

# The Concordian

*a newsletter for lovers of Concordia yachts*

Fall 1999 – Number #28

**It's the last week of October** and today's sail across Buzzards Bay from Quissett Harbor to Mattapoisett for winter storage was a real sleigh ride. The wind was against the tide and out of the southwest at 25-30 knots with gusts to over 40. Lots of water aboard on a reach that touched seven knots with club jib and mizzen. A rousing finish to a great season!

**What a terrific sailing summer!** The 60th Reunion was a fun success in July, the weather (at least around Buzzards Bay) was good for most of the summer, and I saw a number of Concordias out sailing. Inside you'll find sailing notes from your contemporaries, who had a variety of adventures (or misadventures) these last few months.

**Thanks to all the owners** who have sent in stories or have committed to doing so for the Spring 2000 issue. It's your news that makes the newsletter and without your reports I'd have nothing to write about! So, if you haven't corresponded for a while, please take some time this winter and tell us about your cruising, racing, maintenance or other experiences. Check through your cruising and work photos and share your activities with the rest of us. Everyone I spoke with at the 60<sup>th</sup> said how helpful it is to hear about other owners' experiences.

**60<sup>th</sup> Anniversary Regatta** If you were unable to get to Padanaram in July to join the 24 other Concordias, newsletter accounts follow telling about the weekend. The event was very well organized by Brodie and his crew and the social times, race day, Saturday night awards dinner, and Sunday boat parade were all great fun. The *Boston Globe* had a reporter on the scene and we received color photo coverage in the Sunday paper. We had "Concordia weather" for Saturday's race, a 20-25 knot wind out of the southwest. What a thrill to have a large fleet of the yawls sailing around the starting line -- some racing, some watching.

Despite the wind, it was also probably one of the hottest and most humid July weekends on record! However, even that did not detract from the enjoyment. Old acquaintances were renewed, many new friends were made, and new Concordia clothing found its way aboard a number of boats. (Check with Laurie at Concordia for some great T's, sweatshirts and shirts for Christmas.)

**The Concordian** is doing well, thanks to your editorial and financial support. This issue has a variety of topics and it's great fun to hear from different owners. Financially we are sound, in large part due to some generous individual owners. However, we also raised money from T-shirt, burgee and jewelry sales (check out the burgee jewelry inside for Christmas). We have a positive balance heading to the Spring issue, but look for your continued support to keep things going. If you haven't sent in your \$10, how about enclosing a check with your story and photos for the next issue?

Over the last 16 months we have received contributions from 48 different owners (some a few times), so we are approaching 50% owner participation and the numbers keep improving. Thanks.

**It to everyone for a good winter.**

*Skip*

## 60<sup>th</sup> Anniversary Regatta

*Brodie MacGregor, Padanarum*

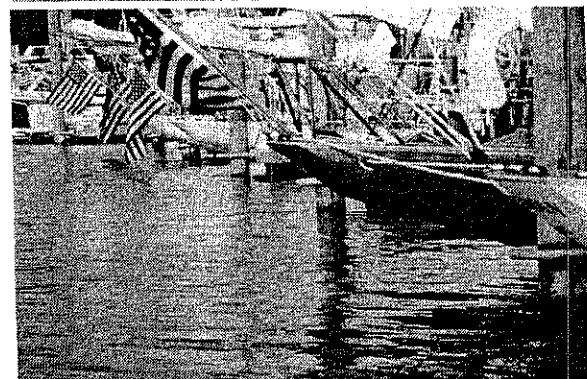
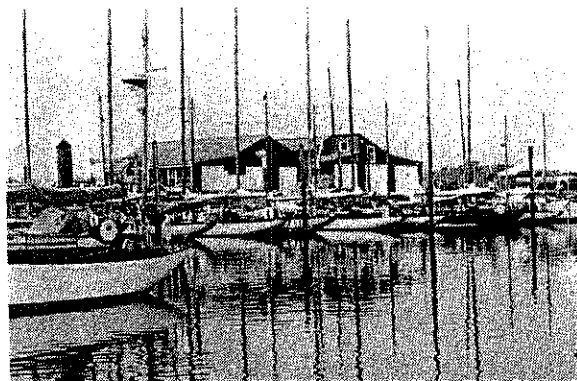
As most readers know, the rescheduled Regatta was held in Padanaram July 16-18, 1999. It's increasingly difficult to find a weekend to suit everyone and mid-July proved to be too early for some and too late for others. At least we didn't run into hurricane season this time and I believe owners who were able to attend had a good time.

If you have any ideas to help Concordia run a better event in the future (dates, format, etc.) please let me know while memories are still relatively fresh.

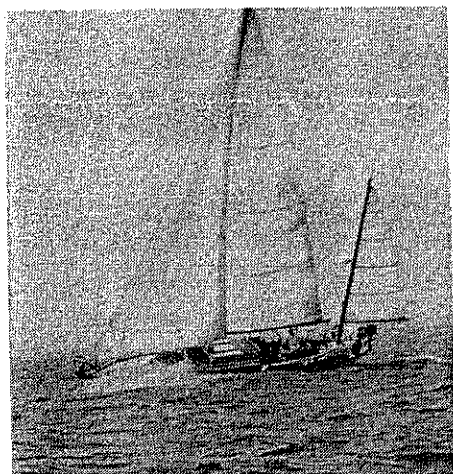
Again, I want to thank all participants not only for coming to the Regatta, but also especially for keeping up your yawls to such a high level.

I also want to thank the Board of Directors, management, and members of the New Bedford Yacht Club. Their facilities and support added a great deal to the event.

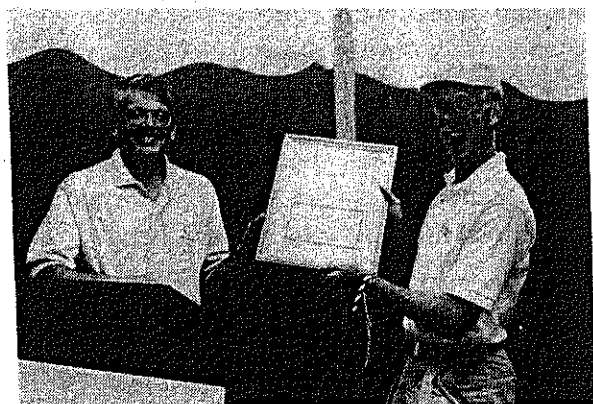
Last but not least I would like to thank Laurie Coons and all the rest of our dedicated team at the boatyard who planned and executed all the elements that go into an event of this kind.



*South Wharf as it's supposed to be!*



*Dan Strohmeir  
heads Malay to  
yet another  
windward mark.*



*Thanks to Doug Cole (r) for a job well done, from  
Skip Bergmann on behalf of newsletter readers.*

*Crew aboard  
Savu looking  
race ready on  
Saturday.*



# Concordia 60th Anniversary Race (A View from *Abaco*)

By Doug Cole

The Concordia 60th Anniversary Regatta Race was held in ideal conditions on July 17, 1999. Brodie MacGregor and his crew aboard the committee boat *Weepectet* set up the starting line about a mile northeast of the radome off Nonquitt. Wind for the 12:30 start could be categorized as a typical Buzzards Bay 20-knot "smoky southwester." The 18-mile course was a run to the middle of the bay, a beat to a mid-bay buoy off Quick's Hole, then a reach to Round Hill and on home to the finish off the breakwater at Padanaram.

There were two classes, spinnaker and non-spinnaker. The spinnaker class started first on what would be a romping broad reach six miles across Buzzards Bay.

*Malay*, *Abaco* and *Harbinger* were bunched up at the line just before the gun. *Malay* was forced over a few seconds early and had to restart. *Harbinger* reached off and started a bit to leeward, while *Abaco* lucked out and started right on the money. *Madrigal* and *Harbinger* were slightly behind. With chutes flying, both *Madrigal* and *Harbinger* kept *Abaco* on her toes, but she was able to maintain her lead.

About a mile prior to the leeward mark, *Harbinger* fell back with a shredded chute, but was still within striking distance for the upcoming weather leg.

With winds up to 25 and a quarter mile to go before the mark, *Abaco* doused her mizzen, reefed the main, set her #2 Genoa, and was first around, followed by *Madrigal*, *Harbinger* and *Malay*.

*Harbinger* hardened up on starboard while *Madrigal* and *Malay* tacked in hopes of finding better current in mid-bay. With boats going either way, skipper Goldweitz had to decide whom to cover and whom to let go. The 6.6 mile weather leg to the buoy off Quick's required only four tacks and the crew spent most of the time on the rail in swimsuit type weather. The breeze lightened a mile short of the mark, enough to shake out the reef and hoist the mizzen. *Harbinger* sailed quite smartly and gained some, but still rounded about two minutes after *Abaco*.

The last leg was a close reach past Round Hill and Hussey Rock with the finish off the Padanaram breakwater. *Abaco* launched the mizzen staysail only to have the tack pennant come loose a few seconds later. Meanwhile, *Harbinger* set another chute in a last ditch effort to pass *Abaco*. Not enough distance was left, however, and *Abaco* got the gun. *Harbinger*

was next, followed by *Malay*, *Madrigal* and *Golondrina*.

