

The Concordian

a newsletter for lovers of Concordia yachts

Spring 2000 -- Issue #29

Despite an unseasonably cold month of May on Cape Cod, summer is almost here and there are reports of a number of Concordias already sailing. Quite a few boats changed hands this winter (as listed inside) and that means more people get to share the experience. (Please send corrections/missing information for owners' list.)

How Are We Doing?

The newsletter is doing well, thanks to your financial and editorial support. You'll find a variety of articles in this issue, running the normal gamut from cruising to restoration, with stops in between. Financially we have our head above water (just) and I have received a new supply of terrific 16" x 24" Concordia burgees. The price to spiff up your boat is still \$35 and the income goes to help keep the newsletter in print. There's also still a small supply of Concordia jewelry left. Colorful moon and star, blue and white enamel burgees on "gold". Tie tacks and pendants are still \$8 and earrings for pierced ears are \$16 a pair.

Keep In Touch

Please keep notes on your summer activities and take some pictures for the fall newsletter. Cruising stories make good winter reading and everyone wants to know what new ideas you have incorporated on your boat. Articles sent via e-mail in WORD are easiest to transcribe, but typed or handwritten accounts are just fine. Photos are best as glossy prints, but I'll use what you have. Send everything to me at: bergmann@cape.com or Skip Bergmann, 170 Walker Street, Falmouth, MA 02540. 508-548-0194 (phone or fax).

Subscriptions

If you haven't sent in your \$10 this year (or for a few years!), join the other 60 owners who have done so and please help support the newsletter. Checks to be made out to Skip Bergmann.

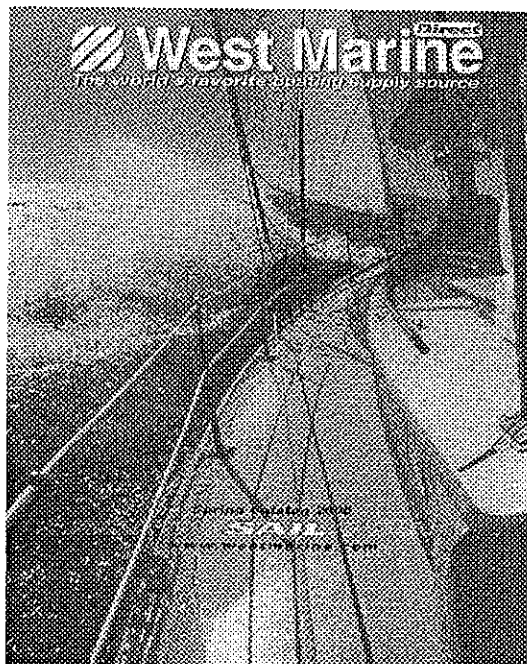
Have a Great Summer !

Concordias in Print

Last year West Marine had a New York 30 on the cover of one of their catalogs and this year a Concordia on the Spring Sail edition. Classic boats must sell equipment! Who knows which boat this is?

Classic Boat magazine ran a good article on Concordias in the recent May issue, which has generated calls by interested, potential owners from both Monaco and Beirut, Lebanon! The German boating magazine, *segeln*, ran a lengthy article in its December issue following last summer's Reunion.

Brodie and various yacht brokers report that there is a lot of demand for Concordias at present, so there's good incentive to keep sanding and varnishing!



FLEETWOOD #20

Kersten Prophet, Heikendorf, Germany

Sailing In The Danish South Sea

Last fall I went on a cruise with friends in the Danish South Sea. The following is an account of our experiences.

Day One

Yesterday night we equipped *Fleetwood* with all the stuff for a ten-day sailing trip in the water south of Fyn, the Danish South Sea. The designation as the Danish "south sea" results from the shallows that are visible everywhere by the different colors of the water. The climate conditions between the islands are mainly friendly, even when it's blowing on the Kiel Bay or the Kattegat. This lends to the name as well.

Our plan is to visit some of the popular villages that we love and additionally explore some new places. Forecast weather for our first afternoon is good, with the wind to be light with clouds and later sunny skies. Our first goal is Maasholm in the River Schlei and we leave our home docks at Monkeberg at 2:10 p.m.

After a comfortable trip, mainly under engine, we arrive at 7:40 p.m. It is the beginning of some holidays and there is a lot of traffic on the water. There are two docks at Maasholm and we don't get a place at the first. So, we change to the other dock, a very large one with approximately 800 slips! We find a 30-foot place off one end and *Fleetwood's* stern protrudes into the passageway, but there is no other choice. An anchor light on the mizzen boom keeps us safe for the night.

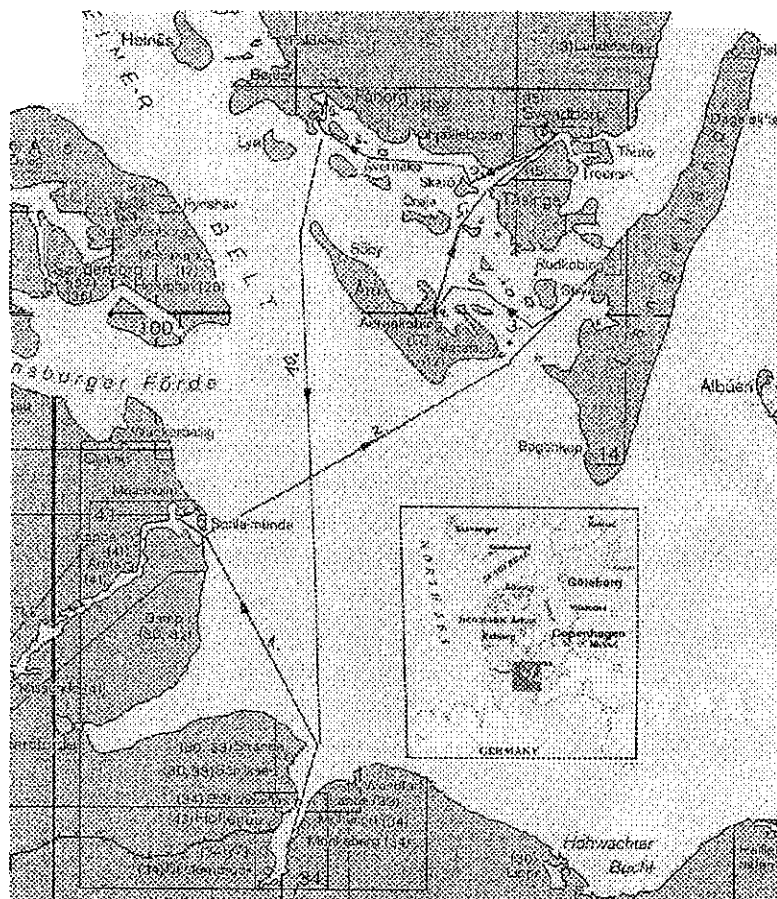
We enjoy our first evening in a small fish restaurant and later get together with some friends on board of *SY Plagos*.

It is summer and we are at approximately 54°N latitude and it stays light until 11:00 p.m. The night is short with the sun rising at 4:00 a.m.

Day Two

Today's weather forecast is for west winds at 18 knots, later becoming 27 knots with some showers. It is a fast trip to Rudköbing, a village located on Langeland Island. At one point we even take down the mainsail at the last moment before a very hard shower.

Langeland means long island and it's about 33 miles long and only 2.5 to 7 miles wide. Endless sand beaches are characteristic for this place.

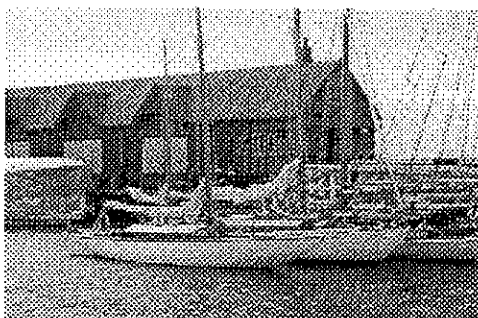


Cruise route on the Danish South Sea

Rudköbing is the main village with 4600 people. It's an idyllic town. Low houses decorated with flowers are typical, together with crooked streets of bumpy pavement, an atmosphere you only find on Danish islands. Another typical thing is the "Havne Kiosk", open until 11 p.m. and mainly selling beer.

A big surprise is to meet our friends Andreas Krause (a grandson of Henry Rasmussen) and his

girlfriend, Imke, aboard his lovely 50m² 1938 cruiser yacht *Seefalke*. A nice party develops in the evening.

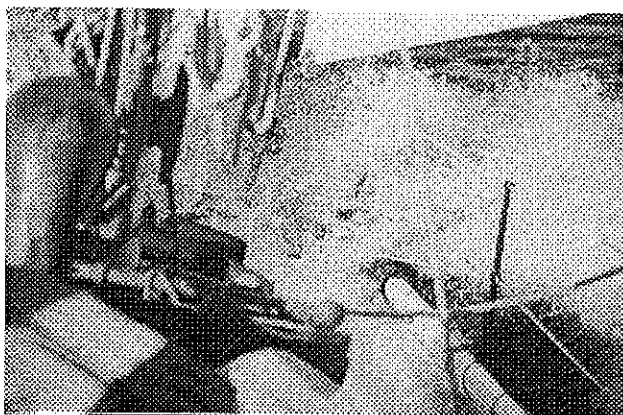


Docked at Rudköbing

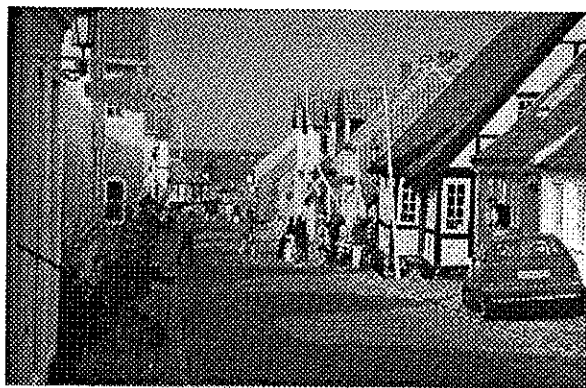


Day Three

After sleeping well until 9:30 a.m. the first job is to get some ice for the icebox. This is not so easy. There are only a few places where fishing is still active and most European yachts never need ice for cooling, all the guys think they need a compressor or other electronic cooling equipment. The simple solution of an insulated icebox and block ice is a relic of previous times. I have luck, the fish smokery has an ice machine and two big bags will give us five days of cool drinks.



