

# the CONCORDIAN

A newsletter for lovers of Concordia yachts

Spring 2011, Number 50



Harriseeket River, Summer 2010

## MISTY, No. 66

Piermont NY

Concordia aficionados may not have heard of *Misty* because she was kept on the Great Lakes for 45 years. She belonged to the McIntosh family, father and son, and she lived first in Detroit and then in Chicago and was well-cared for, with inside storage at the Palmer Johnson Yard in the winter. Lester McIntosh ordered the boat in 1958, and his family went to Padanaram to fetch her. As a family they took the new boat down the coast, up the Hudson River, through the Erie Barge Canal, re-stepped the masts entering the Great Lakes, and went home to the Detroit Yacht Club. Young Tom was 10 years old and his sister Maggie was 9; he remembers the trip as one of the great experiences of his youth. He sold her in 2005 after 46 years of loving care in the family. She won the Chicago-Mackinaw Race in 1989 and is optimized for distance racing on the Lakes. Buddy Melges supposedly specced her mainsheet traveler. I can reach over and trim the main with one hand, one tug.

*Misty* (her original name) was a fresh water boat, so she is in outstanding condition. She has not needed a rebuild, except for modest refreshments over the years: engine, sails, electric panel. She is much like she would have arrived from Germany, with her original green corduroy seat cushions, hand-rubbed interior pine, and untarnished bronze. When I owned my other Concordias, I always wondered what it would be like have a new one, polished bright and perfect, fresh from the builders yard. *Misty* gave me that A-HA! moment.

*Misty* is my third Concordia yawl, after owning *Matinicus* with Elizabeth Meyer and then *Moonfleet* for ten years. I wanted to have a boat where I would feel at home instantly, and where just gazing along the curves of the coach roof and the locust toerail would bring delight. She will be at the WoodenBoat School and at her summer mooring nearby in the Benjamin River in August, 2011.

Queene Hooper Foster

## RESULTS, OBSERVATIONS, DIRECTIONS

You've had a chance to respond to the questionnaire I sent out in January to all owners, plus about 15 "friends of the fleet." Forty-four of you responded, either via snail or email, so here are the results followed by my vision of where the Concordian might go in the future.

Seventy percent of you keep all issues; 45% would like access to back issues, either in print or electronically. The Concordia site, <<http://www.concordiaboats.com/concordian/index.html>> now has all back issues. I have no print back issues nor do I have any desire to collect, print, stock or sell them.

There is nothing you clearly like best. You like it all! Most of you would like to see more photographs, but cruising stories, especially to exotic destinations, racing adventures, repair sagas and tips/reports from the boat yards all are too statistically close to make a difference. There is nothing you're tired of reading about, so anything that pertain to our boats will be welcome.

You were evenly divided on my question of printing fiction. If you have something that is short, has a Concordia as a major character, and the New Yorker doesn't want it, send it in.

Only two of you feel the Concordian is too costly at \$20 per year for two issues. The rest of you find the price either "about right" or are willing to pay more, with \$25 to \$50 a year being acceptable. All but one of you would like to see the newsletter continue to be published twice a year, Spring and Fall. I had a chuckle over one owner's response. He felt \$20/year was not worth it, but yet he wanted more than two issues each year and he wanted more photographs.

Eighty percent of you would like an electronic issue that you can also print out. Most of you, 75%, make your submissions electronically. However, there is a large group of owners who do not have email. When I agreed to take over the editorship of the Concordian, it seemed logical to me to move it to an electronic publication, but one that you could also print. Publishing an electronic issue would keep the cost down, allow for more content and eventually move the newsletter to an interactive blog publication, if desired. But once I discovered that over 10% of the owners do not have email or access to printing out an electronic issue, it's clear to me that we have to stick with a mailed, print edition, for a while longer. I hope to send the Fall 2011 issue out in both print and electronic formats. Make sure I have your correct and up-to-date email address. Mine is: <[jeide@meca.edu](mailto:jeide@meca.edu)>

The questions about your boats will be kept for a future state-of-the-fleet issue that I'd like to put together as we approach the 75th Anniversary in 2013.

The big expense in publishing the newsletter is the printing cost, followed by postage. Previous editors sent out four mailing each year; two reminders to submit, followed by mailing

the two issues. I will no longer send a snail mail reminder to everyone - only to those of you without email. That should save a bit each year. Keep in mind that there is a direct relationship between the cost of publication and the amount of content so what can be saved on postage can be put into a larger issue.

Previously, a current listing of the boats, owners, and home ports was inserted in the newsletter. I have no desire to do that so I have discussed with Brodie our working together to bring their web site listing current as well as to fill in some holes. There is a logic in having Concordia keep that list on their public web site since it already exists, draws from the historical information found in Waldo's book as well as the 40th and 50th anniversary books and is available to everyone. Many people use that web page to look up information about us and our boats. Please go to the site <<http://www.concordiaboats.com/yawls.php>> check the listing for your boat and contact me with any additions or corrections. Let's work to get that list accurate and up-to-date.

Brodie and I are in agreement that the Concordian and the Concordia Company should have no connection other than the above listing and, if they so desire, submit information on current yard projects.

A few of you wanted the Newsletter to list boats for sale, what sold and the sale price. Since the newsletter comes out only twice each year, that information is old by the time of publication. I have no desire to include such listings. That said, the newsletter certainly will welcome new members to the fleet, so when you hear of a new owner, please forward that to me.

I plan on keeping the yearly subscription at \$20 for two issues for as long as possible. Your \$20 will be due with the Spring issue each year. If your name on the address label has a red line through it, your subscription is due. Two red lines, you owe for last year as well as the current year. Three stripes, three strikes....

When I sent you the email version of the questionnaire, I didn't know how to hide your email addresses. As a result, the list was copied and used for another purpose. I have now figured out how to hide your address. I hope you were not inconvenienced by my error and I apologize.

I'm considering the following topic for the fall issue: *Mast steps, Tie rods, Truss Rods: What's the Deal?* If you have an opinion or experience with this, let me know. I'm also considering *Racing your Concordia* in a future issue. Both these topics came up a number of times in the questionnaire.

Finally, this is YOUR newsletter, not mine. I can only make it as good as the content you send me.

John Eide

## OFF CALL, No. 58

Camden, ME

Spring has finally arrived! The time of year when each day promises warmer ones to follow. When boat owners provide their last minute check lists of maintenance, schedule a launch date, and “X” out entire weeks (or months in some cases) on their monthly calendars designated for cruising. It is truly amazing to step back and take a look at the ritual that is summer cruising on the *Off Call*. June, July, and August. Just three months, and only three months, no matter how much we try to convince ourselves that a warm day at the beginning of May is the start of it all (it is usually followed by five days of rain). Nope, it’s really Memorial Day when summer is finally here.

While it is a day that all New Englanders count down to, for Concordia owners, it has a little bit more weight to it. Concordias do not sit in drive ways or backyards under tarps, waiting to be hosed down and fueled up for summer frivolities. Instead, Concordias are stored in buildings; stripped, painted, varnished, mended, and cared for during their winter rests. While the average boat owners long for the summer days to come, complete with beam reaches, striper fishing, and long hauls from one port to another, a Concordia owner is awaiting one day above all others. That day when their boat finally touches the water, and all of that maintenance and preparation comes together to

that first moment when you lay your eyes on her for the first time. Not only do we get to finally shake out the sails, but we get to see these works of art in their natural habitat once more. Finally, sitting in a quiet cove or busy harbor, under full steam or just lulling around in the light summer breezes, our boats, as much as ourselves, are at home. It finally ceases to just be a vessel and becomes our beloved *Off Call* again.

