

The oncordian

a newsletter for lovers of Concordia yachts

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From the Editor's Desk:

Welcome to the Fall 2009 *Concordian*.

Welcome also to three new owners:

#3 HALCYON - Ronald Perry

#44 LACERTA - Mark Walter & Janet Norman

#86 DAME OF SARK - James Phyfe

There's a rumor that #35 MEMORY may have finally found a new owner, if anyone has any details or leads on that situation, please let me or Brodie know.

I received a request offset the margins a bit to better accommodate the newsletters being hole punched for those of you who keep them in three-ring binders. I haven't figured out a way to override the shading on the front cover, but the internal margins are offset 1/4", so just let me know your thoughts on that or any other suggestions.

Just like owning SARAH, producing the newsletter is a pleasure and a privilege. I truly enjoy all of the notes and photos.

As always, thank you for keeping in touch and keeping the photos, updates and suggestions coming.

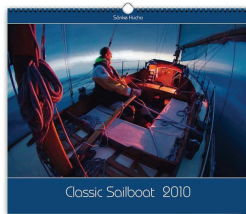
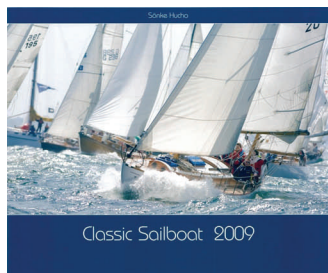
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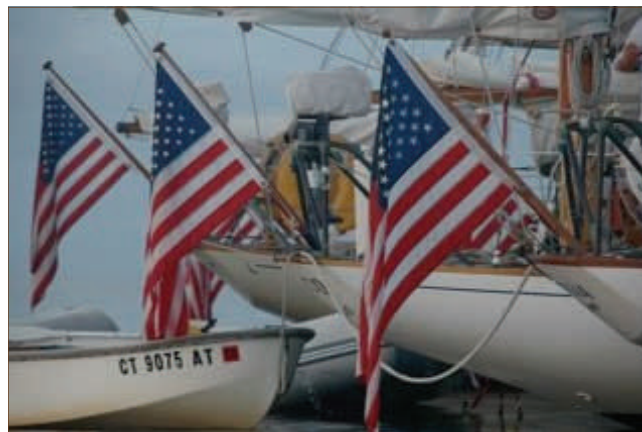
**Cover photo credit: Laurie Bullard -
www.lauriebullardphoto.com
(additional photos by Laurie Bullard right hand column)**

Please note that Laurie's photos are a much higher quality than what is reproduced here. Quality photographs always diminish with printing and as this went to press, my local printing company was having problems with the contrast on their machine, so some pictures may come out several shades darker than the originals.

Congratulations to Kersten Prophet and FLEETWOOD - they made the cover of the 2009 Classic Sailboat calendar and again for 2010!



A handwritten signature in blue ink, likely belonging to Laurie Bullard, is written below the calendar covers.



Concordia Company
www.concordiaboats.com
508-999-1381

We hope you have had a great season. Here in Padanaram, it seemed like the good weather started, and ended, in September.

If you haven't seen it yet, this newsletter is also available through our website www.concordiaboats.com thanks to Margo and our webmaster Hugh Mandeville. All past Concordian issues are there as well and there is a search tool for the entire library.

Please take note, if you haven't already, that there is a spot on our site for you to post any news or new pictures please update your spot on our website: <http://www.concordiaboats.com/yawls.php>.

Also, we have added a Facebook page. You can link to it from our website if you are a FB user (or just search for it on FB). The goal there is just to keep "fans" current on what we're doing with pictures and stories. We retired the "forum" section of our website and hope that this might be a better way to have open conversations about the boats.

We are pleased to announce that Concordia Yacht Sales has hired a full-time, experienced Yacht Broker in Chris Fairfax cfairfax@concordiaboats.com. We have opened a Concordia Yacht Sales office in Padanaram at 338 Elm Street (508-858-5620). Brodie ramacgregor@concordiaboats.com will continue to spend some of his time working in Yacht Sales and will work out of both the Yacht Sales and the Boatyard offices. We are confident that Concordia will be **the place** to either buy or sell a Concordia Yawl. We will broker other fine yachts as well. The Yawl market has been active with several boats turning over. Our current listings include Savu (#92) at \$250k. Complete restoration finished in 2004 and she has been lightly used and meticulously maintained since. Javelin (#57) is listed at \$80k and is a great opportunity for someone who wants a boat close to original at a good price. Chris and Brodie are great resources for these, or any other Yawls on the market.



