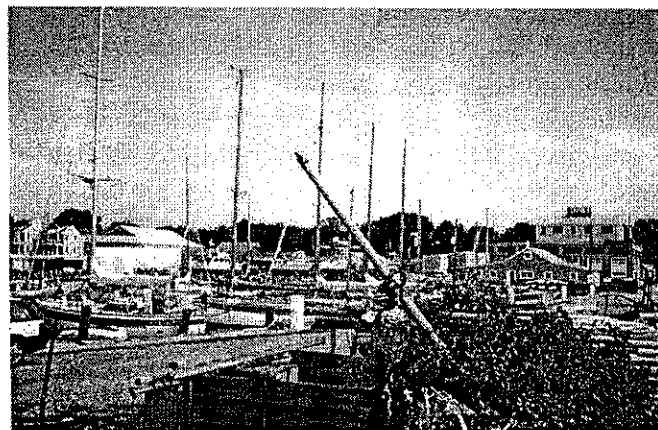
| Hull # | | Owner | Home Port |
|--------|--------------|------------------------------|-----------------|
| 8 | PAPJECCO | Salvatore Nicotra | West Haven, CT |
| 10 | PRAXILLA | Domenic Champa | Faifield, CT |
| 12 | ABSINTHE | Walter Schulz | Bristol, RI |
| 21 | STREAMER | Barry Light | New York, NY |
| 25 | WILD SWAN | James McGuire | Noank, CT |
| 34 | ORIANE | Ted Danforth | New York, NY |
| 36 | MAGIC | Hank Bornhofft | Gloucester, MA |
| 43 | RAKA | Bob Stuart | Hingham, MA |
| 50 | JAKARTA | Peter Kiely | S. Hampton, NH |
| 53 | BEAUTY | Ted Chylack | Duxbury, MA |
| 59 | SNOWBIRD | Rusty Aertsen | Boston, MA |
| 60 | PRINCIPIA | Bruce Flenniken | Cambridge, MA |
| 65 | GOLONDRINA | John Eide | Portland, ME |
| 70 | IRIAN | Darrow Lebonici | Salem, MA |
| 72 | PARAMOUR | Skip Bergmann | Falmouth, MA |
| 79 | WESTRAY | Tom Franklin | Watertown, MA |
| 86 | DAME OF SARK | Joe Callaghan | Cheshire, CT |
| 92 | SAVU | Peter Sharp & Steve Kratavil | Newport, RI |
| 98 | MADRIGAL | Rob Bass | Concord, NH |
| 100 | CAPTIVA | John Bullard | New Bedford, MA |
| 102 | ABACO | Jon Goldweitz | Stamford, CT |

Participants without Boats

| Hull # | Boat Name | Owner | Home Port |
|--------|-----------|-----------------|---------------------|
| 20 | FLEETWOOD | Kersten Prophet | Fiefbergen, Germany |
| 54 | HORIZION | Bob Grindrod | Barrington, IL |

It's still not too late to sign up and join the 21 boats already registered and their crews of more than 60 sailors and friends. Give Laurie or Brodie a call at 508-999-1381.

South Wharf
The Only Place To Be
July 16, 17, 18



Concordias at IYRS

Clark Poston, Program Director, Newport, RI

The Concordia yawls at the International Yacht Restoration School in Newport provide exemplary models for the courses we teach at every level of our program, both on the water and in the shop. The quick, seaworthy hulls work well in our surrounding bays and sounds and the high standards of craftsmanship built into these boats provide suitable subjects for restoration and teaching.

JAVA #1

Java has been inside Restoration Hall for several months and served as subject for several courses, including project management, survey and assessment and currently a marine diesel rebuilding course. In fact the auxiliary will be fully restored before the hull. With the current growth in our student body and educational programs, restoration work on *Java's* hull by senior apprentices will begin in September.



Photo by Irene Hubbard

You can help students at IYRS pursue their training with your tax deductible contributions to student scholarships and *Java's* restoration.

International Yacht Restoration School,
458 Thames Street, Newport, RI 02840.

RENAISSANCE #88

Renaissance's conversion from a ketch to a sloop allowed us to use her during the 1998 sailing season in our navigation, sailing and seamanship courses.

Improvements made by IYRS in 1998 include: strip and refinish the hull and all deck furniture; repair and refasten as necessary around plank ends and thru-hull fittings; strip, repair and refinish deck canvas; remove and rebed all hardware and fittings on deck; restore to tiller helm; restore bridge deck and cockpit furniture; renew mainsheet traveler and rigging, primary and secondary winches, main boom, mainsail and genoa.

Renaissance has recently been sold and proceeds from the sale will help restore *Java*.

Concordia Boatyard News

Brodie MacGregor, South Wharf

60th Anniversary Regatta and Reunion

Plans for the rescheduled 60th Anniversary Regatta, July 16, 17, 18 are on track and the list of attendees registered is included with this newsletter.

If you are undecided about attending without a boat, please know that there will be plenty of folks here willing to share. By all means, talk it up among your Concordia friends. The more people and yawls we can attract, the better the event will be! If you have questions about the Regatta, please contact Laurie Coons at 508-999-1381.

Yard Work

Our carpenters have been busy completing a significant refit on Ted Danforth's 39, *Oriane*. This fine yawl came to Padanaram late last year from Connecticut to address centerline structural problems. Paul Haley surveyed the boat just before Christmas and helped prioritize the work to be done.

We progressed through his recommendations steadily over the winter and were pleased to see Ted at the yard on a regular basis as we reached major milestones. Our to-do list is dwindling and we are now putting the interior back together and will deal with cosmetic issues in time for a scheduled June launch. We'll be pleased to have her in top condition for the Reunion.

Structural upgrades included:

- Ballast keel removed, new keelbolts installed.
- Rudder replaced.
- Floor timbers below the waterline replaced. Perhaps the single biggest problem was that the original floor bolts had corroded to the point of breaking apart the original floor timbers, in some cases to the point of total failure.
- New longer mast step to distribute loads.
- Lower ends of deteriorated frames removed and new ends scarfed in.
- Sternpost removed and replaced.
- Bottom planking refastened and/or replaced.

Another yawl, *White Light*, has recently changed hands and will be joining several of her sisters at the yard. Renamed *Savu*, she was delivered to us for restoration in April. We will complete necessary upgrades this spring so that her new owners, Peter Sharp and Steve Kratovil, can enjoy her this summer. *Savu* will be based in Newport and Edgartown and we are looking forward to working on her comprehensive restoration next winter.

THISTLEDOWN #62
Estate of Alida Camp

Fiddler's Green

Alida Camp, original owner of the Concordia 39 *Thistledown*, died last September.

Mrs. Camp came from a family of sailors and, like most of us, loved her Concordia. You just have to admire a woman who sails through a crowded harbor in her 80's to pick up her mooring and when complimented on how nice her boat looks, replies: "Well, why shouldn't it?" The same woman who says she gave herself a roller-furling jib and self-tailing winches for her 80th birthday!

However, Mrs. Camp's love of the water and sailing were but a small part of her life. An accomplished woman, she made significant contributions to many organizations, educational institutions, and was dedicated to the improvement and preservation of the state of Maine.

The following obituary details a life of remarkable accomplishments.

East Blue Hill, ME - Alida Donnell Milliken Camp, 89, a lifelong sailor and philanthropist, who was a founding member of the National Multiple Sclerosis Society and a longtime trustee of Colby College and the College of the Atlantic, died at her home in East Blue Hill on Saturday, Sept. 19, 1998.

In 1946, shortly after her late husband Frederic E. Camp had been diagnosed with MS, Mrs. Camp began meeting with others whose loved ones had the disease and together they established the National MS Society. She was a member of the Society's first board of trustees and continued to be a supporter and trustee for more than 50 years, serving at one time as vice president of the national society.

In 1954, Mrs. Camp was one of the founders of the MS Society's Maine Chapter, of which she served as chair for a time. Both the national society and the state chapter have presented her awards honoring lifetime service.

Mrs. Camp met her husband in the late 1920s when both were avid competitive sailors and they frequently raced against each other after their marriage in 1931. Mr. Camp, who died in 1963, was a professional educator and had long been a trustee of Colby College in Waterville.

The college invited Mrs. Camp to fill his seat on the board and she did so for the rest of her life, eventually becoming a lifetime trustee. In 1979, Colby College awarded her an honorary degree, Doctor of Humane Letters.

In the early 1970s, Mrs. Camp took part in starting a new college, the College of the Atlantic, in Bar Harbor. She enthusiastically endorsed the college's distinctive educational philosophy, Human Ecology, which seeks to integrate different disciplines with the goal of improving relationships among all forms of life. She joined the college's founding board of trustees in 1975, served until her death, and in 1989 was awarded an honorary Bachelor of Arts in Human Ecology. She also supported many state and national environmental organizations, including the grant of a conservation easement of 76 acres of Maine coast to the Blue Hill Heritage Trust.