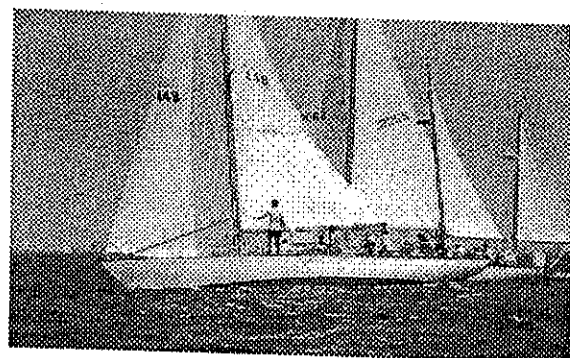
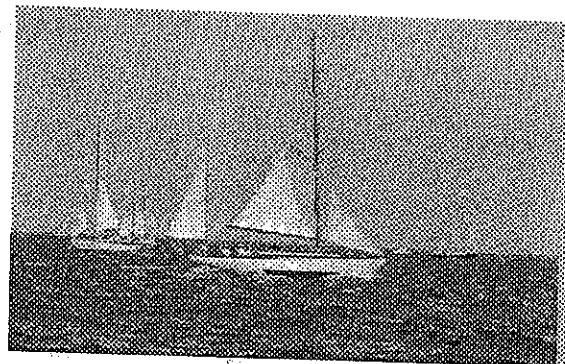
There were a few distractions along the race course, including the entire NYYC fleet running up the bay and a myriad of military aircraft overhead, apparently associated with the search effort nearby for JFK Jr.'s aircraft, which had disappeared the previous evening.

Thanks to Brodie and his fine crew for a well run race and great 60th Rendezvous.

## Race Results

Class A	Spinnaker	Hours	Min	Sec
1	Abaco	3	15	20
2	Harbinger	3	17	11
3	Malay	4	20	17
4	Madrigal	4	27	10
5	Golondrina	4	34	11
6	Raka	4	34	11
7	Jakarta	4	57	8

Class B	Plain Sail	Hours	Min	Sec
1	Renaissance	3	28	50
2	Magic	3	29	8
3	Dame Of Sark	3	29	25
4	Westray	3	32	26
5	Savu	3	37	45
6	Wild Swan	3	41	56
7	Captiva	3	45	14
8	Praxilla	3	55	10
9	Irian	4	13	47
10	Snowbird	4	18	30



*Wild Swan (top), Harbinger (448) and Abaco.*

# Roll Call – 60<sup>th</sup> Anniversary Regatta

## July 16-18, 1999

# 8	PAPAJECCO	Salvatore Nicotra	West Haven, CT
# 10	PRAXILLA	Dom Champa	Fairfield, CT
# 12	ABSINTHE	Walt Schultz	Bristol, RI
# 19	OTTER	Marshall Chapman	Morehead, KY
# 20	FLEETWOOD	+ Kersten Prophet	Heikendorf, Germany
# 23	STARLIGHT	+ Ben Mendlowitz	Brooklin, ME
# 25	WILD SWAN	Jim MacGuire	Noank, CT
# 28	SAFARI	+ Dick and Lisa Zimmerman	Magnolia, MA
# 34	ORIANE	Ted Danforth	New York, NY
# 36	MAGIC*	Hank Bornhofft	Gloucester, MA
# 43	RAKA	Bob Stuart	Hingham, MA
# 48	HARBINGER	Larry Warner	Marion, MA
# 50	JAKARTA	Peter Kieley	South Hampton, MA
# 53	BEAUTY	Leo Chylack	Duxbury, MA
# 59	SNOW BIRD	Rusty Aertsen	Boston, MA
# 65	GOLONDRINA	John Eide	Portland, ME
# 70	IRIAN*	Darrow Lebonici	Salem, MA
# 72	PARAMOUR*	Skip and Anne Bergmann	Falmouth, MA
# 77	MALAY	Dan Strohmeier	South Dartmouth, MA
# 79	WESTRAY	Tom Franklin	Watertown, MA
# 86	DAME OF SARK	Joe and Sue Callaghan	Cheshire, CT
# 88	RENAISSANCE*	Charlie Milligan	Boston, MA
# 92	SAVU*	Peter Sharp and Steve Kratovil	Newport, RI
# 98	MADRIGAL*	Robert Bass	Concord, NH
# 100	CAPTIVA	John and Laurie Bullard	New Bedford, MA
# 102	ABACO	Jon and Dorothy Goldweitz	Stamford, CT
# 103	IRENE	+ Doug Cole	Bellingham, WA
+ Attended without boat		* C - 41	

## 50th Anniversary Regatta Remembered

If you were a Concordia owner in 1988, you no doubt purchased a copy of Elizabeth Meyer's book, *Concordia Yawls - The First Fifty Years*. This 10" x 13" anniversary volume runs to over 330 pages and is the most complete history of the boats with original plans, correspondence with A&R, owners' accounts, ownership history of all the boats through 1988, and a seemingly endless collection of color photos. For Concordia owners and admirers this is *the* definitive reference. (I keep one at home on the coffee table and one on the boat for visitors and yard worker reference.)

A limited supply of these books is once again available (just in time for Christmas) and some of the numbered editions (#1-#103) are still reserved for owners. Originally available for \$150 + s/h, owners may now purchase copies for \$100 (s/h incl.). Contact J-Class Mgt., 28 Church St., Newport, RI 02840; 401-849-3060; [mwhitney@jclass.com](mailto:mwhitney@jclass.com)

## JAVA #1

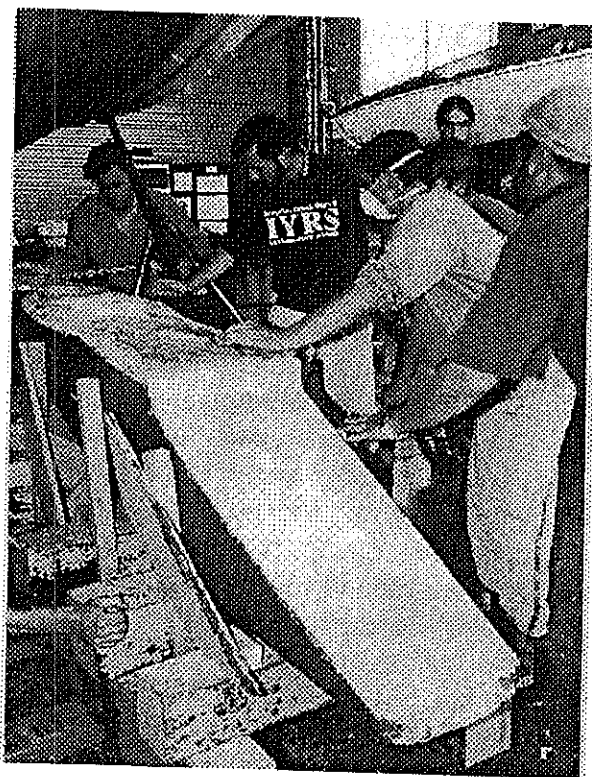
International Yacht Restoration School  
Newport, RI

Java has been inside Restoration Hall for several months and has served as a subject for several courses, including Survey and Assessment, Project Management, and Marine Diesel Rebuilding.

Restoration work on the hull began in earnest in September by IYRS graduate Phil Erwin, who is in a new advanced restoration fellowship program being piloted this year. Led by program director Clark Poston, there are two fellowships offered, both focussing on *Java*, with the second one to start in January.

The initial documentation, including photographs and measured drawings, is nearly complete and restoration plans are in progress following our careful survey. The ballast keel has been removed, the deck stripped to expose frames, and white oak is being acquired to replace her forefoot timber, stempost, horn timber, floors and frames.

For more information or to help students at IYRS pursue their training to Concordia standards, come visit us at the shop or participate with your tax deductible contributions to IYRS at 458 Thames St., Newport, RI 02840.



*IYRS staff and crew check condition of Java's ballast keel. Visit the school in Newport and check out Java and other projects being undertaken.*

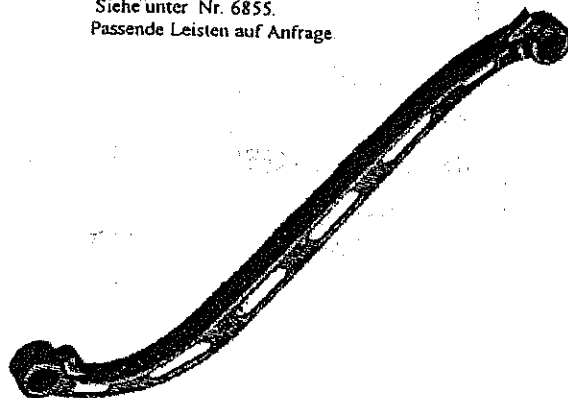
## Concordia Casting Catalog

Kersten Prophet has located the owner of the casting factory that made parts for Concordias. Some parts are still available (such as the Concordia bunk casting, below) and a catalog is on the way. Check for more information in the Spring newsletter.

### RÜCKENLEHNE - LOTSSENKOJE G D Modell BRONZE

Nach alten Modellen der Concordia Yachten gegossen.  
Gewicht ca 1,8 kg.

3106-0700 172,00 DM Rohling, un bearbeitet.  
3106-0710 253,80 DM Fertig gefräst und geböhrt. Malt gerommet  
Passende Längsrohre 25 x 2,5 mm.  
Siehe unter Nr. 6855.  
Passende Leisten auf Anfrage.



## The Limerick Log

At the 60th Reunion, Hank Bornhofft produced a copy of the lengthy limerick that was a byproduct of the Maine Cruise prior to the 50<sup>th</sup> Reunion.

Penning of the verse was done aboard *Sonnet* and I'm sure Hank would send you a copy, if interested. (The entire piece comes without a censor's rating).