Chris Fairfax

The company brought Stephen Symchych's LUNA (#88) to the Mystic show the last weekend in June. We also built and completed a traditional Concordia Bateka in time for the Newport International Boat Show. Concordia had a booth in the show for the first time in 20+ years. We plan to be at both shows in 2010 and hope to see you there.



#88 Luna at the 2009 Wooden Boat Show



Concordia exhibit at the 2009 Newport International Boat Show

We are in the middle of our fall decommissioning rush here at the Boatyard. We are flat out hauling boats. We have some good projects coming in for winter including the deck replacement of Summer Wind (#97) and a repower for Snowy Owl (#91).

WINNIE OF BOURNE, #11

J. Arvid Klein

Cynthia C. Crimmins

Darien, CT

Cynthia and I spent four weeks in Maine this August. For me this was largely a first time experience and it was such that I cannot wait to return next

year. Working our way down east we picked up Peter Gallant, the prior owner of *Winnie* and boat builder, in Portsmouth arriving the following day in Falmouth Foreside in time for the Monhegan Island Race. Thunder squalls roiled the start as we tacked out of Hussey Sound to head east. A spectacular sunset and moonrise so bright you could readily attend to sail trim. The wind, 15-20 out of the south; just the kind of power reach a Concordia loves. Most of the fleet held high of the rhumb and set their chutes; we never did and it availed them little. As we approached the finish line at 0400 we were well ahead on corrected time but the gods intervened. The wind dropped and the current turned adverse. We finished fourth. And, so it goes.

Next year we plan on doing the Marblehead to Castine Race and the following Castine Classic Yacht Regatta. Perhaps some other Concordia's will join us.

We continued east to Orcutt Harbor joining up with Charlie and Sally Stone and their Concordia, *Ariadne*. We cruised in company to some of their favorite spots: Seal Cove, MClathery, Frenchboro and Somes Sound. We arrived in Southwest Harbor several days before Bill.

I returned *Winnie* several weeks later making the 180 nm run from Southwest Harbor to the Cape Cod Canal in 27 hours. The wind was NE, 20-25; it was a wild ride!

A project that might be of interest: fitting *Winnie* with a feathering prop. I initially asked Concordia to check out a Max Prop but it was not possible to fit one without altering the rudder aperture, something I did not want to do. I noticed an ad for Variprop in "Cruising World." I contacted their rep Rick Steadman; he was an immense help. We ultimately settled upon their DF-107, a four blade feathering prop with its 15" blades ground down by Variprop to 14" and a perfect fit in *Winnie's* aperture. Given *Winnie's* engine and transmission Variprop set the pitches at 9" and 8" forward and reverse respectively. They can be adjusted upwards to a maximum of 13" and 12" respectively given a possible new power package. The propeller is extremely smooth with massive stopping power. (It cost *Winnie* nine seconds on her PHRF Certificate.) You can actually back *Winnie* up, if you are careful and don't over steer.



#11 Winnie of Bourne - Monhegan Island Race



14" Variprop side view



14" Variprop rear view

OFF CALL, #58

Chase, Kyle & Peter Castner
Boxford, MA

Every summer, my older brother, my father, and I find time in our busy lives to go

sailing on the Penobscot Bay. It is usually a few weeks here and there, adding up to about a month each summer, and yet it is something that we look forward to each year. However this year is different as a part of that tradition is broken; this year it is I (Chase) and not my father (Peter) who writes the article for the Concordia Newsletter.