Mrs. Camp was an early board member of the Maine Community Foundation and created a charitable fund there. For many years, she served on the board of George Stevens Academy in Blue Hill and the school dedicated its new library in her honor in 1992. The Bay School in Blue Hill named her an honorary trustee in gratitude for support of the school from the time of its founding.

Mrs. Camp was a longtime supporter of the Blue Hill Memorial Hospital and for many years she ran the hospital's volunteer switchboard operator program. She was an active participant in the East Blue Hill Village Improvement Society.

Born in New York City in 1908, Mrs. Camp was the first of five children of Dr. Seth M. Milliken and Alida Leese Milliken. A longtime Maine resident, she divided her time mostly between Manhattan and East Blue Hill. As she said in a recent interview about East Blue Hill, "I was here first as a question mark and then I came back as a baby and I've never been anywhere else in the summer."

She received her bachelor's degree in French from Smith College in 1930 after attending Brearley School in New York and graduating from Milton Academy in Milton, Mass. She was an active alumna and supporter of all three institutions.

Mrs. Camp raced sailboats competitively until 1958 when she took to cruising the coast in a Concordia yawl. She named her boat *Thistledown* in tribute to *Thistle*, her father's 103-foot yawl, which had served with the Navy in World War II. She continued to sail with family and friends until shortly before her death. She was a member of the Eastern Yacht Club and the Cosmopolitan Club in New York City.

Contributions may be made in memory of Alida Camp to the National Multiple Sclerosis Society, 733 Third Ave., New York, N.Y. 10017-3288.

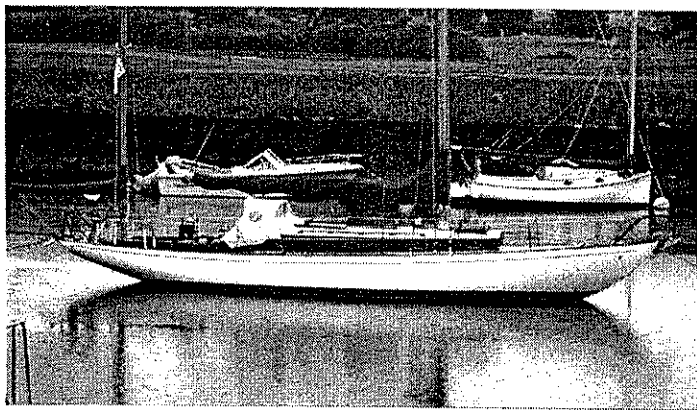
PRAXILLA #10

Dom Champa, Fairfield, CT

After a great cruise last summer to Block, the Vineyard, Cuttyhunk and back, *Praxilla* was tucked safely away in Westport for the winter.

We had a list of heavy-duty repairs to be made by spring and have two new sistered frames aft of the engine on the starboard side; a shiny new prop installed after having spent a fortune getting the engine aligned; and new paint for the deck and topsides. Finally, roller furling is being installed to make my life a little easier.

This summer we plan to be up at the second try for the 60th Reunion and hope to see everyone there.



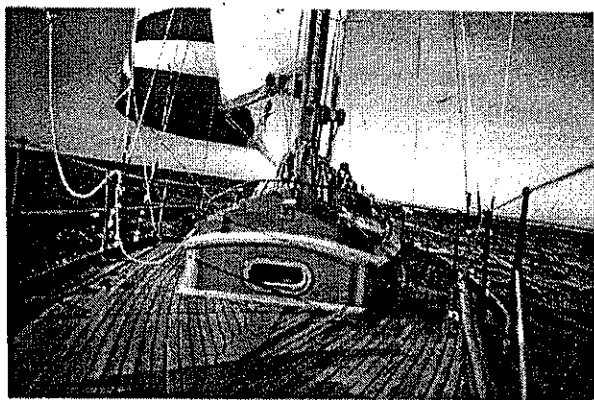
Praxilla looking 47 years young in Southport Harbor, CT

Feather #29

Jeffrey Boal, Stamford, CT

I enjoyed over twenty sails on Long Island Sound last fall after purchasing *Feather* and am pleased to be a part of the Concordia family. She is lovely and was well taken care of by former owner Phil Snyder.

The enclosed photo is from our delivery back to Concordia for winter rest and appropriate repairs. We wore kilts in 25+ knot winds and six to nine foot seas. Great fun!



Feather returning on a blustery fall day to Padanaram for the winter.

WESTRAY #79

J. Thomas Franklin, Watertown, MA

Our boat stayed ashore last season as we were traveling both in and out of the country. However, we will resume cruising in 1999.

Several years back I fitted *Westray* with her first autopilot in preparation for a cruise to Bermuda. The Tillerpilot required a small pedestal for mounting the power unit at the exact height of the tiller attachment pin, about eight inches above the cockpit seat. Steve Ballantine, who maintains *Westray*, came up with an ingenious solution to avoid disfiguring the cockpit. He installed a bronze, deck mounted fuel intake plate in the aft starboard corner of the cockpit seat (aft of the hinged section). We used one marked diesel to identify it as not being a fuel tank, since *Westray* is still gas powered.

When the autopilot is not in use the seat is practically flush and the deck plate is hardly visible. To install the autopilot I simply unthread the fuel cap, stow it in a bracket in the lazarette and screw a bronze pipe (that Steve fabricated to the required height) into the deck plate. The top of the pipe is closed except for a single hole to accept the toggle of the autopilot power unit. The power unit plugs into a socket in the lazarette; the cord passes through a groove under the front edge of the lazarette seat and leads directly to the power unit.

The installation has worked beautifully, although the Tillerpilot is not as waterproof as I would like in heavy weather. Usually I simply cover it with a clear plastic bag, so I can still see the controls.

SUMATRA #76

Stewart MacDougall, Santa Barbara, CA

This makes three times: *Janorah*, *Dame of Sark*, and now *Sumatra*.

On December 15th, *Sumatra* arrived in Santa Barbara by truck from Maine. I took everything off the boat and removed the woodwork around the engine. New wiring, knotty pine and teak around the engine, shifting levers, stove, icebox, and on and on. The boat looks like it was just delivered from Germany in 1960. She is a beauty again.

The payoff was this spring when *Sumatra* won the opening day inspection award for "Best Boat 40' and Under" at the Newport Harbor YC. This was a most difficult win, since boats are worked on all year for the inspection and more than 200 boats competed.

Sumatra will live in Newport Beach and some of the time at the San Diego Yacht Club.

It's nice to be back.

MALAY #77

Dan Strohmeier, S. Dartmouth, MA

We had a busy season with *Malay* in 1998 and planned the summer around the Cruising Club of America (CCA) cruise in Nova Scotia.

For the cruise to Halifax I was blessed with a crew of ladies, Cheryl Borowiz, Carolyn Michaud and Ann Stanton, all great on the helm. Good thing, too, because both of *Malay's* Autohelms threw in the sponge just before our departure from Padanaram on July 29 and my crew did most of the steering.

North to Nova Scotia

We transited the Cape Cod Canal the afternoon of the 30th after spending the night behind Bassett's Island awaiting a fair tide. We exited the canal into fog for the 150-mile passage to Shelburne, where the CCA cruise was to start. The fog stayed with us almost to Brazil Rock, the traditional landfall off the southwest coast of Nova Scotia for passagemaking from the west. Fog again settled in right after Brazil Rock and in my mind's eye I could see some of our old tracks made in 18 Marblehead-Halifax races. The courses steered were right on and Cheryl's GPS navigation, in crosscurrents up to four knots, was right on. One had to be pleased with this crew.

CCA Cruise

We reached Shelburne late on the second day after Bassett's and joined about 50 other CCA boats anchored off the town.

Shelburne lies some ten miles inside coastal islands and has a sentimental attachment for me. I had visited there only once before, in 1940, when I sailed to Nova Scotia with my father-in-law, Ray Ferris. His schooner (designed by Bill Roue of *Bluenose* fame) was built in Shelburne and he had the wit to name her *Malay*. This time I met a few of the octogenarians related to those who built her and they still relished the memory of her Bermuda Race victory in 1930.

There is still much Loyalist pride in Shelburne, as was clear in the good natured pageantry in honoring the CCA at a dinner that will long be remembered for its savory excellence and hands-across-the-sea hospitality. We moored at the Shelburne Yacht Club, where the folks were so friendly that Cheryl accepted their invitation to become a member.

The next days were blessed with fine sailing weather as the cruise made its way to Halifax by August 4. Organized stops were at Port Mouton, Lunenburg, Chester and St. Margaret's Bay with a party given by Jack Towle of *Sisyphus* at Herman Island. Following a festive wind-up dinner at the

Royal Nova Scotia Yacht Squadron in Halifax, *Malay* headed back.

Return to Padanaram

Cheryl remained as crew and we headed back to Maine via Liverpool, Negro Island, and crossed the Bay of Fundy to Northeast Harbor on Mt. Desert.