For my brother, father and me, it is as much about sailing together as it is about the *Off Call* itself; the way the decks feel under our feet, the way the water touches the hull and sun catches the varnished wood, the familiar smells down below, and the soothing sounds at night. It truly is the simpler pleasures of the *Off Call* that I eagerly await as the summer draws nearer. And while a passersby might appreciate the way it looks, ignore us, or even try to swamp us, we remain in our own peaceful world, not hindered or distracted by any ideas of far off destinations or tight schedules. Instead, we are beholden only to our own modest goals of making it to our favorite, familiar places. Rain or shine, storm or fog, whatever this summer brings, the *Off Call* will be in the water and we will use it, always keeping a smile on our face and a watchful eye on the horizon in the off chance that we spot a set of varnished masts atop a familiar hull to wave to. Fair winds, from the *Off Call*.

Chase Castner



OFF CALL and PEEP, Long Cove

## MALAY, No. 77

Pemaquid, ME

“Hey, Mr. Strohmeier, this gal made your sail and she’s never been on a sailboat!”

“Don’t tell him that Jody,” I gasped, “he’ll think I don’t know what I’m doing!”

“Well young lady,” he said, “would you like to go out for a sail this weekend and see what your work looks like?”

“Oh no sir. I can’t swim and I don’t like boats. You see, I got seasick once on a boat, a big one at that, and swore then that I’d never get on one again. Actually I’m a mountain gal at heart.”

“Well,” he said, “I think you might enjoy this boat or at least give it a try. I consider it my pup tent on the water.”

And that’s how it all started back in April of 1990 at Manchester sail loft in Padanaram harbor. I did finally give in and go for a sail to Cuttyhunk with Mr. Strohmeier for the weekend and the rest, as they say, is history. It’s been 21 years and about 15,000 nm later that I look back on that day with tears in my eyes, a smile on my face, scores of new friendships held dear to my heart and memories and stories to last a lifetime. Little did I know then who Dan Strohmeier was. But what I did know after that first sail on *Malay* was that I was hooked and there was nothing Mr. Strohmeier loved to do more than sail his beloved *Malay*. We sailed every weekend from April ‘til November and mid summer would be our time to head “Down East” for a spell. Dan had introduced me to Buzzards Bay, Narragansett Bay, the Gulf and coast of Maine, the Bay of Fundy up into the Saint John River in New Brunswick, Nova Scotia, Cape Breton and the beautiful Bras d’Or Lake. We had incredible voyages with fair breezes and to balance it out absolutely horrific passages when I thought we’d never see land again. But through all our cruising I never felt that *Malay* would let us down. She is an exceptional specimen of strength and agility, beauty and grace, forgiveness and fortitude. Dan knew it, proved it, loved it and cherished his *Malay*. I began to realize in short order that our lives were entwined with the same longing for adventure. I promised him in 1995 that I would be his caregiver forever. He asked me to marry him in 2000. We tied the knot, a constrictor no less, aboard *Malay* on May 26th of that year and our hearts were forever etched in time.

By 2005 we realized at 93 years old that Dan was slowing down and unable to make the passage to Maine. It was then that we decided to leave the hustle and bustle of south eastern Massachusetts for the more quiet and gentler atmosphere of Maine. The small mid coast Town of Damariscotta was the perfect place for us. We designed a barn that would serve our needs, a fine working space for *Malay* and a fully handicap accessible home for ourselves. We had a wonderful time being a part of and watching Base Camp *Malay* being built. It was the beginning of a new adventure for us.

As luck would have it, we were able to find the perfect mooring for *Malay* in Pemaquid Harbor with an easy commute to



the boat. This was one of the harbors that Dan and I had never ventured into since our “Cruising Guide to the Coast of Maine,” warned us to beware of unmarked ledges, strong currents in the inner harbor and rocks in the narrows. Dan and I had scoured the western shore of Muscongus Bay looking for a suitable spot to drop a mooring but none could be found as most good harbors of refuge have a waiting list. So we decided to look into John’s Bay, which we had only traversed after passing thru the Bristol Gut on our way to Pemaquid Point. Well, lo and behold, down a dirt road we went to see this little landing and what a bucolic spot it was. We watched as boats picked their way along the ledges and found their moorings. So we decided to kick around the docks and ask the locals how they did it.

“Well, you’ve got to put that boat house on your stern and that fish house on your bow and that should get you thru the ledges but be careful after mid tide, it gets skinny in there.” After hearing the same scenario from a number of different folks we decided it would be a fine place for *Malay* and it was. It wasn’t crowded, just a handful of big boats, those of us over 30’, a bunch of smaller vessels in the shallow parts and a cute little landing with a dinghy dock.

Dan loved that little harbor and the fact that it was hard to get in and out of was even better. We had lots of lovely day sails out and about by Damariscove Island and would always head home thru the Thread of Life, one of his favorite little passages.

During our cruise to Mount Dessert that summer we were surprised and privileged to see the downwind start of the Eg-gemoggin Reach Regatta just as we blasted into the bottom of the Reach doing 8.5 kts. on a close reach. What a sight! It was one beautiful wooden classic after another with their chutes set and headed in our direction. As we tacked over to head up the Reach the fleet passed us with anxious crewmembers scurrying about tending to their duties aboard. Dan was thrilled to have been there and I know in his heart he longed for those days of yore!

Dan continued to sail until he was 95 then decided he had had enough. We had spent many a lovely night on *Malay* reminiscing about our adventures and grateful for the times we had





MALAY on her mooring in Pemaquid Harbor

shared together. The setting sun would grace the entrance to our little harbor, the sky would begin turning its beautiful hues of yellow and gold, then red, as she dipped below the horizon... as we sat in the cockpit under the canopy of a starry night, we felt very blessed about the choices we had made.

Dan peacefully slipped his mooring and crossed the bar in March of 2008. It's been 3 years since Dan departed and my heart still aches for him.

I have maintained and launched *Malay* every year since his passing. Never a day goes by, when I'm out sailing, that someone doesn't hail me and say, "Oh what a pretty boat." or "Hey, I raced against Dan Strohmeier back in the 50's." Of course that would have been his first *Malay*, Concordia hull number two, of Bermuda Trophy fame, which he cruised and raced for 21 years. This is hull 77, built in 1960, which he bought in 1972 and cruised and raced for another 36 years. Dan was truly in love with the Concordia design. But even with all the wonderful accolades and story telling of past races, which I so eagerly love to hear, it is just not the same without him. Dan was the heart and soul of *Malay*. Eighteen years of sailing with Dan Strohmeier, my skipper, my husband, my soul mate, on his precious *Malay* has been the highlight of my life. I am so glad he persuaded me to go to Cuttyhunk!

I now have to come to grips with the very difficult and bittersweet decision that it is time for me to turn the page on this chapter of my life and go on. I have started a little business in the boating industry and am dedicated to making it successful.

This in turn leaves little time for *Malay*.

It is my hopes that someone out there has a special place in their heart to devote their time and energy to a particularly special Concordia and keep her in the fashion she deserves. No sense in beating around the bush here when I know I'm preaching to the choir! I'll even guarantee that the next owner will feel the special magic that evolves when sailing this beautiful, classic yacht.

Concordia Company has taken great care of *Malay* through the years and I continually work on her to keep her up to snuff. Capt'n Paul Haley did a survey on her in January 2011 and she is considered in good condition. Of course there are always issues to explore but that's part of wooden boat ownership. There are some changes and additions that Dan decided would be helpful for offshore cruising/racing which you can check out on this Cruising Club of America site; [http://www.cruisingclub.org/seamanship/seamanship\\_boats.htm](http://www.cruisingclub.org/seamanship/seamanship_boats.htm)

If you are interested in finding out more about *Malay* and what is being offered please contact me at 207-563-6477 or [c.b.strohmeier@gmail.com](mailto:c.b.strohmeier@gmail.com)

Fair winds to all!

Cheryl Strohmeier

## IRENE, No.103

Bellingham, WA

As of April 1, *Irene* is afloat and still under winter covers. With all the news of tsunamis, I recently checked my insurance coverage to see if she'd be covered in such an event since the harbor where she is moored could be demolished. She's covered, but I'm afraid the result would be catastrophic. I'd prefer not to think about such things.