Although I have tales to tell of adventures and misadventures alike, I would rather speak on why my family has kept this tradition alive throughout the years, and what sailing in Maine has come to mean for me and my family. However, as I say this I realize what a difficult task it is to describe the meaning and importance of sailing for me since it has changed during the years. At first it was merely what we did each summer, a short series of journeys for a young child with a wild imagination and sense of adventure; and yet today, it has come to mean something very sacred to my brother and I, as well as my father. To illustrate this, I simply have to look at the list of places we lay anchor each summer and how that list has mysteriously declined throughout the years. It is almost as if it has been boiled down to a handful of spots; places we have come to love and know so intimately and return to each year. So, why this shortening of the list? While my brother and I have hardly lost our sense of adventure (or a certain level of immaturity still retained from childhood), we no longer find a desire to venture any further East than Deer Isle. Instead of sailing all day for a destination, we are content to travel less than 6 hours a day, most times less, and reach a place by late afternoon. Some days we don't feel the need to lift anchor at all.

It's easy to chalk this up to a lack of spirit or adventure, or even to a certain level of laziness to the untrained eye, but I know deep in my heart that it is something else. It is a feeling of utter content in being in one place, or just a few places each summer. There is no longer a need to awake at sunrise to reach a destination by cocktail hour, or raise every bit of canvas in the rigging to squeeze an extra knot on our speed. Sailing on the Off Call has become something much more peaceful to us, and while we may reminisce about sailing up to Roque Island in the fog, we do so from the safety and seclusion of a beloved spot off of Vinalhaven.

The Penobscot Bay, to us, is the only place we really need to be in the summer time, and despite its popularity and boat traffic, I still refrain from name-dropping. It's as though by naming a place I have doomed it forever to be occupied, and that spot has lost its magic and mystique. While I understand full well that the age of discovery in the Penobscot Bay has long since past, and no place is truly secret anymore, I still hesitate to utter the names of our select spots. Each island, cove, inlet, harbor and beach, despite the amount of people who visit them each year, still feel like *our* spots. And perhaps, that is why we choose not to stray from our list to often; they have be-

come *our* spots and still retain that aura of magic, mystery, and tranquility that three of us long for in the dead of winter. To me, the fact that I am afraid to write the names of our places in a harmless newsletter is as absurd as it is comical.

However, it's also important to my main point of why our family goes sailing each summer, and that is that there are dozens upon dozens of great coves to lay anchor in the Penobscot Bay, and even more islands to walk upon, inlets to enter, etc. Are these spots just extra special? Physically, probably not. But to us, they are fall backs as my father asks us everyday where we want to head. "Well, there's here, here, and here," he'll say, nodding towards the chart. It doesn't really matter to him or to us, because it's the fact that we know how to get there without the use of a chart, we know exactly where to anchor or pick up a mooring, and we know which islands are the best to explore. The technicalities are taken care of, time is not really an issue, and a list of what-to-do's is already taken care of, so what we are left with is simply enjoying each other's company in one of the most beautiful backdrops that one can imagine. There are no opportunities for raised emotions other than the occasional burst of laughter that echoes throughout the bay.

- Chase Castner

AMPHORA, #9

Rob & Lynette DesMarais
Clinton, AR

Some things just get better with age . . .

I hope everyone's summer was filled with some memorable sails. I am looking forward to hearing about your Concordia adventures.



Progress has been painstakingly slow over the summer and not for want of desire but for time. I have favorable reports on the shelter as it maintained a comfortable temp even with a south facing wall. The boat is still coming apart with only the lockers remaining for this year's goals (main cabin forward removed). Then it will be getting things ready for making up frames and floors and the like, with the anticipation of a couple more hands for February.

Stay warm and dry this winter and happy projects.

Rob

PS Only 8 ½ more years to launch!
<http://concordia9-amphora.blogspot.com/>

GOLONDRINA, #65

John Eide
Portland, ME

To answer the main question that some of you have - yes, Golondrina got buttoned up and was relaunched on June 8th.

She took very little water that day and was the tightest she's ever been since I purchased her in 1991. I can say that I almost had dusty bilges this summer. I fielded many comments this summer like "I can't believe you did that" to "WOW!" to "Where'd you learn to do that?" All I can say is that it's nice to be retired.