Today we plan to sail to the island of Aerö. Three ports are located on Aerö, but Aerösköbing is the finest. It is a very charming village where the time seems to have stood still since 1850! A lot of tourists do a day trip to Aerö while vacationing on other Danish islands. Most of the houses were built during the northern renaissance and the classicism and they are vibrantly alive in their typical rose and yellow colors.

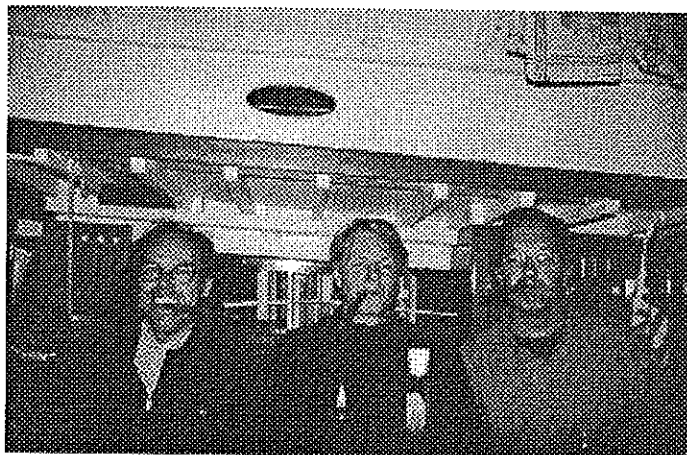


The Danish town of Aerösköbing -- truly a step back in time

Thirty six of the houses are under protection of the national museum and the local church was built in 1756. The Aero museum gives us a look into the history of this island and the opportunity to see the bottle ship museum with its more than 400 examples.

Day Four

Today we spend at the docks of Aerösköbing and later in the day Peter Kaus arrives. Peter is the new owner of the famous US 8 Meter yacht ex-*Angelita*. It's Peter's birthday, so we have another nice party on board of *Fleetwood* with special marinated Danish fish, potatoes and a fine beer. After dinner I have the first cigar I ever had in my life. And believe me, I enjoyed it without any aftermath.



(L-R) Andras, Peter and Kersten (with cigars) partying aboard Fleetwood

Day Five

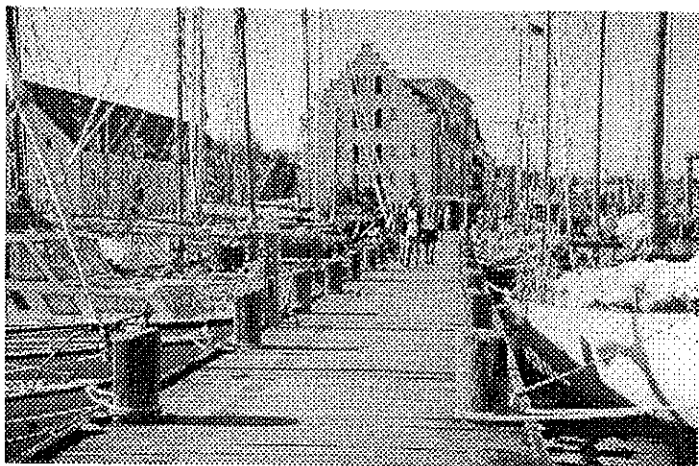
From now on we sail together with *Seefalke*. Today's trip is very short, only 15 miles to Svendborg, but these 15 miles are some of the best that the Baltic offers. It's more like sailing on a river than on the sea. The borders are mainly close and everywhere are nice villages, great houses and wonderful views. The famous Walsteads Boatyard is here with its own harbor and Waldemars Slot (castle) is located nearby.

Two years ago the castle and the boatyard established a yacht museum, an absolute "must" for a classical yacht sailor! This is the only museum for classic yachts in this area and it is wonderful.

Day Six

Svendborg is a lovely town of 23,000 people in the heart of the Danish islands, located on the SE end of Fyn. It was destroyed several times by pirates, Swedish soldiers, several large fires and a civil war. But, several times the town was rebuilt by the Danish people with endless patience. Now the city is lovely with its half-timbered houses and narrow streets. The docks are the center of the busy activities and a special

dock for classical yachts has been established in the last few years.



Classic yacht dock at Svendborg

Day Seven

Our way leads us westward into the waters south of Fyn. Wind is very rare today and we have to tack and tack and tack. We have to be very careful for the first five miles, since there is a lot of traffic on the channel and we have to take care for the strong current. Usually the Baltic is without tides and strong currents are unusual. The Svendborg Sound is something special. Insiders sail this area with a tide calendar established by the local chamber of commerce and the "spectacular height" of tide is only 1.5 feet, but the speed of the water is up to 3.5 knots. Anyhow, Baltic sailors are not very familiar with things like that. We are very watchful of the narrow channel, marked by the red and green buoys.

Countless sailors and some ferries are on the water today and after 3.5 hours tacking we decide to stop the trip at the docks on the island Skarö. Every small island has its own docks, which are usually filled by the early afternoon. The average boat size is about 33 feet long and with a Concor- dia of 40 feet it's sometimes tricky to get a good place. Now we are two boats of that size with the 42 foot *Seefalke*.

One of us runs to the dock, takes a look around and advises the other. We are lucky and get the last two places beside each other. A fine evening with tomato soup, salad, potatoes, steaks and creme fraiche is the reward for today's work.

After dinner I took a short bath in the clear water. Temperature is about 20°C and is changing with the seasons. During winter it is between -5 and +5°C and ice is seldom seen in this

southern part of the Baltic. Highest temperatures during summer are between 18 and 22°C. Another fine evening.

Day Seven

Dyreborg at the bay of Faaborg is our target for today, 13.6 nm away and we arrive after 2.5 hours of fine sailing. Dyreborg is a picturesque small fishing village and during summer the docks are often more than full. More than full means it is possible to pass along the dock area over the boats without getting your feet wet! The last boat to arrive has to be the first to leave.

Today we have luck, the dock is nearly empty. Otherwise it would be more our thing to anchor in the good harbor located nearby. Near to the vil- lage is a small game preserve with local deer and a 2-hour walk through the forest gives the day a fine end.

Day Eight

Our plan is to sail the six miles to Faaborg. The wind is light and it takes one hour sailing and the same time maneuvering in the docks.

Faaborg is the last village for this vacation trip and tomorrow we are scheduled to be back in Kiel. It is another sunny day, inviting us for a walk through the historic town. Faaborg is lo- cated near to the Small Belt and surrounded by forests. The Faaborg Museum is well known by everyone in Denmark and documents the typical style of the Fyn artists. "Den Gamle Gaard" is a second museum for local tradition and history. There are lots of interesting houses, the church built in 1500, and the West Gate with its bell tower, which is the only remaining part of the town wall built in 1229.

Day Nine

Today we have 50 nm ahead of us, which makes for getting up early. Weather forecast is strong wind with some gale showers. It will be one of the highlights this year -- *Fleetwood* does like flying! The waves are very low, the course is eight miles to the next coast and we get the wind from the side. We need only jib and mizzen and after eight hours the Kiel Fjord has us back. A good time is at its end.

For the year 2000, we plan to sail *Fleetwood* to the famous Danish island Bornholm and are looking for another good time in the Baltic.

RAKA #43

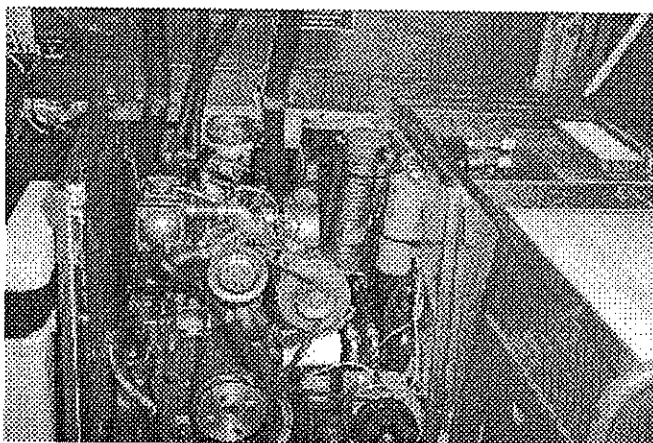
Robert Stuart, Hingham, MA

Autopilot

You may recall my note of last year talking of the many repairs done on *Raka* at the Concordia yard in the fall of 1998. At that time they fitted a tiller arm onto the rudderpost. I then completed the installation of a below-deck autopilot, the Raytheon Autohelm ST5000 Plus Sailpilot. The installation is very tight and I am now reworking the tiller arm key-way to enable a 15 degree offset in the arm to allow full and equal motion in both directions. Otherwise the unit has been absolutely marvelous. It dramatically changes the nature of any passagemaking or singlehanding and I find that I use it even on daysails, especially at lunchtime. Just push a button and the unit takes over, doing as well or better than I can.

Refrigeration

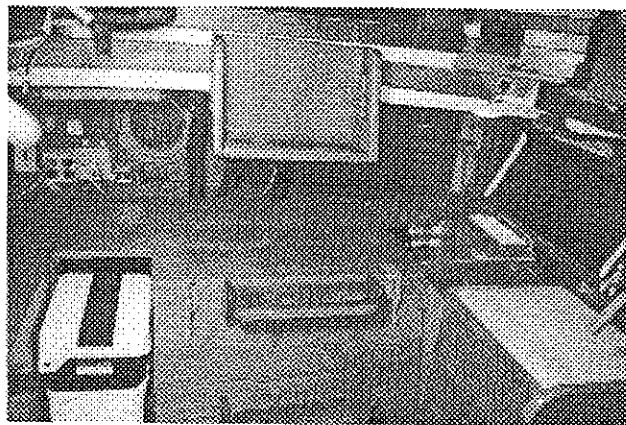
This winter I installed refrigeration, the Seafoam engine-driven system as recommended by Dan Strohmeier. The compressor, condenser and filter fit nicely in the space between the engine and the icebox and "The Block" (which is frozen by the system and keeps the icebox cold) is mounted within the box.