Some selected excerpts below:

Becalmed on the broad gulf of Maine,  
We switched on the old iron main;  
We swayed, rolled and tossed  
In our stinkpot exhaust  
Collecting buoys like beads on a chain.

At the start, *Sonnet* showed 'em her heels  
Leaping out like a greyhound on wheels.  
We beat down Eggemoggin  
In our sloop rigged toboggan,  
Rushing past packs of scurrying seals.

At the twilight's penultimate gleaming  
Sighting Alida Camp's dock was redeeming,  
And our hearts were sent soaring  
To see round the mooring  
Six sibling Concordias teeming.

And so on. Hank Bornhofft, 37 Walnut Street,  
Gloucester, MA 01930

## SLIGHT #23

Hannah Mendlowitz, Brooklin, ME

### Eggemoggin Reach Regatta

I was probably the only 9-year-old racing in this year's Eggemoggin Reach Regatta. I was assigned radio watch and given time to record my thoughts about the race. Here they are!



*The author -- Race Day ready!*

### Race Day, Brooklin, ME 8-7-99

10:36 a.m. Some relatives came here to race on our boat with us at the ERR. Right now I am sitting in the boat while we are sailing to the start of the race. We have T-shirts with the name *Starlight* on them and I painted my fingernails so they say *Starlight*. For some reason we're going over big waves -- WHOA! -- and now tacking. And now tacking again! Anyway, here are the people who are racing with us: my uncle Alden and his daughter, Isabella; my older brother, Will; (tacking); my cousins, Rachel (tacking) and Ryan, and Rachel's boyfriend, Dan. (Tack) Oh yeah, of course there is me and my mom and dad, so that makes nine people altogether.

Ahhh. Finally a little peace and quiet! Never mind! Why does this boat radio have to be so loud? All right, I'm getting away from this thing.

I was just looking up above to see where we were and there is this huge swarm of sailboats up ahead. Now I'm back down with this darn radio. (Tack)

We have 10 minutes to get to the start. (Tack)  
(Another tack) Now 5 minutes to the start. (Tack)  
Now we're part of the swarm of sailboats, (tack) and we are in the middle. 2 more minutes. Everybody is yelling to get out of the way and Mom (on the helm) is shouting for someone to ease the mainsail. (Tack)

The radio is counting down:

5... 4... 3... 2... 1... and there's the gun!

The 1999 ERR has started!

We are tacking by another Concordia yawl and it has been about two minutes from the start. We're on port tack and everybody's shouting. We're tacking again and this time we're really heeling over. We are heeling over so far that some water is splashing onto the boat!

Port tack. Booorrring! Second start just started, whatever a second start is. I have the strange feeling we are about to tack again. I was right, starboard tack. Port tack. Starboard tack.

3:17 p.m. and the race is over. We did a really good job. So good in fact that we think we won the Concordia Cup. We don't know for certain, but there is going to be a party tonight where they announce the winners. I can't wait.

### Further ERR comments from Hannah's Dad, Ben.

This year's race conditions were perfect for Concordias, with a brisk NW breeze holding up all day. We had my wife Deborah at the helm and a good assortment of Brewster crew to help with strategy, horsing in sails and holding the windward rail down in the puffs. Hannah was free to read and write in her journal and I was able to grab a camera from time to time, distracted from images mainly by a downwind sail change from our high cut, see-where-you're-going-at-the-start cruising Genoa to our low cut racing headsail.

Only two starts for 80 odd boats, so there were too many boats on the line causing many problems. We stayed clear of the chaos and watched *Katrina* go off on a perfect start. With her win last year, masthead spinnaker, and very able crew she was our yardstick for each leg.

The NW wind caused the race committee to add a short windward leg at the start. After that it was downwind to Egg Rock, a reach along Swan's Island to Halibut Rock, one long on-the-wind port tack back up the bay to Eggemoggin Reach, and then a beat to the finish line. We lost track of *Katrina* after Halibut Rock, where she seemed comfortably ahead, and hoped we might get her on corrected time. Since we didn't carry a spinnaker and have a fractional rig, we had one of the lower Concordia ratings.

Much to both crews' surprise, *Starlight* was ahead by the last tack to the line and crossed in front of *Katrina* by less than a minute. I think catching up to *Katrina* was due to ample rail meat to keep *Starlight* on her feet for a very long on-the-wind leg and to the stronger wind we found to the south side of the Reach during the beat to the finish. It was just great

*continued...*



## STARLIGHT *continued*

to have a race here end with a fresh breeze rather than the usual dying late afternoon southerly.

The first three Concordias, *Starlight*, *Katrina*, and *Snow Falcon* (all local boats) won prizes in the larger classes in which they competed. It was a wonderful mixed fleet of beautiful wooden boats. The other Concordias that raced were *Allure*, *Raka*, *Tabakea*, *Golondrina*, *Jakarta* and *Secret* (31).

Aside from the new bright red crew shirts and Hannah (who spelled out ★ STARLIGHT ★ on her fingernails and WIN, WIN on her toes), Deborah gets all the credit. She is one fierce and steady woman at the helm and it was great for her to have a Concordia Cup win in our home waters.

## 2000 Calendar of Wooden Boats

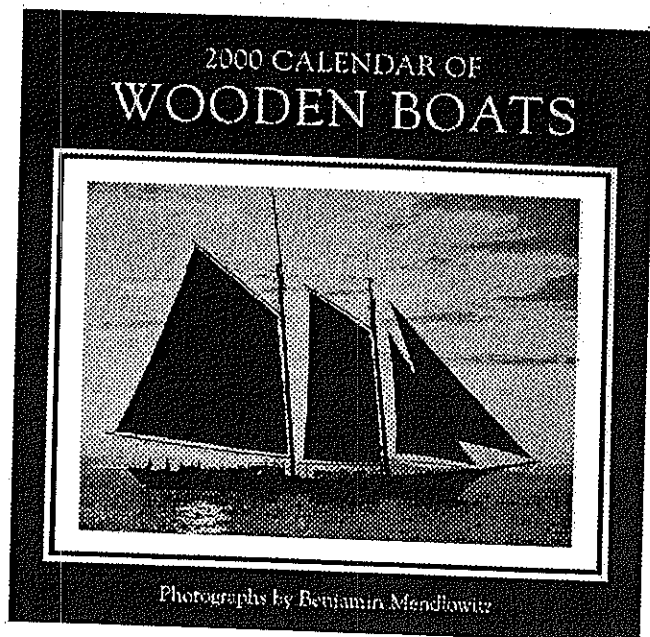
Are you Y2K ready? Make sure you are with this coming year's great new calendar!

What will you get to see on your wall for the first 12 months of the new millennium?

The 1909 British ketch *Owl* sailing off Antigua, the Rhodes ketch *Alert* off Point Loma, CA, the 112' cruise schooner *Roseway*, the Concordia 39 *Starlight*, the Joel White-designed W-Class boats, and others.

Photography for the 12" x 24" calendar is by Concordia owner Benjamin Mendlowitz, who has been producing the calendar since 1983. Pick up your copy at bookstores, chandleries or directly from Noah Publications, P.O. Box 14, Brooklin, ME 04616 for \$14.95 (+\$3 s/h) or call 800-848-9663.

Check out the Noah Website for great note cards, T-shirts, screen savers, custom photographic prints, and books. [www.noahpublications.com](http://www.noahpublications.com)



## FLEETWOOD #20

*Kersten Prophet, Heikendorf, Germany*

The warm welcome that Angela and I received at the 60<sup>th</sup> Anniversary meeting in Padanaram was unbelievable. I would especially like to say thanks to Laurie Coons and all the staff members of Concordia and to Brodie and Maddie for providing the apartment (Waldo's Astoria) above the office for us. It gave us the chance to enjoy the meeting in a perfect way. Angela and I will remember this event for years to come!

We especially enjoyed meeting other owners and having the fruitful discussions about many Concordia topics. Although I wish I could have spoken with everyone, some highlights were meetings with Dan Strohmeier, Benjamin Mendlowitz, Doug Cole and Hank Bornhoff, who told me details from the former life of *Fleetwood*. It is a great honor for us to be part of the Concordia family.

Unfortunately, we were unable to accept all the nice invitations we received, but enjoyed sailing on board *Raka*, as well as being on board *Irian* during the parade on Sunday morning.

The race was great fun aboard *Raka*, even though we started a bit late due to some problems with the spinnaker. We then had a lonesome sail all the way until the Elizabeth Islands, where *Raka* received a big kick forward from the current and we moved ahead, so as not to be the tailender. It was an instructive afternoon for me and we all greatly enjoyed the delicious sandwiches!

We hauled *Fleetwood* on October 30<sup>th</sup> and her bottom looks very well. Since I had not been sailing a lot during September and October, the propeller was full of mussels. Winter work is mainly varnish repair, wooding the main bulkhead and finishing the pantry work that I started last winter. I have a small workshop in a garage only 80 meters from the boat.

From my kitchen window in Heikendorf, at the east border of the Kiel Fjord, the view is into the entrance lock of the Kiel Canal a mile away. From the other rooms I look out on the Lighthouse Friedrichsort, about 1/2 mile away. I am only a two minute ride or 10 minute walk from *Fleetwood's* winter storage and but a 10 minute bike ride from the harbor in the summer.

This summer we made a lot of new American friends and it would be a great fun to have some of you here on Kiel Fjord for a sailing trip in the Baltic. Don't hesitate to contact me if Germany is in your travel plans. ([Kersten.Prophet@hdw.de](mailto:Kersten.Prophet@hdw.de) or Fritz Lau Straße 8, D-24226 Heikendorf, Germany.