The weather in the first half of the summer really sucked here in Maine so I jumped on a friend's boat in Baddeck, NS and sailed over to and up the west side of Newfoundland, with a short hop to Labrador, jumping ship in St. Anthony. Not a Concordia, not a wooden boat, so I won't go into details other than we saw whales and bergs every day, ate the best cod I've ever had and was introduced to capelin. I did talk, briefly, with Dr. Gerald Fitzgerald, owner of Tosca, while he was between surgeries at the hospital. He's moving to Nova Scotia so maybe we'll see more of him, his wife, Dr. Mary, and Tosca in the future.

I did the usual two days of racing at the Camden Feeder Race (sunny start, no wind with a rainy finish and much wind) and then (perfect weather) the Eggemoggin Reach Regatta. We did not place this year due to being hit with a 25% rating penalty for winning in '07 and '08 but we felt we had a moral victory for crossing the line in third place, first Concordia, while being mercilessly chased down the last leg by Ben Niles on Allure. Congrats to Ben, Anne and crew for a great race.

I did the end of season race at the Biddeford Pool Yacht Club on Labor Day weekend, but in the light, 2 to 10K, winds we were not able to keep up with the more modern designs. We finished a respectable fourth behind a big, new plastic boat and two smaller sport boats. I could say it was another moral victory since the two sport boats beat us by a matter of seconds. Not bad for a 70 year old design.

The real excitement this summer was connecting with another part of Golondrina's history. About a month ago I received an email from David Bergey, son of the third owners, Milton Bergey and his wife. I had very little information about the Bergey years in Golondrina's history and what I did have turned out to have some serious mistakes. David filled in the details. Rather than paraphrase our exchange, I'd like to indulge you in an edited version of our emails.

DB: This is David Bergey calling. I just found your name and address in the Concordian Newsletter. ...can you please respond and confirm if you are still in the Concordia "family". I am interested in corresponding.

JE: Can I assume that you are Milton Bergey's son? Or other close relative? Yes, I am still in the "family" and plan on remaining a part of this wonderful group and keeping Golondrina for many more years. Feel free to contact me, as I'd love to know more about her early years on St. John.

DB: Yes, I am the son. I have been intending to contact you

for years, but, you know how it goes. Just recently I became acquainted with Richard Baxendale, owner of Vintage, and he directed me to the Concordia web site and the Concordian Newsletter. So, I have been most interested to read your articles. Yes, I will be able to add quite a lot to the Golondrina story,

It has been quite a revelation to me, a non-computer geeker, to see the Concordia web site and newsletter, and to read some of the many remarkable stories. I have not fully read and absorbed all of your entries yet, but from what I have seen so far, I am overwhelmed by your many voyages and maintenance accomplishments. Of course, I am thrilled that Golondrina has survived and enjoyed such excellent care. Your mention that Golondrina spent 24 years in the Virgin Islands is not quite true. Though my father purchased her in 1967, she did not voyage south until later on. The story, in brief, is as follows. My parents home from 1939 to 1968 was in Huntington, Long Island. They purchased the boat in February 1967 where the Emmons had her in storage at Concordia. The price was \$23,000. That spring father engaged the yard to make various upgrades, the biggest of which was the new Westerbeke diesel and accessories. My new wife and I joined father and mother in mid June for an inaugural New England cruise. I'll never forget arriving at South Wharf around midnight, stepping aboard to find Golondrina sparkling clean, fully outfitted, ready to sail, soft lights on in that beautiful cozy cabin, bunks all made up. We cruised Martha's Vineyard, Nantucket, and the Cape, then on down sound to Huntington. Golondrina wintered '67-'68 at Knutsens Yard in Huntington.

In June '68 my parents moved to Chestertown, Maryland, and we sailed Golondrina down via Long Island Sound, East River, down the Jersey coast, up the Delaware to the canal, and then into the Chesapeake. Golondrina's new home waters for the next five years were the upper Chesapeake, and she was first berthed in Chestertown, and later, nearer the Bay near Rock Hall. Most winters she was afloat in a covered shed.