Seafoam refrigeration condenser and compressor fit between engine and icebox

I built a new engine enclosure to house everything with fixed steps rather than a removable ladder (as recommended by Stewart MacDougall in last fall's newsletter).

I also redid the veneer on the various covers in the galley area, using teak rather than locust to match the teak covered plywood of the engine enclosure (both available from Boulter Plywood in Somerville, MA). The photos show a close-up of the refrigeration equipment and the overall installation.



Fixed companionway steps eliminate removable ladder and add workspace; trash compactor, left

I am pleased with the way it all came out and expect it will make cruising simpler and eliminate one more of Dorothy's complaints. Now, if I could just figure out where to put a hot water shower.

ORIANE #34

Ted Danforth, New York, NY

We had half a season last year aboard *Oriane* after her rebuild at Concordia during the first half of 1999. She was launched just in time for the Reunion, but we were not quite organized enough to take part, except in spirit and as observers. We had a lovely swim with Brodie, Geoff and Steve off the stern of the committee boat and watched the finish of the race from that pleasant vantage.

On Monday we headed off for a shakedown cruise of Buzzards Bay and the islands before bringing her back to the yard for some final adjustments. After a thank you barbecue on South Wharf, we brought her down to Mystic where she spent the balance of the summer on a mooring off my friend Nan Jernigan's house. From there we mostly daysailed and at the end of August sailed her down to Oyster Bay to her old home at Seawanhaka. After a short sail into the city, it was back to Mystic, Stonington and finally, just before Thanksgiving, to Concordia.

What a joy it was to have her sailing again, so strong and beautiful! Concordia did a great job--which they finished up this past winter--and so this year she will have her first full season, completely rebuilt, new sails and all. Many thanks to all the guys at Concordia.

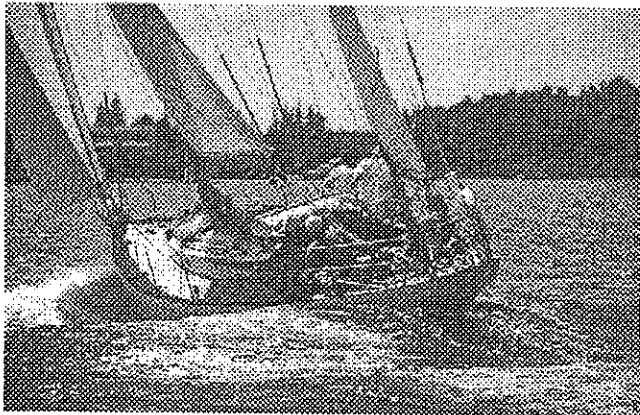
Keep the newsletter going!

OWL #31

Jay Panetta, Wellesely, MA

You issued a call for information regarding propping and here is my response.

Owl is a 39 with a Yanmar 3GMF diesel (27 hp). Triad Boatworks installed a two-blade, 14-inch Max-Prop on our boat a number of years ago and it has performed very well for us.



Owl off Iron Point in the Fox Islands Thorofare, Penobscot Bay, July 1999 Photo by Andrew Sims

When we first acquired the boat in 1996 we noticed some cavitation, but an enlargement of the aperture to its current dimensions of 13.5" x 19" cured that problem. There was no addition of material to the rudder at any point and last season we carried approximately 11.5 inches of pitch (the prop is internally adjustable). With that setting, we were able to achieve maximum rpm of 3450, a bit shy of the Yanmar spec. We will reduce pitch a bit for this season, hoping to boost rpm and reduce high-end smoking (minor but noticeable).

We can easily achieve 7 knots in smooth water at top rpm and I'm sure we are enjoying better sailing speeds as a result of the feathering feature (when sailing, transmission must be in reverse to feather). The best thing about the Max-Prop, however, is the truly impressive reverse thrust, which greatly enhances maneuverability of the vessel. We enjoy pinpoint stopping and complete control around docks and moorings.

Down sides to the Max-Prop? There is a bit of annual maintenance: disassembly, cleaning, greasing, (though no more difficult than the stripping and greasing of a winch) and the zinc needs to be renewed. The other down side? Well, cost. But we feel it's worth it. A marine engineer once made a rather persuasive case to me that carrying around a non-folding 3-blade was indeed equivalent to dragging the proverbial bucket, if not worse.

(Ed. note: Although the standard model Classic Max Prop must be disassembled to change pitch, the newer and more costly VP model is externally adjustable. Pitch can be changed by a swimmer without tools, thereby saving hauling and labor costs if you don't get it right the first time. Both models are available with two or three blades.)

Concordia Boatyard News

Brodie MacGregor, South Wharf

Spring 2000 is in full swing at Concordia Boatyard (early May) with yawls *Malay*, *Desperado*, *Feather* and *Snowbird* rigged, commissioned and ready to start another season.

We should have known better! We had been telling ourselves (if not anyone else) that we were working a week ahead of schedule. That was until the weather changed and came in from the East and poured rain for six days. Springtime in New England!

We have had a busy winter and our expanding crew now totals 40, of whom five are experienced shipwrights ready to tackle restoration and upgrade projects on Concordia yawls, as well as other boats.

Icebox Insulation

One recent upgrade we have completed on several of the yawls is to improve the icebox insulation. Over the years this has been tackled in a number of ways, with varying degrees of success. Using 1-inch thick vac-u-panels (which have the insulating properties of 4 inches of foam), we have recently rebuilt several yawl iceboxes, dramatically improving insulating properties while retaining the original Monel liner and wooden icebox enclosure.

Concordia Hardware

Looking for "original" replacement Concordia yawl hardware (smoke heads, berth arms, cabin stoves, etc.)? Working with a local foundry we are gradually building up a modest stock of the most commonly requested parts. Any questions should be addressed to Geoff Marshall at 508-999-1381 or e-mail, gmarshall@concordiaboats.com

Concordia Demand

There continues to be a significant shortage of yawls in good condition (especially 41-footers). If you have any possible leads, please contact me via e-mail, rmacgregor@concordiaboats.com or at 508-999-1381.

Best wishes for a happy and successful
2000 sailing season.

Brodie

IRENE #103

Doug Cole, Bellingham, WA

A New Present for Irene

Tucked away in a box of boat gear, untouched since my purchase of *Irene*, lay a treat recently discovered: a set of brand new main spreaders, wrapped at the factory in 1966. They are complete with bronze channel end fittings. What led Mr. Thum, the original owner, to order a set of spares is beyond me, but it's a special gift, one that I plan to use this year, since the originals are showing some wear on the upper surfaces. *Irene* came with a spare tiller and mainsheet as well, however both those were put into service years ago.

Irene's History

On my first visit to Concordia Company in 1985, Alden Trull shared with me the complete file on *Irene*. It was a treasure of information, opening a window on both Mr. Thum, whom I never met, and on Waldo Howland, with whom I had the great pleasure of becoming well acquainted. In its edited version, the file is nearly two inches thick and represents the near daily three-way correspondence over a year's time between the previous two gentlemen and A&R.

Mr. Thum was a lifelong yachtsman from California who had just lost his wife of many years, Irene. Even though it appeared he could afford a vessel of greater scale, Mr. Thum wanted something in his senior years that could be sailed short-handed. Though he had no specific voyages in mind, he had *Irene* built to increased scantlings and included numerous personal ideas. Based on the volume of correspondence, he must have been quite consumed with the project. In the end I think it was fortunate that Waldo prevailed on many of the "owner improvements."

In fact, Mr. Thum made three visits to Lemwerder to monitor his yawl's construction. On one flight he met an SAS flight attendant ("stewardess" in those days) who so reminded him of his original Irene that she agreed to christen the boat at A&R when she was launched. Thus the photograph on page 49 of Elizabeth Meyer's book *Concordia Yawls, the First Fifty Years* of a lovely lady, Mrs. Huttunen, smiling and holding a bouquet. On her left is not Mr. Thum (who did not attend), but A&R foreman Horst Lehnert and to his left, A&R owner Hermann Schaedla. Mr. Thum kept *Irene* in San Diego for only a few years before poor health forced him to sell the yawl to yet another Irene, Irene and John Vincent.

A Thoughtful Reward

Opening up the carefully wrapped spreaders and installing them aloft triggered a fond remembrance of *Irene's* original owner and his thoughtful but short stewardship. That he could supply a gift utilized 34 years later was most considerate. I hope some future owner will think as kindly of her current owner years down the road when they come across something over which I toiled or thought about with careful consideration.

Standing Rigging

Brion Toss is splicing up a new gang of rigging. He's one of the best and both *Abaco* and *Coriolis* can attest to his splicing skills. Though catechized about the rationale and additional expense of spliced versus swaged fittings, it seems that if it was good enough for original specifications, and if there is a qualified rigger nearby, then why not attempt to duplicate it?

On the other hand, I also suspect that the original splicing was done out of a sense of thrift and practicality. Most of the splices could be made up (at least one end) in house at Concordia during the winter prior to the new yawls arriving from Germany. Regardless, they have held up well. If inspected periodically and kept well sealed, they are long lasting and are not susceptible to corrosion like swaged fittings.

This Year's Cruising

Just returned from this year's Spring Break cruise (4/16). We had a good week and were very fortunate with the weather (cool but with lots of sunshine) and had several good sails.

Current work duties dictate a somewhat truncated cruising season this year. *Abaco* skipper Jonathan Goldweitz will sail aboard *Irene* for the Classic Mariner's Regatta in Port Townsend in June. Hopefully we can muster the same luck together as we did at Padanaram last summer.