## STREAMER #21

Barry Light,

### Anticipation — Spring 1999

Dear Brodie,

Just a note to say that I am looking forward to the Reunion (work permitting). Hopefully by then I will have commissioned the boat for the season! Each year it seems to take longer.

I have substantially completed my new cabintop -- an 18 month project. I am rebuilding my water system, my bilge pumps, and am still working on the interior after 10 years. Doug Cole will be pleased to know that all the wallpaper is gone from the interior and the bordello mirror in the head has been replaced with what I believe is the original.

In removing the last of the vinyl wallpaper and an old radio, I uncovered the Concordia bookshelf, which in my boat is forward to port. Now I must rebuild my engine compartment and then it's painting of the hull in June when my yard settles down from the spring rush. Hope to meet you in July.  
Barry Light

### Disappointment — Summer 1999

Dear Brodie,

Sorry I couldn't meet you at the Reunion but things got very dicey with my boat. After the boat was painted and put back in the water, much water seemed to be coming in from several places. So we hauled again and caulked many places around the horn timber, which looked to need it.

The boat seemed to be OK - dryish. So, we left for the Reunion at 6 a.m. Thursday. Three hours out the pumps were running more and more -- eventually every 2-3 minutes. I felt it was prudent to turn back. The boat was then hauled again and I went off on a jaunt with my sister and brother-in-law (our vacation).

We called back to the yard and found that the boat had been re-launched (3rd time) and seemed to be holding. So, we went back only to find out that the third solution had failed. Water this time was coming both down the horn timber (from under the cockpit in an unreachable location) and from the shaft.

We decided to focus on the shaft first and the boat was hauled for the fourth time. The shaft, shaft log stuffing box and cutlass bearing were rebuilt and replaced. After launching for the fourth time, it was impossible to align everything. Since the shaft was overheating, we pulled *Streamer* for the fifth time! I now have a timeshare on the Travelift and get a volume discount.

This time the repair seems to have worked and the boat only pumps every 10 hours, and at that only about a half gallon. Stuffing box still has to be set, but at least (as of the beginning of August) I can go sailing again.

After the season we are going to pull off boards around the horn timber and in other places where there is seepage - expensive fun and games.

Over the past five years, I have replaced two stem bolts and eliminated all water from the bow. I have replaced a punky board on the port side waterline and rebuilt the rudder shaft (particularly where it goes through the horn timber) and have eliminated water from the stern. We are moving toward the middle!

Maybe next year I will get up to Padanarum, if nothing else goes wrong. I hope the Reunion was a success. My crew and I were sorry we missed it. Looking forward to a better season next year.

Barry Light

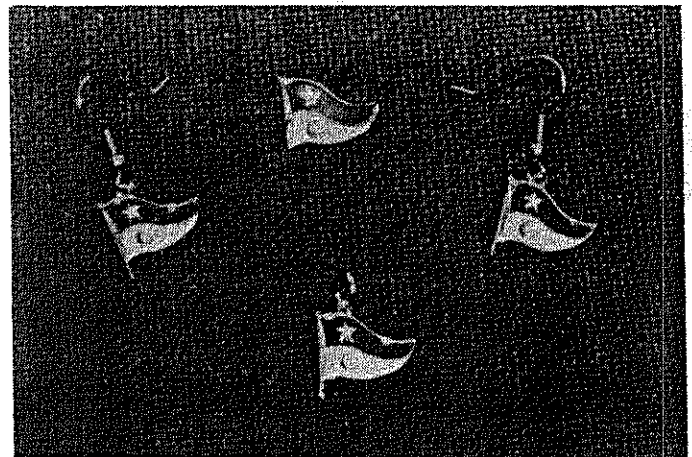
### Stocking Stuffers

Christmas is fast approaching and every owner (or spouse) should have a reminder of summer sailing.

This Concordia burgee jewelry in white and blue enamel on "gold" is really affordable and you can fly the colors throughout the winter.

- Tie Tack/Lapel Pin \$ 8
- Pendant \$ 8
- Earrings \$16

Proceeds go to help support the newsletter, so your dollars do double duty!



Order from Skip Bergmann, 170 Walker Street,  
Falmouth, MA 02540



## KATRINA #94

Jan Rozendaal, S. Burlington, VT

We had a major rebuild done on *Katrina* last winter and I have asked Doug Hylan of Benjamin River Marine to write a summary of the work that they did.

Doug Hylan, Benjamin River Marine, Brooklin, ME

As is the case with almost all Concordias, the 41-foot *Katrina* was built with iron floor/keel bolts and after thirty five years in the bilge they were beginning to become a concern to the owner. A surveyor seconded this concern and since the owner wanted to participate in some offshore races, a centerline rebuild was done last winter.

The objective of this process is to replace the deteriorated iron bolts with bronze, but unfortunately these bolts are hard to get at. Since the heads of the bolts are on the bottom of the wooden keel, just above the ballast, the rudder, deadwood and ballast keel must be removed to expose the bottom ends of the old bolts. Next, a fair amount of the interior must be removed to get at the top ends of a number of bolts in the head and engine areas. It is usually deemed advisable to strengthen the mast step area at the same time, which requires that more of the head and fo'c's'le joinery be removed. Then the offending bolts can be driven out and replaced with new ones.

If life was simple, this would pretty well describe a centerline rebuild. But, as you might imagine, after almost four decades of service, there can be additional complications. The first suspect is the wooden keel. Our experience in rebuilding the 39 *Belles* showed us that Concordia keels appear to be made of the same wood as the planking, African mahogany or Khaya, and that they are subject to the same problem that often afflicts planking. The wood does not rot, but becomes shelly, seeming to come "unglued" along the annular growth rings -- a process well underway on *Katrina*.

Concordia keels were designed back when old growth timber was still readily available, timbers about 22 feet long, 24 inches wide and 6 inches thick, all outside the heart, or pith, of the tree. To find the same wood today is extremely difficult, but we were lucky to find a suitable piece of Angelique in Central America. Unfortunately, to remove the keel in these boats, you must also remove seven or eight bottom planks per side.

With the bottom opened up and a new keel jacked in place, it was time to tend to some of the other problems. Many of the boat's laminated frame ends

had de-laminated and had to be either repaired or replaced. We also replaced the floor timbers that were connected to the keel. Up forward in the mast step area these floors were of galvanized iron so that they could be made shallower to preserve headroom up forward. We replaced these with welded bronze floors topped by a new laminated wood and bronze mast step. A tie rod system was installed to support the mast step area, running from the new metal floors to the chainplates. Further aft, the wooden floors were replaced.

We decided to use vertical grain Douglas fir to replace the bottom planking. Fir is about the same weight and strength as mahogany and not subject to the shelling problem that affects most mahoganies. At the same time, the remainder of the underwater planking was refinished and the bottom smoothed up to give her every chance on the racecourse.

While Concordia yawls do suffer from some chronic structural problems, their overall excellence of design and surpassing beauty make them well worth the expense of this kind of work. Boats like this are truly irreplaceable and we are fortunate to have people like *Katrina's* owners who are willing to make a commitment to preserve them for the future. With her newly rebuilt bottom, there is no reason she should not continue to sail for generations to come.

## SOVEREIGN #15

Dennis Gross, Olympia, WA

As I write to you this fall, I am finally painting "Sovereign" on her elegant stern. It's hard to believe that it has been ten years. George Cook sold her to me and I told him two years ago that she would be back in the water.

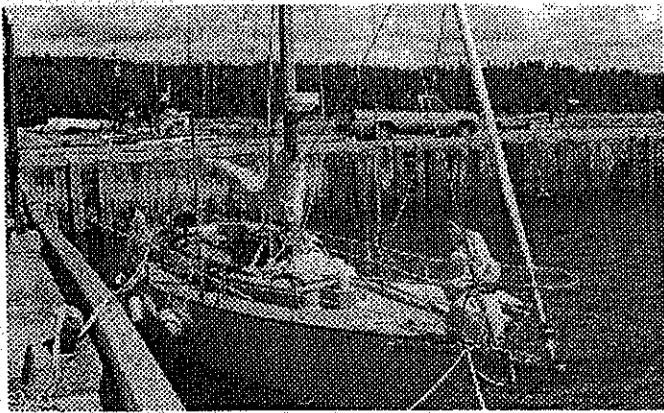
As you lift boards and dig around, you find more and more that needs fixing. It has been my goal to put her back into first class shape. I have spared no expense and demanded perfect workmanship from myself. When something didn't look right or a screw didn't pull down tight, I stopped, tore it out, replaced it or did what had to be done to make it right.

*Sovereign* is beautiful! Concordia yawls have lines that make people who don't know boats stop and admire them. I am proud of my contribution to these fine yachts. A little more paint and one more winter in my shed, then into the water this spring. By the way, I need a good but used 150%/160% Genoa for a fractional rig (I also have twin headstays). Anyone with a used Genoa, please contact me at: 7408 Manzanita Dr., Olympia, WA 98502. 360-866-7991

## HARRIER #30

Jesse Bontecou, Clinton Corners, NY

*Harrier* had an interesting summer. We took off from Jamestown, RI on July 1 and had a good trip to Newfoundland, where we hoped to join the Cruising Club of America at St. Anthony and cruise south along the east coast. But . . . at Port Saunders our engine gave up.