We cruised down the coast and after a night at Perry's Creek off Fox Islands Thorofare between North Haven and Vinalhaven, we rendezvoused with my son Rob and granddaughter Seguin.

Next day we visited Hurricane Island and from there sailed to Tenants Harbor via Muscle Ridge Channel south of Rockland. We then headed to Robinhood, via the delightful and sometimes scary back way from Boothbay to Bath. From Bath we tackled the swift tidal currents through Lower and Upper Hellgates to Sassanoa River bridge at Bath on the Kennebec, where we had to wait for the tide to fall enough for masthead and antenna clearance.

The following day we took the ebb down the Kennebec and out to sea to have a close look at the spectacular island after which Seguin was named. From there it was an easy sail past Cape Small and into picturesque Quahog Bay in Casco Bay.

Here we began to get hurricane warnings over the radio and decided to leave early the next morning for the Isle of Shoals. We had good weather and made the Shoals late in the day and pondered the deteriorating weather reports. While the adults debated, Seguin made the decision and said, "Let's get going and leave now." So we did, making a dusk departure to the open sea and headed for the Cape Cod Canal, which we entered by noon the following day. The weather had held and we were back on our mooring in Padanaram by 4:30.

Great cruise with a total distance of 1066 miles.



Der Traum vom eigenen Klassiker

(The dream of our own classic sailboat)

by Nicolai Krauss

Welt am Sonntag (World on Sunday), Germany's largest Sunday news magazine, March 1998.

Hamburg

There are a series of yachts, which were built in Germany, but which were not sold here. One of them is the Concordia yacht, which between 1950 and 1966 was built by Abeking and Rasmussen (A&R) of Lemwerder and thereafter exported to the U.S.A. Only one of the 99 A&R boats has found its way back to Germany, re-imported by a classic boat fan.

Kersten Prophet is a 36-year-old shipbuilding engineer who lives near Kiel. For a long time he had been searching for a classic yacht, which he expected to be not only beautiful, but also to have excellent sailing qualifications. Finally only one boat was considered: the Concordia yawl. Designed by Americans Waldo Howland and C. Raymond Hunt, this boat was favored by Kersten for its harmonious lines and capability of sailing in all conditions.

In the 1950s and 1960s the boat was very popular in America. Four were built in the U.S.A. and then 99 by A&R when they received the order after World War II. The Concordia is "the most numerically repeated wooden yacht of its size (39 or 41 feet)," says Prophet. Its success was due to its reasonable cost, due to a strong dollar at the time, and the quality of the finish work by A&R.

For classic yacht fan Prophet, the only way to realize his dream was to go to the U.S.A. and search for it. "I moved along the East Coast from harbor to harbor and wharf to wharf until I finally saw a Concordia yawl."

One can buy a Concordia in good to top condition for \$70,000 to \$130,000 (U.S.), but that was too expensive for Prophet — the certified engineer was looking for a boat he could restore. After much traveling he found his dream under a tarpaulin at the Concordia Boatyard in S. Dartmouth, Massachusetts.

"At first glance, *Fleetwood* seemed insignificant and rundown. Everyone tried to discourage me from buying it and thought I was crazy. But I was sure that the substance of the mahogany hull was all right and it had a new rig and recent engine."

Before shipment to Bremerhaven aboard a freighter from Baltimore, Prophet worked with local yardmen painting, varnishing and making structural



Proud classic boat owners Angela and Kersten Prophet living their dream.

repairs to the keel, sternpost and frames.

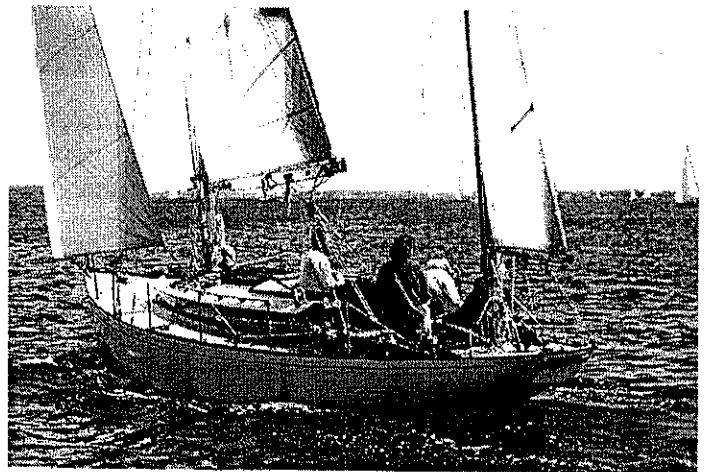
"Here I collected a lot of experience, especially since the yard still worked with traditional tools and materials," says Prophet.

Once back in Germany, *Fleetwood* was unloaded, launched and rigged for the sail to her new homeport of Kiel via the Weser and Elbe Rivers and the North Sea-Baltic Canal.

A year has passed since the beginning of the search and more months of work will follow.

"I truly had imagined this to be much simpler and I underestimated the work that had to be done," Prophet admits openly today. He will probably work for yet another year until his boat is in top condition.

"Then," says Prophet, "my dream is finally a reality."



The Concordia, built for export, is recognized as a yacht with excellent sailing qualifications.

GOLONDRINA #65

John Eide, Portland, ME

I am sitting on *Golondrina* in Gorda Sound on Virgin Gorda, BVI looking at the two Joel White designed W Class boats, *Wild Horses* and *White Wings*. Not a bad place to be in mid-February, instead of shoveling snow in Maine. Last weekend I raced in the annual single-handed race out of West End, Tortola (8th out of 16) and the next day we came in 4th in our class in the Classic Boat Race.

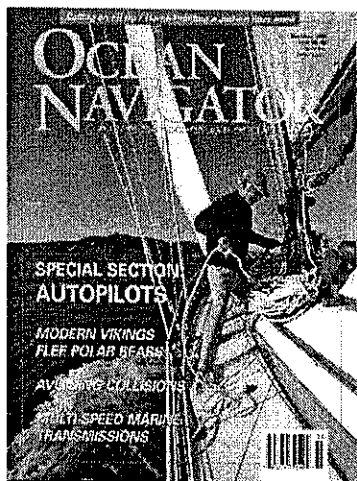
Golondrina was in St. John, USVI for about 20 years until I bought her in 1991 and brought her back to Maine. So, making my first Caribbean landfall in St. John was a real treat, since immediately people who remembered her dinghied over to welcome her back. Some of the other racers had completed against her in the late '80s or early '90s, so it was like a homecoming weekend.

I left Maine in September, just after the hurricane went through and slowly moved down the Intercoastal Waterway exploring the backwaters and big cities of the Mid-Atlantic States.

Golondrina won "Finest Sailboat" at the Stuart, FL Maritime Museum's Classic Boat Rendezvous and I was able to crawl around *Prospector*, the 45' ketch conceived by Waldo Howland and owner Jack Harper in the late '30s. The boat was actually built twice, once in Fairhaven, where it was lost to a fire when completed, and finally in Florida in 1940. The museum is in the first stages of undertaking her restoration. (See Waldo's book *A Life in Boats, The Years Before the War.*)

My letter writing was pleasantly interrupted by a hail from John and Kay Bullard (*Captiva*, ex *Haven of Padanaram*) who came aboard with their daughter and son-in-law for a Concordia gam. Similarly, just after anchoring at Norman's Cay, I was hailed by Tom Rogerson, whose parents owned *Sumatra* 25 years ago. Concordia people are everywhere and are the greatest!

From the Virgins I'll sail south as far as Grenada and then head back to Maine after Memorial Day.



John Eide off the coast of St. John, USVI aboard *Golondrina* (cover of May/June *Ocean Navigator*).

RAKA #43

Robert and Dorothy Stuart, Hingham, MA

You may recall from the last newsletter that the Concordia yard was working on *Raka*, so I thought I would give you some details.

It all started ten years ago when a jib sheet slipped overboard and caught in the propeller and tore the cutlass bearing loose. We made the repair, but then late last summer the repair let go, the bearing got loose and damaged the deadwood and transmission. Fortunately, we were in Vineyard Sound and it was easy to get over to the Concordia Yard, where the repair involved cutting in a new piece of sternpost deadwood and replacing the transmission.

I figured this was a good time to check the keelbolts (last done ten years earlier) and it turned out they too needed replacement. While working in the bilge, Steve Marshall (head carpenter) noticed that the floors under the mast step were cracked and it turned out that five were actually broken in two.

Since we already had the interior all torn apart to replace the floors, I suggested that we put in a tie rod system to reinforce the mast step area. We also replaced ten planks.

Back in the sternpost area, *Raka* had an unusual copper sheeting cover over the leading edge of the rudder and the aft end of the sternpost. This was probably installed by Rex Saunders, the original owner, to combat marine worms in the tropics.

Steve didn't like the look of the wood under the copper and we found that a number of the drift pins holding the deadwood onto the keel were broken.