My thanks for Margo Geer for her past editorship of the Newsletter. She did a marvelous job upgrading the look and layout. Thank you Margo! It's hard to imagine 25 years ago when the CNL was a type-written affair that it would come so far. Congratulations and thank you to John Eide for taking over. I hope Concordians will support his efforts.

I learned that *Abaco* has a new owner and will be heading to Maine for post fire reconstruction. After years of sailing aboard with Jon & Dorothy I am sad to have lost my East Coast ride for Concordia events, but happy that *Abaco* has a promising future with a new owner.

Doug Cole

## CROCODILE, No. 67

Manchester, MA

### Cruising Penobscot Bay and on to St. John's River

Over the years, we have left Manchester Massachusetts late in the day on a Friday and arrived in Penobscot Bay the next day. My favorite port of calls are as follows:

- Port Clyde. They have a general store and an excellent restaurant on the dock. You can use their float and then spend the night on one of their moorings.
- Tenants Harbor. This is an excellent port if you are coming in from offshore. Cod's End sells gas and water and also has an incredible restaurant. Lyman Bullard has showers and mooring. It is a good place to change crew and you can leave your vessel at Lyman Bullard without any concerns.
- Long Cove. This is on Vinal Haven and has moorings and an anchorage and is one of my favored places.
- Castine. The yacht club will accommodate you with moorings. The town is magnificent and your female crew will love it. They also have an incredible oyster bar and restaurant.
- Bucks Harbor. You can apply for moorings at the yacht club. If you resemble a Concordia, they will probably let you tie up at their docks. There is a supply store just up the road with a fair range of merchandise.
- Pulpit Harbor. Very secluded and beautiful. You may be lucky in finding a mooring as this is a very popular area.
- North Haven. There is a hot dog stand and is a fun town to walk around. Brown's Boat Yard will sell you gas and water and also rent you a mooring. This area is full of Bostonians.

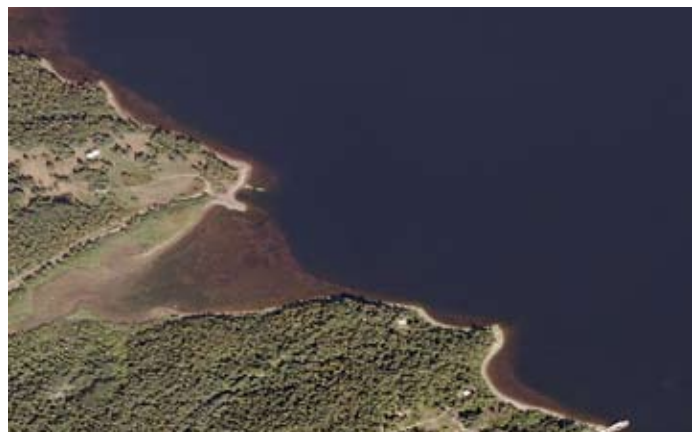
- Southwest Harbor. This has a monster dock area and I believe they will rent you a mooring. They have a very lively food store, a branch of West Marine and a fantastic restaurant at the head of the street.
- Manset. This is the home of Hinckley. In the event that you need something fixed, call them up on your radio and they will direct you to a dock.
- Somes Sound. This is a feast for your eyes. The first is Hurricane Sound and the second is a waterfall, I would not recommend an overnight stay there because it gets rather chilly at sunset. I would suggest that you continue on up the fjord until you reach Somesville. As you enter Somesville, you will see a little island with a Hinckley mooring. Pick it up! If that is full, pick up any mooring that you find.
- Winter Harbor. This is on the eastern side of Frenchman's Bay and has moorings owned by the yacht club. The moorings are on the other side of the yacht club.

If you have the time, I suggest a trip up the St. John's River. This trip takes about three days and you must make sure that the tide is behind you. The first port of call is Roque Island. Then you pass inside of Libby and stop at Head Harbor on Campobello. Before leaving Campobello, check with Canadian Customs, 188-226-7277. "Fundy Traffic" is 506-636-4696 and the Eldridge Tide Book will give you an update on tidal conditions at the entry to the river.

We have two houses on Kennebecasis Island on the north side of Keith's Cove which is directly across from the Royal Kennebecasis Yacht Club. We plan on being there starting in early August for a six to eight week stay. Please call us if you intend on coming our way and we will be happy to welcome you ashore. My number is 617-899-6818.

Safe sailing from *Crocodile*.

Edgar Crocker



Aerial view of Keith's Cove, St. John River, NB

(You may have recognized Crocodile on the midwinter 2011 cover of Points East magazine. Check her out: <<http://www.pointseast.com/archives-11.shtml>> ed.)

## ABACO, FABRILE and GOLDENEYE

Three of the fleet met with trauma last year and you remember Jon Goldweitz' report on *Abaco* in the last Concordian. *Fabrile* and *Goldeneye* both broke free in separate October storms and were blown on the rocks. Below is an initial report about the status of *Fabrile* and *Abaco*, both stable and in good hands, and a more complete look at the repair process on *Goldeneye*. We will follow their repair progress in future issues. ed.

### ABACO, No. 102

As many of you already know, we had a tragic electrical fire aboard *Abaco* last June while visiting our former home port of Stamford, CT. There was extensive damage to cockpit, aft end of deck house, decks, spars, and some planking. We had the boat trucked to Cove Landing Marine in Hamburg Cove, CT where John Leonard and his crew had expertly cared for her for the fifteen years prior to our move to the Chesapeake in 2009. He developed a comprehensive restoration plan, but Dorothy and I felt it best if we found someone else to rebuild her while we searched for another vessel aboard which to continue our retirement cruising plan.

With the help of our network of Concordia friends, we were fortunate to find the right new owners. Donald Lippoth, Jr. and his wife Cheryl took over as *Abaco*'s stewards last month and are excited to begin her restoration in their hometown of South Portland, ME. Don's father owned Concordias #10 (now *Praxilla*) and #89 (*Woodwind*) during Don's youth, so his passion for Concordias and his skills as a boat builder and cabinet maker will ensure that *Abaco* sails again.

We hope that Don and Cheryl will make as many friends in the Concordia community as Dorothy and I have over the past 42 years, and wish them all the best with the restoration work ahead.

Jonathan and Dorothy Goldweitz, Oxford MD

### ABACO, No. 102 South Portland, ME

1968 was a great year. I was six and my father's Concordia was already in her 16th year. Twelve years of growing up with Concordias, first #10 followed by #89, both named *Woodwind*, instilled a great love for sailing on what I consider the most beautiful 40 foot boat on the water.

Sadly, my family moved on but I didn't. My dream, since then, has been to have my own. Thirty one years and several boats later, after much encouragement and prodding from friends and support from my wife, I am finally realizing my dream.

I want to thank Jon and Dorothy Goldweitz for entrusting their beloved *Abaco* to Cheryl and me. We are both committed to meeting the challenge and restoring her to her former beauty and glory. We look forward the day when *Abaco* graces the sea again.

Donald and Cheryl Lippoth, Jr.

## FABRILE, No. 90 Milton, MA

Late last October my wife and I were driving up to Bremen Long Island in Maine where we moored our Concordia '39 for the season. Our plan was to sail *Fabrile* the next day to Benjamin River where John Dunbar has taken excellent care of her for over a decade. I had had a uneasy feeling the night before as a major blow had swept through mid coast Maine with winds of 50 knots or better. And just the week before we had brought up the storm anchor that we had dropped to secure her due to the hurricane warnings, so she was secured only by an older 2" chain and a new pennant. The feeling proved prophetic because as we went through Bath we received a call from the Coast Guard saying they had spotted our yawl on the rocks off the shore of Hog Island, directly to the west of Bremen Long Island. Sure enough, when we arrived at the scene, we found her anchor chain dragging and the shackle at the mooring end intact. It had evidently snapped off at the staple. Although we had checked the chain for wear, I had not checked it as far as the staple.

