

THE CONCORDIAN

A NEWSLETTER FOR LOVERS OF CONCORDIA YACHTS
SPRING 2013, NUMBER 54



JAVA

No. 1 Brooklin, ME

The 75th is here and it is important to comment on *JAVA*'s legacy. As newlyweds we cruised on the Concordia *White Cap* No. 47, now *Ariadne*, on Buzzards Bay and the mystique stuck with us. Years later the International Yacht Restoration School received *JAVA* as a donation; later on she was offered for sale by IYRS, and we subsequently agreed to buy her. *JAVA* was still under full restoration by a team of IYRS grads and two skilled shipwrights. At that point her hull was complete and ready for decking; just about half finished. From then on we were actively involved with her restoration. All the IYRS people were really wonderful to work with; it was a very nice experience for us during the whole project.

JAVA took longer than expected and her spring launch date moved to early fall 2003; We left Newport for Maine that same fall. *JAVA* was everything that we had anticipated all those months before her launch. Here was a virtually new Concordia without the worries of an older wooden boat, and at the same time a perfect restoration of the original. In some ways she was better than original as new technology helped to make her more maintenance free. Original canvas decking was replaced with Dynel set in epoxy. Her frames were kerfed and allowed to run out naturally at the floors to avoid cracking at the hard

turn of the bilge. The original spars were repaired and splined where the old glue joints had failed. All new spliced rigging was installed by Concordia's old rigger. She sported a new set of sails. A custom Concordia holding tank was installed along with a new Concordia heating stove and a Concordia folding pipe berth on the port side forward. Original Concordia light fixtures were installed, and a new Yanmar diesel completed the picture.

From then on to the last couple of years we cruised *JAVA* in Maine waters, raced in three ERR events and enjoyed the whole Concordia experience, as we knew we would. It was always a thrill to realize that we were at the same cabin table that Llewellyn Howland used when he cruised on Buzzards Bay all those years ago. Now in our late seventies we day sail in beautiful, settled weather. *JAVA* deserves more use and so she is now on the market. We hope to find a new owner who will give this historic and iconic yacht the life she deserves. We will surely miss seeing her beauty swinging on her mooring in the Benjamin River.

While she is still ours we plan to have her at Castine this summer for the celebration of the Concordia's 75th. See you there.

VAGN & SALLY WORM

Photo, Vagn Worm

75th ANNIVERSARY

WEEK ONE

CASTINE YACHT CLUB

CASTINE CLASSIC YACHT RACE and SYMPOSIUM

July 29 - August 1, 2013:

The Castine Yacht Club, in cooperation with the Eggemoggin Reach Regatta, is sponsoring the fourteenth annual Classic Yacht Race from Castine to Camden on Thursday, August 1, with the first start at about 1145 hours. Last year's race attracted a splendid fleet of Classic and Spirit of Tradition yachts. This 19.6nm race will be the first of three day races culminating in the Eggemoggin Reach Regatta on August 3. The race is open to all monohull Classic and Spirit of Tradition yachts at least 28' LOA with a valid CRF rating certificate. Each yacht must tow a proper dinghy; no toys, please. Failure to do so will result in time penalty and disqualification from winning any prize.

2 Concordia Celebration: A magnificent fleet of Concordias will rendezvous in Castine to kick-off a month-long celebration marking the 75th Anniversary of these famed 39'10" and 41' classic yachts. Designed by C. Raymond Hunt with the assistance of Waldo Howland, the Concordia Company commissioned 103 yachts of this class from 1938 to 1966, all but four of which were built at the Abeking and Rasmussen shipyard in Germany. With their extraordinary success as offshore racers and cruisers, these Concordias became the biggest class of large wooden sailboats ever constructed. On Wednesday, July 31, notable examples will be on exhibition at the Castine Town Dock. At 1600 hrs the Concordia yachts will be honored at a symposium in Delano Auditorium, Maine Maritime Academy. The symposium will review the design, construction and sailing qualities of these historic yachts. John Eide, Editor of The Concordian and skipper of hull 65 *Golondrina*, will chair the discussion among the panel of restorers, historians and sailors of Concordia yachts.

Participants will be: Doug Adkins; Giffy Full; Jon Wilson; Brodie MacGregor; Queene Foster; Ben Mendlowitz and others.

Monday, July 29: Cocktails and dinner at Ann Ashton's for early arrivers.

The fleet will tie up at the town dock and in the MMA basin.

Tuesday, July 30: Cocktails at Ann Ashtons followed by a pot luck dinnner either on the boats or at the CYC, weather dependent. Lobster will be available if you want to do your own.

Wednesday, July 1: The start of the CONCORDIA 75TH ANNIVERSARY CELEBRATION

1200 hrs – Concordia Exhibition at Town Dock.

1600 hrs – Concordia Symposium at MMA

1800 hrs – Reception at CYC

Thursday, August 1: Classic Yacht Race

0830 hrs – Skippers Meeting at CYC at which sailing instructions will be provided

1145 hrs – Race start (first class)

For further information, contact: David Bicks, dbicks@aol.com, Cell 917-331-5482 or 207-326-8607

Bill Light, wlight1@mac.com, 207-326-8541 or 207-326-2072

Bob Scott, bscott@aerotropic.com, 207-326-9444

REUNION EVENTS

CAMDEN YACHT CLUB CAMDEN FEEDER RACE

Thursday, August 1:

After the finish of the Castine Classic Race, the Concordia fleet has been invited to tie up at the floats in front of the Camden Yacht Club for the night.

There will not be the usual keg or dinner at the CYC Thursday evening; however, we are working on another wandering cocktail party and pot luck dinner. More information will be available at some point, as soon as we can figure out what's happening.

Friday, August 2:

One of the best races of the summer, in my opinion, since about 50 boats will be racing from just outside Camden Harbor, through the Penobscot Bay Islands, over the top of North Haven, a beat down East Penobscot Bay then usually a steaming reach through Deer Island Thoroughfare before rounding the corner and heading for the mooring field in front of WoodenBoat Magazine. Don't miss this one.

Register by July 31st by contacting the Camden Yacht Club

P.O. Box 204

Camden, ME 04843

Or getting in touch with Tom Kiley, who will be taking over the helm from Steve Smith. kileyhills@me.com
(207)701-1661 cell

www.camdenyachtclub.org

Before Friday's race, the CYC will be serving breakfast. So make sure your crew is well fed at \$12 per person.

WOODENBOAT, BROOKLIN EGGEMOGGIN REACH REGATTA

Saturday, August 3.

The Eggemoggin Reach Regatta began humbly in 1985 with thirteen wooden boats and a dream. Organizer Steve White along with Frank Hull of Brooklin Boatyard first envisioned the race as an opportunity for wooden boat owners to get together and enjoy each others' company as well as to compete. The race quickly grew to 125 boats and is now co-hosted by Brooklin Boatyard and Rockport Marine. The Regatta's 15-mile course has remained the same over the years and only once was the race canceled due to fog. (The party still happened though!) The Camden Feeder Regatta and the Castine Classic Yacht Race soon joined the ERR to create a truly spectacular three-day event.

Check out the full details at: <http://www.erregatta.com/index.html>

Please feel free to contact Lucia:

lucia@rockportmarine.com

207-236-9651

P.O. Box 203

Rockport, Maine 04856

Equally as much fun as being on the water is the great BBQ dinner ashore, two very slow kegs and a great dance band that

WEEK TWO

CORINTHIAN CLASSIC YACHT REGATTA MARBLEHEAD

Friday, Saturday and Sunday, August 9, 10 and 11:

The Corinthian Classic Yacht Regatta is next on the list, Friday, Saturday and Sunday, August 9th, 10th and 11th in Marblehead. . The CCYR is one of a number of classic regattas presented by Officine Panerai (www.panerai.com).

This year, in celebration of the Concordia Yawl's 75th Anniversary, our featured speaker at Saturday's dinner is none other than James "Sham" Hunt.

James "Sham" H. Hunt is the son of C. Raymond Hunt, designer of the 110, the 210, the Concordia Yawls, the original Boston Whaler, 5.5 Meter, and 12 Meter sloops.

Sham is a 5.5 Meter Olympic Gold Medalist, winner of the Mallory Cup Champion, North American Yacht Racing Union, and has logged more than 135,000 miles of sailing

The Corinthian Classic is an excellent event to be a part of and as an added feature, the Marblehead Maritime Festival will be in full swing (not to mention free moorings for the weekend). Last year over 63 classics sailed Saturday and Sunday. Check out some photos of past regattas at: <http://www.corinthianclassic.org/page/6022/2030/>

The racing is "low key" but it is an excellent opportunity to stretch your sea legs, put your beautiful boat on display, and mingle with those who share your passion. You can expect that the Corinthian Yacht Club along with Panerai will put on a good show on and off the water for a very reasonable cost including free moorings (First come. First serve.). The skippers bag is unbelievably good!

Please consider this a special invitation and consider making the 2013 event. It very well could be the highlight of your summer. Visit our website to reserve your berth now! www.corinthianclassic.org

WEEK THREE

OPERA HOUSE CUP NANTUCKET

Sunday, August 18:

We would welcome the Concordia yawls to join us for the Opera House Cup on Sunday, August 18, 2013. The 2013 OHC NOR can be found at: <http://www.operahousecup.org/page/ohc>. There are a limited number of free moorings available so register early. The Concordia's are also welcome to compete in the Sail Nantucket Regatta, which is Friday & Saturday, August 16-17, 2013. The only requirement for the Sail Nantucket Regatta is a current PHRF rating. If you need further assistance, please email us at info@operahousecup.org or call us at (508)-228-6600.



THE CONCORDIAN TROPHY

The Concordian has created a trophy for the Concordia that places highest in all seven of the races from Castine to Padanaram. To be eligible, the boat must participate in all races, the Castine Classic, the Camden Feeder Race, the ERR, the two Corinthian Classic races in Marblehead, the Opera House Cup and the Concordia Reunion Race at Padanaram. It will be awarded Saturday evening in Padanaram. It's a keeper.

WEEK FOUR

75th ANNIVERSARY REUNION CELEBRATION PADANARAM at the NEW BEDFORD YACHT CLUB

Friday, Saturday and Sunday, August 23, 24 and 25:

Please come to Padanaram to celebrate the 75th Anniversary of the Class at the New Bedford Yacht Club. Festivities may include an amazing book, world-class photography and the typical Buzzard's Bay 15 to 18 knot sou'wester-lies. There will be great trophies, drinks, wonderful food as well, and most importantly, the great company of folks who share a common love. If you haven't RSVPed, please do so by email (ramacgregor@concordiaboats.com or smacgregor@concordiaboats.com) or by phone 508-999-1381.