MALAY #77

Dan Strohmeier, Padanaram, MA

May 6 For the first time in decades, *Malay* has not been sailing by the first of May. Lousy weather this year, but we're off to Cuttyhunk this weekend!

We have a new Garmin GPS this season and are headed up the Saint John River this summer.

Fall Issue #30 -- Please plan to submit your material by the beginning of October for early November printing.

FEATHER #29

Jeff Boals, Stamford, CT

Feather has been getting her party dress on this winter and should be ready to kick it up for early spring. By our mid-April commissioning date the Concordia Yard will have fully wooded out the cabin house, cockpit and coamings. She has had her keel faired over the winter and a rebuilt Concordia heater smokestack added for greater heat dispersion.

We couldn't have asked for better *Feather* weather than we had as shown in the accompanying photo taken at Menemsha Harbor on our early December return trip to Padanaram.



Menemsha Harbor on a quiet December morning

ABACO #102

Jonathan & Dorothy Goldweitz, Stamford, CT

This past winter was a quiet one for work on the boat. The usual brightwork, topsides and bottom, but no major projects, for a change. I repainted the forward cabin and refinished the companionway ladder (including new treads to replace the old ones worn out by last summer's 10-week cruise).

This summer's sailing plans include joining Doug Cole on *Irene* at the Port Townsend, WA Wooden Boat Festival in June. In July *Abaco* will first cruise with the Stamford Yacht Club fleet to Mystic and eastern Long Island, and then join the IYRS/Mystic Seaport Museum Classic Power and Sailing Yacht Cruise later in the month. From there we may head East to the Cape and islands or return to Maine.

We always see many Concordias during our cruising and hope to meet more owners this year.

OFF CALL #58

Peter Castner, Boxford, MA

It was such a super summer in 1999 that it will be a tough one to top, but we're going to push off early in June and see how far towards Canada we can get.

We did not need to do much this past winter other than the typical painting and varnishing maintenance. However we did finally have the recommended lengthened mast step installed, done in varnished locust. I believe this completes the "to do" list of all upgrades recommended by Giffy Full when he surveyed *Off Call* prior to my purchase 11 years ago. The boat has never leaked and from my research this upgrade seems like good preventive maintenance towards maintaining the integrity in this critical area.

After a LOT of phone calls I was finally able to pick up some nice clear locust and made a really neat "C-shaped" table for the aft pulpit. Now I have a place to set my cocktail and food while using the barbeque (every lunch and dinner while cruising).

I strayed a bit a year ago in the spring and picked up an old Lyman Islander (inboard powerboat). After more restoration work (!) I got it in the water late last fall. It looks and goes great and this rounds out my needs as a wooden boat owner. She looks righteous rafted alongside *Off Call* and is much easier to take off from the dock for a quick ride or picnic lunch. It should prove to be just the ticket for my two teenaged boys to explore areas where there was no way they would dare take the Concordia.

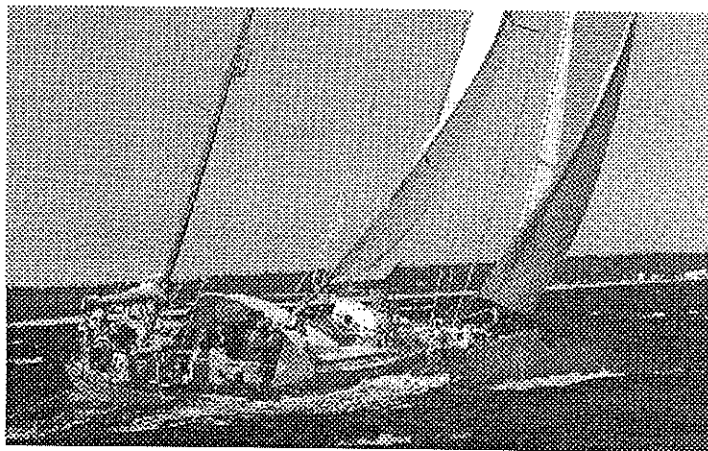
MADRIGAL #98

Robert Bass, Concord, NH

Boat is in great shape, having been essentially rebuilt over the past four years: new keel and floor bolts; new, longer mast step with bronze floors under; a few new planks and frames; complete new deck and cockpit; glass reseated all around; new engine; new oversized roller-reefing forestay; new main and jib; rebuild Chamberlain coal stove. Egad!

The wear and tear of 35 years of heavy racing and cruising, including two transatlantic passages, is now largely repaired. All done and well executed by Taylor Allen at Rockport Marine in Penobscot Bay.

Summer cruising appropriate for the advancing age of boat and owner will be on the coasts of Maine and southern Nova Scotia. Headed for the St. John River this summer.



Madrigal east of Schoodic Point last October

PORTUNUS # 75

Pam Parker, Beaufort, SC

I am the new owner of *Portunus* with my daughter Pam. Our summer base is Nobleboro, Maine and for the winter the boat is under John Dunbar's loving care at Benjamin River Marine. She had a thorough survey by Giffy Full last fall and, although she needs some work, he was pleased with her condition.

Boats for Sale (* not certain)

# 2	Malay I	FL	*
# 3	Halcyon	ME	\$ 75,000
#33	Sunda	RI	\$ 55,000
#71	Polaris	VA	*

Sold Since Last Season

# 4	Tempo	#39	Candide
#12	Absinthe	#49	Moonfleet
#13	Phalarope	#62	Thistledown
#37	Yankee	#75	Portunus

WILD SWAN #25

Dave Smith, Weston, CT

Journey to Ownership

When I was first married we rented a small cottage (12' by 12') in Stonington, Connecticut. I wanted to get out sailing and ended up buying a Beetle Cat as our first boat. We had a considerable amount of fun on this Concordia Co. boat sailing her around Fishers Island Sound.

I wanted to race and there was a sloop in Noank Harbor that fit the bill completely. She came up for sale and after a time I became owner of a Herreshoff Fish Class Sloop. That was sixteen years ago and since then our family has grown. We now number four and our home (thankfully) has also grown, as has our desire to cruise as a family.

Having been the owner of a Herreshoff sloop I have been aware of the lure, as well as the esthetic beauty of a Concordia Yawl. You could also say that in a sense I am swapping cults, for the Herreshoff folks are as big fans of their boats as Concordia owners are of theirs.

I had taken my first look at *Wild Swan* when owner Jim McGuire had her on the market a couple of years ago. Priorities got in the way of me buying her then, but a couple of years later I was back and we worked out a deal that included Jim taking my sloop *Shark* in trade. After having *Shark* for a couple years I had McClave, Philbrick & Giblin rebuild her and it looks like I will have a few years with *Wild Swan* before she gets a similar treatment.

We still have a place in Stonington and I will be keeping *Wild Swan* there much of the time, but we also sail out of Southport, CT and hope to have a mooring there sometime soon. After reading quite a bit about the early days with the yawls, it is nice to know that we are bringing one back to a town that figured prominently in its history.

I have to say that there is something in buying a boat in the fall that is just not good planning. I have spent the last few months obsessing (my 12-year-old son's word) about where to go and how much fun we will have getting there. But right now it's 19 degrees out in the middle of January and I will have another five months' waiting I suppose, but I do look forward, perhaps obsessively, to getting out on *Wild Swan*.

Check Dave's WEB page to find information about the Herreshoff Fish Class:
<http://members.home.com/dsmith16/fishpage.html>

SAXON #14

Ron and Pam Cooper, Eliot, Maine

After selling our 33' Cape Dory last year, I had the yearning to purchase a wooden boat. My sailing friends and family thought I was crazy, but I was convinced that it was the only way to go. I remember standing on the docks at Robinhood Marine Center in Georgetown and watching this beautiful boat coming into view. The boat, of course, was a Concordia. From that point on I knew I would not be happy with anything less.

I worked with Dick Sciuto from Robinhood Marine Sales and traveled all over New England in search of *the perfect wooden boat*. I kept coming back to Concordias. Dick was a tremendous help as boat broker/marriage counselor. Having spent over 18 years with the Concordia Company and being a former owner of both a 39' and a 41' Concordia, he was encouraging, yet realistic.

My search ended the day we climbed aboard *Saxon*. Afterwards, we drove over to meet Dr. Pope at his waterfront residence in Westport, appropriately named "Saxon's Landing." Dr. Pope, who had just recently celebrated his 90th birthday, delighted us with stories and adventures about *Saxon*. Being the original owner, Dr. Pope's attic was full of *Saxon's* treasures, accumulated over the last 47 years. It was a privilege to meet and deal with Dr. Pope and his son, Skip. They provided endless assistance and encouragement.

A couple of weeks later, surveyor Don Linde informed us that *Saxon* had been wonderfully maintained. She was seaworthy and with a little bit of work she would be ready for the 1999 sailing season. My wife said I might as well purchase her now and get it out of my system while I was young enough to maintain her. It seems ironic that although I searched all over, *Saxon's* homeport was just around the bend from our homeport at Robinhood Marine.

On July 15, *Saxon* was launched in East Boothbay and motored over to Dr. Pope's residence where he helped us rig her. We spent the remainder of the summer familiarizing ourselves with each other. While we were dockside at Robinhood we learned that everyone has a *Concordia Tale* that they're willing to share.

During this time, we rewired the electrical system and replaced our engine with a rebuilt Graymarine 4-112 from Van Ness Engineering in Ridgewood, NJ. Chip Holmes of Maine Yacht Service did this work

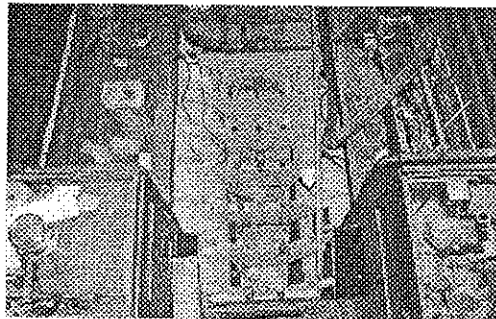
and we were very pleased with the results.