Since we now had the rudder off, this was the time to install a below deck autopilot, which I had been considering for some time. Concordia installed a tiller arm on the rudder shaft, a packing gland on the rudder shaft tube, and I am now in the process of installing an Autohelm ST5000 Sailpilot.

During this whole difficult, stressful process, the people at the yard were great!

Steve Marshall (Head Carpenter), Jeff Simmons (Yard Manager), Geoff Marshall (Customer Liaison), Brodie MacGregor (Big Cheese), and all the workers treated me well, gave me the straight story, came reasonably close to estimates, and did a beautiful job taking the boat apart and putting it back together in a first class, professional fashion.

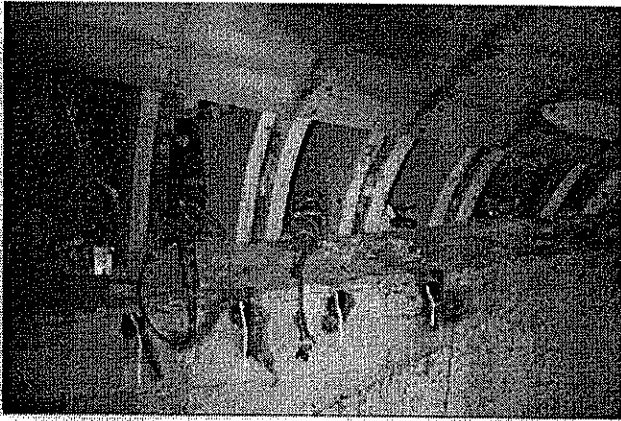
Unfortunately, after putting all that work and money into the bilge, the boat doesn't look one bit different! However, on reflection, I am happy that I had the original failure, which lead to uncovering and correcting a number of really serious problems.

MARY ANN #26

Bob Jones, Boothbay, ME

Linda and I are the proud owners of *Mary Ann*, presently doing well in her off-season home at David Nutt Boatbuilders in Townsend Gut. We retired to the area four years ago, so now I can crawl aboard her every day if the spirit moves me, as it often does!

I have enclosed a summary of *Mary Ann's* maintenance and upgrades for the files and over the past few years we have given her new life. Projects have included not only the normal stripping and revarnishing, but also new electrical with a modern board and additional circuits; laminated frames amidships; new s.s. keelbolts; new floor timbers; recanvased cabintop; and some new bottom planking, to replace African mahogany that had delaminated along the grain to the extent that it looked more like a wet book than a vessel's planking.



Keelbolts and floors (from mast step to sternpost) were replaced on *Mary Ann* a few years ago.

This winter we removed the Graymarine 4-112 and sent it off to Duby Auto Marine in Tonawanda, NY for a complete overhaul. It is being reinstalled as I write this in early April.

Two years ago we began using Woolsey Protective Wood Coating #ZSP1016Q on our teak trim and decks. It solved a moisture problem on the underside of the cabintop and provides for simple maintenance and a handsome appearance to her teak.

Thanks for keeping the newsletter going and to Doug Cole for his efforts on behalf of all owners over the years. We love our Concordia and have enjoyed reading of the care others take of their "loved ones."

The Good Old Days

(From a 1965 issue of *Yachting* magazine)

Tradition is a stock item at Concordia, which has a reputation for high-performance yawls and other boats of conventional wood construction. In 1964, for example, the 39' 10" yawls took 1st, 3rd and 4th places in their class in the Bermuda Race and 2nd in the Monhegan Race. The class was designed 27 years ago and the boats are built by Abeking and Rasmussen in Germany. They have a waterline length of 28' 6", a beam of 10' 3" and a draft of 5' 8". They displace 18,000 lb. Price today, including sails and equipment, is \$34,000.

The Concordia 31, built at the South Dartmouth, Mass. yard, measures 31' overall, 25' 4" on the waterline with 9' 4" beam. The short-ended, family cruising boat sleeps four in two cabins. Price with sails is \$19,500. The yard also builds a gaff-rigged centerboarder, the Concordia Sloop Boat, which is 17' 8" overall and 16' 5" on the waterline. Designed in 1963, this boat sells for \$2,750.

Another product of this yard is the well-known Beetle Cat, a 12-footer designed by the Beetle family of New Bedford in 1924. She is made of native oak, cedar and pine and makes a good training boat for beginning sailors. Price with sails is \$865.

CONCORDIA COMPANY INC., South Wharf, So. Dartmouth, Mass.

Spinnaker Gun

If you have not switched to Chutescoop, you're still stopping your spinnaker.



I made this spinnaker gun out of a 6" PVC sewer pipe coupling at a cost of about \$4. With a notch cut in one side, it's easy to slip the #16 rubber bands off as the chute is pulled through.

Skip Bergmann, Paramour

Rigging Questions

Concordia owners often have questions about their boat's rigging and there is particular concern as some of the original rigs get up there in age. Although some boats have been rerigged, many have not and as boats change hands, many of the same questions keep coming up.

This newsletter can't answer all your questions and of course the best course is to check with your yard or professional rigger. However, we (CNL) have contacted Joe Mello (JM) at Rigging Only in Fairhaven, MA and asked him to comment from time to time on rigging questions. He runs a full service rigging business and has worked on Concordias for over 20 years.

CNL I still have wire/rope halyards on the mainmast and plan to switch to all rope in order to cut down on mast chafe and get away from the "whiskering" of old cable. What's the best modern line to use with respect to stretch, ease of handling, wear and workability?

JM First, to go to all rope, the old sheaves should be filled or reworked to remove the double groove.

Stay-Set X is a good halyard material and the lowest stretch all polyester for the cost. Sta-Set X Plus has lower stretch, but is quite a bit more expensive due to the polyester/Vectran blend core.

T900 and V100 are the best, but also the most expensive. They both have polyester covers, but T900 has a Spectra/Technora core and the V100 has a Vectran core.

These are all New England Rope products, which is the brand that we primarily use. Other companies make similar line.

CNL Standing rigging on my boat is over 40 years old and I am concerned about fatigue and how to determine when it's time to replace it.

JM We have seen old standing rigging still in use, but 40 years is pushing it. I feel that splices are still the best termination because they most readily absorb the vibration of the wire and last the longest. Norseman and Sta-Lok are less expensive and comparable with each other in cost, assembly and strength. They are easy to assemble and can be reused with a new wedge.

Removing the servings and checking the splices for stray strands on old rigging is your best insurance against failure.

CNL I have read that Kevlar lines for headsail sheets are the ultimate for lack of stretch, but put too much strain on an older wooden boat because they don't have enough "give".

JM Kevlar is no longer used for running rigging since the new Spectra, Technora and Vectran are available. However, you are correct that going to the lowest possible stretch on an old boat can cause problems. We generally use double braid, low stretch polyesters like Stay Set-X with a unidirectional core.

CNL I have seen some Concordias with running backstays added to the mizzen. How necessary is this change? I have flown our mizzen staysail in some pretty stiff winds and it does not appear that the mast moves much.

JM Concordia mizzens are a strange mast. Off the wind with a staysail or not, the mast will move around some but will not come down if properly tuned. Certainly mizzen runners will add stability, but I have not heard of one failing in normal use.

You can contact Joe at 508-992-0434 or check out his WEB page at www.rigging@ultranet.com

OWL #31

Jay Panetta, Wellesley, MA

Thanks for your willingness to undertake the newsletter project that means a great deal to many of us. We all owe Doug a real debt of gratitude for his efforts in establishing the publication.

Our season last year was a fine one and we covered more than 1600 miles: six weeks in Maine, the passages up and back, and much daysailing in spring and fall. We had no problems of any sort and many magnificent days. All this went on despite the arrival of our first child, Grace, born May 7. She sailed hundreds of happy miles with us, and liked it more and more as the months went by.

We undertook no major projects this past year beyond a general upgrade of our electrical system. A new cruising spinnaker from Doyle has been a worthwhile addition to the inventory; we all need help downwind in light air and this is the definitive answer, especially for short-handed crews.

More cruising for this summer and a "maybe" for the Reunion.

PARAMOUR #72

Anne and Skip Bergmann, Falmouth, MA

Paramour had her last sail in fresh water in late September and was loaded on a trailer October 28th, destination -- Massachusetts.

Boat hauling by Brownell Systems of Mattapoisett is really efficient. Steve Richards arrived at the Palmer Johnson yard in Sturgeon Bay, WI right on schedule at 8:30 a.m. We motored over to the Travelift, hauled the boat, washed the bottom, loaded it on the trailer, loaded spars, and made all final adjustments in less than three hours. Two days later the boat was at Triad Boatworks in Mattapoisett to get ready for her second debut on Buzzards Bay.