The boat was upright, her rigging intact, but with major wear and rubbing to the mahogany planks, all below the waterline and on both sides. She was wedged between two large boulders, in some sense a blessing as she never went over on her side. Her entire rudder had been torn off, as well as most of the deadwood and the entire sternpost. With the help of a lobsterman and his boat and a very sympathetic harbor master from Round Pond, we went over the next morning with a high capacity pump and eased her off the rocks. She leaked, but not so badly that we couldn't tow her with the pump keeping even into Round Pond where we were hauled by Paul Cunningham who then brought her over to Yacht Tender in Bristol. Now I had to make a decision of which way to go with her.



After discussing the dimensions of the problem with a number of builders, I settled on Paul Rollins from York, Maine. He seemed to have an excellent sense of what had to be done, how much it would cost and what was involved. I also was sure he wouldn't be taking any shortcuts. I knew I would have to spread the repairs over two years and he seemed OK with this. At present she is at his yard and work is proceeding slowly, but deliberately. It was a hard lesson to learn, but when in doubt, have at least two secure mooring stations on the bottom (the anchor probably would have saved her) and be sure to check the staples and shackles as well as the chain.

David Godine



## GOLDENEYE, No. 80

Amagansett, NY

Last fall on October 4th we arrived back in Bar Harbor after a week away and simultaneously received a call that our boat *Goldeneye* was found rubbing against granite block on the shore. We had left *Goldeneye* on our storm mooring at The Bar Harbor Yacht Club, as is our usual practice when we're out of town. There had been a low-key storm a few days prior so we asked a knowledgeable friend to jump aboard the boat and check the lines to the mooring.

Everything looked in order but within the next 24 hours, unfortunately the boat swung around the mooring ball, wrapping the pennant line under the ball and around the mooring chain. Apparently it doesn't take more than a day of the line rubbing on chain to cause it to fail. It's amazing how many things can go wrong in these situations no matter how many safety precautions you take.

As fate would have it, *Goldeneye* landed on the beach with the granite blocks, next to the barge used for installing moorings. The barge was equipped with every bit of machinery necessary to pump out the six feet of water that flowed inside when the tide came in and later to move the boat off the beach.

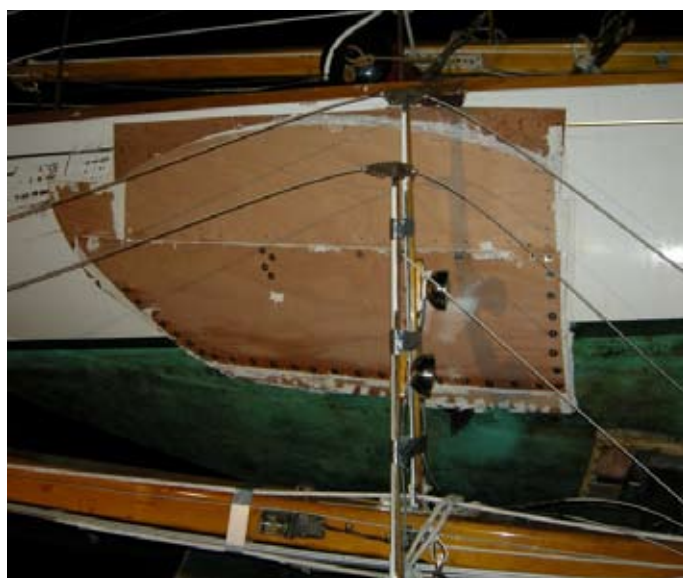
In order to get the boat patched up enough to move, we called Tom Kiley at Rockport Marine where we do our annual maintenance upkeep. Time was extremely critical since we had to ready the boat to float before the tide rose again and Rockport is a three-hour drive from Bar Harbor. Tom contacted one of their employees who lived closer to begin work while he gathered more help\* to arrive a couple of hours later.

It took most of the day for them to secure a patch over the three-foot hole and get the boat, which was resting on its keel, tied to the barge. It was after dark before the tide rose high enough to float the boat, allowing her to be towed back into Frenchman Bay and off to Morris Yachts for hauling out and onto a truck for delivery to Rockport Marine.

If you've never had a three-foot hole in your boat you might think it's not that big of a repair – at least that's what we thought. Once the cabin has seen salt water it becomes a quick disaster. Since October we've repaired the woodstove, the Taylor cook stove, hit up all varnish and paint, replaced all fabric, and replaced the electrical system and instruments as well as the engine. Structurally, we had to repair the toerail, hull, planks, frame, deadwood, keel, damaged stanchions and bow pulpit, and epoxy coat the ballast keel.

There was a tough lesson to be learned regarding insurance. The response we received was that our policy stated the boat would be out of the water on October 1 for the winter. We were planning to sail *Goldeneye* to Rockport on October 5 when the weather looked best. That means they refused to cover any repairs. Not repairing *Goldeneye* never crossed our minds. The love affair goes on!

Claudia Turnbull







## ROCKPORT MARINE

### Goldeneye

On Monday morning, October 5th, we got a call from one of our Concordia customers informing us that his yawl had broken free from its mooring in Bar Harbor and was now ashore in Hulls Cove. A team of five of us was sent to put a temporary plywood patch on the boat and re-float it at high tide later that night around 7pm. If there is any silver lining in this dark cloud we found it. There was an excavator on the beach at the bottom of a 60 foot cliff where the boat was now lying. It was being used to build the granite cribbing for a dock. It righted the boat without a scratch allowing jackstands to be put under it to get the boat off the granite. Also there was a barge nearby with twin engines and spuds assisting with the new pier.



Our job was to patch the boat and get it to a ramp and hauled out ASAP. We had hired a boat hauler who was willing to haul us in the middle of the night if necessary. By 7:00 that evening we were floating on our own without a drop coming through the temporary patch. We had no power or lights as the boat had been submerged on the earlier high tide and all systems were destroyed. The barge towed us on the hip for 90 minutes to the Trenton ramp where the truck and hydraulic trailer were ready to load the wounded boat. By 9:30 we were out and on the hard and by 10:00 the spars were out, secured and the boat went off into the darkness up Route 3. I got home at midnight.

At 3:00 pm the next day, *Goldeneye* arrived at Rockport Marine. The patch was removed so the surveyors and boat yard workers could begin the task of making estimates and plans for the repair. As soon as she arrived, everything was rinsed down with fresh water.



The work required to put *Goldeneye* right again included replacing the broken frames, scarfing in a section of the clamp and shelf, replacing the port forward lower chain plate and backing block before replacing the damaged planking and a section of the covering board. On deck, a new section of toe rail was also scarfed in, the bow pulpit and anchor roller were repaired and new tear drop running lights installed.

While the boat was apart, the owners decided to do some other age related maintenance. The ballast keel was dropped, cleaned, epoxy coated, then reinstalled, bedded with roofing tar. The original mahogany deadwood was split down the middle so it was replaced with Iroko. All ballast and deadwood bolts were replaced with new 316 stainless steel bolts, including the large lifting bolts. Forward, a few floor timbers, mostly forward of the mast, showed signs of damage due to corroding bolts and they were replaced with laminated white oak floors. While the keel was exposed, it was decided to replace all the iron floor timber bolts with new bronze bolts. The bilge was red leaded. A small section of rot was discovered in the forefoot, or gripe, and a new piece was scarfed in. The lower third of the rudder had new wood scarfed in and was reinstalled with a new bronze heel fitting.



Being submerged for a tide meant that the engine, *continue* >

wiring, batteries, switch panel and all electronics were damaged beyond repair. *Goldeneye* now has a new Yanmar 3YM engine, new wiring and distribution panel, new toggle switches in the original brass light fixtures and all new electronics, including autopilot. A new, slightly large battery box was built to accommodate two group 31 AGM batteries, with a third group 31 battery added in the port cockpit footwell locker. All thru hulls and seacocks were replaced or serviced.