Friday, August 23:

Evening welcoming gathering, 1730 – 2130. Cocktails/Hors D'oeuvres (1800 – 2000) under the tent.

Saturday, August 24:

Starting at 0830, running to 1030, coffee under the tent.

1030 Skippers meeting followed by a race with both spinnaker and non spinnaker classes

1800 – 2200 Dinner, folowed by awards and presentations under the tend.

Sunday, August 25:

Coffee under the tent again from 0830 to 1030.

1100 parade

5



Typical race day. Rounding the top of North Haven, Camden Feeder Race..

NOTES

Spring is finally here, in southern Maine, so I can start getting *Golondrina* looking her best for this big year. I can't believe that I've owned her for 22 years, which is now two years longer than the two decades I dreamed about acquiring one. It's been a wonderful 22 years, that's for sure.

I'm also in total awe that this fleet has remained so vital over the past 75 years and that so many people have contributed to their longevity. It's a tribute to the yachtsmen who initially commissioned them, to other sailors who raced them decade after decade into the record books, to other non-racing sailors who cruised far and wide on all coasts of this country as well as all through Europe. And hopefully New Zealand.

Their health is also due to the craftsmen at Abeking & Rasmussen who built the boats and to the many shipwrights who have risen to A&R's high standards as they've repaired, up-dated and maintained the fleet.

But a well built boat is nothing if it is not also a well designed boat and we are lucky enough, or smart enough, to have chosen to own one of the most beautiful production wooden boats ever. Not only did Ray Hunt draw one of the sweetest sheers, he added one of the nicest spoon bows and the sexiest counter ever laid down. But many would argue that Ray's best design features are the straight deadrise, sharp

turn of the bilge and pronounced tumble home. Those are the elements that make the Concordias sail better than they look. Any boat that was designed to sail daily in Buzzard's Bay, with two elderly gentlemen, is a boat that can take almost any sea conditions. And many of us, past and current, sure have tested those seakeeping qualities.

Bill Harris also is owed a toast for his assistance with the rig design and his superb drawings.

To Waldo we must also raise a glass for his drive in creating the Concordia Company and in particular his deck and interior features. Perfect. (Well, almost. There is the head on the 39s....)

But we already know all of this.

In this issue I've tried to look back a bit, even though I'd rather look forward. I've had chats with Brodie MacGregor, who has watched the fleet age and be rejuvenated over the past 31 years, Giffy Full to get his input 25 years later after his insightful comments in the 50th Year book, and Jim Payne to see how a knowledgeable wooden boat broker sees the value of the fleet. I could have filled this issue just with these three interviews but I had to cut out way too many great stories and tall tales. Maybe I can work some into future issues.

Check out the schedule for the month of August, starting in Castine and ending with the big party in Padanaram. I hope to see all of you at these events.

JOHN EIDE



Photo:
Alison Langley

Thanks to the W. & L. Howland Insurance Agency, Inc. for underwriting a portion of the production cost of the Concordian. The W. & L. Howland Insurance Agency has been insuring yachts since 1936. They are located at 962 Kempton Street, New Bedford, MA 02740 and can be reached at: 508.992.7731 or 800.848.7731; or email yachts@wlhowland.com

Thanks to J Class Management for underwriting a portion of our production costs. J Class Management has in stock the *Concordia Yawls*, the *First Fifty Years* coffee table book as well as a print from John Mecray and two from Don Demers. Visit their website in order to purchase these fabulous items. www.concordiayawls.com

BRODIE MACGREGOR: CONCORDIA COMPANY

I grew up in a sailing family on the west coast of Scotland. Home base was the village of Clynder, on the Gareloch, some thirty miles northwest of Glasgow. My father was an enthusiastic and knowledgeable sailor while mother preferred horses to boats but joined in our boating activities, usually a smile on her face.

Boating in my early years was compromised by the War, but by 1945 we blew the dust off the family's two lapstrake dinghies and an early 6 Meter which had been in the family. Father was very handy and patient and taught my older brother and me how to do the routine maintenance on the dinghies.

Shortly after the War we established the Clynder Model Yacht Club, and a small group of our contemporaries could be observed on nice days madly rowing after our 36" one-design sailing models.

In the late 1940s we built, as a family, a 10'6" plywood Yachting World Cadet sailing dinghy, which was the Opti of those days. Decked-in and self-rescuing, my brother and I spent many hours learning how to stay out of the cold water

and to efficiently handle the boat with its tiny spinnaker. I suppose we became reasonably adept and won our share of races.

From that humble beginning, and for the next ten to twelve years, I cruised and raced as much as I could in a wide assortment of boats owned by family and friends. Family boats included another 6 Meter converted for cruising, a 36' gaff cruising yawl, a 17' Prout Shearwater cold-molded catamaran, a 20' Flying Fifteen designed by Uffa Fox, a McGruer-built Dragon, followed by a Bjarne Aas Dragon and finally a Bjarne Aas 8 Meter. In addition I was fortunate enough to race and cruise with friends primarily in Dragons and 6 Meters

Clynder was home to the renowned McGruer Boatyard famous for its top-quality plank-on frame and cold-molded yacht construction and maintenance. Since the Yard was just a half mile from home, my brother and I spent endless hours at the Yard maintaining family boats and keeping an eye on all yard projects. The McGruers and their craftsmen were very



Brodie, in the shop at Concordia, under *Taliesin*.

good to us, providing help and advice and never making us feel we were in the way.

The British schools and universities keel-boat championships were held on the Gareloch each year, and I was fortunate to experience success in both events, representing Loretto School and Glasgow University.

I was really too busy sailing to think much about a career, but I went off to Glasgow University in 1956 and completed two years of science courses, thinking about pursuing a career in medicine. As it turned out I didn't really have the stomach for medicine, so I finished my bachelor's degree in Pure Science and started building boats. Father had a farm which had a shed available, so, interspersed with a lot of serious sailing, I built plywood yacht tenders and sailing dinghies.

Around 1960 I decided wood construction was very labor-intensive and that the future of boat building was in fiberglass. I purchased a copy of Yachting Magazine and wrote to several companies in the U.S. As it turned out Pearson Yachts in Bristol, RI was receptive saying "get yourself over here, and we will give you a job." I arrived in January 1962 and had a wonderful experience, adapting quickly to the fact that they had about 300 employees at the time. My work was primarily in the Engineering Department, doing new-product planning and development, and building mock-ups and prototypes.

After about three happy years, an associate in the Engineering Department and I decided we would like to start our own company. We had a concept for a good-looking 26' weekender sailboat that had four berths, a minimal galley and head. We had the boat designed by Jim McCurdy and named it the Outlaw. We raised some money, built the molds, and pretty soon we were in the boat business on our own. We quickly realized we didn't have the resources to get the company off the ground, and after some soul-searching we sold the molds and design rights to O'Day, going to work for them as part of the deal.

Around this time I realized that in order to be successful in the boat-building business it wasn't enough to have good designs and well-built boats. The key to it all was the business side of which I knew very little. As it happened I discussed this with a Scottish friend at Harvard Business School who encouraged me to apply which I did, receiving my MBA in 1967.

After business school I went to work at a conglomerate in Boston, starting off in a corporate staff group doing financial analyses and merger and acquisition studies, leading to a position as a controller of one of its divisions. During this time I began to realize I wanted, again, to have ownership in a company.

In 1974 I moved with my wife and two toddlers to South Dartmouth to join an electronics manufacturing company in New Bedford as a minority shareholder. After several

years I found myself unemployed after having philosophical differences with my partner.

In 1978 I went to work for Bill Pinney who had bought Concordia Co. from Waldo Howland in 1969. Our agreement was that if all worked out well I would have an opportunity to purchase the Company, and that transpired in 1981.



At their 75th Anniversary in 2013 the majority of the 103 Yawls are fifty to sixty years old, and it's an enormous credit to the boats and their owners that most of the fleet is in good condition. The number of boats requiring total or major restoration is quite small, and happily several of these projects are underway. Most of the boats have good owners who love their boats, are knowledgeable about them and are committed to maintaining them properly.

Why are these owners so enthusiastic about their Yawls? There are a lot of factors involved, among them the boats are really good looking with a sweet sheer, thanks to Ray Hunt, and many subtle design details, thanks to Waldo Howland. They are widely recognized and admired in harbors everywhere, they sail well in all conditions, whether off soundings or coastal cruising, and they continue to race successfully under a number of rating systems. I first admired Concordias in 1955 when *Harrier* showed her transom to the fleet at Cowes Week, living proof of the notion that good-looking sailboats sail fast! I have admired them ever since.

Owners like their history; the fact that Concordias have been transatlantic and have won Bermuda and Halifax races, and many more.

Because so many of the boats have been well-maintained through the years, the Concordias have enjoyed a relatively high resale value. We always recommend to prospective owners that they buy the best boat they can afford. If a boat needs significant restoration it will always end up costing more than a boat in better condition.

Elizabeth Meyer's book had a significant affect on the popularity of the Yawls. It was such a well-done, beautiful book, and, along with the 50th Anniversary Regatta in Padanaram, it really injected the class with renewed enthusiasm twenty-five years ago. The book pulled together a wealth of Concordia Yawl information which was interesting and useful both for existing and future owners and added to the already unique reputation of the Yawls.

Let us hope that the 75th Anniversary Regatta will be able to do the same.

BRODIE MACGREGOR

Brodie's words are distilled from two conversations I had with him at the Concordia Company in late 2011 and early 2013.

GIFFY FULL: MARINE SURVEYOR

"I think you've run aground. Hard. Real hard," I told him.

I surveyed a Concordia for an owner one time. I looked at the stern of her and I found back on the horn timber that three or four floor timbers were all broken in half. I've never seen that before and I thought about it and thought about it. How could the floor timbers be broken in half? That's not an area of the boat where they normally break.

"I know what's happened to this boat" I said to myself. "She's been run aground. Hard." When that happened and everything stopped instantly that backstay went up and snapped them. That backstay transferred the load right through to the horn timbers. I think she stopped with such a shock that the floor timbers just snapped. They all broke on the bolt lines.

"I've never run her aground" said the owner. So he called up his brother. "Giffy says there are three or four floor timbers broken in half back on her horn timber. He says she's been run aground."

"Well, I did run aground but I didn't think I hurt her."

"Did you run her aground hard?"

"Oh, yeah. I bounced off a rock."

Well that's what happened.



Giffy and I agreed to follow the list he outlined in Elizabeth's book to see if there were any changes in the past 25 years.

Iron Ballast Keels and Keel Bolts: The ballast keel is trouble free. I would never use iron keel bolts. Aquamet, is OK, but I'm always a bit antsy about other stainless alloys. Monel is best but if you could get real wrought iron it's going to last you 40 years or more.