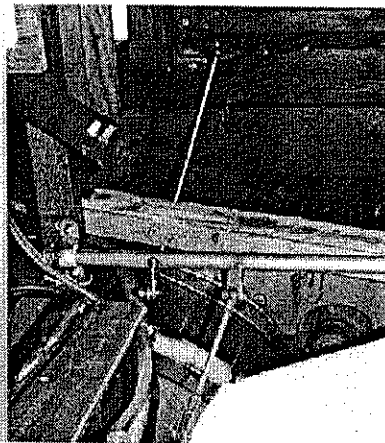
Next stop -- Buzzards Bay!

Anne and I will make our own move to Cape Cod the first week of June and will be living in Falmouth. We plan to be sailing in the home waters of Buzzards Bay by June 15th and you can look for us on a mooring in Quissett Harbor.

I have visited the Triad yard a few times over the winter, where Peter Costa and his crew are replacing bottom planking and making right a number of old repairs that no longer made the grade. Swelling up has taken a long time the last few years and, although the boat was tight once swelled up, it appears that planking had split along the grain in many places. As a result, whole planks needed to swell to close seams. (Also see *Mary Ann* #26).

Last spring while the engine was out I changed the transmission shift back to a mechanical linkage. Threaded 5/16 stainless rod was led forward from the shift arm to an ear on a stainless bellcrank pipe and I led a second short length of 1/4" rod from the second ear forward to the shift lever on the transmission. I used stainless tie rod ends on three rod ends and a normal yoke at the transmission. The bellcrank is

mounted in small pillow blocks with Teflon inserts, which were lagged into the upright cockpit supports. All the mechanical parts came from the catalog of McMaster-Carr in Chicago, a treasure trove of hardware.



Simple mechanical shift linkage leads forward to bellcrank, then to transmission shifting arm.

Shifting of the Westerbeke/Warner transmission is now positive and you no longer have to guess if you are in gear or not. The old shift cable is also still connected to the cockpit shift lever and rests below the transmission as an unlikely-to-be-used spare.

Of course we'll be at the Concordia Reunion July 16, 17, 18 and hope to meet many of you who continue to support the newsletter with your news and contributions.

See you soon!

(New newsletter address: 170 Walker St., Falmouth, MA 02540; 508-548-0194; bergmann@cape.com)

CLASSIFIEDS

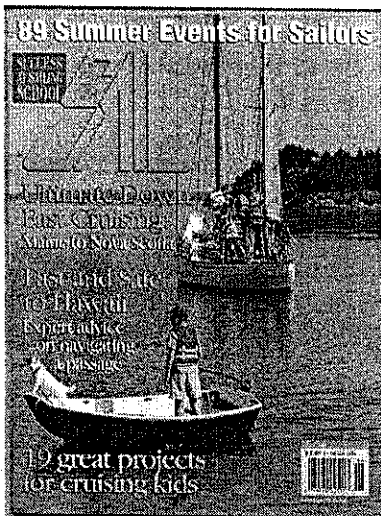
FOR SALE: Luke coal burning soapstone stove with wood drawer base, complete with insulation and external flu hat. Luke cooking stove with oven below burners, complete with hoses and gas tank, meters, etc. Stewart MacDougall (*Sumatra*), 495 Valley Club Rd., Santa Barbara, CA 93108 Moontzip@aol.com.

FOR SALE: Fifth bunk. Original 6-foot stainless steel/canvas pipe berth from *Paramour*, mounts in bracket below bridge deck, extends over galley and hangs from cabin beams. A \$75 solution for your extra guest. Skip Bergmann, 170 Walker St., Falmouth, MA 02540; 508-548-0194. bergmann@cape.com.

BELLES #68

Recently Sold

We have heard that *Belles* was sold this spring and bet that the new owner is pretty proud to have her on the June cover of *Sail* magazine!



HORIZON #54

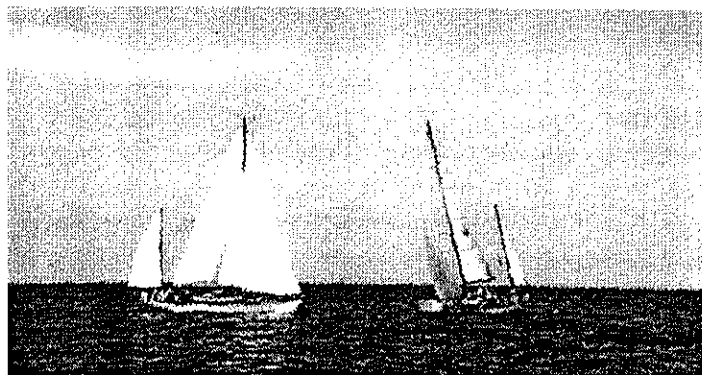
Bob and Valerie Grindrod, Barrington, IL

Horizon is getting ready for another season and her crew is looking forward to another great summer.

Over the winter we rebuilt and reinsulated the galley ice box, stripped and refinished the bottom with two good base coats of red lead primer (yes, you can still get it and yes, it is legal) and rebuilt the area around the mast partner, including replacing a portion of the cabintop canvas. This plus all the normal spring fitting out chores.

We're hoping for some additional time this summer for some more extensive cruising in the northern reaches of Lake Michigan, where there is considerable natural beauty and boats are few and far between. We'll do the local Wednesday night buoy races again just for fun, although these tend to be light air affairs where a Concordia cannot show her full potential.

We're looking forward to the Reunion and hope to see a number of you there. Remember, there's always room for more!



Horizon (right) crosses tacks with #66 *Misty* off Waukegan, IL last summer.

MADRIGAL #98

Robert P. Bass, Jr., Concord, NH

Starting the day after Labor Day last fall, I sailed my Concordia 41 *Madrigal* with a crew of fellows from Penobscot Bay to the Annapolis Basin on the western shore of Nova Scotia, far down the Bay of Fundy. We cruised for a couple of days in the Basin, visiting Digby and Annapolis Royal, the latter a delightful small town, the site of the first capitol of Nova Scotia and the location of one of only three tidal hydroelectric plants in the world.

We then sailed forty miles west across the Bay of Fundy to St. John, New Brunswick, passing through the Reversing Falls to the Kennebecasis Yacht Club.

Here the local folks welcomed us in a most friendly and hospitable fashion. After we recovered from the warm hospitality, we enjoyed a couple of days of quiet cruising, pleasant scenery and the luxury of swimming in 70-degree fresh water.

After another visit at the friendly Kennebecasis Yacht Club and a change of crew, we again entered the Reversing Falls at the end of the falling tide and shot back out into the cold Bay of Fundy. We spent one night in Head Harbor on Campobello Island and then passaged overnight back to Penobscot Bay.

This cruise of the upper Bay of Fundy was accomplished in two weeks, the two overnight passages allowing plenty of time to explore and enjoy the inland waters of the Annapolis Basin and the St. John River. The cruise also afforded a surprising diversity of sailing and cruising conditions.

TINA, Concordia 31

Ruth Ann Goetz, Westlake, OH

I have no real news, except to report that *Tina* and I are still together after 33 years. She remains about 90% original, with the new 10% being garboards replaced after 25 years. Other projects have been mostly cosmetic.

My Gray 4-112 had been running rough the past two seasons and I dreaded the thought of a contaminated fuel tank, since removal would mean taking off the deck, and so on. However, I found the problem to be an intermittent distributor condenser, so the fix was an easy one.

I organize the Great Lakes Wooden Sailboat Society's annual regatta every August in Sandusky and last year we had 28 classic boats in attendance, to include two R boats, a Q boat, an H-38, and many smaller boats on display.

FLEETWOOD #20

Kersten Prophet, Fieflbergen, Germany

Our second summer with *Fleetwood* in the Baltic was a good one with about 950 miles of cruising. One of our weekend trips was north to Flensburg Fjord for the Flensburg Classic Yacht Race, in which we did well. As a bonus, we also ended up as the December photo for the Flensburg Festival calendar.

Many trips were in heavy winds and during one cold and stormy week in October we sailed in 40 knots, but did well with roller jib and mizzen. Nothing failed and we stayed dry inside for the stormy 300 miles. We loved being in the harbors at night, warmed by our Reflex oil oven and out in the wind during the day.

Overall, the season was a hard one with the genoa out of the bag for only one day. We had a lot of wind, rain and very few sunny days. But there's always next year!

My winter projects are close to being finished (February). I rebuilt the pantry on the starboard side as well as the engine box and have had everything out, including the ceiling behind the lockers.

For the new structure I used marine plywood, since unfortunately I was not able to get the original locust wood. For that reason I decided to use teak-veneer for the top surfaces and have chosen a very bright quality that I think will match the original color by using some stain. The teak solution was not my first choice and maybe a Concordia owner can help me locate some locust-veneer during the anniversary meeting this summer.

In the space between the engine and pantry stowage I arranged a locker for shoes (Angela asked for a shoe locker to have it a little bit more cheerful under deck). Therefore I have rearranged the batteries below the cockpit on a stainless steel mounting and am very satisfied with the use of space. I then refinished all the paint and varnish work in the pantry area after wooding every square inch.