Other interior projects included replacing portions of the hull ceiling, and rebuilding much of the interior furniture followed by repainting or revarnishing the entire interior. The berth canvases were replaced with new in both cabins as well as all new upholstery. The original Concordia Cabin Heater was cleaned and repainted as was the cook stove.

The only instruments that did not need replacement or servicing were the clock and barometer which did not get wet and have kept perfect time since the grounding. Since we are back on daylight savings time, they are now correct.

Check your ground tackle; it only was blowing 20 to 22 knots from the North East.

Tom Kiley

The editor saw *Goldeneye* just after she arrived at Rockport Marine and observed that she was not as bad as initial reports seemed to indicate. Damage was confined to the area of the port chainplates but the pounding did not spread the structural damage further. While *Fabrile's* damage was also concentrated, the grounding may have weakened other structural backbone members, unfortunately. More may be discovered as the work progresses. *Abaco* is structurally sound, due to being one of the youngest members of the fleet and owing to the meticulous care given her by Jon and Dorothy. The spars, which did not survive, the bridgedeck, adjoining deck and planking along with a frame or two will have to be rebuilt along with the cockpit and house top furniture. She looks far worse than she actually is, fortunately.

\* Claudia Turnbull wanted to acknowledge and thank the crew who rescued *Goldeneye* from the beach: Sam Temple, Rick Chamberlain, Maria Simpson, Taylor Allen and Tom Kiley. Back in the shop, Ian Bruce did the frames and planking, Bella Pierson did the covering board and toe rail, Brian MacCarthy did the floors and interior ceiling, Kim Baker did the re-wiring, and other electrical work. Meyric Matthews was the project manager.

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## VINTAGE, No. 51

Seattle, WA

I took *Vintage* from her slip in Seattle up to Haven Boatworks in Port Townsend in early April for her annual spring maintenance. Three weeks later she emerged in near jewel-like condition. After bringing her home solo through a vicious gale with winds into the mid 40s, I found myself reviewing the not insubstantial bill. Surely I can do better than this next year. Not better in terms of quality - no one does better work than Haven - but better in terms of cost.

I then remembered that in *A Life in Boats, The Concordia Years*, Waldo detailed (on page 164) a suggested work sheet showing about how long "each task will take in the annual care of an average Concordia yawl." Here was to be a useful comparison between what the master said was necessary at my yard. Would there be ammunition to talk with them about time and materials and their need to "tighten up?"

At the outset the two cases are a little different. Waldo envisioned 2 coats of varnish to all brightwork including spars, 2 coats on the bottom, 2 coats of paint on the topsides, one coat on the deck, winterizing and then commissioning engine and plumbing, checking and maintenance of all the rigging both standing and running, cleaning and painting the bilges and varnishing the "Dyer" along with assumed minor miscellaneous repairs. *Vintage* would have most of this work done but there

was no storage or winterizing issue. She was pulled, unrigged, worked on, then put back in the water. She would have the full bottom treatment and brightwork but no topside or deck paint this year. Nor would the bilges be painted as I had done that work over the winter and I don't have a "Dyer".



As Waldo said, "over the past 45 years, it still takes about the same amount of time (approximately 300 hours)." Haven did the work in 247 hours. When you add in (for work not done), 25 hours for topsides, 12 hours for deck, 4 hours for cockpit, 10 hours for engine and plumbing, 2 hours for miscellaneous repairs and 3 for the tender, you hit the magical 300 hours. Actually 303 hours. Waldo really did know what he was talking about although the labor rate which in that 45 years had risen from \$1.75/hr. to \$28/hr. is now considerably higher unfortunately. It's clear I will need another angle for dealing with the yard next year.

Richard & Eleanore Baxendale



## LACERTA, No, 44

Annapolis, MD

We purchased *Lacerta* from Stephen and Lizzie Loutrel back in October of 2009. I am extremely thankful to both of them for all the time and love they invested into *Lacerta*. It has been wonderful to become friends with such an amazing and adventurous couple.

Let me introduce my family. Connor is my youngest son at 7 years old. He enjoys driving *Lacerta* and climbing the ratlines to keep an eye out for pirates on the bay. He has also been known to make awesome peanutbutter and jelly sandwiches for guests. Eric is 10 years old and most enjoys dangling his toes in the water over the leeward rail. *Lacerta's* gentle motion usually puts him to sleep about half an hour out. He is really looking forward to practicing man overboard drills this summer when the water warms up. My wife Janet is a former dinghy racer who has discovered that *Lacerta* requires a whole new touch and enjoys sharing *Lacerta* with friends from all over the world.

I am a physicist and engineer, so like Stephen before me, I hope to have enough skill, common sense, and determination to take care of *Lacerta* as well as she deserves. After 12 years of dreaming about owning a Concordia yawl it has finally become a reality. I must admit that I don't yet feel comfortable saying that I "own" *Lacerta*. It might be better to say that I get to spend some time with her. My goal is to be out sailing her as much as possible. Over the past year we've done a few small races and events in the Annapolis area. That will be expanded this year to include exploring more of the Chesapeake. In the years to come we'll see about bigger and better expeditions.

For those of you who might visit the Annapolis area in the future, we look forward to meeting other Concordia enthusiasts, finding new friends, hearing their stories, and learning everything we can.

Mark Walter



Mark at the helm during the National Sailing Hall of Fame Regatta, Annapolis.

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## ERR: THE PLACE TO BE!

One of our fellow owners wrote asking me to mention that the place to be at the end of the first week of August every year is in Maine for three days of racing ending in the Eggemoggin Reach Regatta. This year, that would be August 4, 5 and 6. The fun begins on Thursday with a race from Castine to Camden, ending with a dinner at the Camden Yacht Club that evening. The next day is a 24 mile race from Camden, winding through the islands, and ending off the WoodenBoat office on the Reach.

Saturday is the big race with anywhere from 75 to 125 absolutely gorgeous wooden boats doing a 16 mile triangular race starting off Center Harbor, rounding Egg, then Halibut Rocks, and back to WoodenBoat. Post-race festivities include a BBQ on shore followed by the awards presentation and a hot local band, and that area has some really good musicians! Last year there were 13 Concordias racing; there have been as many as

18 on the starting line. There's an award for the top finishing Concordia in the ERR.

As this owner wrote, "Start the Buzz about the importance of this event to the Concordia fleet, the special Concordia award, the spectacular venue and the fine racing to be enjoyed on any level.... Be a part of the Concordia FLEET and join the fun."

She's right. Whether you are into seriously racing or just want to cruise in company, you can't help be excited about sailing in and among the islands of East and West Penobscot and Jericho Bays while ogling some of the most beautiful wooden boats you'll ever find in one place. She also wondered what the other owners thought about some sort of get together before or after these events, especially as we approach the 75th Anniversary in 2013. Perhaps a Sunday gam somewhere in the Reach? ed.