By September we were finally ready to cruise, but our two-week trip was cut short by hurricane Floyd. We scurried from Camden back to Robinhood, pledging that next year we would make it farther Downeast. In mid-October we sailed her to Kittery Point where she was more available for daysails and then in mid-November she was hauled to Paul E. Rollins Boatyard in York.



Dr. Pope, at age 90, helping us rig Saxon

I began on the interior restoration project in December. Each piece has been sanded to bare wood and finished with six to eight coats of varnish. Paul Rollins and his team (Matt, Mark and Mike) began working in March. As of this writing, they have finished replacing the keelbolts, floor timbers and bolts, and sternpost. They have also sanded and repainted the bilge. Over the next month, we will be sanding the topsides and bottom, finishing up the interior work, sanding and varnishing the exterior brightwork with two coats, and painting the canvas deck. Paul and his team are doing an excellent job and are a pleasure to work with.



New floor timbers and keelbolts

I can't begin to count the number of hours I have devoted to *Saxon* since December, but I find it extremely enjoyable and feel lucky to have the opportunity. We are looking forward to meeting other Concordia owners this sailing season. Stop in and see us at Robinhood Marine Center.

SAFARI #28

Dick & Lisa Zimmermann, Gloucester, MA

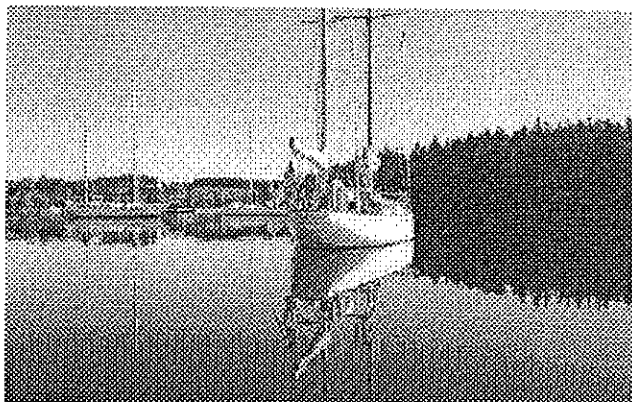
Progress on *Safari's* backbone repair/restoration continues. Since the last newsletter most of the work has been on the frame-end and floor replacement.

Some of the floors had long ends that extended up the hull one or two planks; this was a good idea to help distribute the load of the keel at the floor-frame-plank area. Our replacement floors are a combination of a solid oak piece fit to the keel with a laminated overlay that runs across the top of the floor and extends up to the bilge stringers. The area of the mast step will be further strengthened by running these laminated pieces up the side of the hull beyond the turn of the bilge.

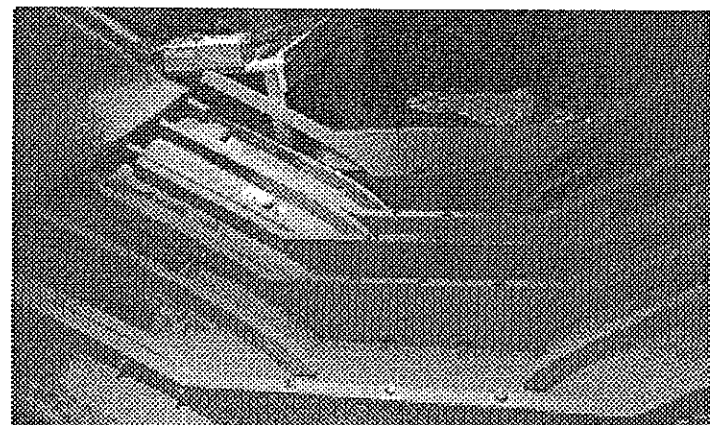
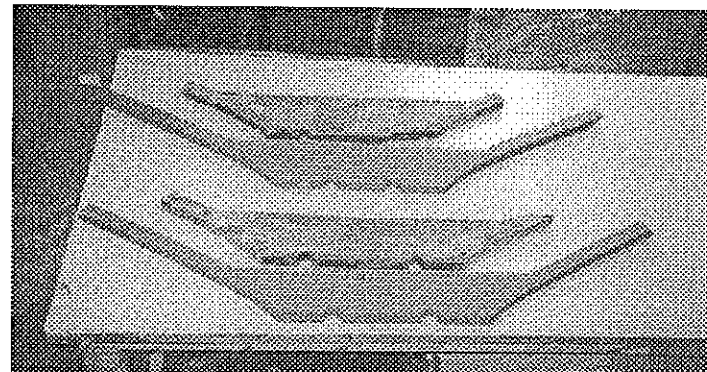
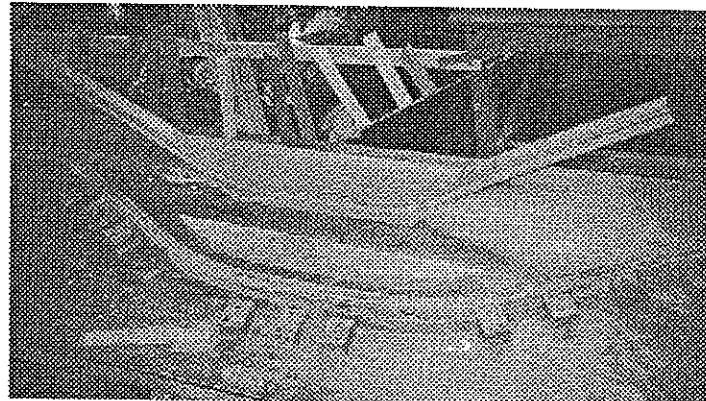
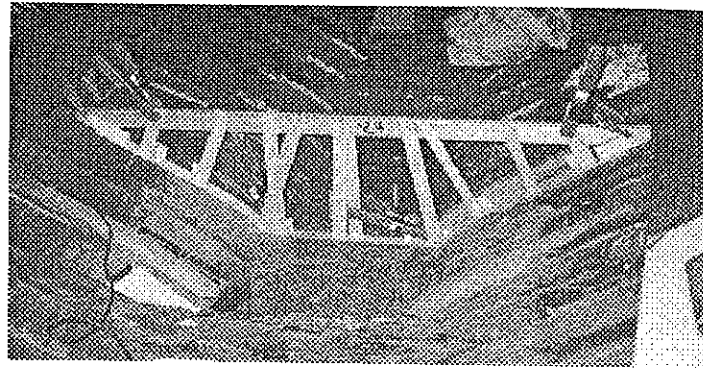
After following some leads from friends and meeting new ones, we were able to come by Monel at an affordable price. For most of the backbone connections we will be using 1/2 inch rod, threaded at both ends. We also acquired some larger diameter rod to use for the keel bolts. Our second choice would have been Aquamet shaft stainless, as recommended in discussions at the 60th Reunion.

Dick started his own boat restoration business last fall, so time has been tight and the work on *Safari* hasn't been as rapid as we wanted. We are still hoping for a late summer launch. Dick has been working at a couple of local boatyards on various projects, one of which is *Friendship*, a reconstruction of a 171-foot three-masted ship that the National Park Service is building in Salem, MA. By mid-summer most of these projects will be winding down and Dick is looking forward to spending a lot of time on *Safari*. For the future, he would like to specialize in Concordia repairs, either subcontracting at local boatyards or perhaps at a place of his own.

We can be reached here in Gloucester at 978-525-2215 or e-mail zim@channel1.com



Our Goal!



From template to finished floors -- combination cut and laminated floors, the old alongside the new, and the new, extended floors in place

The Odyssey

Prologue

It began with *Bolero*. Two winters ago Peter Sharp, who would become my partner, called me from Florida to discuss seeing *Bolero*, which was [and I believe still is] on the market. During my youth, I was lucky to have sailed on *Gesture*, a lovely 57' S&S designed and Nevins built sloop and have always admired *Bolero*, a larger yawl cousin. We fantasized about *Bolero*, our love of classic wooden boats, and while both enjoying this daydream, Peter shocked me back to reality by saying, "Why don't we buy a Concordia?"

There is a strong connection with Concordias. My mother grew up in Padanaram two blocks from Concordia Company, my family had owned a 39', *Sunda*, and Peter's and my family both summered in Edgartown watching Hugh Bullock's 41' *Prettimarie* [now *Beauty*] sail in and out of the harbor almost daily. I guess wars have been started with less discussion and certainly less planning, so why not?

Chapter I – The Search

We decided to keep the bar high by seeking to acquire a 41' yawl, built with teak decks. This narrowed the field considerably. Not knowing where to start, we contacted an old childhood friend, Tom Rowe, a partner at Newport Yacht Services [www.nysyachts.com] to guide us. Tom had also summered in Edgartown and his older brother sailed on *Prettimarie*. Tom knew exactly what we were after and enthusiastically joined the crusade and drafted Brodie MacGregor at the Concordia Company [concordiaboats.com] to help in the search for our Holy Grail.

Messrs. Rowe and MacGregor beat the odds and found *White Light*, a 41' yawl built bright with teak decks on Cape Cod. Unbelievable! Having set our sights high, now came the moment of truth. Peter didn't hesitate and I was drawn into the euphoria of the moment. The odyssey started and *White Light* was trucked to Concordia.

Chapter II – The Honeymoon and History

We commenced our honeymoon with the fun stuff, choosing a name and getting clothing and gear embroidered [great items and service at both Team One Newport 401-846-4457 and Maine Point

207- 244-7787]. We both wished to conform to the informal tradition of naming Concordias after islands, gods, seas and straits in Southeast Asia around Indonesia and Malaysia. Names such as *Java*, *Malay*, *Banda*, *Sunda*, and *Suva*. We selected *Savu* after the Savu Sea near the Banda Sea and south of the lesser Sunda Islands (Note: *Sunda* was named after the Sunda Strait between Sumatra and Java, not after the Sunda Islands) following this tradition.