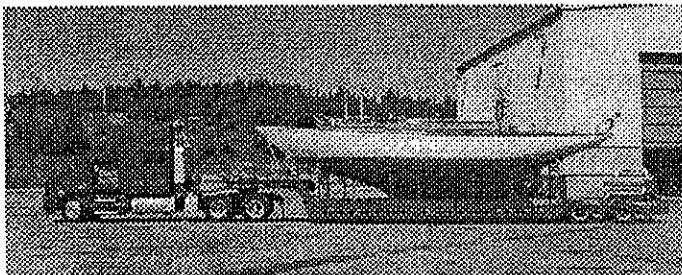


*Awaiting engine, Port Saunders, Newfoundland.*

The new engine took eight days to get there and installed and we have decided that Maurice Ryan, the harbormaster, is the most helpful man alive. He took care of our every need and, in fact, all the people we met in Newfoundland were super, helpful and pleasant.

We got the new engine organized in fine style, only to spend another week sitting out a southwest gale -- seven days of 35-knot winds. Finally, with winds down to 15 knots, we got under way, only to have it build to 35 again and *Harrier* start leaking on the port tack (starboard was dry). Something was moving!

With 900 miles of upwind work to go, we decided to return to Port Saunders and see about trucking her home. A week later the truck arrived, we unstepped the mast, and loaded up for the trip home. *Harrier* was under way on August 3 and back in Jamestown August 6.



*"Gentlemen don't sail upwind!" (They get a truck.)*

Once home, our inspection found that one port plank was slightly sprung and that many fastenings on the port side were in poor shape. These problems were fixed so we could sail for the rest of the summer, but this winter we plan to open things up and see what caused the water to get to the fastenings. We suspect the bolts in the stem scarf joints, but will give you an update for the next issue, after we find out.

## Thistledown Changes Hands

Bill Full of East Coast Yacht Sales in Yarmouth, ME reports that his father, Giffy, was involved in finding a new home for the late Alida Camp's *Thistledown* #62. The new owners are the Becton family of New Jersey, who summer in Blue Hill, ME.

## Boats For Sale

Listed below are the latest offerings that I have uncovered from brokers. If you know of others, please let me know.

Malay	# 2	1939	N/A	FL
Halcyon	# 3	1946	\$75,000	ME
Tempo	# 4	1947	N/A	MD
Papajecco	# 8	1951	N/A	MA
Absinthe	#12	1952	\$135,000	RI
Sunda	#33	1955	\$55,000	RI
Memory	#35	1955	\$100,000	MA

## Save A Classic

This past year, *WoodenBoat* magazine began a last page feature in their issues with the above title. In their own words, "The aim of this department is to put potential buyers in touch with present owners of tired-but-restorable boats . . . ones whose restorations are beyond average means."

*Tempo* #4, a 1947 Casey-built Concordia 39, is featured in the November-December 1999 issue as a worthy candidate. She was the final yawl built in this country before A&R took over production. The present owner would like assurance that she would be restored "properly" before he lets her go. *Tempo* is currently located on Tilghman Island on Maryland's Eastern Shore.

If you know anyone with the requisite skills or resources to take on this project, please refer them to owner James Beggins, P.O. Box 84, St. Michaels, MD 21663.

## IRENE #103

Doug Cole, Bellingham, WA

Aboard *Irene* in early September while departing from Port Townsend after the Wooden Boat Festival, I passed a lovely 42' Rhodes sloop of mid-1950's CCA rule heritage. My head turned and my heart picked up a few beats, just like a chance encounter of a former lover. In fact, this actually was the case.

She had been a yacht I'd known of and occasionally had sailed aboard as a child. For me, that owner set the standard of "Bristol Fashion," although he wrote checks instead of moving sandpaper and brush.

Like the assumption that you would grow up to marry the girl next door, I had assumed that one-day I would be the proud owner of that Rhodes. It turned out I came very close. Though she had changed hands several times and had been dealt a few hard blows, I still thought ownership was a possibility and had established a friendship with her owners in the early 80's, politely asking them to call me should they ever decide to sell.

Meanwhile, the Concordia bug hit and a new partnership was consummated when we purchased *Irene* in 1985. Ironically, on the delivery trip home (and several years away from approaching "Bristol Fashion") we stopped by the Rhodes folks to show off our new boat. Their faces dropped. "We were going to call you next week to tell you we're selling the boat! Looks like you've done all right, though."

Yes, in retrospect, we've done all right. I spent some time on the recent sail home contemplating "what if's," just like the old girlfriend "what if's." For me, one whose life always has been and probably always will be entwined with boats, to compare Concordia ownership in retrospect with a one-off, as lovely as she might have been, would have been a much diminished experience. There has been the connection with other Concordia owners, both local and on other coasts. There has been the wonderful relationship with Waldo Howland, the folks at Concordia Company and the several rendezvous. There have been multiple enjoyable cruises aboard *Abaco* with Jon & Dorothy Goldweitz. There is the vast collection of literature about Concordias, including Elizabeth Meyer's two anniversary books, along with the rich history of the class and folks associated with it. And there were 14 years of editing *The Concordian*, with all the fun and travail that entailed. And then there's *Irene* herself, who continues to be a joy.

So now that I think about it, the Rhodes (as lovely as she was and still is, even after a recent circumnavigation) might be compared to the woman who was quite lovely but had few perks to go along with the package. *Irene*, on the other hand, was not only lovely, but had interesting parents, great siblings and a whole slew of delightful friends. I can hardly complain.

And besides, where would I have flown the owner's pennant all these years?

## OFFCALL #58

Peter Castner, Boxford, MA

This was a bonus year for me, as I only worked on purely cruising and aesthetic upgrades. I had teak cockpit grates made, which I love. They are half-lapped down the center and are L-shaped to fit under the removable seat sections. A new, solid insulated engine box of varnished pine cuts down on the fumes, noise, looks a heck of a lot better, and really dresses up the cabin. I was worried about heat buildup, but that has not become an issue.

I finally got around to replacing the very tired and sagging bunk canvases. I had them made out of white (natural) canvas and then had the bottoms facing the cabin covered with green Sunbrella, which matches all of the existing cushions below and looks cool contrasting with the varnished locust slats. We also had a snap-on deal made for the front of the cabin, which allows me to keep the forward ports open while it rains and even under way. I guess it looks sort of like the windshield visor on a 1950 Chevy pickup, but it helps in keeping the boat smelling sweet. I am in my 11<sup>th</sup> year of ownership and it seems like there is always a project list going.

I spent five weeks cruising in Maine and I never seem to run out of places to go. Unbelievably, I did not run aground once! I really dislike the toggle buoy set-up the lobstermen use north of Vinalhaven, but it keeps you on your toes. Next summer I'm going to try and get up to New Brunswick.

Weather this summer was so nice that I may be spoiled for life!

## PORPOISE #99

David Palmer, Windsor, CT

(June) Everything is fine with *Porpoise*, although I have not used her very much over the last five years, mostly just occasional daysailing over the summer.

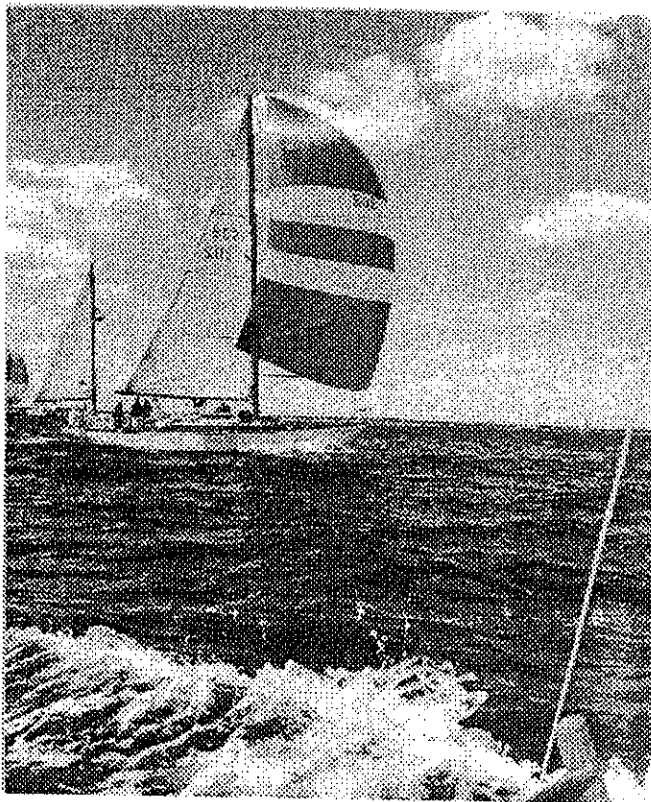
*Porpoise* spends her summers on the mooring in Newport and last winter was maintained by Steve Ballantine's Boat Shop in North Falmouth, MA.

## CHRISTIE #83

Richard S. Robie, Jr., Danvers, MA

I have owned *Christie* for 30 years and she has become like a member of our family.

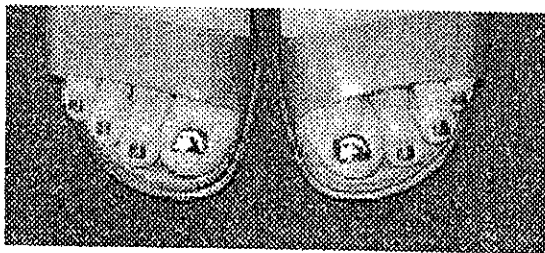
This summer we had a lively sail in the Marblehead-Halifax Race in July. Along with 124 other boats, we encountered a major gale off the southern tip of Nova Scotia with gusts to 50 mph and 10-foot waves.