## YANKEE, No. 37

Liverpool, NY

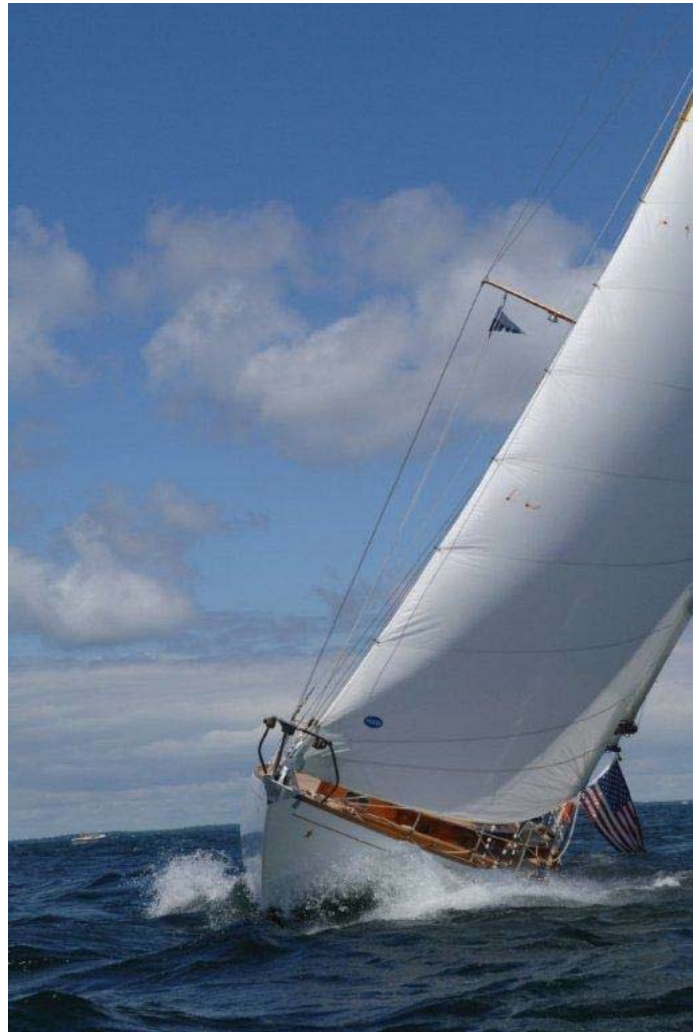
Here at *Yankee's* inside winter quarters at Sodus Point, N.Y. I'm counting the days 'til her mid-May launching and our annual 50-mile passage east on Lake Ontario to summer sailing out of Henderson Harbor Yacht Club. This will mark *Yankee's* 12th year on "The Lakes."

Over the past season, while we logged many memorable hours of cruising and day sailing with friends around local and Canadian waters, the fondest highlight came in July. On a picture-perfect day, *Yankee* rolled out the red carpet for U.S. Army 10th Mountain Division warriors--just returned from combat duty in Iraq and Afghanistan--along with their spouses. About 12 of these honored guests, in all, boarded the yawl for two separate day sails, with food and refreshments served throughout. The excursions were featured as part of a Military Appreciation Day, sponsored by the Henderson Harbor Chamber of Commerce. We're hoping for a repeat of this highly successful and fun program in 2012.

At this early April writing, we are wrapping up several winter upgrades on *Yankee*. The past month saw the installation of a new cockpit instrument panel and related wiring, with the addition of a fuel gauge and new tachometer-hour meter to replace the old unit.

In days just ahead, the boat's bottom will be stripped clean of its heavy buildup of anti-fouling paint, with fresh coats to come. And, of course, there are the customary, unending brightwork demands--nearly all her topsides' brightwork is now already sanded and readied for varnishing, as soon as temperatures warm up. The spars will be removed from the shed and treated likewise.

Finally, the yawl's "splashdown" is set for a customary Friday,



Yankee, with a bone in her teeth, Lake Ontario

as *Yankee* "makes up" over a weekend in her slings at Katlynn's Marina and the usual nail-biting by her owner!

James M. Cosgrove

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## Coriolis, No.82

Seattle, WA

Greetings from the Pacific Northwest. The photograph on the opposite page shows *Coriolis* anchored off of Prevost Island in the Canadian Gulf Islands last August. With the Union Jack at the bow, it is either a Sunday or a holiday. The southerly is beginning to pipe up and, of course, the Anchor Ball is hoisted and chain snubber rigged. She is all set to ride it out!

*Coriolis* is about to be unwrapped from her winter cover. She spends the winter afloat on Portage Bay at the Seattle Yacht Club in the exact same berth where she was burned in 2002. After a bit of spring varnishing she will be ready to go north for the summer.

The only winter projects have been some interior varnishing and the installation of a Garmin chartplotter with AIS. Abandoning the

9 year old RayMarine system was complicated by having to replace the radar antenna as well. However, having seen the merits of the Automatic Identification System in the Atlantic last summer and having dodged a few large but unseen companions in the shipping lanes out here in the fog, I really think it gives peace of mind and more time to try to get out of the way. I always worry that despite our radar reflectors, we Concordias are so non-metallic that we don't send a very strong blip.

Thank you for generously taking on The Concordian. We all look forward to hearing the news and ideas from the Fleet.

Doug Adkins



## FLEETWOOD, No, 20

Kiel, Germany

*Fleetwood* is back in the water, the masts are rigged and the sails are ready for afternoon sailing. I had plenty of varnish and paint work to do. She is really as tight as she was in autumn. Now we are still waiting for real spring weather.

The German magazine *Yacht*, issue 9, 2011, did a complete article about *Fleetwood* and me entitled *Concordia Yawl: Ambassador of German Boat Building*. It's a story about the Concordia feeling and my special relationship to *Fleetwood*. The author has a very nice and friendly style to transfer this to the reader.

Kersten Prophet

Note: The article's introduction says that the Abeking & Rasmussen shipyard in Bremen, Lemwerde, established a good reputation with the Concordias, built for export to the United States. The twelve-meter-long, two-masted vessels, with small mizzen, long overhangs and many sails were then regarded as practical and simple day sailers. Today, these wooden long keel nautical antiques show the New England style. *Fleetwood* is the only Concordia sailing in Germany and represents a piece of German sailing history. The rest of the article discusses Concordia's history, the boat's creation, the input of Ray and Waldo and Kersten's experiences sailing *Fleetwood* back in Germany. (This is the best I can do with an English translation of a Google translation from the original German.)

Go to <<http://www.sy-fleetwood.de/index.html>> for the *Fleetwood* site to link to the *Yacht* article, check out his adventures, as well as see the amount of press she has attracted. ed.





## OWL, No. 31

Manchester, MA

We have sailed *Owl* more than 22,000 miles since purchasing the boat in 1996. Throughout that time, we have been the happy beneficiaries of a comprehensive restoration job done in the early 1990s by Peter Costa and the crew at Triad Boatworks. They completely reworked the backbone, replaced all floors, installed a longer mast step and a tie rod system, and carried out many other tasks at a very high level of excellence. Recently, however, I decided that it was time to investigate an important aspect of the overall structure that had not previously been addressed: the original laminated sisters. As most owners are well aware, the A&R Concordias were at first constructed with steam-bent oak frames. There were ensuing problems with frame cracking at the hard turn of the bilge, so laminated oak sisters approximately 3 feet in length were installed between full frames in the middle portion of each boat. *Owl* (built in 1955) received this treatment, along with all the other yawls of that era. A&R subsequently switched to laminated oak frames throughout. Waldo Howland fully and candidly recounts these circumstances in *A Life in Boats: The Concordia Years*.

Given that this sistering work was done more than 50 years ago, using the glues of the day, I had been wondering for some time about the integrity of the sisters in our 39. This fall our boatyard, Manchester Marine, removed a good bit of ceiling behind the main-cabin berth on the port side, so that we could perform an inspection. It was immediately clear that the glue in the sisters had given up entirely, and that they were being held together only by the fastening screws. These oak sisters were not glued up with resorcinol, but instead with some other material presumably deemed satisfactory at the time. Whatever it was, it had failed completely in our case, leaving very few traces.



It came as no surprise that this same inspection revealed cracks in some of the original steam-bent frames. They do not appear to be recent cracks, and most are minor (some just hairlines), yet they are indeed present. (Read the lead carpenter's blog at: <http://newframesfortheoldgirl.blogspot.com>)

Since we were eager to ensure that the boat would retain its shape, its stable topsides, and its overall structural soundness, we quickly faced up to the fact that all of *Owl's* sisters would have to be replaced. Given the dimensions of the task, we have addressed the port side this winter and will move on to the starboard side next year. The general order of events was

as follows: remove interior cabinetry and plumbing as needed (including holding tank and icebox), pull the fastenings and remove the old sisters, make patterns and laminate new ones from black locust on the bench, and install them. So as not to subject the hull to undue stresses, every other sister was replaced in a first round, then the remainder. Fortunately, the water tanks do not have to be removed in order to accomplish this work.