Structural keel: I've only found one that had a major problem and that was because the owner damaged it. The keel had a vertical crack in it and he emptied her water tank in late October and the fresh water went into the rent and froze and split the keel. That wasn't the fault of the keel, per se. He didn't think about what he was doing.

Sternposts: Not a problem other than because of extreme age.

Planking: You don't see much problems with the planking. The topside planking has no problem. The biggest, a major, problem was that six or seven or eight planks on each side have to be replaced down low because of the iron in the keel and the bolts.

If it was my boat, I'd be careful laying it up. because the African mahogany can soak up water easier than the oak. The best mahogany is Honduras.

Fastenings: Generally they're not a problem until they get a lot of age on them. You can refasten with rivets rather than screws. Rivet will last a long, long time. The other fastening I like is all screw fastened with Monel. Monel is forever.

Rudders: Not a problem.

Bolting: I can't figure out for the life of me and nether can anyone else, why they built them with all bronze and then they put the floor timbers in with galvanized bolts. By putting in iron bolts in the floor timbers, you're really not saving any money and you're making eventual replacement more difficult.

In surveying the boat, I've always been careful to check the bolts. I've taken a socket wrench and I've gone right up through the length of the stem right up through where the bronze bolt start to see if they are tight. This is very important and it's pretty simple to tell, once you go up the length of the backbone.

Transoms: I've never run into much of a problem.

On-Deck Areas: Not much of a problem. But one I see the original canvas. Never use canvas again. The canvas they used then was good stuff; the stuff you get today, it's not good. I'm a big believer in dynel, a real big believer in dynel.

A Concordia in Martha's Vineyard had a canvas deck that was bad so the owner had it redone at Concordia. I told him he should not use canvas.

"I want to keep the boat original."

"I wouldn't use it. You're gonna have trouble with it."

He didn't have that boat more than a year after they redid the deck and the canvas split so and he made such a fuss about it that Concordia did it over again, the whole job. I don't know if they ate the whole thing or split the cost or what they did. It lasted another year.

But I didn't know this when I went back to survey the boat and I looked at it and said, "Damn it all. Why didn't you do the deck?"

"What are you talking about? We've done it twice since you were here."

He put the Dynel on the third time so I'm adamant about that now.

Inspect the deck underneath, in the forward cabin and see where it's starting to leak. From the forward end of the cabin forward the moisture begins to work through there. Where the cabin and the coaming meets is another leaking spot.

Chain Plates: No problems.

Cockpits: No problems. But I saw one that was abused. It was left outdoors for two or three, uncovered and full of rotten leaves. You can't do that with any boat, even with a fiberglass boat you're gonna have problems.

Spars & Rigging & Booms: I've never seen any problems except something I don't care for is that they used galvanized iron tangs. Elizabeth Meyer had all that replaced with bronze.

The boatyard guys are so used to tuning fiberglass boats that when they tune the rigging they're not careful. I've seen two or three boat that were leaking and having problems because the rigging was altogether too tight. So people should know that wooden boats don't necessarily have to have the rigging tight because it not a racing machine. Not too loose, either, because of the shock load. The mast needs to be column. I always had really free running turnbuckles and I set them up just hand tight. If not just right, I might take a tool and turn them another



Giffy checks the rudder fairing. Brooklin Boat Yard.

half turn more. But never crank them up.

I like the solid cast thimbles and the splicing work done in these boats.

Everybody uses them today but I don't like those ring clips. I'd take the cotter pin and cut it off and thread it right through. Drive it in and wrap it around itself. I have a very small iron chisel and take a small mallet and drive it right in. There's nothing to catch. I hate to see when they wrap the turnbuckles and everything up with tape. It's as un-seaman like as anything I've ever seen.

Interior Structure, Frames, Floor Timbers, Beams, etc: I talked with one of the old carpenters who used to be at Concordia and he was working on a boat down in the basin when he heard a frame break and he said it was just like someone shot a pistol off. That was because they were very tightly planked. They don't have a caulking seam and they're planked down tight with one strand of cotton laid on the top edge of the plank before the next one was put on. They had steamed bent frames. When that problem developed with many of them, they quickly changed to laminated frames

which are much much stronger.

But laminated frames in some cases aren't perfect. What happened with them is they all de-laminated because the oak is very acid and doesn't glue very well.

Sometimes it takes time for things to show up in a boat that are perhaps not right initially. It's a learning curve.

What happened to the first boats? The very first one where the problem showed up was with a boat called *Swan*, owned by a guy in Marblehead. It was full of broken frames.

Recorcinal is the best glue to use on oak. No one seems to know what glue A&R used because none of us are chemists. Maybe A&R had records. As soon as they got wet, but it took a few years, down in the heel of the frame, the glue let go. I went to survey *Eight Belles* and got down in the lazarette area and you could just take 'em and flip 'em like a deck of cards.

Mast Steps: I had surveyed some that had serious problems and I kept looking at them, just studying the problem. I felt that the mast steps were wrong. So I went into Waldo's place and I looked at the construction plan and in my humble opinion the plan showed the mast step wrong. I don't

mean to be smart alecky, but if you look at the plan, the mast is sitting on the back of the step which is sitting on two floor timbers, pushing them down. The rest of the mast step is doing the opposite. It wants to lever up.

"There's nothing we can do about that," said Waldo.

There's a simple way to rectify it. You can lengthen the mast step and carry it under the head door sill back to the aft bulkhead. I said, "Go back another floor timber or two and you can spread the whole load." So that's what they started doing and they replaced a lot of mast steps in boats over the years which saved a lot of boats by doing that.

S&S put a truss rod in their boats years ago. For the Concordia I believe in that truss rod system. I've done it in a different way in some very large sailing yachts, where the mast was pushing the bottom out of them. It's definitely a plus, no question about it. But at that time, I felt the new, longer mast step was the way to go. The truss rod is well accepted now. I'd feel more comfortable with both the longer mast step and the truss rod.

Heads: No comment.

Engine Arrangements and Installation: Most boats have had the gas engine replaced by a diesel. The fuel tank is fine.

Wiring & Switching: The boats all had to be rewired or should be by now. I've never seen a major problem with the hard copper wire, but it's not legal. The gas engine is here and the knife switch are right there. It's illegal.

★

Hanging on Giffy's living room wall is a framed cartoon from Yachting Magazine, dated sometime in the late 1950s. A couple is in a boatyard, looking up at a wooden sailboat. The boat has holed and sprung planks, broken spars and tattered sails hanging over the rail. The fellow turns to his wife and says, "Honey, hand me my rose colored glasses."

★

This is an exceptional class of boats. I think they're just a sensible boat. They're nicely finished. They have a very homey feeling to them down below. I believe that's Waldo and his Quaker background and I think some of that ties into it. You know, the boats are tastefully done.

I honestly don't know what made them exceptional. Don't laugh about it; it's a little thing to me. They have a big companionway and people can converse and visit together while one is in the galley and the other steering. That's one thing.

People cared about the boats. Right from the start they went to good owners who cared about them.

Why have they lasted so long? Because simply it's a class boat and the people have been happy to own them and proud to own them and they've taken care of them. A quality, class boat and people don't think of them as being such an expensive undertaking. I can't really think of any Concordias what were poorly cared for. They'll last indefinitely, as long as they get

the proper care.

You've got to remember one thing. These boats all generally have a lot of age on them. The last one was built in 1966. They're 50 to 75 years old. Did you expect them to last forever without problems? When they were built, they probably figured a life expectancy of 40 or 45 years. That's what the builder thought in terms of.

And yet things improve over time. They learn to do things in better ways, and the boats last longer. They were built with iron bolts in the floor timbers. But you get up into the stem, they were bronze. Then you've got iron floor straps on top of the frames and around the mast step area. How long is the iron going to last? How long will iron bolts last? I think when those boats were built they were still getting pretty good iron. Wrought iron. It was a better quality of iron and it was a better galvanizing job. I wouldn't use any, any, ANY galvanized stuff in a boat today. I wouldn't even think about it. It isn't worth it. It causes more problems in a boat than it does any good.

When did Concordias become classics? I don't know. That phrase came along when WoodenBoat came along. Jon's not responsible for it, but it showed up at that time, it seems that way to me. That's the most over used term that anyone came up with.

★

One of the hard parts of the survey business is matching people to the boat and the boat to the people. It's a funny business because a lot of it, to me, is not just surveying the boat. It's about what people want to do with the boat and whether they know what they're doing, or not. It's giving some guidance in the right direction. When I see a boat that I surveyed 30 or 40 years ago and the people still have her and are having a wonderful time with her, I feel good about it. It's giving some guidance in the right direction. I never took the attitude, "Here's what's wrong with the boat, see ya." That's not what it's all about.

I'm stubborn and I'm obstinate and I've left jobs and gone 20 miles and if I'm not satisfied, I'll turn around and go back. Something will bother me and there might be something else wrong there. That's what you run up against and that's why you hire an experienced surveyor.

I'm 85 and I can't remember all of the Concordias I've surveyed. I've surveyed about 85 of them, I think, and some of them I've done two or three times so of course you begin to have a pretty good record of them.

GIFFY FULL

Capt. G.W. Full & Associates was started over 30 years ago and has become the premier surveyors of wooden vessels of all sizes, as well as vessels of other materials. Capt. Paul Haley has taken over much of the day to day operation.

Giffy and I had a wonderful, wide ranging conversation last fall while sitting on his sunny porch. Unfortunately, too many stories had to be cut.

JIM PAYNE: CANNELL, PAGE AND PAYNE

In 1954 my mother bought a wooden Turnabout. I had a very strict cruising ground in Castine because of the current. It was between Eaton's Boat Yard and Dennett's Wharf, toward the town dock and only at high tide since it was mud flats at low. I was sailing inside three walls and if I stuck my nose out I would be swept up or down river by the current.

I did that for a couple of years as the Castine Yacht Club was just getting started.

A fellow named Simon Watts, a Brit, came and was the first sailing instructor at the club which was originally housed over the Acadia Yacht Service. He was in his mid 20's and brought an International 14. No one had ever seen anything like that. I was lucky and I got to go sailing with him and after a couple of years he would let me take it out, without the jib, with three of my buddies.

I became an assistant instructor there. I gave sailing lessons to Captain Guild's daughter. He didn't own the *Victory Chimes* then but she said "If my daddy ever gets the *Victory Chimes* back, apply for a job." In the fall of '58, I heard that he had bought the schooner back so I wrote a letter from my home in St. Charles, Missouri, asking for a job. He offered me a job as cabin boy at \$20 a week all found plus tips. I showed up in Rockland in June of '59 with a duffel bag on my shoulder not sure where I was going or even if I wanted to be going there.