A brief history of *Savu* as best we can gather. She is hull # 92, built in 1962 with sail #1018. She was built for Cameron Morris, Jr. who named her *Geisha Girl* [it must of been a memorable evening!]. She was sold in 1968 to Richard Thurber and renamed *Kalua*. She was sold again in 1973 to Diane Whitehead, who kept that name. In 1978, Christopher Page bought her and renamed her *Firefall*. In 1985 she was renamed *Ambiente* by Robert Deneberg, who resold her in 1986 to Nick Heyal and he renamed her *White Light*. The Williams brothers bought her in the early 1990's and sold her to us. *White Light* was part of a classic wooden boat charter business, which included among other vessels, *Memory*, a 39' Concordia.

Chapter III – Let's Get Launched

A friend of mine used to describe the difference between limited partners and general partners in a transaction as follows: "At the start, the limited partners have the money and the general partners have the experience. At the end, the general partners have the money and the limited partners have the experience". I'm sure there is a corollary to the acquisition of a boat and it will come to us at some point. However, while we waited for inspiration on that thought, summer was approaching and we wanted to sail. The survey covered suspect areas of *Savu*, including a suspect stem, rotten lower frames and a list of items to be fixed to ensure that *Savu* was seaworthy and insurable.

Peter and I, while neophytes in the ownership of a Concordia, had started to work up our ownership philosophy. The general concept is to have *Savu* brought back to Bristol condition and, while still respecting the Concordia traditions, upgrade and modernize systems as prudent. It sounded a lot simpler than it proved to be in the months to come. For instance: *Savu* was purchased with a masthead roller furling headstay. I have never entirely liked this look, but the reality of small crews and the convenience outweigh the aesthetics of the classic look and hank-on sails. Radar domes on the mizzen are another distraction to that classic look [in my opinion], but

with busier cruising grounds and an overall decrease in boaters' nautical competency, the added security, etc. of radar makes sense. However, the radar dome on *Savu* was soooo big (suitable for an 85' New Bedford fishing trawler) that we had it removed, with plans to choose a smaller replacement over the winter. There are limits!

Brodie, Geoff Marshall and all the folks at Concordia went out of their way to fit *Savu* into the spring schedule and get her launched by the end of June. This included a controversial decision to have her topsides painted dark blue, not in keeping with any Concordia tradition. Norman Fortier's [famed marine photographer and painter] studio is located at Concordia Boatyard's gate. Upon notifying him of that decision, he could only follow the policy of, "If you have nothing good to say, don't say anything." and retreated back to his gallery.

Chapter IV – Summer of 1999

Savu went in the water the last week of June, in time to sail to Edgartown and then back for the 60th Concordia Anniversary. Our initial sail was everything we dreamed about: 15 knot southwester, fair tide through Woods Hole; sailing with *Magic Carpet* off Oak Bluffs; beating up Edgartown Outer Harbor; and then "A Moment" -- tacking up Edgartown Harbor, past the *On Time*, the Town Dock and Edgartown Yacht Club. These are the moments that make everything worthwhile, not only for us, but also for the spectators along the harbor, as it is much more rare these days to have folks enter Edgartown under full sail. Peter and I remember the days when the loudest cheers went to the yacht that tacked closest to the Town Dock without incident. Maybe the real reaction was, "Who are those fools in such a beautiful boat?" Who cares, it was thrilling.

The trip was also the start of "The List". The biggest item was lack of speed under power. *Savu's* propulsion system included a four cylinder 42 hp Westerbeke diesel and a self-feathering Max Prop. We had thought she would qualify for the Miami to Nassau powerboat race, but she could barely make 4 knots under full power. As the Max Prop had just been reconditioned, we thought that a pitch adjustment [mandates hauling the boat with this model] was all that was needed and could be done upon her return to Padanaram. Many other items were listed, including a noticeable cycling of the bilge pump, at the time thought to be a normal part of swelling of the planks.

Back to the 60th, what fun. 18 to 25 knots southwest, a breeze ordered by Waldo Howland for the day, which was only marred by the search for JFK Jr's missing plane off Gay Head. We sailed to a respectable fifth place, losing one position to overstanding a mark and not having a clue on how to reef the main, although we tried as boats sailed by. OJT (on the job training) at its best.

Lots of discussion on Concordias, modifications, upgrades and even one or two compliments on *Savu's* dark blue topsides by very polite fellow owners. I even learned that *Raka* is an Indonesian God of favorable winds. I also believe that *Raka* were 9th century local leaders in central Java, the best of whom were believed to have divine qualities, maybe one in the same.

One of our saltier sailing companions insisted on spending the night on board. Maybe he had heard something about Padanaram's nightlife that we had missed. Anyway, it turned out to be a plus for us and a sleepless night for him. The continual sounds of rushing water and a cycling bilge pump drove him out of his bunk in search of the problem. It turned out that water was streaming into the boat in the forepeak near the stem. Furthermore, whoever had installed the pump's float switch had used a literal interpretation and had mounted it on a magnet which floated in the bilge, either jamming in the on or off position.

Since he could not stop the flow and didn't want to shut off the pump, he repositioned the float switch to an open area and called it a night. *Savu* was hauled to repair the leak, fix the bilge pump and adjust the Max Prop. Despite the work, she still leaked and top speed was maintained at 4 knots, affording us the opportunity to study bird migration in the Elizabeth Islands when against the tide at Woods Hole.

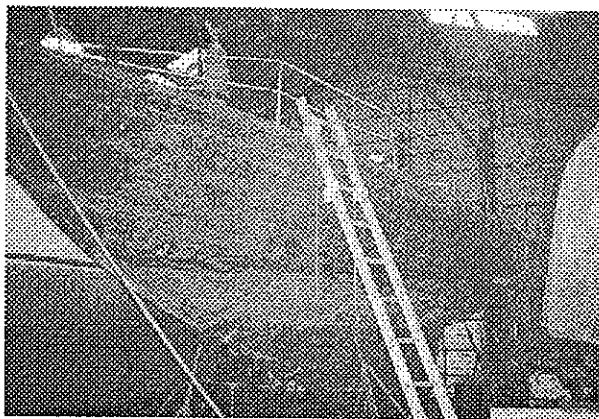
There were better moments for me: the joy of sailing *Savu* with my family [my wife, Barbie, and our two sons] in Vineyard Sound with full canvas [club footed jib] into 25 knots of apparent wind as comfortably as sitting in a rocking chair; and being able to take one's hand off the tiller and experience the magic of these boats as they gallop through these conditions. Wow!

Also on that mini cruise, we sailed into Newport Harbor during the Swan Regatta. As we sailed in behind *Weatherly* and passed her on the way to the fuel dock, we overheard her captain tell the charter party to look at the dark blue yawl [us], "a classic and beautiful Concordia Yawl". I smiled thinking that *Weatherly* was actually older, having been built in

1958 and winning the America's Cup under the skilled hand of Bus Mosbacher in 1962, the year *Savu* was built. On the way back through the harbor to the NYYC we crossed the Swans coming in and I may exaggerate a little, but all eyes seemed to be on *Savu*. A Moment.

Chapter V – Restoration/Modernization Getting Started

Anxious [for some strange reason] to commence the needed work, we turned *Savu* over to Peter Costa and the gang at Triad Boatworks, Mattapoisett, MA (www.triadboatworks.com). We were generally aware of some issues: the leak, rotten lower laminated frames, suspect planks, stem, mast step and tie rod system, leaking decks and cabin top, separating spars, keel bolts, propulsion issues, electronic and plumbing upgrades, rigging, dodger, cushions, etc. We figured that the renovation plan and timing would evolve as we got into it. We hoped to split the work over two winters with the hull work one year and the deck and cabintop the next.



Savu just prior to removal of ballast and deadwood for floor, keelbolt, frame and plank renewal

Again, the goal is to restore and modernize *Savu*, keeping the classic appeal while prudently [in our opinion] availing ourselves of the last 40 years' advances in marine technology.

Electronics/Navigation

We picked out electronics, all Raytheon [www.raymarine.com], except for a Standard Horizon [www.yaesu.com] Spectrum VHF radio with fully functional remote RAM mic head electronics.

We wanted an updated system in a compact package mounted so the helmsman had direct access to all information. Raytheon offered a Pathfinder RL70RC system with a single 7" LCD monochrome

screen that displays both radar [2kw-18" Radome-24 mile] and chart plotter [C-Map NT input and Raystar 114 DGPS receiver] functions while fitting on the outside of the port aft cabin side towards the cockpit [the 41 has more space here than a 39].

The starboard aft side of the cabin will house four Raytheon ST60 series instruments displaying wind, autopilot, speed, depth, water temperature, navigation information, etc. The autopilot will be a Raytheon ST7000 with a hydraulic drive.

The Spectrum VHF is, apparently, cutting edge [this week anyway]. It interfaces with the DGPS and displays all navigational input [location, course, speed]. In an emergency [and when the land system is fully operational], an automatic distress signal can be sent from the VHF and give the Coast Guard navigational information, including the name and description of the vessel. The VHF will also serve as belowdecks navigational display. The remote RAM mic will be installed in the cockpit and the helmsman will have a fully functional VHF right at hand.

Ray Andrews (www.andrewscompass.com) is restoring the original Danforth glass dome compass.

Rigging

The fixed and running rigging was inspected by Joe Mello of Rigging Only [www.riggingonly.com]. Joe has been around Concordias his whole life and is extremely knowledgeable about their rig.

Discussions resulted in the following changes: i) remove the two cabintop halyard winches and replace them with Andersen [www.scandvik.com] mast mounted winches. Andersen is a Danish firm making high quality stainless steel [no bronze option] winches. The port side will also have a clutch, so the winch can be used for both the jib and spinnaker halyards; ii) a new manually adjusted hydraulic back stay will be installed and; iii) new reefing system with lazy jacks. Many other smaller items will be attended to, including some wire splicing, stay and block replacement, and some re-rigging.