We chose black locust for its strength and rot resistance, and for the fact that it glues up well with epoxy. A friend in New Hampshire kindly provided the seasoned stock. For purposes of lamination, it was milled into 1/8" strips measuring 1 5/8" x 40". After sawing out, the strips were run through a sander at 36 grit, to provide good tooth for the epoxy. The 1/8" thickness allowed for bending without breakage, and 12 lams were used for each sister, in order to attain the 12/8 thickness of the originals. A total of 18 replacement sisters were installed on the port side, beginning in the head and ending at the bridge deck bulkhead. Additional sisters are indeed in place aft of that bulkhead, in the cockpit area, and they would have been extremely difficult to access and replace at this point. Fortunately, these particular members (on our boat at least) are solid oak, not laminated, and they seem to be in fine condition.

I took this opportunity to bring home and refinish (or duplicate as needed) every piece of cabinetry that came out: more than 75 bright and painted ceiling pieces, along with bulkheads, panels, shelves, drawers, face frames, and more. Most of the painted woodwork from the head was stripped with the heat gun and built up anew. Several original shelves in the head were beyond saving, so I fashioned new replacements. All this represented a considerable endeavor, but it stands as a major upgrade, and was of course vastly easier to accomplish in my shop than it would have been aboard the boat.

With the galley cabinetry removed from *Owl*, it became possible to look aft and inspect areas that are normally well hidden from view, and this revealed additional issues that had to be addressed. The wire-reinforced hoses connecting the cockpit drains to their through-hulls were deteriorated and in need of replacement. The exhaust hoses required renewal as well, as did the exhaust through-hulls and their (cracked) blocks; the through-hulls were showing corrosion at the nuts and threads and also signs of weeping, and they mated up inside with short lengths of bronze tubing that appeared suspect. Finally, there was questionable plumbing from the toe rail scuppers. It is good indeed that we caught all of these issues now, as everything is below the waterline. In order to afford access for this work, the engine had to be taken off its mounts and moved forward a few feet, and in the process it became clear that that new mounts were very much in order. We have taken this opportunity to replace the old fuel lines as well.

Eunice and Jay Panetta

*One cautionary lesson from our story is that owners of later Concordias, those built with laminated oak frames, would do well at this point to investigate the condition of the glue that was employed. In one late-year 39 that I viewed this winter, the glue joints in the frames were not looking at all healthy. JP*



## AMPHORA, NO. 9

Clinton, AR

Amphora turns 60!! It feels like I turned a corner, but which one? I am not really sure. For her 60th I am trying to do something substantial! During the Eggemoggin Reach festivities last August, I chartered *Sea Hawk* and had my first week on a Concordia. I was also on a mission at the same time to find a new mentor to help with the really challenging obstacles ahead. Paul Rollins, who has a shop in York, ME, seemed to fit the bill. He came out last fall to look things over and helped with milling up some white oak, removed engine, rudder, deadwood and cut out the lower planks to get to the keel.

Over the winter he located a nice chunk of Iroko for my keel timber and various other parts at American Lumber in Camden. It came in at 39' long, 6" thick and 48" at the butt end. The white oak I cut on my property didn't do the trick as far as width needed. I also had some reservations about using white oak due to the potential length of time this rebuild would take. The oak I cut checked something fierce. I believe the Iroko will be a more stable wood for this situation. Paul made up my keel timber, deadwood, forefoot, sternpost and tail feather, complete with bevels. Since he has *Fabrile* in his shop after her mishap, Paul took the measurements off her to make up the backbone for *Amphora*. The idea was to do both boats together to save time and energy. He delivered the pieces nearly complete, with rabbets, in the beginning of March! He's a great guy and willing to help.

and the fact that they break in tension, especially at the screw holes. I am trying to get the Kevlar centered to avoid having to cut it when beveling the ribs. It is planing reasonably well, but some fuzz remains. (right, below) I did run this by a few of the Brooklin Boatyard guys and they thought the scheme had merit. They said as long as the whole rib is encapsulated before installing, it should be a fine layup. Only time will tell.

I am making them outside of the boat on the table (below, center). I start by using tick sticks (below, left) and a hot glue gun to get the frame shape. So far so good with the plans. While waiting for one set to cure, I made up one of the aft floors. Naturally I started with the hardest one that has rudder post bisecting it. After being really satisfied with how nice the cove came out, I proudly showed it to my farm help, lined it up with its old sister and viola.... I cut the cove going the wrong way. As they say, practice makes perfect. I immediately went to making another. No moaning chair or woodstove in my shop. This time I messed up the second bevel and marking out the cove. Wrong again, but this one should be salvageable. Back to staying focused on the ribs or job at hand! My goal by the next newsletter is to have all the frames (40 sets that is) laminated. The ones forward of the pipe berth look fine.

If any of you need a picture or measurement of a down to the bones hull, fire away. I am also interested in any comments or suggestions as I move forward in improving her for the future.

Rob DesMarais



I have been working on laminating frames. Starting aft, I have ten pairs made up. I am laminating them from Douglas Fir with glass cloth between the layers along with a couple of layers of Kevlar. The main reason for the glass is to eliminate starving the joint of epoxy, though no doubt will add some strength. I believe the Kevlar will help with increasing the tensile strength. The idea of this lamination schedule came from doing it on my International Swift Solo as well as discussions on the Wooden Boat Forum and other research. White oak can fail by starving the joint with too much clamping pressure and I thought the glass as well as using Douglas Fir would eliminate this problem. The Kevlar was my idea in seeing all of the broken ribs

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Welcome to the Fleet:

Jeff King and family, *Memory*, No. 35, Gloucester MA.

Juan Corradi & Christina Spellman, new owners of *Westray*, No. 79, of Newport, RI.

## CONCORDIA COMPANY

Concordia Yacht Sales and Concordia Boatyard

We store and maintain ten to twelve active yawls each year and are storing two inactive yawls. Some customers come back every year; some, who travel further, come every other. We currently have four to six yawls listed for sale.

In the summer 2010, Concordia purchased *Javelin*, No. 57, from her original owner, Mason Smith. We have replaced the covering board, wooded everything up on deck and replaced the sternpost, including many aft floors and frames. We are hoping to have her together for late Summer 2011.



This winter we did several paint and varnish upgrades on *Arapaho*, including wooding her main mast. We also wooded *Niam's* main mast. Our recommendation is to wood your spars every ten to twelve years then build up fresh coats.

Other projects included installing a new tie rod system on *Taliesin*. *Luna* got a new autopilot system while *Matinicus* has a freshly installed head and holding tank system as well as interior paint. *Winnie of Bourne* will get a new Harken bronze traveler system.

Stuart MacGregor, General Manager

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### The Fiftieth Anniversary Book

I received this from Marcia: "We still have Elizabeth Meyer's book, *Concordia Yawls, the First Fifty Years*. We have plenty so feel free to mention this in the newsletter. I will try to work with people to find a special date that corresponds with the book number. They are still \$150.00 per book but if they are a Concordia owner I will give them a discount to \$125.00 per book."

If you would like a copy, contact:

Marcia Johnstone Whitney

J Class Management

28 Church Street

Newport, RI 02840.

401-849-3060 or email: [mjw@jclass.com](mailto:mjw@jclass.com).

## ETTA'S TENDER

South Dartmouth, MA

Christian Hall, a shipwright at Concordia, and his wife, Becky have a new daughter, Etta Simone Hall born on March 6, 2011. For several months before Etta arrived, Chris worked after hours at Concordia to build a special wooden cradle.