In the Fall of '73 they moved once again, this time taking an even bigger leap, to St. John, Virgin Islands. A professional three man crew sailed her from Norfolk in late November '73, and she arrived in St. Thomas in early December. Father placed a mooring in St. John's Caneel Bay, and sailed her over just before Christmas. Shortly afterward they purchased a house overlooking Chocolate Hole on the island's south shore, and moved Golondrina's mooring there within sight of the new home-stead. Father cruised and sailed Golondrina only a modest amount in the early St. John years, but declining health and an extremely difficult remote island existence took a heavy toll on them by the late 70's. Of course, we underestimated the effect that the brutal island climate would have upon their home, and especially the boat, and Golondrina's condition deteriorated.

In March of '81, I took a two month leave of absence to go down to the island, to assist with house and much needed boat maintenance. She was hauled in April at the local Caneel Bay yard for the usual annual hull work, and subsequently we powered over to St Thomas to pull the spars. Father commuted over daily to do the sanding and varnishing while I carried on at the mooring and at the house. A year later I again returned to St. John for another two month plus tour of heavy house restoration and boat work. I had to once again bring back all of the weathered brightwork. I also remember dealing with interior mildew. The conditions out on the open mooring were very difficult,

GOLONDRINA, #65
(continued from page 6)

dealing with piercing sun, heat, dampness, and frequent rain showers. When I

departed, Golondrina looked quite good again, with good varnish/color, fresh decks, perfect topsides, a cover over the cockpit and house, almost all gear removed for shore-side storage, and hatches and cabinets all open for air circulation. Due to the deplorable island conditions and their particularly difficult living circumstances and declining health, and at my insistence, my parents arranged to leave the island shortly after my departure. Golondrina was sold to Forrest Fisher in June of '82, and the house was sold a few weeks later. My parents left the island in late July, and settled near us here in Bellevue.

I have very fond memories of sailing Golondrina with my father in Long Island and the Chesapeake. But it was a most unfortunate decision that took them on to the islands where life was so very difficult and their island dream became a nightmare.

It is particularly satisfying to me that this beautiful yacht, which meant so much to my father, has been preserved and can live on, bringing much pleasure to future guardians.

Thanks, and very best wishes,

JE: The Concordia fleet attracted a wonderful "family" of original and subsequent owners who spread the gospel according to Waldo to hundreds and thousands of others. To take Golondrina into a new place and have some of these people approach me with specific stories of my boat or memorable stories of other Concordias has been eye opening. What a rich legacy these boats have left - actually, are still leaving. And then to get to know members of the Emmons family, become friends with Bill and Jenny and now to connect with you speaks to this legacy. When I run out of things to do in my retirement, I might just write a short history of Golondrina. Could be fun.

Thanks for getting in touch and for correcting my erroneous history of Golondrina. Enjoy your sail on Vintage.

I can't add much more to that. After 18 years of stewardship of Golondrina, I'm still amazed by our boats and the history surrounding them. They're the most beautiful class of boats afloat, they sail even better than they look and they've attracted a wonderful "family" of owners and friends.

I have an original, c1955, never installed Concordia Heater, rebuilt, recaulked and reblackened. \$2500

John Eide



IRENE, #103
Doug Cole
Bellingham, WA

Several years ago while checking on the progress of Vintage during her rebuild, I noted the serious

rot which had taken place around the main chainplates on both sides. It had run several feet forward, aft and below and had made a real mess of things. I was reminded of the importance of periodic inspection and re-bedding of the main and mizzen chainplate caps. I'm on a five year plan and rebedded them again this season. It's a fairly simple project, one made much easier by routine inspection. I have new screws on hand in case I drop one or find the tips to be turning color. After lifting, cleaning and inspecting, I rebed them in Dolphonite, and then rest easy for another few years.

In the Fall 1988 edition of the CNL I wrote an extensive article about keel bolts. Over the past 21 years there must be numerous stories about the process of keel bolt renewal. While Irene is not facing this immediately, I would be interested in learning what Concordia owners have been doing in this regard and what type keel bolts are being used as replacements.

During my spring haulout this year I asked the Travelift driver how much Irene weighed. Just under 24,000 pounds was the answer. Considering the design weight is in the 19,000 pound range, this would indicate approximately 5,000 pounds of gear, water and fuel and perhaps a bit of retained moisture. Has anyone confirmed their yawl's weight recently?