*Christie starting the Marblehead-Halifax Race.*

Although there were four dismastings and many calls to the Canadian Coast Guard, *Christie* finished the race in approximately 86 hours without major damage and was awarded a third in class. We also received the Elizabeth Meyer Award for being the winning Concordia.

Following the post race festivities, we cruised the north coast to Breton Island. My wife, Anne, joined us there and we cruised the beautiful and pristine Bras d'Or Lakes before returning to Marblehead.



*Concordia's staff was Reunion Ready!*

## SAFARI #28

Dick & Lisa Zimmermann, Magnolia, MA

For the past couple of years, Lisa and I have been spending all of our time and energy on our house restoration. Now the house is far enough along to turn our attention back to *Safari*.

At the end of the season two years ago we decided to start some repairs to take care of all the leaking we had in anything but calm weather sailing. The past few years there has been an increasing amount of bilge pumping. Water could be seen coming through the plank seams in the forepeak/mast step area whenever we were heeled over or working into the seas. There was also a constant trickle of water from the base of some of the floors.

When we bought the boat 15 years ago, we did a lot of structural repairs under the engine area and along the stem (from the mast step forward). At that time we replaced the garboard and next five planks upward. Some of the planking that we did not replace then was marginal and those areas have definitely not improved with age!

*Safari* is in the back yard now with her keel dropped and interior removed. Paul Haley surveyed the boat in this condition and identified all the problem areas. Having surveyed many Concordias over the years, he is familiar with the problems that the boats face as they approach their 40<sup>th</sup> to 50<sup>th</sup> birthday. This is the time when problems along the keel/sternpost backbone start to show up. The biggest problem is with fastenings corroding to the point of destroying the surrounding wood. Paul and I went over everything that needed to be done and came up with an extensive repair list, highlights below:

- Replace all floor timbers and bolts, stem to sternpost
- Replace all deadwood
- Scarf in new 5' piece at end of keel
- Replace sternpost
- Scarf in new frame ends
- Miscellaneous replanking above plank #5 (Pictures promised for Spring issue!)

We attended the 60<sup>th</sup> Reunion and it was an excellent forum for exchanging ideas on repairs and materials. We learned a lot from talking to the other owners and also the crew at Concordia.

We hope to have everything done by midsummer for an August 2000 launching and some late season sailing. If anybody is interested in visiting to see how we are doing things or wants to talk about any part of this project, we can be reached here in Gloucester at 978-525-2215 or at [zim@channel.com](mailto:zim@channel.com)

## WESTRAY - #79

J. Thomas Franklin, Watertown, MAa

### Monhegan Sail Challenge

Leonie and I usually double-hand to Maine in early August from Provincetown to Tenants Harbor, enjoying whales on Stellwagen Bank, a lovely sunset and sunrise, and often not much air. This year we took advantage of a coincidence of schedules to join the Monhegan Sail Challenge, a race benefiting Children's Hospital in Boston that is restricted to single- and double-handed entries, and so enjoyed it that we will make sure our schedules coincide in future years. It would be terrific to have other Concordias, so we could race among ourselves as well as with the entire fleet -- which this year was about 35, ranging from 30' to 53'.

The race begins Friday evening (usually the first in August) at a Provincetown restaurant for a good meal, reunion, and skippers' meeting orientation and review of the race. The start is Saturday morning, 8:30, just off the breakwater, in racing and cruising fleets, with the finish 133 nm later off Tenants.

Typically the air is light and this year it certainly was until noon, when most of the boats were just clearing Race Point -- just 10 miles from the start! Then the breeze filled-in from directly astern and strategy became paramount. The two fleets divided into port tackers, starboard tackers and rhumb line runners (the latter did poorly) as the air built steadily, and built and built and built.

By midnight my crew was more often horizontal than vertical and not very talkative, my dinghy frequently was over my head aiming at me at high velocity, my autopilot (allowed in all classes) was having real difficulty with a following sea, and I still had everything up including a big #1. By 2:30 with seas around 8' I roused my crew, she headed us up and we dumped the main, but did not go to a #2 (big job in those seas, but probably a big mistake), and by 5:30 we were at Monhegan, in moderate haze, bombing along at 7 to 9 knots and still towing a dinghy, to my perpetual amazement. We finished at 7:30 a.m. Saturday, much faster than I have ever made that trip before, but 4 hours behind the winner.

One participant recorded 38 knots of wind around 3 a.m., one lost a rudder and put into Portsmouth for repairs, several broached (some up to three times), and more than a few chutes and sails were damaged, a thoroughly exciting race and for a very good cause.

A number of us relaxed with a long swim and geriatric, acrobatic stunts from the suspended rope in the quarry adjacent to Long Cove on Sunday

morning. At noon we gathered to swap tales, eat lobster, give and receive awards and plan next year's race. I'll include a race notice in the next issue of *The Concordian*, and may even be able to make a mailing to East Coast owners who might want to join next year's race. I highly recommend it (although I may need to recruit a different crew next year, or join the single-handed fleet).

After two weeks of great cruising in Maine we returned by the coastal route, ending with a 14 hour run in 15 knot northwesterly from York Harbor to Race Point on a port tack and then a starboard tack to the Canal. 100 nm of gorgeous sailing from 6:30 a.m. to 8:30 p.m., through more whales and sea birds than I have ever seen, just Otto (my Tiller Pilot) and me. These boats sure can sail!

### Free Sail Sale

I am converting *Westray* (39') to roller furling next spring, so a big inventory of 10-year-old hank-on sails is available, free, FOB Boston. Genoas in sizes 1, 2 and 3, working jib, main and mizzen, drifter and tall-boy. Headstay is 39'8". All are in good shape and quite useable, although old.

I am also selling my beautiful 9' Old Town tender, built 1956; cedar planks over spruce frames, bright interior, white exterior, canvas covered hull with canvas battened weather cover and oars. She is very beautiful, tows very well, and earns as many compliments as *Westray*. The boat needs recovering to be really tight, but is quite serviceable as is. \$1,000, FOB Cataumet, Massachusetts.

J. Thomas Franklin, 74 Pearl St., Watertown, MA 02172; jtf@lgu.com

### Fleetwood Wins Classic Yacht Regatta

Kersten Prophet, Heikendorf, Germany

I am very proud to report that *Fleetwood* is the group winner in the "XI International Classic Yacht Regatta" in Laboe, Germany. The race was at the end of August and we had exactly the type of weather for which Concordias were designed. The wind was between 16 and 25 knots and in some squalls and showers to 33 knots with rough seas.

We finished the course of 22.6 miles in 3 hours and 2 minutes, which means that we had an average speed of 7.45 knots! So she was the queen!

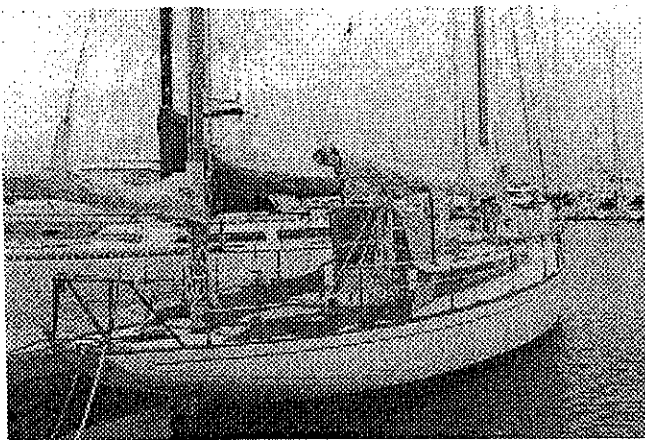
I had a great crew, the guys worked all the time with the sails and a friend of mine, Rolf Meister, who was German Master of the X79 Class two years ago, was responsible for regatta tactics. My job was only steering. So we did well and had this great success!

## SUMATRA #76

*Jim Higson, Newport Beach, CA*

*Former owner, 1977-1981*

Guess what's at my dock here in Newport Beach? My dear old *Sumatra* has returned home, at least for a while, in absolutely mint condition after the reconstruction at the Concordia Yard in Padanaram.



*Sumatra back in her former slip in San Diego.*

Stew and Louisa MacDougall have been extra kind and thoughtful in letting her stay here part of the year until she ultimately returns to Santa Barbara. How nice to revisit this lovely boat at close quarters.

I relish indulging in some husbandry and have volunteered to restore (or replace) the classic galley pump and the small one on the head lavatory. The tie-breaker is whether the cost of dismantling plus new leathers and chrome plating of parts is more sensible than trying to replace the pumps with new ones, if available. Any tiny scrap of advice on this would be greatly appreciated. (ed. note: I had galley pump rechromed and all gouges and scrapes removed for \$105; new leather was about \$15 from Concordia a few years ago). Jim can be contacted at: JDonne@worldnet.att.net

## Classic Boat Cruise -- Summer 2000

Elizabeth Meyer is organizing a Classic Yacht Cruise for next summer, sponsored by the International Yacht Restoration School.

The cruise begins with the Mystic Seaport Classic Yacht Rendezvous on the weekend of July 22, 23. The next week's course proceeds to Mashomack Preserve, Fisher's Island, Block Island, and ends up at the IYRS docks in Newport the following weekend for tours and the Saturday night IYRS Loose Cannons Party. The fleet of power and sail will cruise in close company, with no racing.

Watch your mailbox for more information!

## Re-Proping Your Concordia

Everyone knows that Concordias are best under sail and, when under power, best when going forward! However, when there is the need for power, propellers are always a compromise. That big, fixed 3-blade is great to get you places when the wind is down or against you or the seas are high, but you also have to drag it along when sailing.