Back To Work

As the major work on the ribs/planking/iron floors [to be replaced with bronze] had to be done, we stopped thinking about new toys, all paint was stripped and *Savu* was moved into Triad's operating room while the spars were worked on by the Triad experts. The spars now look like new. All hardware was removed and refinished, the masts stripped, re-glued and beautifully varnished. Truly works of art.

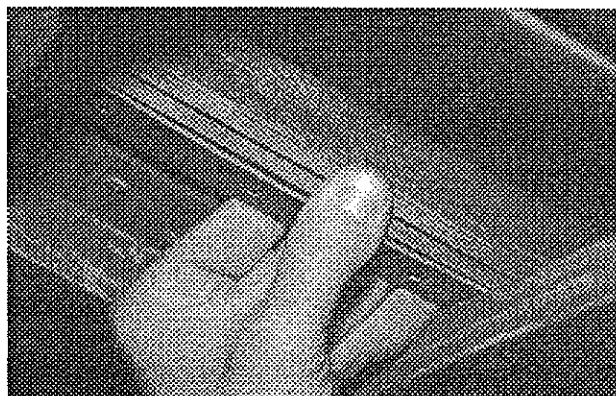
Chapter V – "Been around these boats all my life and never seen . . . "

Frames

Master carpenter Nick Parisi dove into the interior to repair the lower rotten ends of the laminated frames, which were to be sistered into the healthy upper portions of the frames.

Then I received "the call" from Peter Costa: "Been around these boats all my life and never seen anything quite like this before."

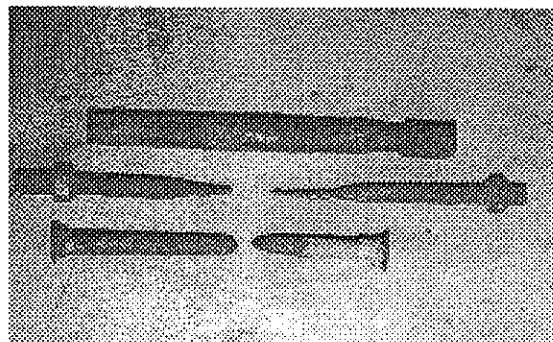
Apparently the glue that A&R had used in 1962 had failed and virtually all the frame laminates were loose, similar to a deck of cards. The frame repair had dramatically expanded. In order to replace each frame, all of the interior, the bunks, the engine, stove, icebox . . . everything, including the cockpit, had to be removed. We now had the unique opportunity to start with almost a clean slate and the prospect of not being afloat before Labor Day. Ugh!



Glue had let go on virtually all frames after 38 years, leading to delamination

Keelbolts

When the cast iron ballast was removed to be sandblasted and re-coated with Ceram-Kote 99 epoxy, we discovered that almost all of the keelbolts had corroded and some were so far gone that they looked like stalagmites and stalactites trying to join.



Wasted remains of keelbolts

The bolts' condition was truly a scary sight. Their replacements are to be fabricated from high grade SS Aquamet 22 shaft stock and Nitronic 50 SS.

This also solved one of the summer's mysteries, the leak. The water coming up through one of the keelbolt holes where a bolt had given up the ghost.

Chapter VI – Upgrades and Changes

Engine and Prop

The upgrades and changes we decided on were a new, normally aspirated, 4 cylinder, 46 hp Yanmar 4JH2E diesel [www.yanmar.com] with a 17" Autoprop [www.autoprop.com].

The Autoprop is a 3-bladed, self-feathering and self-pitching prop [each blade moves independently a full 360 degrees] providing more thrust and economy in a wide range of sea conditions. When reversed, each blade rotates 180 degrees, providing the same alignment in either forward or reverse and thus greatly increasing reverse thrust, more than twice that of a Max Prop. We can provide more information after sea trails.

Galley-Water-Head

The icebox will be enlarged and re-insulated with space age material and a 12 volt Sea Frost] BD35 system will be installed [www.seafrost.com].

The propane [heavier than air] stove is being replaced by a CNG [lighter than air] stove, along with a CNG cabin heater.

A pressurized hot and cold water system will be installed with an 11 gallon Isotemp [www.great-water.com] Magic Model 0401M hot water tank. This tank can be heated by shore power, engine heat exchanger or eutectic accumulator.

This last one allows the use of an Espar diesel heater [www.oceanoptions.com] to heat the water, similar to a home hot water heater. One forced hot air vent can also be rigged off this unit. The tank has a thermostatic mixing valve which allows the water temp in the tank to reach 160 degrees plus, but by mixing the exiting hot water with cold it lowers the temperature to avoid scalding while increasing the effective capacity of the tank.

The hot water will allow an aft deck shower to be rigged with a flexible hose that can be temporarily attached to the mizzen mast. We also plan to use Swedish FM Mattson thermostatic faucets [www.safeshower.com] from Scanmix Corp., which will ensure a consistent water temperature.

We are exploring a 12-volt watermaker that would replace the starboard forward water tank. It would

produce +/- 7 gallons an hour of drinkable water. We are still in the process of seeing if this is viable.

The head is being replaced with a Jabsco [www.jabsco.com] Quiet Flush electric toilet, large bowl model, complete with holding tank system.

Electrical

The electrical system set up will have two battery banks. The house bank will have two LIFELINE absorbed glass mat 'AGMs' 4D [210 Amp Hours/Reserve Capacity 380] batteries. The starting bank will have one starting battery, an AGM OPTIMA 1000M [Marine Cranking Amps @ 32 = 1000 amps and CCA @ 0 = 850 amps]. These are state-of-the-art, very rugged batteries designed for military and aircraft use (sensitive to voltage in excess of 14, must ensure proper regulator settings) that can suck up as many amps as the alternator can generate. Websites for batteries are: www.midstatebattery.com or www.dcbattery.com

Each bank has its own on/off switch: on/off for the house and on/off for the starting battery (i.e. totally isolated with one additional switch that parallels both banks for an emergency). The battery switch will be a BLUE SEA SYSTEMS, a DC Parallel Circuit Battery Switch Panel 8080 [www.blueseasystems.com].

The engine will have a Balmar 90-100D dual output alternator [www.balmarvst.com] plus a Heart Freedom Combi 20-12 Invertor/Charger, 2000 watts and 130 amp ac charger; (www.heartinterface.com) and a Heart LINK 2000R Invertor/Charger two bank control head.

Sounds complicated, but it should be a very simple and automatic system to operate. With the isolated starting battery, the engine will start even if (when?) the house batteries are dead.

System Access

In order to access the batteries, rear of the engine, stuffing box, cockpit drain seacocks, Espar heater, etc. for service, Triad plans to add an access hatch in the cockpit sole as part of the cockpit rebuild.

Chapter VII -- Today (First Week of May)

As I finish, *Savu* sits in Triad's shop without her ballast and deadwood while the frames are meticulously replaced, one by one. Once finished, framing and interior work can commence. Hopefully by summer's end she will be in the water.

Good sailing this summer to all and we will keep you updated on *Savu's* progress.

SAKALA #39

Steve Kratovil, New York, NY

Peter Sharp, Providence, RI

If you have read the previous article about *Savu*, you will see that Peter and I are her owners, as well as *Sakala's*. Wow, two "new" boats in one year!

Once we realized that the summer of 2000 would be spent ashore as *Savu* moved through the process of restoration, we knew we had to come up with a sailing solution. The Concordia bug had bitten us, so we went looking again.

To make short of the search, we heard that *Candide*, a very original 39 and #39 of 103, was for sale on the West Coast and in good condition. Peter Costa from Triad Boatworks kindly agreed to go out (during the yard's busy season) and give her a look. His report was favorable and on April 25th *Sakala* arrived at his yard in Mattapoisett.

She now awaits the varnishers and a coat of dark blue for the hull -- "company colors." After the season we'll see what changes need to be made, but for now



we're glad that we'll be on the water!

First sail as Sakala (in the yard). (L-R) Steve Kratovil, Tom Rowe (Newport Yacht Services), Peter Sharp, Peter Costa

Concordia WEB Chat Room

I have received inquiries from a few owners about starting up a page to trade information on the WEB. Someone has already volunteered to head up the effort, so please send me a note if you are interested. I will compile all the names and forward the information.

Skip

SONNET #63

James Brown, Syossett, NY

It's always great to hear what folks are doing with their boats and I was intrigued to read of *Katrina* dealing with her iron floors. I thought *Sonnet* was the last 41 to go through that mess three years ago. We replaced 38 frames, 10 planks, new horn timber, etc.

Katrina was one of the four Concordias in the Halifax Race last summer, but we never got close enough to check each other's innards as she and *Crocodile* never made it to the finish. *Katrina* did a bang up job, but aboard *Sonnet* we did not share in the prize winning, after heaving to for 4-5 hours in 50+ knot winds.

The limerick excerpts from the Maine cruise organized by Elizabeth Meyer 13 years ago brought back a lot of good memories. That event brought many Concordias together and long-lasting acquaintances were made. This year's Classic Power and Sailing Yacht Cruise (*see article*) in July should be another good event. I hope to convince some of my Maine and Massachusetts owner-friends to head south of the Canal to Mystic with their Concordias.

Triad Boatworks

Peter Costa, Mattapoisett, MA

This winter has been a non-stop push for the yard with many major projects underway. Steve Kratovil has written a lengthy account of the work we are doing on *Savu* #92, and I'm sure he'll continue to keep you up to date in the next couple of issues. She has proved to be a real challenge, but the way she's going back together indicates that *Savu* will be one terrific boat when done.

Harbinger #48 has been in the shop all winter and will be launched in a few weeks. The original canvas deck was replaced with plywood/Dynel/epoxy, new teak toerails and cockpit coamings were made, new wood installed around the cabin portlights, new trim rings cast, a few bottom planks replaced, a holding tank system installed, and the cabin sides, topsides and bottom wooded.

Our crew brought *Envolee* #81 up from Gibson Island, Maryland

last fall and she'll be given a thorough cosmetic upgrading.