I went to work on the *Victory Chimes* That's the start of it. The first thing I did was cleaning the sinks, scut work, and I tried to keep my head low and my mouth shut because I was a little flip in those days and every time I opened my mouth I was getting reamed. About a week later I finally went out into Rockland Harbor on her and we were pushing out with the yawl boat. Captain Guild called me back and said "Take the wheel." I couldn't see over the wheel or the big old fashion box compass with points and quarter points, kept inside the house that you saw through a slot. He said "Steer southeast by east a quarter east." And I said "What?"

"You can't box a compass?"

"What does that mean?"

"You go forward and if you can't box a compass by tomorrow morning, I'm sending you home." I heard that a lot. If you can't do such and such, I'm sending you home.

It took me a while to find anybody in the crew who knew how to box a compass but fortunately we had two guys who had just sailed around the world with Irving Johnson on *Yankee's* last round trip. They were good sailor and they took me in a bit.

I was cabin boy for two years, I was a sailor for one, then a bo'sun for a couple of years. The guy who was the mate left the year I graduated from high school so I became mate. The second mate was a guy who had been the mate on the *Adventure*. He was forty and the second mate. I was an 18 year old kid and I was the first mate. That had its ups and downs. We were "Mr. Payne" and "Mr. Vless" and "Yes Sir"

and "No Sir." Captain Guild ran a fairly tight, old school, iron hand, uniform-ish ship.

I did that for 13 summers all the way through college and then some. After ten years I probably should have left, because it wasn't going anywhere. There was a lot of bait being thrown out by Capt. Guild about how he was going to get me my own vessel. He was a father figure to me but he wasn't the best father figure in some ways. I was close to him in many respects but it was time to leave.

A syndicate was formed to build the *Harvey Gamage*. I was 24 and had gotten married on October 21st and went to work on October 23rd, ostensibly to build the *Gamage*. I spent most of the most of the time painting on a steel Provencetown ferry being built at the time. Finally, I got over to the *Gamage* laying and caulking the deck and then doing the rigging.

I sat for my licence and I got a 500 ton sail licence. I had all the tonnage from the *Chimes*. It was a comprehensive test, basically same exam the midshipmen take at Annapolis. I was the commissioning skipper on the *Gamage* and we left in September from South Bristol at 9 at night. We hadn't been away from the dock even once and two days later we had to be in Gloucester to do a wedding for the daughter of the owner of the Rule Bilge Pump company.

We spent a couple of years doing charter work in the Grenadines and then did a delivery with another couple on a new boat from Greece to St. Thomas. We came back to Maine where I got involved in helping to build both *Whitehawk* at Lee's Boat Shop in Rockland and later *Whitefin* on a tennis court in Camden. My wife, Nancy, had started selling boats with Bill Cannell.

I took over the brokerage duties in '83 because we were starting a family. I was a sub-contracting yacht broker at Cannell Boat Building in Camden. In the winter of '86 it became known that Bill Page wanted to get out of the brokerage business so Bill Cannell and I bought him out. Both Page and Cannell Boat Building specialized in wooden boats. I sold both but I did more 'glass in the beginning. We always had a strong reputation for wood but I worked at the 'glass because it was more productive. It became difficult to do both.

In '86 I had a client who had been interested in a 50 foot Alden named *White Wings*. He called me up, on and off from '83, and tried to buy her, but he never did. In '86 he called to talk about *Whitehawk* and I said, "You mean *White Wings* don't you?"

He said "If you don't want to talk to me about *Whitehawk*, I'll find somebody who will." She was just coming out of receivership and he bought her. That was a nice commission.

That and some other serendipitous things got me to a boat that we had listed for a year. I finally went over to Billings Marine and looked at it and I got itchy palms, as I call it. She was an Ohlson 37 that belonged to the Maine Maritime Museum at the time. About three weeks before they'd had a good offer on the boat, but not good enough for them, so they

didn't take it. But their bookkeeper later told them that they had to get it off the books so John Carter asked me if I wanted it. "Yes. I'll buy the boat."

We closed on Cannell, Payne and Page at the end of July '87. I left the closing, put our kids aboard *Kristin* and headed over to our first ERR. It was our first race with a six month old, a two and a half year old, Nancy, John England and Warren Baker as crew. That was the most amazing race we ever had. We won it.

That weekend was also the genesis of the boat's other name. Before the race, Elizabeth Meyer asked what I was racing on. She had her *Concordia*, *Matinicus*. I told her we bought a boat, an Olsen 37, and she might know it. "It's been in Greenwich."

"Oh. That Damn Blue Boat."

I had hardly sailed it and I beat her and that's how it became the Damn Blue Boat.



Jim Payne trimming sails on *Adventress*, Antigua Classic 2013

The late '80s and through the '90s were the height of our yacht brokerage business. The Internet has changed things a lot. It's made it simpler and less expensive. But there is less loyalty to a broker now when you can just push a button. If they bought their last three boats thru Cannell, Payne and Page they might not now. There's a lot more direct access to boat owners.

Things were good into the middle of the 2000s. Then we saw a bad turn in the economy.

You get a boat on the market and unless it has had the work done, the buyer will have to do major work inside and out to the point that they'll never get back out what they put into it, or even close. Some of people don't care; it's a part of boat ownership. But other people couldn't bear the thought of that so they weren't listing them and holding on to their boats longer. The market for the better boat, the boat that had been fixed up, wasn't there. There weren't as many of them coming on the market.

To get the value out of your boat, you'll have to spend twice what you would ever get back, but we know that.

The value of the *Concordias* has moved down, I'd say, in this economy. There are really good ones, the best, with a few exceptions, in the mid to high \$100,000. Certainly there are exceptions, some sold for more than that, but there were a number of them that sold in that range. These are boats that have really been gone through inside and out. They're good cosmetically. They've had the structural work, like the backbone, the mast step, frames, the iron floors removed, the whole nine yards done. The deck job, the Dynel deck. Repowering is important. The few gas boats sell for less. The usual upgrades on sails and all that. Electrical and electronics are always nice upgrades.

To get the most value for a *Concordia*, keeping it fairly pure is important. That might be less important right now, but you can't mess about with the interior. Some even went back to non-selftailing winches, but that was a stretch for some people. This trend may have started when Elizabeth Meyer's book came out. Her book created a real fever which isn't entirely gone. I don't think there's any question that Elizabeth Meyer's book helped the fleet.



Generally, *Concordia* owners are more knowledgeable than a lot of other owners. Almost without exception they're more dedicated and understanding of what they've got and are ready to they take it on.

Most people who are looking at a *Concordia* come with a knowledge of the boats. There's been enough been written and talked about so they know what to look for and what areas need to be addressed.

Most people who take these boats on do it because they care. *Mary Ann* went to a place where they knew where they were headed.

I sold a *Concordia* to a fellow who didn't know much about boats, but he wanted a *Concordia* just because he loved their looks. He was not much of a sailor. He turned her over to Rockport Marine to do whatever needed to be done, but he didn't sail her much. He was a good owner for the boat but he wasn't your typical owner *Concordia* owner. He had her more to look at and to occasionally sail.

Concordias are a lot about looks. Cosmetics are important, and I don't mean bling, but I mean really good, solid

cosmetics. That's important to a lot of people because that's the first impression for most people.



A prospective owner should look for the same things; a boat that's been well take care of. The quality of care, the overall condition. A lot depends on the price point that they can look for. Some people, like *Mary Ann's* new owner, are looking for a project.

I had never sailed one until I had *Kristin* for three or four years. I couldn't believe the difference. Mine is three feet shorter. I went out for a nice afternoon sail. They're just different. A *Concordia* is a lot heavier, at 18,000 pounds as opposed to *Kristin's* 14,500 pounds. You steer my boat all the time while a *Concordia* is on tracks. She would go. I was astounded on a reach how she would track. My boat has to be steered all the time, which I like, but there's a huge difference. It's like between a J/24 and a Bristol 40.

There's is an advantage, or there should be, of working with a yacht broker. But it depends on the broker, first of all. If you get a somebody who's knowledgeable and who listens, it can make a big difference. If you're thinking wooden boat, you should talk to a broker who understands wooden boats and has been around them. If they haven't been a builder, they should have been around them long enough to at least have seen all the surveys and all the repairs and to understand what the parts are and to spot what are apt to be problems. A *Concordia* might have one kind of problem and an *Alden Challenger*, a glass boat, might have another kind of problem. A *Cheoy Lee* will have plywood problems and the broker should know that.

The broker can often provide a lot of guidance as well as help find a good surveyor and then help to understand a survey. A survey can be a pretty negative document and some people will just run scared when they see one. A good surveyor with a good survey, if the client is right, then a good broker can help them understand that this is a part of the process and can point out what is something to worry about now and what can be done later.

Giffy Full was particularly good that way. Generally speaking, he could put things in perspective better than a lot of them. That was one of his strengths.

A good broker relies on his reputation. Talk to people in the wooden boat community and see where they bought their boats. Listen to what they have to say. Talk to people who have been in business for a long time. If they were bad, they'd be out of business. You can get a good yacht broker or you can get a used car salesman who's just there for the commission.
JIM PAYNE

Jim and I had a long conversation while sitting in Golondrina's cabin last summer in the middle of Camden Harbor.

Jim's portrait © Alison Langley.

SURVEY OF THE FLEET

When I took over the editorship, my first contact with you was the two part questionnaire I sent out. It was my way of determining what you wanted in the Concordian and what is happening with your boats as they approached 45 to 75 years of age. Here are the results. Some responses surprised me, and probably will you also, while others were what we could expect. I planned on simply listing the responses, without comment, but some comments seem appropriate. I'm going to leave out the original questions, both to save space and I think you can figure out what the question actually was.

Is this a completely accurate view of the fleet? I don't think so. But it will give all of us a really good idea of the State-of-the-Fleet.

Responses: Sixty -six of you responded. That's two thirds of the fleet so we should have a good general view of the fleet.

Who does the work:

18% of the owners do all of the routine annual maintenance themselves;

9% do most of it;

48% do some, but let the yard to most of it;

25% let a yard do all of the yearly tasks.

85% of the owners have the yard do all the structural work;

15% of you do the structural work yourself.

Boatyards: When I asked you to name the yard doing the annual maintenance, fourteen yards were mentioned. Rockport Marine got the most mentions (5); Triad next (4); followed by Concordia and Dodson (3 each); Strout's Point; Brooklin Boat Yard; Ballentine's; and Cove Landing (2 each). Other yards mentioned were Seal Cove; Conanicut; Benjamin River; Crocker's in Manchester; Freya; Krause + Wusherpennig, (Kiel, Germany) (1 each).