The average 16-11, 2-blade, standard prop on most boats is adequate, but doesn't necessarily provide a lot of bite and is inefficient in reverse or in helping to stop the boat.

The advent of folding propellers was a leap ahead for sailboats, but their mechanical nature has not always been reliable. The present generation of feathering and variable pitch propellers, however, seems to offer greater reliability and performance.

Props like the Max-Prop, Luke, Auto-Prop, Almeda Hydralign, Bomon J-Prop and others feather and claim greatly increased reverse performance. With these props you can afford to go to three blades, because when feathered there is virtually no drag.

The drawbacks are price (\$1700 to \$2700 depending on make and model, 2- or 3-blade) and the small rudder aperture of Concordias. For proper installation, the rudder must be removed, the aperture modified, and perhaps additional area added to the rudder itself. By the time the parts are ordered, the work is done and the yard bill arrives in your mailbox, the total cost may be \$4,000 to \$5,000. However, for all this you may get remarkably improved performance.

## Reader Input

If you have changed propellers on your Concordia, how about sending along information on your installation? What changes had to be made and what do you like and dislike about your installation?

Information should include:

- 39' or 41'
- engine and horsepower
- reduction gear
- prop make, model, diameter and pitch
- performance data (rpm, speed, handling)

Send along your information and we'll publish what's on hand in the Spring issue and make the request again for next Fall's issue.

Your shared knowledge will be appreciated!



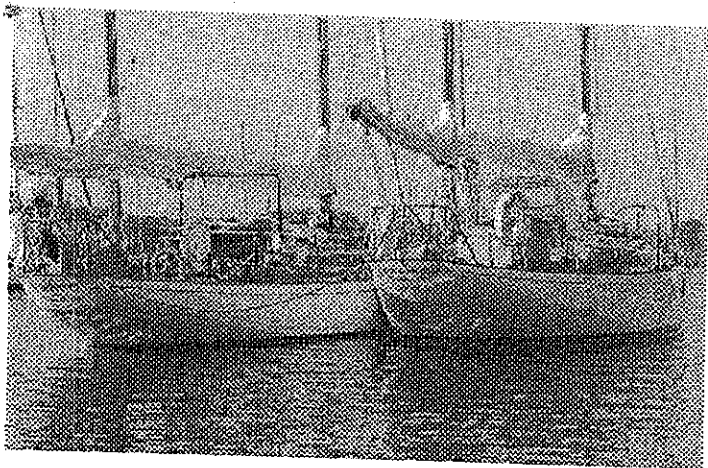
## ABACO #102

*Jonathan & Dorothy Goldweitz, Stamford, CT*

A long season of cruising aboard *Abaco* finally drew to a close as we sailed "up the sound" yesterday in a fresh 20 kt sou'westerly breeze and headed up the Connecticut River to Hamburg Cove.

After sailing *Abaco* for the past 31 summers, this year I (Jon) had the opportunity to fulfill a lifetime dream, to spend the entire summer cruising the New England coast. Dorothy and I left Stamford July 3<sup>rd</sup> for a leisurely two week cruise to join the Concordia Reunion in Padanaram, meeting up with Dom Champa aboard *Praxilla* for several evening raft-ups along the way. The reunion weekend combined glorious Buzzards Bay sailing weather, getting together with old friends and making new ones, and even doing well in the regatta.

We left for the Cape Cod Canal and Maine the next day, sailing to Northeast Harbor to meet friends who sailed in earlier and cruise in company for the next two weeks. After Dorothy returned home I sailed with my brother, Mark, to Matinicus Island and throughout Penobscot Bay, then cruised on my own for the next three weeks with Dorothy meeting me for the weekends. I cruised west to the many islands of Casco Bay, then back across the Gulf of Maine at the end of August and finally back to Stamford a few days after Labor Day, for over nine weeks of cruising.



*Rafted with Paramour in Quisset Harbor on the return trip to Stamford after nine weeks of cruising.*

While cruising a Concordia Yawl along the New England coast, one is always greeted warmly by locals and fellow cruisers alike, asked lots of questions ("When was she built?", "What's the hull number?", "Is she fiberglass?") and treated to the usual variety of summer weather.

Cruising single-handed for over half the time was a challenge that took much preparation, confirmed the utility of certain boat systems we have upgraded over the years, and taught me what needs to be improved.

For single-handed sailing, having a roller furling jib and self-tailing primary winches makes life much more pleasant. A simpler mainsail furling system is needed aboard *Abaco* and some kind of lazy jack system is on this winter's list. The autopilot steered the boat much of the time, but in Maine it is often useless until they make a "lobster pot avoidance" upgrade package. The integrated GPS and radar performed flawlessly and having the radar mounted to swing out for viewing from the cockpit is essential. In very thick weather, especially when solo, having a laptop computer with GPS-interfaced electronic charts was an additional reassurance.

*Abaco's* primary anchoring system, a high-tensile Danforth, while adequate most of the time for two of us, was not always satisfactory when alone. A bow roller-mounted anchor with electric windlass has been added to the upgrade list.

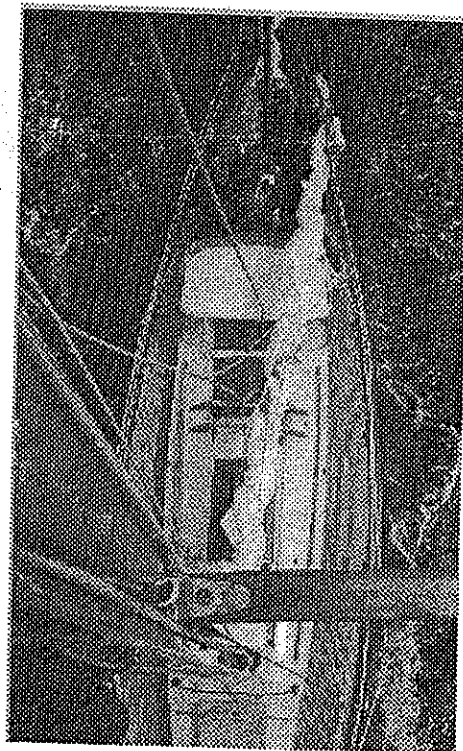
## FEATHER #29

*Jeffrey Boal, Stamford, CT*

The summer of 1999 will long be remembered by those friends who sailed aboard *Feather*.

From March through October we sailed every Tuesday night and most weekends. We've had over seventy different people on board for these sails that have varied from a few hours to a few days . . . what a great way to share the Concordia spirit.

We are bittersweet about *Feather's* return trip to Padanaram in early December, but know she'll have a well deserved rest from her robust summer on Long Island Sound.



*Feather's spring delivery from Padanaram to Stamford.*

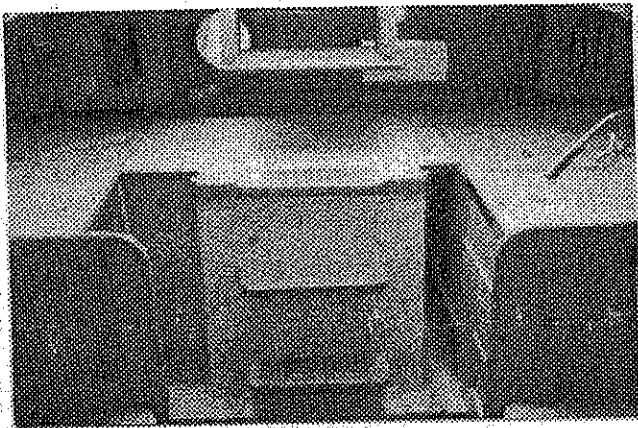
## SUMATRA #76

Stewart MacDougall, Santa Barbara, CA

### Concordia Refit

The limited space in the galley, engine and sink area of the Concordia presents a problem to most owners. Many times the engine enclosure and the stove and sink areas don't work well together, because shipwrights have installed engine enclosures which disregard the flow and use of space around the engine. The solution to the problem is to incorporate the steps, countertop, icebox lids and stove lids into the engine cover and countertop.

I have remodeled the galley area in two different Concordias, *Dame of Sark* and *Sumatra*. The change greatly increased the foot room and useable counter space. It requires two 4x8 sheets of knotty pine plywood  $\frac{3}{4}$ " inch thick, teak edged trimmed.

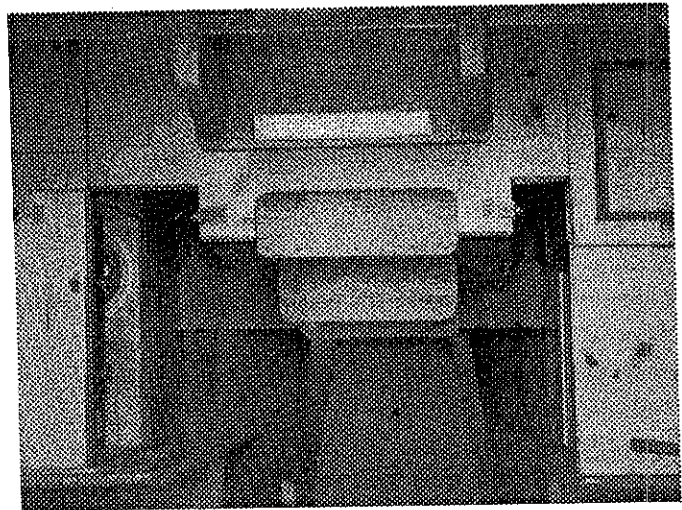


#### *Continuous countertop across engine box.*

If you place a long level on top of the existing batten stops spanning from hull side to hull side you will find the stove surface and sink surface are level. If you remove the various counter tops, engine cover and lift lids, and then rest a long wooden batten over the engine, icebox and stove, resting it on the original battens attached to the hull sides, you will create a flat level surface hull side to hull side. This long batten will represent the bottom of the new countertop over the engine, icebox and stove.