In true wooden boat fashion, the 48 inch LOA lapstrake tender is fully planked and framed, suspended from whaleship-like davits with traditional rope and hand served splicing. Chris did all the construction, painting and rope work.



Many hours of loving labor went into this family heirloom. Etta is enjoying her afternoon naps in this unique cradle!

Proud Grandfather, Dave Hall

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### A Few Summer Events

- The Wooden Open One-Design [WOOD] Regatta. Rock Hall Yacht Club, Rock Hall, MD. May 20-22.  
[www.woodenboat.com/woodregatta.php](http://www.woodenboat.com/woodregatta.php)

- The WoodenBoat Show, Mystic Seaport, June 24-26.  
[www.thewoodenboatshow.com](http://www.thewoodenboatshow.com)

- The Eggemoggin Reach Regatta, Saturday, August 6.  
[www.erregatta.com](http://www.erregatta.com)  
Camden Feeder Race, August 5.  
Castine Classic Yacht Race, August 4.  
A truly spectacular three-day event.

- North American Panerai Classic Yacht Challenge.  
August 13, 14. Corinthian Yacht Club, 1 Nahant St,  
Marblehead, MA 01945

- Opera House Cup Regatta, Sunday, August 21.  
[www.operahousecup.org](http://www.operahousecup.org)

- Antique & Classic Boat Festival, Salem, MA, August 27, 28.

## ROCKPORT MARINE

Rockport, ME

Rockport Marine regularly stores and maintains a number of Concordias. This winter the only projects were the mainmast on *Allure* which was striped to bare wood and revarnished. All fittings and hardware, except for the mast track, were removed, which made the work go faster and the job far better looking at the end.

*Irian* was originally built as a sloop. However, early on she was rigged as a yawl but with a non-Concordia discarded mizzen found at a Connecticut boatyard. We built a new mast of sitka spruce to the original design, having seven other mast to copy from. We discovered that they were all different lengths that varied by as much as 13" with the boom lengths varying by 5". The new mast has all bronze hardware instead of the painted steel.

*Houri*, *Madrigal*, *Off Call*, *Otter* and *Snow Falcon* all received routine annual maintenance. You've read the report on *Golden-eye* elsewhere in this issue of the Concordian.

Two other tips: LVJ winches (imported by Taylor and Snediker in Noank CT) make a look-alike replacement winch for the original Merriman # 2s installed on the mast by Concordia. The original Merriman handles will work in the LVJs with a little modification. We have found some of the original #2s to have worn and bent pawl pivot pins and are unsafe, especially if a person were to go aloft on one of these winches.

The bunk pipes in the main cabin have aluminum end pieces screwed and bolted to the galley and head bulkheads that support the canvas bunk support. Rockport Marine has opened the tops of the aluminum end fittings to allow the easy removal of the outboard fixed pipes and therefore the canvas for cleaning and/or replacement without unbolting the entire assembly. The center bracket is easily unscrewed.

Tom Kiley

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### Main Needed

Tony Harwell, owner of *Actaea*, No. 17, the first 41 and sloop rigged, is looking for a used main sail. He mentions that his luff is 45' with a foot of 21'. You can contact Tony at <arharwell@gmail.com> Can anyone help him out?

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### A Bit of Concordia Trivia:

Waldo informed me that the original standard colors were a white hull with Endeavor Blue star, moon, cove and boot stripes, green antifouling, and a Pettit Concordia Buff for the deck and house top. No one today has a color chip of that Concordia Buff.

ed.

## TRIAD BOATWORKS

Mattapoisett, MA

Triad Boatworks currently has four Concordias in the shop. *Principia*, No. 60, is having the most work done, with a full refit, including much re-planking, dropping, re-bedding and re-attaching the ballast keel with new Aquamet SS bolts. While the ballast keel was off, a number of floor timbers as well as all floor timber bolts were replaced. Basically, *Principia* is having the center line structurally reworked. She is also having her masts rebuilt due to the glue joints giving out. This will be followed by a full wooding down in preparation for repainting and revarnishing. The systems are not being touched at this time, but she may have a total systems up-grade as the next step in the process.

*Loon*, No. 45, has received general routine maintenance as well as a few minor upgrades in preparation for being placed on the market. With a recent and positive survey, she's ready to be dropped in.

*Envolvee*, No. 81 is having a new Yanmar 3YM30 engine installed along with general routine annual maintenance.

*Captiva*, No. 100, is being relaunched after being on the hard for two years. In addition to the usual annual maintenance, paint and varnish, *Captiva's* bottom has been stripped to bare wood in preparation for an application of ePaint's Ecominder. We're working with the owner, who is very involved in education and environmental issues, in the application of this relatively new, environmentally friendly, bottom paint that has no harmful volatile organic solvents and is it free of copper and other toxic chemicals that can remain in our environment. We feel this might be the way to go in the future. The photo (below, left) shows *Captiva's* bottom with three coats of clear sealer applied and ready for the first coat of ePaint.



Pass on to the fleet that if they have not already checked their keel bolts, they should do it. As the fleet ages, corroded keel bolts are a problem that we are seeing more often. The photo (above, right) shows a set of original wrought iron bolts that we recently removed. As you can see, there's not much metal left in some of them. We replace the old bolts with Aquamet, the stainless alloy used in prop shafts. My best to the Fleet.

Peter Costa



## MISCELLANEOUS AND LEFTOVER IMAGES THAT I THOUGHT YOU'D LIKE TO SEE



Jay Panetta sent the photograph, above, of one of the original laminated sister frames removed from *Owl*. As you can see, there was no glue holding the laminates together and once the fasteners were removed, it fell apart, not unlike a dropped deck of cards.

David Strecker, below, cuts the rabbet in *Javelin's* new horn timber at Concordia this winter.



*Fleetwood*, below, enjoying herself in this photography from the article in the German magazine *Yacht*, by marine photographer N. Krauss.



Jon Goldweitz shared with me a set of photographs taken of *Abaco* shortly after the fire last June. Don Lippoth also shared his set of 130 detailed images he made as his first step in assessing the damage and then planning the restoration process. After laying out a half page spread with a number of the images, including a great image with Dr. Jon dressed as if for an autopsy with RN Cheryl assisting while wondering what her husband was dragging the family into, I decided that I could not send them to the printer. As was said above, *Abaco* is structurally in sound condition needing relatively minor surgery. The bulk of the work lies in restoring the cockpit and house furniture, the spars as well as replacing the systems. In this case, the delete key is the editor's best tool. Instead of images of the carnage, here is a photo of Don getting intimate with his new boat. We wish him well.







Even out of their element, they're beautiful. I fell in love with the Concordia hull form one chilly April day forty years ago when I saw four or five of our sisters being unwrapped in a boatyard in South Freeport, Maine. The more I learned about our boats, the stronger the love affair grew until I acquired mine twenty years later. And in these photos you can see why. Ray Hunt designed a hull form that functioned, first of all, to sail well and as a result, we have possibly one of the most pure underwater forms designed.



Here we see three, *Off Call* (upper left) about to be launched in Camden a few years ago; *Misty* (upper right) in her new livery this spring in South Freeport, about 100 yards where I saw my first Concordia; and *Lacerta* (left) on the hard in Annapolis about to be launched after her spring maintenance.

Whenever someone comments "You've got a beautiful boat." I usually respond by saying "Thanks, and it sails better than it looks." That gets them every time. To badly paraphrase Duke Ellington, "If it looks good, it is good" is so true in yacht design.

ed.

# the Concordian

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## GOLDENEYE RE-LAUNCHED!

Six months after her grounding in an early October Maine storm, *Goldeneye* is back in the water following an extensive rebuilding at Rockport Marine. She will be allowed to swell up, then hauled for final painting and varnishing before being splashed for another summer sailing the coast of Maine. Read about her, the two other members of the fleet that met tragedy in 2010, as well as many other stories from the owners, inside.