Our cruising this year was quite diminished over previous years due to distractions of work and a cluttered calendar. We did enjoy one evening together at Lopez with the Kodamans, Stewart and Denny.



Left to right, wife Margie, Denny & Stewart McDougall

As I wait for the coffee to finishing brewing, I open the laptop and start to write a report for the fall

Concordian. It is the third week of October, the sun is rising later in the morning, but it is comfortably warm aboard. We are anchored in San Domingo Creek, a small tributary of the Choptank River on the eastern shore of the Chesapeake Bay. As I have writer's block until consuming some morning coffee, I start by re-reading what we wrote last spring. Only then did I fully appreciate that we started with a very ambitious cruising plan for one couple on an old wood yawl, but we did everything we set out to do, and then some.

We moved aboard Abaco on May 22nd, just a few hours after the movers packed the last of our furniture into the truck for storage. Cruising east from Stamford, CT (into last spring's fog and easterly winds) we stopped in many LI Sound harbors en route to Shelter Island, Block, the Vineyard, and Nantucket. After filling the freezer with striped bass and bluefish filets from a successful fishing trip, we headed for Gloucester, then to Northeast Harbor, Maine. We cruised east to Mistake and Roque Islands with our Maryland friends who first sailed with Jonathan on *Abaco* in the late 60's and early 70's. After dropping them in Jonesport after another week of solid fog, we stopped in Cutler before heading to North Head, Grand Manan. We thoroughly enjoyed the Canadian hospitality there, but finally left after four days to head to Saint John, New Brunswick. After being guided thru the busy harbor by "Fundy Traffic", we traversed the famous reversing falls of the Saint John River at high-slack and spent ten lovely days cruising this warm and fog-free inland river and lake system.

Back out on the Bay of Fundy, we first headed back west to Campobello Island, St. Andrews, and Passamaquoddy Bay where we found both quaint towns and quiet anchorages. In many places the locals said we were the first cruising boat they had seen all season. After leaving St. Andrews in increasing fog, we took advantage of a building southwesterly and a strong flood current to beam reach the fifty miles across Fundy to Digby, Nova Scotia. There we were met by an enthusiastic group from the Royal Western Nova Scotia Yacht Club who took our dock lines, provided local knowledge on all subjects, and even lent us a car. After enjoying several days of Digby scallops and watching the local fishing fleet come and go, we left at 0500 (in fog, of course) to catch the ebb southwest. We stopped first in Yarmouth, and then continued around Cape Sable to Mahone Bay and eventually Halifax. The Atlantic Coast of Nova Scotia, which we first cruised in 2002, had much less fog, and we enjoyed more sailing and fewer powering days.

Realizing it was time to head back, we finally sailed over to Northeast Harbor on a quick overnight, but stayed only for customs clearance and some re-provisioning. The next two weeks provided some great Maine August weather, with warm sunny days, cool nights, and no fog. We worked our way down the coast to Portland, and then did an overnight to the Cape Cod Canal under sail the entire way with winds veering from southwest to west and northwest. After waiting for Hurricane Danny to pass, we again sailed to Nantucket, re-

stocked our freezer with stripers and blues we caught there, and headed west to Connecticut and Hamburg Cove. After a two day car trip to Maryland to close on our house, we returned and sailed to Stamford for a week of visiting. We then headed thru NY Harbor, down the New Jersey coast to Cape May, up the Delaware Bay to the C&D Canal, and finally into the Chesapeake Bay. After a detour in the Sassafras River to repair a failing exhaust riser, we finally arrived at *Abaco*'s new berth, in Town Creek, Oxford, MD. After getting settled at the boatyard and checking on the house, we headed across the bay to Annapolis to join the fall Chesapeake CCA Cruise. *Abaco* corrected to first place in the one race scheduled, so we quickly met a lot of Chesapeake Bay sailors. After returning to Oxford a week later for the arrival of ours movers, we stopped unpacking two days later and sailed off to discover some of the local anchorages. We had fine fall sailing, no crowds, and our fridge and freezer still had plenty of provisions. Since last spring we logged over 2500 miles, had more than expected engine, electronics, sail, paint, and varnish repairs, and had a fabulous adventure.