Fleetwood on the Flensburg Fjord near the border of Germanv and Denmark.

I also built a new switch box which matches German standard 220v and German Coast Guard rules for 12v navigation lights and so on. I then replaced the last of the remaining original wires and changed to a two-cycle battery system.

Finally, I bought a new propeller with feathering blades. I had to do some small modifications to the shaft and stern tube. Sailing with this propeller is like removing a bucket tied behind the boat! I also installed a *Drivesaver*, a rubber/plastic element between the engine and flange to reduce vibration.

I finished topsides painting and most of my varnishing some days ago; bottom paint is still left to do. Masts and spars received their yearly varnish earlier this month and launching is scheduled for March 27th.

Green Corduroy Cabin Fabric

Doug Cole, Bellingham, WA

After 32 seasons it was time to replace the original green corduroy cabin upholstery on *Irene*. I was encouraged by Elizabeth Meyer's report several years ago of finding a suitable replacement fabric. After tracking down that lead on the Internet, however, I learned that it was no longer made.

Nevertheless, I still wanted to duplicate the original as nearly as possible in style, color and durability. I eventually located an excellent replacement with just a slightly wider wale that is a near match to the original. The material is LA Tuxedo #4450 "Juniper" and is available through Soft Coverings in Seattle, 206-286-7638.

I ordered 14 yards, which gave us enough to recover all four cushions, four square pillows, two triangle pillows and two seat back curtains. These curtains hang between back side of the seat backs and the canvas berth. There is also enough left over for perhaps one additional pillow.

I took the material to Soaring Heart Futons in Seattle (206-282-1717) for the fitting and they required only one sample of each piece to complete the project. Andee, their expert seamstress, did a superior job which exceeded the original, right down to modern zippers and straps on the edge of each cushion. Cost for material @\$32/yard was \$448. The sewing was a very reasonable \$300. Should you be interested, Soaring Heart could obtain the fabric direct and I recommend them unequivocally.

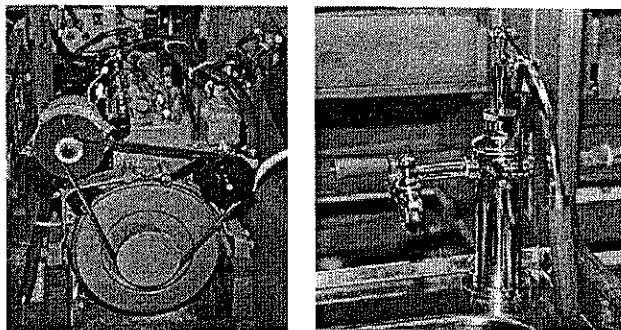
ABACO #102

Jonathan & Dorothy Goldweitz, Stamford, CT

We wrote our last report to the *Concordian* as we sailed to the Connecticut River where *Abaco* again wintered in the shed at John Leonard's Cove Landing Marine in Hamburg Cove. In addition to the yard's usual winter painting and varnishing, we worked on several projects ourselves, had the yard do some extras and subbed out a few items.

Dorothy sanded and refinished the paint and varnish in the head (she can sand and paint in the small spaces better), we descaled the inside of the vented loop discharge pipe, and rebuilt and painted the original Wilcox-Crittenden head.

We removed all parts from the Graymarine engine (replaced in 1991), removed all the rust and scale and repainted. Starter motor, muffler and water pump were rebuilt, new hoses cut and all reinstalled. Hopefully it will run as well as it looks.



Fresh makeup and new jewelry.

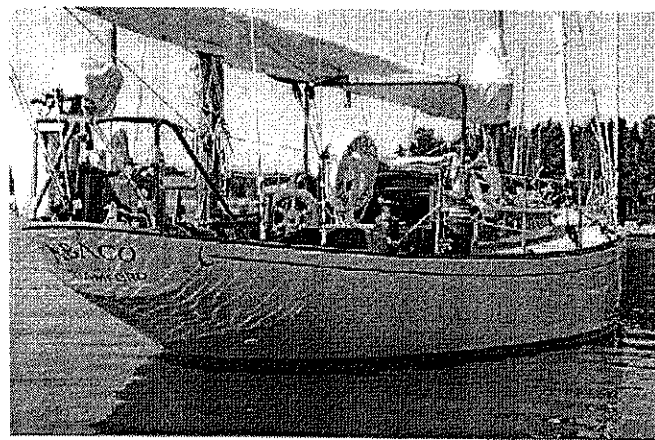
Next we removed the companionway hatch and found the "slides" that run on the bronze tracks were either missing or quite worn. We stripped the interior side varnish, refinished the wood and reinstalled with new nylon slides, courtesy of Doug Cole who was working on the same project on *Irene*.

Another small project to brighten the cabin interior involved refinishing the old galley sink pump. This had become increasingly corroded and pitted over the years. We found a local metal restoration firm, Greenwich Metal Finishing, which was able to disassemble the pump, remove the corrosion, rechrome all the parts and return it with a gleaming, polished appearance. Terry at Concordia Company had supplied a rebuild kit for it and now reinstalled it adds a renewed brightness to the main cabin.

The Cove Landing yard is descaling, fairing and epoxy coating the keel. This was last done in 1989

and was in need of work again. They also replaced the cutlass bearing and the engine seawater intake seacock.

The biggest single project was replacement of the standing rigging. After 30 seasons of New England sailing, the condition of *Abaco's* rig had never been seriously inspected. After consultation with several local riggers, we decided to contact Brion Toss in Port Townsend, WA for advice. In the end we had him replace the entire rig -- 32 splices and 445 feet of wire. The workmanship is excellent and we will sail more confidently in heavy weather for the next 30 seasons.



Long Cove, Maine last August.

This year's cruising plans include attendance at the rescheduled Concordia Reunion, July 16-18, then off to Maine for two weeks. We look forward to seeing fellow Concordia owners, both old friends and new, in Padanaram or wherever our cruising routes may cross this summer.

Marine Metal Finishing

In addition to rechroming parts, such as *Abaco's* galley pump, Greenwich Metal Finishing has developed a protective, clear epoxy coating for marine brass and bronze. The coating is said to keep hardware looking like new -- unaffected by sun, salt and yellowing.

The company also offers metal polishing, restoration, custom finishes, plastic and glass beading, and their work is highly recommended by Jon and Dorothy Goldweitz.

You can contact them at 203-629-8479.

Irene #103

Doug Cole, Bellingham, WA

Rudder Repair

Several years ago I noted what seemed to be excessive play in *Irene's* rudder. I also noted excessive wear on the deck fitting cap atop the rudderpost. Since she stays afloat year-around, I had only a brief time during the overnight haulout that year to analyze what the cause might be. It appeared that it was simply time to renew the bronze pintles and gudgeons.

Every other year *Irene* is hauled for about two weeks for topsides painting and maintenance. Thinking proactively, I contacted Concordia Company and ordered up the bronze parts I thought would be required, so that a year down the road I would have all the parts on hand that I would need.

Fortunately, Concordia had the molds on hand. Unfortunately, the foundry had some scheduling problems and did not deliver the finished parts until a year later, after we were hauled out and within a day before launching.

Concordia assured me that the operation would be straightforward, and it was. Four parts were ordered: an upper pintle and gudgeon and a lower pintle and socket/shoe that fastens to the deadwood. These are riveted in place, so I also ordered 3/8" copper rod for replacement rivets. I ground the heads off one side of the old rivets and drove them on through.

It turned out that the upper pintle was fine. The upper gudgeon, however, was a flat bar, bent around the pintle. It had minor electrolysis, had split in half and it was easy to bend and refasten the replacement.

When removing the lower pintle I noted that it did not look at all like the replacement I had been sent. I then recalled that *Irene's* original owner had requested a number of changes to strengthen the boat (increased frame size, increased plank thickness, additional bronze knees, etc.) which included a thicker rudder and rudderpost.

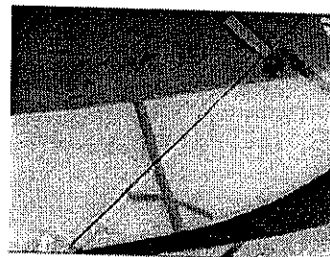
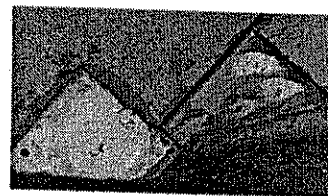
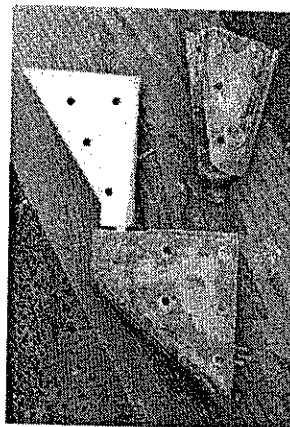
Most of these changes improved *Irene's* aging, but this one did not. Rather than fabricate an entire new pintle, A&R apparently brazed up a non-standard affair which eventually failed. We were fortunate that it failed slowly and not catastrophically!