We continued our cosmetic work on *Captiva* #100 this winter and have restored the cabin sides to a brightwork finish (cockpit was done a year ago). We also installed a holding tank system.

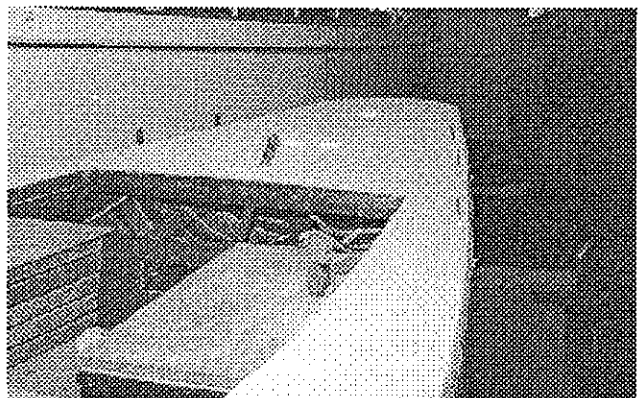
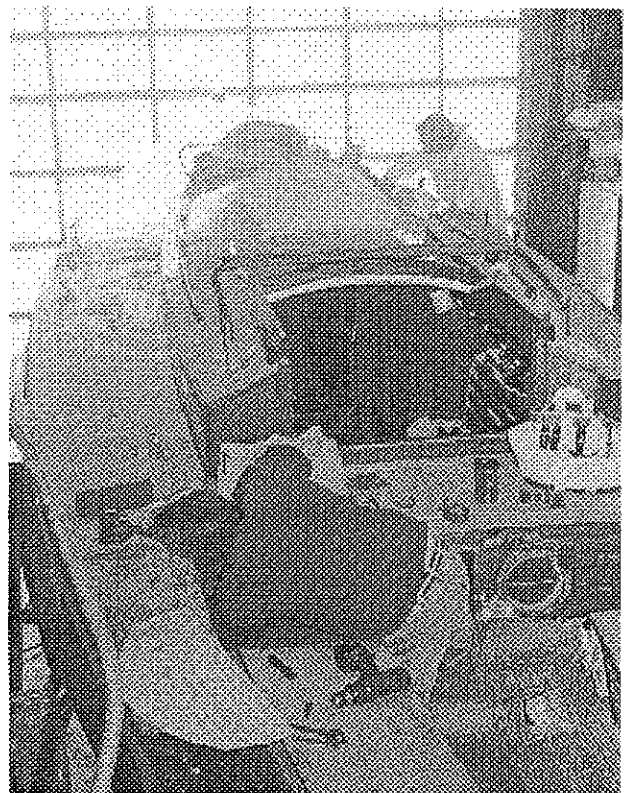
Paramour #72 was back at the yard for her second winter and we have replaced the electrical

panel, countertops, installed some new electronics and an electric head. We're just finishing up these projects now (mid-May) for an early June launch.

The yard's sixth Concordia, *Sakala* #39 (ex-*Candide*), arrived from Washington State in late April. She'll receive routine paint and varnish to get her in the water for this season and is scheduled for cosmetic upgrading next winter.

Ballast Protective Coating

We attacked the rusting iron ballast problem on some of the boats this year by sandblasting, filling the voids and pits with a thickened epoxy mix, and finishing the surface with Ceram-Kote 99, a 2-part epoxy/ceramic coating made by Freecom. We'll be monitoring the process to see how it holds up.



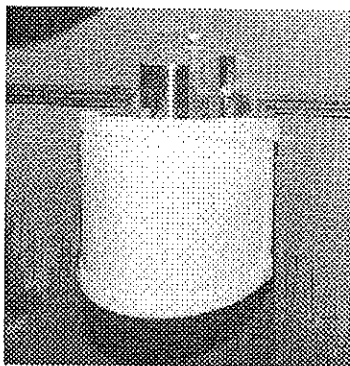
New plywood/Dynel/epoxy deck on Harbinger, teak toerails and cockpit coamings to follow

Clip-On Lampshades

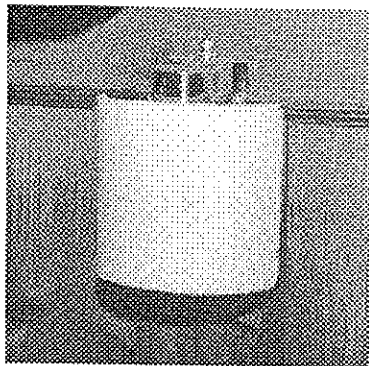
Tired of looking at your original paper lampshades that by now look like well worn, cracked and yellowed parchment? If so, you're not alone. You're also not alone in wanting to avoid the plastic alternatives most readily available from marine mail order houses.

Doug Cole has found a good replacement shade covered in textured white linen for \$13.95 from Shades & More in Bellingham, WA, 360-647-5293. Ask for Kevin or Jeff and tell them you want Model #522, 4 1/2" white, half oval, clip-on lampshades, style 0015, size 04. Mention that they are for a Concordia and they'll know what you want.

Another alternative is a white, fabric shade made by ABI. It's also a good-looking clip-on carried by the parts department at Concordia. Cost is under \$10.



Shades and More



ABI

Classic Boat Cruise -- July 23 - 30

All owners should have received an invitation to join the Classic Power and Sailing Cruise, sponsored by The International Yacht Restoration School and Mystic Seaport. If you did not get a notice, here are the facts:

- Sunday July 23 - Sunday July 30
- Meet during the Antique and Classic Boat Rendezvous at Mystic, Sunday July 23
- No racing, no fees
- Shelter, Fishers and Block Islands, return to Newport on Friday
- Dockside raft at IYRS
- IYRS Loose Cannons Party, Friday night
- Saturday, Power Boat Race ('20s vintage)
- Contact Joe Hawes at IYRS
401-848-5777 (Phone) 401-842-0669 (Fax)

PHALAROPE #13

Tom Ashton, Chester Springs, PA

I purchased *Phalarope* from Dan Beard last summer and my wife Anne and I had much fun with her until mid-September, when we turned her over to Bob Vaughan at Seal Cove Boatyard in Harborside, Maine. Our summer base is Castine and we look forward to more pleasures in our first full season with plans to do more extensive cruising.

And a note from Dan Beard.

As you know, I sold *Phalarope* last summer after 12 wonderful years. She had taken us from Mystic, CT to most of the Bay of Fundy and around to just short of Halifax. The problem was we could not fit grandchildren, their parents and us all on board with any ease. I miss her very much and certainly will consider another Concordia if and when sailing gets back to just Sarah and me.

If any Concordia owners are in the Cape Porpoise/Kennebunkport area, give us a call at 207-967-4917.

TINA (C-31)

Ruth Ann Goetz, Westlake, OH

Tina has spent a quiet winter in the barn in our backyard awaiting spring. Our greatest worry here on Lake Erie is low water.

If you're headed to the Midwest this summer, the Great Lakes Wooden Sailboat Society Regatta and Rendezvous will be in Sandusky, August 18 - 19.



Concordia 31 Tina on Lake Erie

Concordia Owners - May 2000

1.	JAVA	Int'l Yacht Restoration School	Newport, RI
2.	MALAY I	Gary Custard	Naples, FL
3.	HALCYON	Frank Walker	Ellsworth, ME
4.	TEMPO	New Owner	
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	Alex Kuli	Maine
13.	PHALAROPE	Tom Ashton	Chester Springs, PA
14.	SAXON	Ron and Pam Cooper	Eliot, 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*	Marshall Chapman	Morehead, KY
20.	FLEETWOOD	Kersten Prophet	Heikendorf, Germany
21.	STREAMER	Barry Light	New York, NY
22.	HERO	Jim Sibley	Haddam, CT
23.	STARLIGHT	Ben Mendlowitz & Deborah Brewster	Brooklin, ME
24.	NIAM	John Ryan	Pittsburg, PA / Maine
25.	WILD SWAN	Dave Smith	Weston, CT
26.	MARYANN	Robert & Linda Jones	Boothbay, ME
27.	JILL*	John Warren	St. Augustine, FL
28.	SAFARI	Dick & Lisa Zimmermann	Gloucester, 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	Elizabeth Lamintina	Decatur, GA
37.	YANKEE*	James Cosgrove	Liverpool, NY
38.	NEFERTITI*	John Williams Company	Mt. Desert Island, ME
39.	SAKALA	Steve Kratovil & Peter Sharp	New York, NY / Providence, RI
40.	WHITE WAVE	Jack Towle	E. Falmouth, MA
41.	MARGARET	Robert Hovey	Ferndale, WA
42.	RAKA	Robert Stuart	Hingham, MA
43.	LACERTA	Stephen Loutrel	Carlisle, MA
44.	LOON	New Owner	
45.	KODAMA	Stewart McDougall & Denny Doyle	Seattle, WA
46.	ARIADNE	Charles Stone	Darien, CT
47.	HARBINGER	Larry Warner	Marion, MA
48.	MOONFLEET	Chuck Delamater	NY, NY
49.	JAKARTA	Peter Kieley	South Hampton, MA
50.	VINTAGE	John Foley	Port Townsend, WA
51.	BANDA	Peter Gottlund	Kutztown, PA
52.	BEAUTY	Leo T. Chylack	Duxbury, MA

Concordia Owners - May 2000

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 Castner	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	Mr. & Mrs. Henry Becton	Caldwell, NJ
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.	DESPERADO	Rich Uhlig	Summit, NJ
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	Judy & Pam Parker	Nobleboro, 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	Seattle and Orcas Is., WA
83.	CHRISTIE	Richard Robie	Danvers, 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	Boston, MA
89.	WOODWIND	George Hartman	Bethesda, MD
90.	FABRILE	David Godine	Milton, MA
91.	SHIMAERA	Robert J. Snyder	Stonington, CT
92.	SAVU*	Peter Sharp & Steve Kratovil	New York, NY / Providence, 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 & Laurie 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

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