When the heat, humidity, and crowds come next summer, we'll be back down east cruising Maine and Canada. Hope to see some of our fellow *Concordia* owners in 2010, if not sooner.



ABACO rafted with Grand Manan fishing fleet



ABACO in Head Harbor, Campobello Island

VINTAGE, #51
Richard and Eleanore Baxendale
Seattle, WA

her spring maintenance. Just one year earlier, Haven had completed a 16 month restoration that remade our very tired Vintage into a new boat. The plan was two varnish coats on all exterior varnish including the spars plus two coats of paint on the topsides. The bottom was also dealt with. No other work was needed. The results were fairly spectacular. As if to confirm this judgment, Vintage recently won the Victoria (BC) Classic Boat Festival "Best Overall Sailboat" against a lot of very well turned out classics for which the Northwest is well known.



Recently in Port Townsend, a winemaker stopped by the boat and handed me a bottle of red wine. Note the accompanying picture. It turns out that he is a former Concordia owner (of Lotus) turned winemaker and this Washington Syrah is very good indeed. The back label states, "The silhouette represents a Concordia Yawl Sailboat. They are beautifully crafted, luxurious and desirable – just like our wine." It then goes on to describe aging in French oak etc. If you would like to try it you can contact Denis Gross in Olympia, WA at (360) 866-7991 or dwgrosswine@yahoo.com.



Two items of information that may be useful to Concordia owners:

1. The source for replacement light shades for cabin lights (a company called ABI), has gone out of business. The marine outfitter Defender (800 628-8225) purchased the remaining light shade stock. The Defender item # is 700055 and each shade costs \$5.99. As of mid September, they had about 115 left. If you need to replace your light shades, this would be the time to do it.

This boating year began with a very winter like run up to Port Townsend from Seattle in mid-April to return Vintage to Haven Boatworks for

2. For those needing new green corduroy interior fabric for settee cushions, wedge cushions and backdrops, an excellent source is Queen Anne Upholstery in Seattle. Their phone number is (206) 282-3241. The fabric to ask for is Tuxedo, #4450 Juniper (L.A.). I purchased 14 yards and it made 4 settee cushions, 2 settee backdrops and 2 Concordia wedge cushions. The material wears well and is the right color.



SARAH, #27
Margo Geer
St. Augustine, FL

As usual, I'm the last one to turn in my information for the newsletter, but being the editor has its privileges. One

of which is being able to wait until the last minute and then write a piece that is just the right length to fill in the last open space.

SARAH's 2009 racing season started with a respectable 4th place in the performance division of the 17th Monkey's Uncle Race followed by third place finishes in the Father's Day Regatta and Moonrise Race. We FINALLY got a first place in the Out and Back on October 13th. The full story is on line on the Wooden Boat Forum at:

<http://www.woodenboat.com/forum/showthread.php?t=104464>



All in all there doesn't seem to be much to report. Tony Harwell and I got a few more pieces put back in the interior before he got busy with work on ACTAEA. I'm hoping to get some brightwork done in the next few weeks, because it will be time to decorate SARAH for the Regatta of Lights. This year we're also registered for the Palm Coast Yacht Club's light parade.



#49 MOONFLEET - photo by Steven Rozendaal



103 IRENE - Sucia Island, Mt. Baker in background

The latest volley in the War of the Batekas a/k/a A Bateka is launched Adkins style:



You Are Cordially Invited

To

*The Christening and Relaunching
Of The Abeking & Rasmussen BATEKA*

PERIGEE

*To Be Held At The Shipways Of
The Jensen Motor Boat Company
Seattle*

*On
Thursday, June 11, 2009
1700hrs to 1800hrs*

Miss Caitlin K. M. Adkins Officiating



FLEETWOOD, #20
Kersten Prophet
Keil, Germany

Since my last report for the Concordian we had a lot of fun sailing with minor maintenance work.

In spring and early summer we did some racing, classical races. Fleetwood's picture was used on the invitation for the Classical Yacht race in Neustadt, close to Lübeck.