Prior to installation, the wood was both red leaded and given a coat of bottom paint. Rivets were measured, cut, bucked, peened, and ground flush.

Since the replacement pintle was designed to fit (straddle) a skinnier rudder, a few modifications were required to make it fit.

The original lower gudgeon shoe was in fine shape and already bored, so the replacement and the unused upper pintle were sent back to Concordia, where they await the day that one of you will need them. As I recall, the total cost for all the parts was around \$325.

In retrospect, the rudder parts originally specified would have been more than adequate. I'm certain that the replacements will now see *Irene* well into her next 33 years.



(L) Lower pintle and gudgeon prior to installation. Original pintle was not single piece but pin brazed to housing. Brazing failed. (UR) Lower pintle and gudgeon installed. Wood was removed to fit new pintle to *Irene's* wider rudder, later faired with teak coverings. (LR) The finished project.

Launching Woes

I've mentioned before how I have always struggled in the Bellingham area with a lack of adequate yard facilities. One must supervise the lift operators and do most of the work themselves. My standing order is never to touch *Irene* unless the owner is present.

We were scheduled to launch first thing on a Monday morning. When I arrived at 0700 I noted the Travelift already straddling the boat and I could sense trouble. The operator had forgotten that the headstay needed to be removed! The crossbar snagged the headstay, bent the foil and pulled up the stem fitting several inches. At least he didn't gun it and completely demolish or capsize the boat.

The only good part about this was that upon total disassembly of the stem fitting (by the owner) it was discovered that it was time for proactive red leading and rebedding. Everything went back together and a new headstay was installed.

Good thing we weren't expecting to head out that day for our first sail!

TOSCA #73

G. William Fitzgerald, St. Anthony, Newfoundland

We continue to keep *Tosca* at Henry Fuller's in Baddeck and in the last year have limited our sailing to the Bras d'Or Lakes of Cape Breton and its environs. Currently (December) she is laid up alongside *Houri* and *Sisyphus* at Cape Breton Boatyard for the winter.

In the past year we replaced the standing rigging to the main masthead using Sta-Lok fittings, but have no plans for major changes.

ORIANE #34

Ted Danforth, New York, NY

Concordia is presently doing a major refit of *Oriane*, to include new floors, keelbolts, frames scarfed in, new deadwood, sternpost, rudder, refastening below the waterline, brightwork and cabintop stripped, varnished and painted, and so on.

Concordia is doing a beautiful job and she should be in the water as a showpiece for the Reunion. (See *Concordia Boatyard News*.)

CANDIDE #39

Morgan and Kim Steeves, Calgary, Alberta, Canada

Sadly, Kim and I have decided to put *Candide* on the market and hope to have her in top shape after haulout in June. The winter in the Northwest was not terribly kind to the exposed masts, so they will be removed, wooded and varnished, along with the usual annual "shave and a haircut" and touchup of all the brightwork.

We had lots of thumbs up on our trip from Anacortes to Friday Harbor last weekend and I can't wait to start the work. Somebody is going to wind up with a superior boat; I'm just a bit disheartened that it won't be Kim and me.

It's been a great four years, but we feel we've got other sailing to do. I wouldn't feel right subjecting the old girl to seasons in the tropics or having to move her that far to be able to enjoy the venue. I hope that someone in the Northwest has the desire to "pick up the torch" and carry on. I'm thinking in the neighborhood of \$ 80,000 (U.S.), but a survey from David Jackson of Anacortes will tell the real story. My insurance company has requested an up-to-date survey, so that will be available when completed with the haulout.

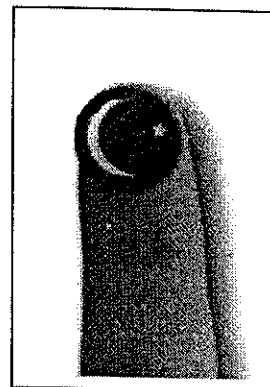
Back to the boatyard for now.

Starry-Eyed Owners

Yes, it's true. You can now even get Concordia contacts with the crescent moon and star!

Wild Eyes calls these the Starry-Eyed model, but also offers five other unique designs for \$150 per set. Get ready for the Reunion and Halloween.

For that special look, check the WEB at www.wild-eyes.com



Insurance For Your Concordia

The W. & L. Howland Insurance Agency, Inc. was founded in 1936 by Waldo and Llewellyn Howland to be a natural fit with their growing boatyard. Since that time the agency has provided insurance for many Concordias.

The agency is independent with the ability to make changes as the market dictates. Recent discussions with the Travelers Marine Unit in Hartford, CT acknowledged that Concordia owners as a group are well-informed and knowledgeable sailors. As a result, Travelers has agreed to a competitive pricing schedule for Concordias.

We are presently in the process of converting current Concordia customers to Travelers' policies with a resultant 10% premium reduction in most cases. Individual boat coverage is based on an "agreed value," with additional coverage for:

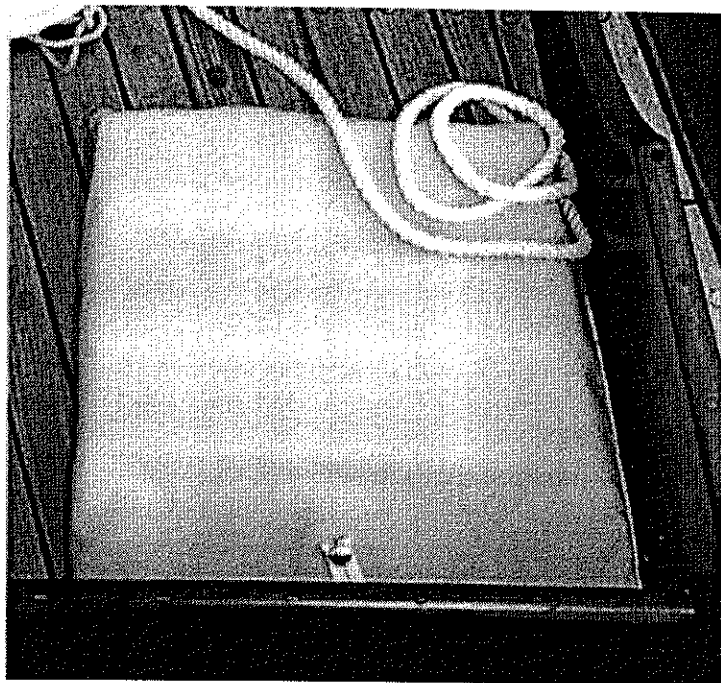
- Accidental fuel spillage coverage.
- Dinghy coverage (\$100 deductible) provided a) it is used primarily to travel to and from the mooring and b) it does not exceed 16 feet in overall length and 25 horsepower.
- Optional Hurricane Reimbursement coverage (\$25) provides up to 50% of the cost of hauling your boat due to an impending hurricane (vessel must be located in a hurricane watch or warning area and be hauled and relaunched). Coverage is limited to \$500 per storm/\$1,000 per policy term.

Inquiries regarding Concordia coverage can be directed to W. & L. Howland Insurance Agency, Inc. at 1-800-848-773 or Yachts@WLHowland.com. Thomas E. Bosworth, W. & L. Howland Insurance Agency, Inc.

Seatback Solutions

If you still like the look of your varnished cockpit backrests and therefore are not yet ready to go to the all-teak alternative (see Peter Costa's solution in Fall 1998 *Concordian*), try covers.

These Sunbrella covers on *Paramour* were easy to make, keep the sun off the horizontal surfaces when backrests are stowed, and greatly extend the life of the brightwork.



Fall 1999 Concordian

Mailing date is set for November, so please get your summer stories to Skip by October 15!

The cupboard is bare, so we'll need your news! Without your information, there's nothing to write about.

If you haven't written for a couple of years, bring us up to date on your summer cruising, the good spots to visit (or not visit) and tell us about your boat projects.

Lastly, please support your newsletter financially. If *all* owners contribute at least \$10 a year, we should stay in good financial health.

For the past year, owner support has been 33% -- let's go for 100% !

Who Does What On the Newsletter?

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

Subscription payments and donations should be sent to Skip and article information can be sent to him via E-mail, hard copy or disk (Microsoft Word).