These are your responses and I almost tossed this question out when I saw the results. I know that Concordia and Triad routinely maintain more boats that Rockport Marine, which takes absolutely nothing away from Rockport Marine. These three yards in an average winter, take care of 25% to 33% of the fleet. The important fact shown here is that now a great number of yards are doing excellent work in keeping our boats in top notch shape and preparing them for another 75 years.

Design flaws: Haven't thought of anything yet;

Avoided electrolysis around the mast step area;

Lead ballast, bronze bolts;

Larger frames, longer mast step, rigid bronze frame in mast area;

Mast step and truss rod;

Mast step length;

No 41's - just kidding. Beefed up the mast step area;

Made seacocks for deck scupper more accessible and equipped with seacocks.

The butterfly forward hatch is beautiful but not water tight. Made all keel bolt accessible without dismantling the head;

A 42' design would have been better, with the rare lines of the 39';

What you like best:

I can't edit these since this is what it's all about, so here goes:

Everything;
She is beautiful, fast and sails like a dream;
The way she sails;
Nice comfortable boat to sail and handle;
Tiller, low to the water, beautiful, familiar;
Sailing qualities;
I like her storied past and her long admired place in yachting history (and) the thoughtful details;
Performance and appearance, pedigree and history;
That I can sail her alone;
Comfort and sailing qualities to say nothing about the fantastic lines;
Looks and sailing ability;
Seaworthiness, reliability over time;
Originality, classic style, great sailing, perfect for my family;
Racing and cruising;
Beauty, quality, fine sailing abilities, association with other Concordia people/wooden boat people. Traditional aspects;
Her ability to handle Buzzard's Bay seaways;
The peace;
Looks and sea kindness;
How she handles;
The dream of getting out of Arkansas;
What's not to love about the *Snow Falcon*?;
Wood, great lines, predictable handling, good performance;
Almost everything;
Sailing her for 42 seasons;
Design - the way she sails;
Sailing and beauty;
Sailing ability and fellowship of Concordia fleet and owners! Ability to singlehand, manageable sail plan, fine performance in all conditions, classic design, outstanding comfort below, ability to go to windward well (masthead rig, traveler). Boat is neither too big (to maintain, to handle solo) nor too small (when conditions become challenging.);
What's not to like?;
Beauty of the boat and sailing performance;
That's too deep a subject to express in mere words. She is like a 3rd son or perhaps a second wife. She is definitely part of our Family!;
Handling/looks/ease to sail;
How she's put together, how she sails and how she looks;
That she sails better than she looks;
The kisses blown by other boaters;
Sexy;
Everything!

I wish they gave the boat more beam, provided an offset companion way, and then provided a better galley;
I'm happy with everything just as it is;
No complaints;
Virtually nothing;
Nada;
Can't think of anything;
Nothing! It is what it is and I try to put things back the way I found them. These guys were a lot smarter than me.

Nagging upkeep/maintenance issues:

No;
Keeping water out at deck margins of cockpit coaming, aft end of trunk cabin and bridge deck;
Engine maintenance, plank seams at waterline forward open up by the hot sun. Yes – forward seams leak and the boat has keel problems that will be major maintenance. Annual “making up” each spring!;
They take up, but it's a pain. Original sisters are delaminating;
Rusting iron keel and floors. Delaminating/cracked ribs.;
Canvas decks;
My ex-wife said the rebuild was too expensive....;
Bottom paint that is effective and ecological. Currently use E-Paint;

We're just working through the usual list: refastening, sistering, scarfing in new frame heels, new planks here and there, cosmetics;

No serious issues;

Brightwork;

Varnished hull (goes with the territory, we realize!);

Brightwork!!!!!!.

The responses above spell out the issues that we have had to deal with over the last many decades, and will in the future, but the collective knowledge at this point should make foreseeing and then correcting all this much easier. The same goes for the mast step, below.

Mast step: 18 of you indicated that you have the original mast step configuration.

17 of you have lengthened the mast step.

10 of you installed a truss rod under the original mast step.

17 of you have both the truss rod and a longer mast step.

12 owners reported that they have leaking problems under the mast. 22 of you said the above fixes solves the leaking problems. And as one owner answered the question: “Does your boat have leaking problems under the mast?” “It would if I put it in the water.”

Other solutions: One owner keeps a silver dollar from her year of build under the mast. Another installed laminated ring frames. A few boats have new mast steps made up of an oak and bronze laminate. One owner laminated floor timbers that run up to and are tied into the bilge stringers. One boat has a massive Monel beam designed and installed by Greg Tuxworth at Triad Boatworks.

Engines: Seven boats still have the original gas engine, with another four having new replacement Gray 4s. 46 boats have diesel engines with various Yanmar models being the most

popular (31), 10 Westerbekes, one Perkins and four not named.

Every single one of you love your engine. Well, almost.

One owner wrote: "More like love/despise. I'm on my 3rd Gray Marine. They're great when they run, and when they run, they run great. But when they don't . . ."

Rigging: 36 boats have the original hand spliced standing rigging. Most of you have these splices inspected annually or at least every two or three years.

If the rigging has been replaced, five went with Sta-Loks; five with Norseman; four have swage fittings, two don't know and 13 have been replaced with new hand spliced rigging.

Keel bolts: 39 of you have checked your keel bolts. The boats ranged in age from 25 to 45 years old when checked. Seven boats had good keel bolts while 34 of you had to replace them. *Don't get too into checking the math on many of these responses. It often does not add up, nor did, no matter how many times I re-read your answers. Oh, well.*

Most of the new bolts were Aquamet or stainless. (*Warning! There's a big difference between stainless and the alloy that comprises Aquamet. Do not use run-of-the-mill stainless.*) Next was Galvanized iron, then silicone bronze and Monel.

Replacement: Seven keels. 11 Stems. Eight gripes or forefoots (or is it forefeet?). 13 stern posts. 18 horn timbers. An average of 23 floor timbers per boat. 13 deadwoods. 20 rudders. Two transoms. 31 complete refastening jobs. 11 main masts.

20 boats have been reframed with sister frames. 10 have new laminated frames replacing the originals. Seven have new bent frames while ten have a combination of bent and laminated frames.

Nine is the average number of underwater planks replaced on the boats with some boats still having all the original planks to others having replaced all. Only four boats have needed replacement topside planks and the average is four planks. Honduras Mahogany is the most common replacement wood followed by the original African.

Deck: 13 boats have Dynel now instead of canvas as a deck covering, while 10 boats replaced the original canvas with new canvas. Five boats have fiberglass. Five boats have had a teak veneer overlay while three have replaced the original teak with new teak.

Cockpit: 24 boats have new seats; nine bulkheads; 12 coamings; two soles.

Upgrades: 46 have been rewired, 48 have new switch panels. (*YIKES! I hope these two figures are wrong. I can't imagine any of our boats still having the original solid strand copper or, worse, the knife switches and screw in fuses.*) 22 boat have battery monitor, 18 have a larger output alternator. Anchor windlass. 8

Electronics: Radar, 42; GPS, 44; chart plotter, 45; wind indicator, 18; knot/depth/log, 28; auto pilot, 5;

Favorite brands are: Raymarine 6, followed by Furuno, 5; Garmin, 4; B&G, 4; Nexus, 4; Standard Horizon, 4; and Datamarine 4.

Ice Box: Ten of you have re-insulated the ice chest. Six have added more insulation. Ten of you have switched to

refrigeration with Seafrost being the most popular at nine and one Norcold.

Stove: Six boats have the original two burner alcohol stove. 26 have new stoves with 14 installing a stove/oven combination. Propane is the most popular fuel with 21, followed by alcohol, 10, and CNG with six. One boat has the original solid fuel stove and four of you burn "other."

Head: 42 boats have a holding tank, and one boat has a composting toilet.

Roller furling: 39 boats have roller furling.

Trauma: What and when?

Stem scarf fastenings failed in 2002.

Mast breakage, fall 2003.

Hurricane Andrew in 1992.

Engine room fire, 2005.

Prior owner hit bridge with masthead (aluminum) rig - date unknown.

My ex "t-boned" another Concordia yawl in Padanaram Harbor +/- 1999!!

Cockpit fire, June 2010.

Hurricane, 1954.

Washed ashore, Hurricane Klaus 1984.

Previous owner had a lightning strike, parted roller furling, grounded. She sank at the dock the first summer we had her, not sure why.

Hurricane in late 80's, but not since I have owned the boat.

Not that is visible, unless you call being neglected on the hard for 18 years!

Wonderful modifications: Two boats have relocated the fuel tank under the cockpit sole.

Feathering three bladed prop that fit into aperture without modification. Incredible performance, under sail, in comparison to fixed three blade.

Took out pipe berth forward, now have one double bunk and one single (a 41).

Conversion of galley stove from alcohol to propane.

Nothing very unique and generally I think original is better (but wouldn't want to give up roller furling or winches or propane oven.)

Gluing of plank seams above waterline with epoxy glue.

Autopilot.

Diesel for better cruising range.

Not sure it is wonderful but my mast was cut down several feet by the first owner, I believe in prep for the Bermuda Race. The forward hatch was changed as well, it now is back to the original hatch. Not having sailed others with a full height mast head, I don't know what the difference would feel like. Oh, we did put a foot pump on the head sink, that is very nice!

I understand that many of the boats have been modified, some a lot. It would be really great to have an inventory of all the non-stock things that have been done. I expect the info above is the beginnings of that. *Portunus* is very original apparently, with really only the stove and engine being changed. According to surveyors and boatyard owners she is one of the soundest originals (not having planking/frames/deadwood replacements) afloat. This is not a brag, I consider

myself very fortunate (just a little up from dumb luck actually) to have had her maintained beautifully by 3 great yards (Concordia, Henry R. Able, and particularly BRM), because I was pretty clueless until I spent about 7 hours going over her with Giffy Full in 1999. My family got *Portunus* when I was 6 months old (early 1967), I took over the reigns (mostly) when my father died in 1983, so we know almost her entire history intimately.

Refer/freezer, windlass, self-tailing winches.

Mainsheet traveller - Harken,. Strong track with loosed

footed full batten main.

New sails in '09 by Doyle Manchester, Traditional narrow panel look, Great improvement over previous sails. Doyle asymmetrical in sock. Useful in light air, Groatwater CNG stove/oven: outstanding. Odyssey batteries with the ability to reach full charge with standard Balmar alternator with minimal engine run time.

Replaced cabin lights with LEDs.

I love the new Lofrans windlass and custom fabricated bow roller system.