A three-sided, U-shaped plywood engine enclosure can be built to support the new counter, with its sloping front hiding the engine face and supporting the bottom two steps. If the steps are attached to the engine cover face the ladder is eliminated and the space is increased at the sink and stove area. To inspect the engine, the center section of the countertop is slid forward to expose the top of the engine. To work on the engine the front, U-shaped section is slid forward exposing the total engine. If you do away with the metal icebox drain container it

allows you to bolt the engine filters to the icebox wooden vertical face, which frees up the space around the engine. The icebox drainpipe can be hoses into the engine pan.



#### *Steps are permanently mounted on leading edge of companionway and engine box.*

The ladder steps cause a space problem in the galley area. If the sliding top ladder is eliminated and the countertop itself becomes one of the landings, you save space and bother. Attach the first step-shelf to the hatch threshold face, the second step on top of the countertop and the last two steps to the sloping engine cover face. You'll never have to bother moving the steps again.

Another space saver is to remove the heavy original icebox folding covers and cut new smaller lift-lids from the continuous counter top. They open into the stainless box and the ice lasts just as long. The same idea of lift or hinge covers can be fashioned over the stove. For more details contact Stewart MacDougall, [moonzip@aol.com](mailto:moonzip@aol.com)

## HORIZON #54

Bob and Valerie Grindrod, Barrington, IL

What a year! I have spent most of the summer and fall sailing season either on the road for work in the Midwest or out of the country for two, month-long trips! Time aboard has been very limited!

*Horizon* is hauled now for the winter and I hope to catch up on vacation and Concordia time in 2000.

We're planning to spend Thanksgiving week on the shores of Buzzards Bay, so hope to poke around the yards and pick up some ideas for the boat.

## PARAMOUR #72

*Skip Bergmann, Falmouth, MA*

It's great to be back East and sailing in Buzzards Bay again after 26 years! My previous Buzzards Bay horizons were defined by a Herreshoff 12 1/2, which meant Cuttyhunk and similar destinations were an overnight adventure, or more. Now we have the option to go to all the fun spots and still get home for a hot shower the same day.

The move from Wisconsin and subsequent old house repairs kept us busy for the month of June, but we had *Paramour* in the water and looking like new just before the Reunion. That Saturday was actually our first sail, so we did not race but had a great time sailing around the start and seeing our first large gathering of Concordias.

From the good time that all of our crew had, we judged the 60<sup>th</sup> a great success. It was particularly fun for me to meet many of the people with whom I have corresponded for the newsletter and to see so many of the boats. Brodie and his crew did a wonderful job and many owners were heard discussing what reason we could come up with to have another gathering before the next ten years pass.

Following the Reunion, our summer was filled with daysailing outings from Quissett Harbor with family and friends. The boat had far more use this year than any of the last five seasons.



*Carl Bergmann (Dad), the man who introduced me to boats over 50 years ago, with a familiar "Concordia smile" on his first Paramour sail at age 84.*

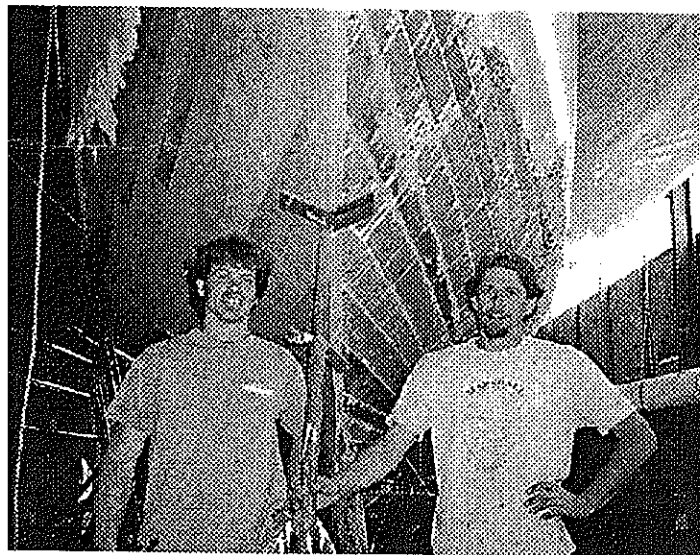
Although we did not get to take off on our regular Labor Day week cruise, we managed to fill the time with parties of six to twelve for picnics along the Elizabeth Islands. Fall sailing has offered wonderful weather and tacking to the head of Hadley's Harbor in late October with no one around is a real change from just a few weeks before.

Although clothes and the dog dried quickly when sailing in the fresh water of Lake Michigan, it's great to be back renewing old acquaintances and sailing where the air and the water "smell right"!



*First Mate Farley, who spent most of the summer aboard as a wet and sandy, salty dog.*

This past winter Peter Costa and the crew at Triad Boatworks essentially replaced the bottom on *Paramour* and did an impressive job (and within estimate). The old planks were shelly and many of the old, partial repairs were not up to standards. Nick Parisi was in charge of planking and he is a true craftsman. Not only does the work look good on the outside, but is also beautifully fit on the inside and doesn't leak, even when pushed hard in heavy weather.



*Dean Vincent (l) and Nick Parisi (chief plinker) taking a break from the dusty job of fairing.*

Doug Tuxworth's paint crew made the brightwork shine and then covered up all Nick's hard work with a flawless finish on the bottom and topsides.

This winter's projects include installing a winch for the main sheet, updating electronics, and replacing the original head, electrical system and institutional green, Formica countertops.

## Yard Notes

A number of yards working on Concordias have been contacted about keeping us informed of their work, but few have replied. If your yard would like to report on Concordia projects, I'd be glad to include them in the newsletters. (Ed.)

## News from the Concordia Yard

*Brodie MacGregor, Concordia Yard*

1999 has been a big year for capital improvements. In the spring we put in new floating docks at South Wharf. The new system provides 18 berths alongside floating finger piers, all in the shelter to the north of South Wharf. Not too many customers seem to miss the old system with its floating tires and lines.

During recent years we have experienced a big increase in demand for repairs and maintenance on "high end" power and sailboats that require inside storage. To accommodate this business we are putting up a 9,300 square foot building on our property on Gulf Road (just a mile from the boatyard). The building features 18-foot overhead clearance doors, sprinklers, heating pipes in the concrete slab, and will be ready for occupancy by mid-November.

*Tambourine #97* is back in commission after several years ashore and appears to be in good condition. It's great to have her back in the fleet.

*Papajecco #8* is here in Padanaram and for sale. She is currently in commission and will be stored in the water this winter. Anyone interested can call us at (508) 999-1381. The asking price has not yet been established.

Also for sale is a 16-foot wooden skiff designed by Pete Culler and built by Concordia. This flat-bottom outboard skiff served as a yard boat for several years and is easily driven by a 10 or 15 hp outboard. It's in good condition and has just been repainted. Again, anyone interested in this classic boat should call us at (508) 999-1381.

Doug Adkins recently installed an anchor windlass on *Coriolis* and is having trouble with the all-chain rode piling up under the deck, instead of spreading out across the available space. Any suggestions, please contact Brodie or Doug directly at The Highlands, Seattle, WA 98177.

Year after year the commissioning and decommissioning seasons seem to become more compressed and we are only now (Oct. 20) getting into the swing of putting boats away for the winter.

## Triad Boatworks Update

*Peter Costa, Mattapoisett, MA*

The 1999-2000 winter for Triad Boatworks is shaping up to be a busy one with work scheduled on five of the yawls. Over the last few winters we have done a considerable amount of restoration work and find that more and more owners are realizing that these boats can be made virtually good as new and sail well into the next century.

Listed below is a brief summary of Concordia projects we are undertaking:

*Harbinger #48* will get new plywood/Dynel decks, teak toerails, and topsides and bottom stripped and refinished.

*Paramour #72* (41) returns this year for electronics upgrade and replacement of the original electrical system, head and Formica countertops.

*Envolee #81* is being sailed up from Gibson Island, MD the last week of October for routine maintenance and recaulking of her teak decks.

*Savu #92* (41) begins a comprehensive restoration this winter and we'll be stripping spars, topsides and bottom; installing a 4-cyl Yanmar; replacing the iron floors with #316 stainless floors; and upgrading electronics and other systems.

*Captiva #100* returns this winter for routine repair and maintenance, plus the return of her cabin trunk sides and toerails from paint to brightwork.

*Hilaria*, although not a Concordia, is a 53-foot Sparkman and Stephens yawl built by the A&R yard in 1966. We have worked on *Hilaria* the last two winters and installed new teak decks; upgraded the electrical systems; Awlgriped the aluminum hull, spars and cabintop; refinished the interior; and replaced or refinished all hardware. We will be continuing the total refit this winter.

## Don't Miss the Next Concordian!

*Concordian* subscriptions are only \$10 a year and keep you up to date with your fellow owners.

We are approaching 50% owner support and will gladly welcome you aboard if you are not already a subscriber!

## Spring Issue

Please send in stories and photos by April 30<sup>th</sup> to:  
Skip Bergmann at [bergmann@cape.com](mailto:bergmann@cape.com) or  
170 Walker St., Falmouth, MA 02540