We then did very well in the Kiel Classic Week race, made a second place in our group. You may have the chance to visit the photos on my web site http://sy-fleetwood.de/html/crew_0.html. The event starts every year with a barbecue in the British Kiel Yacht Club <http://www.bkyc.de/>. The BKYC is the offshore sailing center for the British forces in Germany. They are always very good in having nice parties! The second day there is the race on the inner part of the Kiel Fjord very close to the shore to give nice photo motives for the tourists watching the race. After the prize giving ceremony the event ends with an open boat for the other yacht owners.

After all this racing and parties I had the job to build a dinghy for my children. Here is a photo of "Fleetwood's Beiboot" what means "Tender to Fleetwood." This year we used it for rowing in the harbors.

Next year we plan to go sailing with this little thing. My older daughter Lea plans to enter the youth group of the sailing club. She is now seven.

During August we had a very nice three



week vacation on the boat. We visited the Danish island Fyn and had some nice summer days in the harbors and at the beaches with some miles on the water. The only spectacular thing was the day back to Kiel. I had to sail very near to the wind in an average wind speed of 25 knots. On top of that I experienced a couple of showers with maximum wind speed of 50 knots. It was such a long time ago that I had such a day. Anyhow, Fleetwood did very very well. With the mizzen and half of the roller jib (app. 150 square foot) she was very good on the tiller even if the waves of the Western Baltic, resp. the Kiel Bay are very short and high.

During last weeks I had some weekend sailing with the family and friends. We had such a nice autumn weather!

On October 31st she is scheduled to be out of the water.

After two winters of more or less usual maintenance work I plan to renew the canvas of the deck. It is still the original canvas of 1954. During the last years more and more cracks developed and now she had some leaking areas in the fore deck during sailing. I plan to replace the canvas by three or four layers of glass with epoxy resin. I will do this together with stripping the cabin sides and renewal of the varnish. This will be necessary while I have to dismantle the quarter round of the cabin and the cockpit as well as the winch basements blocks to make a good job with the deck.

I'm waiting for a nice picture of Fleetwood during a night trip to be published in the German Magazine "Yacht".... may be they bring it during Christmas time because it is so romantic.

All the best and happy winter work to all Concordia owners.

Miscellaneous News and Notes:

- * Copies of Elizabeth Meyer's *Concordia Yawls - The First Fifty Years* are available through J Class Management and Amazon.com. Concordia owners ordering through J Class Management will receive a 25% discount. Contact Marcia Johnstone Whitney - mjw@jclass.com for ordering information.
- * Concordia burgees should be available by the time you receive this newsletter.
- * Complete issues of the Concordian newsletter - Issues 1-48 (February 1986 to date) are available for \$175. The newsletter collection is greater than 300 pages, spans 24 years of owner comments and photographs, and encompasses more history of the boats, projects, rebuilds, and travels than you can get anywhere else. Issues 37-48 are reprinted in full color.
- * Jim Brass, who is the former North and South American representative for Abeking & Rasmussen, is downsizing his personal library. He has signed copies of most of the Concordia books and numerous items of A&R memorabilia. For further info, contact him at jbrass0077@bellsouth.net or 561-602-0667.
- * Paul Cundari has a disassembled 7'11" Dyer Dhow in Noroton Harbor, CT. He can be contacted through paul.cundari@gmail.com or at 203-655-1368.
- * Richard Baxendale (#51 VINTAGE) HAS two sails for sale - a 130 Genoa and a mizzen. They were built by Carol Hasse of Port Townsend and completely refurbished 18 months ago with all new stitching, spreader patches, new covers and leathers. The Genoa is of 6.5 oz cloth and 376 sq. ft. with a luff of 35 ft, a leech of 35 ft, and a foot of 22.7 ft. The Mizzen is also of 6.5 oz cloth and 78 sq.ft. Its luff is 18.1 ft. its leech 19 ft. 2 in. and its foot 7 ft. 10 in. He can be contacted at: richard@baxendale.com
- * In the last newsletter we reported that Soaring Heart Futon had Concordia-green corduroy. That was in error. It is Queen Anne Upholstery in Seattle - phone # 206-282-3241
- * David Godine (# 90 FABRILE) advises that there is always a mooring and (what seems to be more important) a shower waiting for them off the southern tip of Bremen Long Island in Maine if they are ever passing through. He can be reached at: drg@godine.com