17

The following boat have been in the same family since their launch:

Niam, No. 24. 1955. The Ryan family.

Harrier, No. 30. 1955. The Hunt/Bontecou family.

Tam O'Shanter, No. 61. 1958. The Soule family.

Crocodile, No. 67. 1959. The Crocker family.

Haven of Padanaram, now *Captiva*, No. 100. 1965. The Bullard family.

Javelin, No 57. 1958. Recently left the Smith family.

Abaco, No. 102. 1966. Recently left the Goldweitz family.



The following boats have the same owners as they did at the 50th:

Duende, No. 5. Adams/Kavanaugh, since 1980.

Niam, No. 24. Ryan, second generation, since 1955.

Safari, No. 28. Dick and Lisa Zimmerman, since 1985.

Harrier, No. 30. 1955. Jesse Bontecou, since 1955.

Mirage, No. 32. Ric and Strandy Quesada, since 1986.

Magic, No. 36. Hank Bornhofft, since 1980.

Nefertiti, No. 38. Jock Williams, since 1978.

Sisyphus, No. 41. Jack Towle, since 1976.

Harbinger, No, 48. Larry Warner, since 1978.

Principia, No. 60. Bruce Flenniken, since 1985.

Tam O'Shanter, No. 61. The Soule family, second generation, since 1958.

Sonnet, No. 63. The Brown family, second generation, since 1968.

Crocodile, No 67. The Crocker family, third generation, since 1959.

Houri, No. 69. John Chatfield, since 1967.

Irian, No. 70. Darrow and Meg Lebovici, since 1980.

Tosca, No. 73. Drs. Gerald and Mary Fitzgerald, since 1979.

Portunis, No 75. The Parker family, second generation, since 1968.

Coriolis, No 82. Doug Adkins, since 1981.

Allure, No. 87. Ben and Anne Niles, since 1987

Katrina, No. 94. In the Rozendaal/Parson family, since 1963

Haven of Padanaram, now *Captiva*, No. 100, The Bullard family, second generation, since 1965

Irene, No. 103, Doug Cole, since 1985

IN THE WATER STORAGE: PNW

I've always been curious about the maintenance schedule of our Pacific Northwest boats so I asked Doug Adkins, Doug Cole and Richard Baxendale for a short tutorial.

From Richard Baxendale, *Vintage*: As you know our climates are quite different. For example, Seattle has experienced NO snow at all this winter and that is not abnormal. It has dipped below freezing a few times but that's it. Our gardens never really go to sleep in the winter and our grass stays green all year and right now our flower beds are really going to town.

Vintage has a full cover for the winter where she remains in the water at our slip at Shilshole Bay Marina in Seattle. Depending on the weather, she is "unveiled" Aprilish. I have a summer cover (a much less elaborate cover than the full winter job) that then goes on every time I leave the boat for more than a few days. This fall she was put to bed in late November once again the precise time being weather related.

Usually we haul the boat every year for maintenance but have slipped it to 18 months. When *Vintage* is hauled we have it varnished (2 coats), the topsides painted (every second year) and the bottom fared and painted. She then looks good as new. At our marina, zincs are good for about 9 months maybe even a little longer and they are changed by a diver.



Vintage, under her winter cover, Seattle

Doug Adkin, *Coriolis*, added: I would say that Richard has provided a very representative description of how things go out this way. Full winter covers (*Coriolis*'s to the waterline and in 14 pieces!), varnish on the topsides, toerails and covering boards every season with two coats of Flagship, masts out every two or three years but touched up in place every year with Schooner. Zincs are about on Richard's schedule but we are in fresh water about five months of the year so we might get 12 months instead of nine. We haul on a railroad and feel lucky to be able to do it that way with a cradle that is perfect for the boat.

I had one winter sail this year but usually I am disinclined

to head out. Our weather here is not too cold but it is a wet cold! The engine is serviced in the spring with an oil change, filters and valves adjusted every two years depending on hours. I keep a little heat in the boat all winter and she stays nice and fresh that way. It is nice to have her floating and there are always little things to fiddle with. *Coriolis* will be hauled in two weeks for bottom paint and zincs, will have her sticks pulled and placed on deck sawhorses to move to a boathouse for varnish in early April and should be ready by the first Saturday in May which is Opening Day here.

Doug Cole, *Irene*, wrote: Since we wet store here in the Pacific Northwest, a winter cover is a must. I believe *Irene* has the "Mark I" cover, made in 1986, which subsequent Concordia owners built on and improved the design over the years. *Irene*'s is tan Sunbrella material and has lasted quite well. Chafe protection and periodic restitching is part of the strategy to keeping it going. Several years ago I applied a Sunbrella product to renew the waterproofing of the material. The cover is in three pieces, joined by twisties, and can be installed in about 3 hours. Spur of the moment sails during the winter are uncommon, though we have done it on occasion in years past. The hem of the cover reaches about half way between the deck and the water line. Weighted detachable bags, eight per side, keep it from dancing too much in the breeze, but bungee downhulls to the lower lifelines provide most of the holding power. The cover easily rides out the occasional winter gale with ease.

Despite our relatively mild winters, I do take freeze precautions by draining or treating all tanks and water lines. I don't leave too much heat going, preferring the use of several dehumidifiers to keep the moisture down.

My typical maintenance schedule calls for end of summer varnishing followed by a haulout each May. The bottom gets painted each year and the topsides typically every other year with two coats of Z-Spar Gloss 100, rolled and tipped. I assembled a scaffolding for topside painting which consists of several 55 gallon drums and various planks and ladders. I share the set up with several other wood boat people in exchange for their storing and hauling it. I've done most of my own maintenance over the years and have found that with the right equipment and right frame of mind that it's not too burdensome.

IN THE WATER STORAGE: CAPE COD

I knew Hank Bornhofft has stored Magic in the water for decades, so I thought I'd ask him what he does.

Not much. I've always wet stored *Magic* for two reasons; one, it's best for me and two, it's best for the boat.

For me, I don't have to deal with the stress of meeting boatyard schedules for haul out and especially launch. I'm free to sail whenever I want fall and spring - and sometimes a winter day sail. To me, a nice warm day in February on the boat is much more enjoyable than fighting the traffic and

lifelines. And, I can't imagine wanting to "hang out" on the boat out of the water in storage! Spring weather is always a challenge for boat work so I head for Harpswell the last week in June to haul out for a week or 10 days and do the annual maintenance. Boat yards are generally cleared out by then and the owner's schedule can be met.

For the boat, it's meant to be in the water uniformly supported all around. With the rig in, the ends are supported. I believe years of in the water storage have attributed to the fact *Magic* still has such a nice sheer. In 2006 she spent the winter out of the water for some major work and I was amazed when re-installing the rig how much movement there had been.

Metal fastenings deteriorate from oxidation, which requires oxygen, and there is less underwater. If you examine a keel bolt the deterioration is usually more where there is a joint in the dead wood; where more oxygen gets to it out of the water. Organic things can last 2,000 years sunk in the Black Sea where there is no oxygen! Regarding the bottom, I would always tide haul alongside the wooden bridge in early spring to clean off the winter growth and make her suitable for sailing up until haul out. But, since I've been using Micron 66 she stays clean as a whistle year round. Without the annual shrinking and swelling the seams topside and bottom stay fair.

The most important consideration for wet storage is to be near enough to check on the boat often. And it's sometimes convenient to say "Honey, I've got to go check the boat!"

Freezing is the biggest hazard, but not outside the hull. I've had as much as one foot of ice around the boat in Gloucester harbor, but it never freezes solidly to the hull; you could always slide a matchbook between the ice and hull because the hull draws some warmth from the deeper water. Bubbler are a waste of time and are useless during the most severe weather because of power outages.

Cockpit and deck drains are another story; they can freeze up if not protected and kept clear. I take half a salt lick, like used for horses, and place one by each of the four openings so the salt will leach down the drain to keep it clear. Then I leave the snow shovel over one of the cockpit drains so there is always a way out for the water.

Magic is wet stored "in commission" except that the engine

is winterized in the normal manner. All seacocks are closed and fresh water drained. The ambient sea water temperature keeps the interior warm longer so winterization isn't necessary until late December. I have an indoor-outdoor thermometer with the outside transducer in the bilge to monitor the temperature. In thirty-three years wet storing, I've never seen ice in the bilge. I leave the automatic pump off because the outlet hose will freeze.

If the boat is kept well ventilated, during the warmer day moist air is drawn in which condenses and freezes on the overhead and under the decks when the temperature drops at night. Moisture also comes from the fact that the winter air is dryer and the wood needs to loose water to match. Then as the day warms up the frost melts and it's like a tropical rain forest below. Then the cycle repeats.



Magic wintering over in Gloucester. Taken from the ice, c1986.

What I do to prevent this build up of moisture is plug all the vents and run a small heater set to go on at 32°F, mainly for the purpose of circulation. After a few days in storage the interior will dry out and stay that way.

Magic has natural teak decks and trim and an aluminum mast which don't suffer from being uncovered in the winter. A varnished boat with a wooden stick should have the mast removed and a proper natural canvas cover built. Also, it should be noted that my comments apply to salt water storage as considerations for fresh water are different. Also, pick a protected place and take extra precautions against chafe. Use heavy winter dock lines. I take sections of 1" ID black rubber hose and slit on one side, open up, and put over the toe rails to avoid damage. Batteries are kept charged with a 10W solar panel. The rum locker is always stocked, and there is always fuel for the diesel fireplace!

HANK BORNHOFFT

ANNUAL MAINTENANCE

Initially, I planned to do a thorough survey of the costs of annual routine yard storage and maintenance of our boats from places around the country. Anonymous, of course.

However, when I approached some owners I got responses like. "I'll tell you, but I don't want you to publish it. I don't want my wife to know what I pay each year." And, "Reminds me of the joke 'My biggest fear when I die is that my wife will sell my shotgun for what I told her I paid for it.'"

So instead of an in-depth and thorough survey of the annual cost of hauling, unstepping, decommissioning, storing, painting and varnishing, commissioning, resteping and launching, you'll get this:

It varies.

What I managed to dig up were quotes that ranged from a low of \$12,000 to a high of over \$30,000 per year. The average was about \$20,000. But, it doesn't vary that much and the old saw of "It's cheaper in Maine" no longer holds true. One of the higher quotes, as well as the lowest quote, was from Maine.

20 What has not varied all that much is Waldo's rule of thumb that all the annual, routine maintenance tasks will take just under 300 hours. It's still true.

Even for those of us who do all the work on our boats ourselves, those rates vary. I get the yard to unstep the spars, then I power *Golondrina* onto my reliable hauler's Brownell trailer. He pulls her out, hauls her to my house and sets her down in the side yard. I pay, in Portland, almost double what a friend pays for a nearly identical wood, but not a Concordia, boat in the Camden/Rockland area.