New Address

170 Walker Street
Falmouth, MA 02540
508-548-0194
bergmann@cape.com

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
847-304-1042
rwclx@aol.com

New Owners

Otter #19

Marshall Chapman
Morehead, KY

Sumatra #76

Stewart MacDougall
Santa Barbara, CA

Renaissance #88

Charlie Milligan

Suva (ex *White Light*) #92

Peter Sharp & Steve Kravotil
Newport, RI

Concordias For Sale

(This list may not be terribly current.)

| Name | Hull | Location |
|---------------------|------|----------|
| <i>Malay</i> | # 2 | FL |
| <i>Halycon</i> | # 3 | ME |
| <i>Tempo</i> | # 4 | MD |
| <i>Absinthe</i> | #12 | RI |
| <i>Saxon</i> | #14 | ME |
| <i>Wild Swan</i> | #25 | CT |
| <i>Sunda</i> | #33 | GA |
| <i>Memory</i> | #35 | MA |
| <i>Yankee</i> (41) | #37 | ME |
| <i>Polaris</i> (41) | #71 | VA |
| <i>Goldeneye</i> | #80 | MA |

Concordia Owners - May 1999

| | | | |
|-----|------------------|---------------------------------|----------------------------------|
| 1. | JAVA | Int'l Yacht Restoration School | Newport, RI |
| 2. | MALAY I | Gary Custard | Naples, FL |
| 3. | HALCYON | Frank Walker | Ellsworth, ME |
| 4. | TEMPO | Jim Beggins | St. Michaels, MD |
| 5. | DUENDE | Charles Adams | Shelbourne, MA/Maine |
| 6. | TABAKEA | Peter & Lynne Killheffer | North Hampton, NH |
| 7. | SUNDAY | David Catlett | Wickford, RI |
| 8. | PAPAJECCO | Salvatore Nicotra | West Haven, MA |
| 9. | WHISPER | Oliver Jones | Avon, CT |
| 10. | PRAXILLA | Dominic Champa | Fairfield, CT |
| 11. | WINNIE of BOURNE | Peter Gallant | Portsmouth, NH |
| 12. | ABSINTHE | Walter Schultz | Bristol, RI |
| 13. | PHALAROPE | Dan & Sarah Beard | Kennebunkport, ME |
| 14. | SAXON | Graham Pope | Westport, ME |
| 15. | SOVEREIGN | Dennis Gross | Olympia, WA |
| 16. | MAGGIE DUNN | Armand Sutton | Alameda, CA |
| 17. | ACTEA* | William Turney | Ft. Lauderdale, FL |
| 18. | SPICE* | Tom & Terry Laird | Beverly, MA |
| 19. | OTTER* | Marschall Chapman | Morehead, KY |
| 20. | FLEETWOOD | Kersten Prophet | Fiefbergen, Germany |
| 21. | STREAMER | Barry Light | New York, NY |
| 22. | HERO | Jim Sibley | Haddam, CT |
| 23. | STARLIGHT | Ben Mendlowitz & Alden Brewster | Brooklin, ME |
| 24. | NIAM | John Ryan | Pittsburg, PA / Maine |
| 25. | WILD SWAN | James MacGuire | Noank, CT |
| 26. | MARYANN | Robert & Linda Jones | Boothbay, ME |
| 27. | JILL* | John Warren | St. Augustine, FL |
| 28. | SAFARI | Dick & Lisa Zimmerman | Magnolia, MA |
| 29. | FEATHER* | Jeffrey Boal | Stamford, CT |
| 30. | HARRIER* | Jesse Bontecou | Clinton Corners, NY/ Newport, RI |
| 31. | OWL | Vincent Panetta | Wellesley, MA |
| 32. | MIRAGE | Ric Quesada | South Freeport, ME |
| 33. | SUNDA | Albert Brown | Savannah, GA |
| 34. | ORIANE | Ted Danforth | New York, NY |
| 35. | MEMORY | Barry Williams | Eagle Nest, NM / Buzzards Bay |
| 36. | MAGIC | Hank Bornhofft | Gloucester, MA |
| 37. | YANKEE* | Peter Rackliffe | Searsport, ME |
| 38. | NEFERTITI* | John Williams Company | Mt. Desert Island, ME |
| 39. | CANDIDE | Morgan Steeves | Calgary, Alberta / San Juan Is. |
| 40. | WHITE WAVE | Lloyd Moulton | Marblehead, MA |
| 41. | SISYPHUS | John Towle | Framingham, MA |
| 42. | MARGARET | Robert Hovey | Ferndale, WA |
| 43. | RAKA | Robert Stuart | Hingham, MA |
| 44. | LACERTA | Stephen Loutrel | Carlisle, MA |
| 45. | LOON | Jerome Sullivan | Hartland, WI / Cheasapeake Bay |
| 46. | KODAMA | Stewart McDougall & Denny Doyle | Seattle, WA |
| 47. | ARIADNE | Charles Stone | Darien, CT |
| 48. | HARBINGER | Larry Warner | Marion, MA |
| 49. | MOONFLEET | Lang Smith | Newton Square, PA |
| 50. | JAKARTA | Peter Kieley | South Hampton, MA |
| 51. | VINTAGE | John Foley | Port Townsend, WA |
| 52. | BANDA | Peter Gottlund | Kutztown, PA |
| 53. | BEAUTY | Leo T. Chylack | Duxbury, MA |

Concordia Owners - May 1999

| | | | |
|------|---------------------------|------------------------------|---------------------------|
| 54. | HORIZON | Bob & Valerie Grindrod | Barrington, IL |
| 55. | KIVA | Douglas Hoffman | Fairfield, CT |
| 56. | WHISPER | George & Karyn Henschel | Bedford, NY |
| 57. | JAVELIN | W. Mason Smith III | Cambridge, MA |
| 58. | OFF CALL | Peter Castnet | Boxford, MA |
| 59. | SNOW BIRD | Guilliaem Aertsen IV | Boston, MA |
| 60. | PRINCIPIA | Bruce Flenniken | Cambridge, MA |
| 61. | TAM O'SHANTER | David Soule | Marblehead, MA |
| 62. | THISTLEDOWN | Alida Camp Estate | East Blue Hill, ME |
| 63. | SONNET* | James D. Brown | Syosset, NY |
| 64. | LIVE YANKEE | Nichols & Gruber | Green Lane, PA |
| 65. | GOLONDRINA | John Eide | Portland, ME |
| 66. | MISTY | Tom McIntosh | Long Grove, IL |
| 67. | CROCODILE | Edgar & Robert Crocker | Chestnut Hill, MA |
| 68. | BELLES | Recently Sold | |
| 69. | HOURI | John Chatfield | Mt. Kisco, NY / Maine |
| 70. | IRIAN* | Darrow Lebonici | Salem, MA |
| 71. | POLARIS* | Kenneth Brittle | Richmond, VA |
| 72. | PARAMOUR* | Skip Bergmann | Falmouth, MA |
| 73. | TOSCA | Dr. G.N.W. Fitzgerald | St. Anthony, Newfoundland |
| 74. | WIZARD | Anderson & Dane | South Dennis, MA |
| 75. | PORTUNUS | Mrs. Augustin Parker | Brookesville, ME |
| 76. | SUMATRA | Stewart MacDougall | Santa Barbara, CA |
| 77. | MALAY | Daniel Strohmeier | South Dartmouth, MA |
| 78. | MATINICUS | Alan Shapiro | Marblehead, MA |
| 79. | WESTRAY | J. Thomas Franklin | Watertown, MA |
| 80. | BATAVIA | Greg & Darlene Nulk | Salem, MA |
| 81. | ENVOLEE | Claude Engle | Gibson Island, MD |
| 82. | CORIOLIS* | Douglas & Susan Adkins | Danvers, MA |
| 83. | CHRISTIE | Richard Robie | Marblehead, MA |
| 84. | SNOW FALCON | George Gans | Louisville, KY / Maine |
| 85. | ARAPAHO* | William J. Lynch | Boston, MA |
| 86. | DAME OF SARK | Joe & Sue Callaghan | Cheshire, CT |
| 87. | ALLURE | Ben & Anne Niles | South Freeport, ME |
| 88. | RENAISSANCE* | Charlie Milligan | |
| 89. | WOODWIND | George Hartman | Bethesda, MD |
| 90. | FABRILE | David Godine | Milton, MA |
| 91. | SHIMAERA | Robert J. Snyder | Stonington, CT |
| 92. | SUVA* | Peter Sharp & Steve Kratovil | Newport, RI |
| 93. | EDEN* | Gerald & Lark Millet | Boston, MA |
| 94. | KATRINA* | Jan W. Rozendaal | South Burlington, VT |
| 95. | BOOTS* | Earle & Denise Maxwell | New Orleans, LA |
| 96. | WHIMBREL* | Peter Mimno | Marblehead, MA |
| 97. | TAMBOURINE | David & Barbara Wheat | Boston, MA |
| 98. | MADRIGAL* | Robert Bass | Concord, NH |
| 99. | PORPOISE | David Palmer | Windsor, CT |
| 100. | CAPTIVA | John K. Bullard | New Bedford, MA |
| 101. | SEA HAWK* | Reginald Butler | Marblehead, MA / Maine |
| 102. | ABACO | Jonathan & Dorothy Goldweitz | Stamford, CT |
| 103. | IRENE | Douglas Cole | Bellingham, WA |
| 104. | <i>Under Construction</i> | Mark Webby | Whangerei, New Zealand |

*Denotes 41