CONCORDIA COMPANY

We are pleased to introduce Michael & Nancy Herde to the Class, new owners of *Grace*, no. 72. Most recently *Tecumseh*, formerly *Paramour* and *Arachne*, *Grace*, is being prepped for 2013 including being fit for a new Concordia built Bateka. Join us in welcoming the Herdes.

Concordia has been busy maintaining a number of the yawls. Projects have included many planks and frames on two boats, a new rudder, interior paint restoration work, new radar/gps installations, in addition to annual work and smaller projects.

Early this summer will mark the completion of *Javelin's* restoration. We look forward to campaigning her this summer, at least until she sells.

Best wishes for your spring prep. We're looking forward to seeing you this summer.

STUART MACGREGOR

J CLASS MANAGEMENT

Marcia and Elizabeth want to remind all of us that they still have copies of Elizabeth Meyer's book, *Concordia Yawls, the First Fifty Years*. They have plenty and Marcia will try to work with owners to find a book number that corresponds with the build date or hull number. They are still \$150.00 each but Concordia owners will receive them at discount of \$125.00 per book.

If you don't have a copy, but would like one, contact: Marcia Johnstone Whitney, J Class Management, 28 Church Street, Newport, RI 02840. Tel: 401-849-3060 or email: mjw@jclass.com.

There are also two Don Demers and one John Meray prints from the 50th Reunion still available. Please visit their website to view all three of these prints. www.concordiayawls.com



Crossing Tacks, Don Demers

After I bought *Eagle* in 2009 I immediately dreamed of owning a model of her that I could display in Missouri and that would help me with the separation anxiety I felt by living 1500 miles away from her in the off season. That dream led us on an amazing adventure.

As a way of background, in the early 1990s my two sons and I wandered into a store in Camden, Maine, operated by the renowned model maker Robert Eddy.

(see photo) Drawn in by a beautiful sailboat model in the window, we met Rob as he was building a Hinckley Bermuda 40, and the detail was just astonishing. We learned that each model was the result of over 4000 hours of painstaking measurements taken from the real ship and reduced to scale. Everything from the winches to the instrument clusters had been precisely reproduced using fine materials—gold to resemble bronze and silver to resemble stainless steel. This all, of course, allowed Rob to command prices that put me firmly in the camp of an admirer but certainly not that of a consumer. The model he was assembling on his workbench would go on to sell for far more than the cost of my first home.

Rob closed his retail store after a year or so, and I completely lost track of his whereabouts.

Only by chance did I recall that visit almost 20 years later. It was mostly out of curiosity that I started searching for him as I contemplated building a scale counterpart to *Eagle*. Through his Internet website I learned his business was thriving but he only worked by commission out of his own workshop in Camden. I looked through pictures of his completed works and almost by accident clicked on a page of “Archives.” I was astonished to discover a picture of Rob holding a Concordia Yawl model he’d built, *White Light* which was my boat’s name in the late ‘80s.

I have been on a quest to find this model ever since.

I searched for some time but I eventually was able to contact the previous owner of the boat, and I also contacted Rob Eddy, but the trail went cold when I discovered the model had been purchased by the CEO of MBNA to become part of a stunning collection of model ships and paintings used to grace their corporate headquarters in Belfast, Maine. In 2005 Bank of America purchased MBNA, so phone calls to the parent company and visits to the Belfast location brought me no insight. I peered through unshuttered windows and I sent pictures to antique dealers up and down the East coast with no leads. Phone calls to Atlanta were mostly met with long periods of silence. I just about gave up. My next plan was to appeal to Concordia owners through this newsletter in the hopes someone had spotted her or knew her whereabouts.

But last September I was combing through the latest issue

of *The Maine Antique Digest*, a monthly 250 page newsprint summary of antique sales throughout New England that I’ve subscribed to for years. On the very day I was debating whether to cancel my subscription for want of any success, I turned a page and discovered an ad for “The MBNA Collection of Marine Art and Ship Models” a sale in Annapolis, Maryland. I was stunned. I hurriedly went to my computer and scrolled through pages and pages of models and artwork, and there she was. *White Light* proudly sporting her flag and exquisitely modeled, the very model I’d searched for these last three years. And with a presale estimate of \$150 to \$300!

We decided to be at the sale in person, and in fact when we arrived for a preview we had to convince the auctioneers to bring the model from their warehouse so that we could inspect her. I had wanted to remain anonymous for the fear of what a bidding war might cost me, but word spread quickly when in desperation I blurted out that I was the owner of the sister vessel for which this model

had been made and I was anxious to reunite the two again. So on sale day we were able to inspect my Holy Grail in a back storeroom of the auction.

It was just like looking at my own Concordia, but in miniature. The case was missing, a few lines needed tending, but she was my boat!

It was excruciating sitting through the auction but the bidding war did not materialize and she was ours for \$900! My heart pounded and my hands shook as the hammer went down. The room applauded my success, and even the auctioneer took note of the reunion.

So *White Light* is now safely back in the hands of Rob Eddy where she’s undergoing a restoration. The transom is being repainted to reflect her new name and hailport, and lines are being reattached. My other passion is woodworking, so I’m building a new display case, with use of all my finest veneers and cabinetry skills. I hope to be able to finish this summer and have her available for display in Maine, and then, eventually, to bring her back to Missouri this fall so that I might, at last, be able to walk her decks in the dead of winter, if only in my imagination.

In a conversation with Rob over Christmas, I asked how it came to be that the model and yacht were separated so many years ago. His explanation was simple. The beauty of a sailboat model on display in his store window also caught the eye of Charles Cawley, the CEO of MBNA. Mr. Cawley had insisted on buying her despite the protestations she was not for sale. Only when he agreed to double the owner’s purchase price did the model finally change hands.

I hope the two are never separated again.

I look forward to seeing everybody at the races and reunion this summer.

C. DANIEL SMITH



SALTAIRE

No. 9 Conway, AR

I rescued hull No. 9. Again! *Saltaire*, her new name, travelled well on U. S Route 65 south from Clinton to Conway on her keel with a handful of tie downs. Having the deck off and a few planks made this easy. She is now in her new home about

ten miles away from the Arkansas River. Perhaps by the fall I might have some renewed motivation to start again? If anyone is interested in a project, send me an email: <Raka025@yahoo.com> I will seriously consider proposals!!

ROB DESMARAIS



22

ABACO

No. 102 South Portland, ME

Best partner ever.

Cheryl has scraped every inch of old paint in the cabin with a 1" diamond scraper, sanded and then applied two coats of paint. Over two month's worth of work.

DON LIPPOTH



SAXON

No. 14 Annapolis, MD

Saxon is in the water in Annapolis under her Fairclough winter cover waiting a May first uncovering.

We are still reaping the great efforts of Dr. Graham and Alice Pope of Westport ME who meticulously maintained *Saxon* during her first 50 years. Dr. Pope constructed his own marine railroad to haul/store *Saxon*.

No major upgrades have been required since Marcia and I sailed her down to Annapolis from Portsmouth NH several years ago. The only problem we have had to contend with is the constant interruptions while conducting our three week on-the-hard clean up each spring from enthusiastic admirers asking "is she really a wooden boat?" We live in the world of plastic here.

Marcia has done such a great job on the topsides that several individuals have asked why the bottom is wood and the topsides fiberglass. Her varnishing and topside painting has enlisted an offer for employment at the boatyard.

Although the venerable Gray Marine 4-112 is doing well and support from Van Ness Engineering has been outstanding, we are researching a Beta Marine diesel replacement. Dave

Van Ness was a Concordia owner himself and has a great fondness for our yawls.

The insulation qualities of our original ice box seems to have degraded as we demand more ice in our later years, so refrigeration is in the future plans as well.

We believe we are the only 39 with a bowsprit. It was designed by Fenwick Williams and was built and installed by A&R when *Saxon* was ordered. Mrs. Pope stated that the original headsail arrangement consisted of a regular club jib (7/8 rig) plus a roller furling masthead jib topsail. The club jib was replaced with a 150% genoa somewhere in the past. I'd like to explore the best utilization of the bowsprit as there must be something much more appropriate than just a gangplank. Advice is most welcomed. We plan to relocate *Saxon* (permanently) back to Portsmouth NH this summer or fall as we miss the New England sailing and have explored most of the Chesapeake.

We would like to make it to Padanaram by the 75th but that is slipping. We will be there, but *Saxon* may not. We are looking forward to the summer festivities and we thank John Eide and the folks at Concordia for their much appreciated efforts.

MARCIA & CRAIG STEIDLE



SUMMER WIND

No. 97 Padanaram, MA

As we head toward the 75th reunion, I need to share an unbelievable story (a few of you know it, so go get a drink).

It all starts at the 70th reunion. The background is that my wife's maiden name is Parsons. Her grandfather and father were named John Parsons, as was her late brother and current 12 year-old nephew. At the reunion a delightful gentleman approached me and introduced himself as (you've guessed) John Parsons! I was shocked, and asked if he was related to Carole Ann! He quickly said "No....I used to own your boat."

As happens at most big events, we had a brief chat and then bumped in to other wonderful people as the evening wore on. But, Carole and I were so taken by John and his lovely wife Carlotta that we decided that we would make a point to get the boat to Newport and invite them aboard for a visit (they have a home in Jamestown).

A year later, and with the New Bedford Yacht Club cruise including a stop at Dutch Harbor, we made the call and subsequent arrangements to welcome John and Carlotta aboard his old boat (then named *Chivaree*). Turned out to be a spectacular day; 75 degrees and dry, with a 10 knot breeze. We had a wonderful the and a half hour visit. Lots of stories and good cheer!



I called my since-departed 81 year-old mother a few days later to exclaim how much fun this whole thing was. She had enjoyed a wonderful life of sailing in a previous relationship and loved to hear any story I would tell her about our life afloat. I said "Mom, we had a spectacular day aboard the boat with a previous owner named John Parsons! What a coincidence that his last name is..."

"What did you say his name was?"

I replied "John Parsons. Mom, we told stories about when he..."

"What does he look like?"

I replied "I don't know, Mom, tall, lanky, good looking...."

"I think I know him! Ask him if he had a brother named Teddy and a sister named Virginia."

Now, I'm losing it: "Mom, what the heck are you talking about?"

She said, "When I was 14 years old we knew and visited a family in West Warwick, Rhode Island. I played with one of their kids. His name was John Parsons. Over time, his brother, Teddy, developed a huge crush on your (my late) aunt Ginny (wanted to marry her, apparently), but he went off to the war and Ginny met your uncle Endre (Endresen). When Teddy returned from the war he was crushed. I think that's the same John Parsons that I played with!"

Now please remember, I had known John Parsons for a grand total of two and a half hours! I hung up from my call with my mother and immediately dialed John.

"Hey, John, it's Dana"

He steps in) "Dana, great to hear from you; we had such a wonderful time on *Summer Wind*, I can't tell you how..."

(I interrupt) "John, we had a blast as well, but that's not why I'm calling. John, did you have a brother named Teddy?"

SMALL WORLD

A very hesitant response (remember, he'd known me for the same two and a half hours)... "Yeah"....

"And a sister named, Ginny?"....

"Yeah"....

"John, the reason why I know this is because 67 years ago, you played with my mother on the lawn in front of your house in West Warwick! Do you remember Shirley Vincent?"

John: "Oh, my God!!!!!" And the stories flowed....

Arrangements were immediately made to spend the night at the Parsons' home in Jamestown while attending the Newport Boat Show. We had a delightful time getting to know them and have spent many wonderful days and evenings together since! And, during a trip to see my mother in Stuart, Florida, and because John and Carlotta winter in a community quite near-by, we had a reunion lunch, with my mother getting to see John again, after 67 years! What are the odds of this happening?!

For the 75th, we're thrilled to report that we will have John and Carlotta Parsons aboard. We're also going to have Linford Stiles and his wife Mary Ellin aboard. We bought the boat (then *Tambourine*) from them 6 years ago. Three owners, sailing *Summer Wind* during the reunion! What fun!

Every year seems to offer us one wonderful memory or event after another aboard this magical boat. The "big loop" involving John Parsons and my mother having bumped in to each other as children is absolutely incredible! Who knows what lies ahead? We can't wait to find out! See you at the 75th!

DANA & CAROLE ANN BRACKETT

MARY ELLEN

No. 26 Columbia, SC

I reached a small milestone just before the newsletter deadline: I completed all frame repairs under the cockpit and under the aft deck.

I also replaced the cockpit drain system and thru hulls. I think the old cockpit drain systems deserves some scrutiny. Mine was fairly corroded and, of course, there was no seacock on the thru hull and it was in marginal condition. It took some trial and error to figure out how to fit a new system under there.

This is what I came up with. (*left, below*) I did salvage the old cockpit drain. I couldn't bear to replace it. (I will add more clamps later).

Working under the cockpit without removing the decks has been a challenge and a chore. And it has meant a few nights on the coach with the heating pad on my back.

I've lost count of the frames, floors, and sisters I have repaired so far. I am finding that every single frame or sister in the boat has needed a repair or a replacement. That was discouraging but I'm resigned to it now.

Like *Owl's* owner, I have found all those sisters that were added to address the frame issues have delaminated. Every single one. Ugh.

Thanks to some inspiration from Don Lippoth, I am laminating the sisters and lower frame replacements in place. (*center, left, below*) It works very well and is much faster than using a jigger board on the bench. I'm using thicker laminations than Don and so I do have an added step of first

steam-bending the pieces, gluing them up later. I like steam bending and I save some material with the thicker pieces. I think the added step does not cause extra time as I don't have to do as much resawing and gluing.

I am in the galley area of the main cabin now and am removing one section of interior at a time.

As I said, all the sisters are being replaced. I am doing Dutchman repairs on the breaks in the turn. I am also finding breaks under the stringer. These are harder to deal with. For those, I am replacing a long section of the frame itself.

In general, where a section of frame is replaced, I am cutting a scarf and gluing (using GFlex) to a laminated replacement and then cutting and grinding a fair curve. Finally, I am putting a lamination on top of the scarf (as shown). I got this technique from one of the woodenboat publications. I'd hesitate to do it with regular epoxy. I worry it is too rigid. But with GFlex, I think it is going to work out very well.

So I am slowly plugging away and am now at the one-year mark with a long way to go. I am hoping, but not expecting, that things will get better as I move forward. But I do feel good about how much *Mary Ellen* will be improved by all this. She certainly was in greater need of work than I anticipated.

Hopefully I will get to meet many owners at Pandanaram in August. I would love to be there with both Mary Ellens, the wife, and *Mary Ellen*, the yawl, but the yawl will have to wait for some future reunion.

CHUCK THOMPSON

25



ABEKING AND RASMUSSEN: A SHORT HISTORY

It's one of the most storied yards in boating history. Boatyards, like restaurants, come and go – build enough lousy boats and both the yard and the boats will eventually go under. On the other hand, build a legendary boat and you will not only survive, but long after you stopped making that particular boat people who appreciate fine design and even finer craftsmanship will talk about you. Think Abeking & Rasmussen¹. It's the fabled German yard that built 99 of the 103 Concordia yawls (102 still survive) and 100 of the first Atlantic class one-design racing sloops. (Forty-two fiberglass versions just competed in the Atlantic Nationals in Blue Hill Bay.)

Abeking and Rasmussen (known in Concordia circles as A&R) was founded in 1907 by German businessman Georg Abeking and Danish boat designer and expert sailor Henry Rasmussen. The yard is in Lemwerder, Germany, on the banks of the Weser River, about 40 miles south of the port of Bremerhaven. During World War II, according to naval historian Llewellyn Howland III, the A&R yard was run by Rasmussen, who had to ply the delicate road of not seeming to be an enemy of the state (the state, in those days, was the Third Reich and its draconian policies were enforced by the Gestapo, an organization not known for hewing to the niceties of due process.) “They certainly got along with the Germans,” Howland said of A&R, “but they had no dog in that fight. The fact of the matter is that they certainly were not war criminals.” Howland is the nephew of Waldo Howland, who worked with yacht designer Ray Hunt² on the original design of the Concordia. (Hyper-local angle: Hunt also designed the mid-20th-century America's Cup contender *Easterner*, which is now sleeping in a boat storage shed in Brooklin, Me.) Waldo Howland eventually wrote *A Life in Boats: The Concordia Years*. A&R's role in the Concordia legend started in 1949, when yachtsman Drayton Cochran “commissioned A&R to build for him a large motorsailer he called *Little Vigilant*,” according to Elizabeth Meyer's book, *Concordia Yawls: The First Fifty Years*³. Cochran had already talked to the Concordia Co.⁴, which was then run by Waldo Howland and Hunt, and he asked A&R to build him a Concordia yawl, too. The yawl arrived in the U.S. in 1950 and “Concordia then sold the boat on commission, earning Cochran a tidy profit on his investment,” Meyer's book says. That was the start of a 17-year relationship between A&R and the Concordia Co. – A&R built the boats and shipped them to Massachusetts, where Concordia Co. sold them. Actually, the whole arrangement between the German yard and the American distributor was the soul of simplicity, clarity and trust. As Howland told Meyer, in a chapter Meyer contributed to Svante Domizlaff's book, *Abeking & Rasmussen: An Evolution in Yacht Building*, “I would write a letter to A&R and ask them to build one or two or five more yawls. Along about four months later, I would get

five photographs of five boats, part way built, and a request for a progress payment. I'd send along the payment and pretty soon, I'd get a letter telling me that the yawls would arrive in Boston on such and such a date. That's the way it went for 99 boats and 16 years. We never had a contract, it was all on trust.”

When you think of it, it's a wonder A&R was able to do anything that successful only four years after Germany had surrendered. During the war, A&R had built minesweepers for the German navy, but “with the defeat of Hitler's forces in 1945, this military building program came to a sudden and complete halt, and Abeking and Rasmussen took what work they could find,” Waldo Howland's book says, and when Allied forces arrived on A&R's humbled doorstep, they found that “the firm was building wheelbarrows, ... clothes pegs, kitchen trays, sewing boxes and mahogany bedroom furniture.” (In a somewhat quixotic contribution to the war effort, A&R was ordered to build a yacht for Reichsmarshal Herman Goering. They dutifully built the big boat and turned it over to Goering. There was a Trojan horse, however. Meyer said in an interview that she heard from A&R executives, years later, that “they built it out of the worst wood possible.” In the early 1980s, Meyer says, she actually found the forlorn yacht in a yard in Europe and “it was horrid.”)

But A&R managed to weather the war and, it turns out, they had planned ahead. By early 1945, A&R had a vast and highly prized store of select woods for building boats. Rather than succumb to the retreating Wehrmacht's scorched earth policy of destroying everything that might be of value to Allied armies advancing across Europe, yard workers sank the precious wood in the Weser River. They later resurrected it to build boats.

More than half a century later, the A&R legend has been burnished by the enduring success of the Concordias – there are still a few in these parts, including the late Alida Camp's *Thistledown* – and the A&R war stories crop up from time to time. One version of the logs-hidden-in-the-river tale has it that A&R actually had several completed boats that they sank in the river or, some say, in the North Sea, and then resurrected after the war. That one does not pop up in the literature. But who's to say it didn't happen?

These days, A&R builds \$40 million megayachts and big government workboats and patrol craft. The Concordias and Atlantics are long gone from the Lemwerder yard – it's quite possible that some of those Concordias were made from the logs sunk long ago in the Weser River. Nearly half a century has passed since the last Concordia was delivered from A&R to America and so that seemed like the end of the Concordia era. Lovely boats, great for cruising – great for any kind of sailing – but, alas, no more new ones.

But wait. There's another one out there, far far away.

Some time in the 1980s, New Zealand boat builder Mark Webby fell in love with a Concordia he saw while visiting

1. www.abeking.com

2. www.huntdesigns.com/rayhunt.htm

3. www.jclass.com

4. www.concordiaboats.com

Maine and persuaded the Concordia Co. to let him use plans to build what would become hull number 104. In the fall of 1987, Webby wrote the Concordian newsletter and said he was working on the boat, but pointed out that it was an arduous task, given that he was building it alone and was harvesting the wood himself from local forests. "Much time is lost finding, hauling it out and milling it," he told the newsletter. After that, silence.

In January of 2012, John Eide, editor of the Concordian, curious about the fate of hull 104, put out an e-mail query through the forums of WoodenBoat and the Classic Yacht Association of New Zealand, wondering if anyone knew what was happening with Webby's Concordia project. In a recent issue of the Concordian, Eide reported that years ago Webby "...began the project by going into the old growth forest in the far north of New Zealand where he felled and milled all the timbers he needed. The wood was transported back to his parents' property on the edge of Whangarei where Mark set up a shop and commenced work. In the late '80s and early '90s Mark submitted a few entries about his project for the Concordian, but then we have heard nothing for the past 20 years."

One response to Eide's recent forum query said, "Yes, we have met Mark Webby, about three years ago in Whangarei, and yes we did see his Concordia yawl. Amazing boat, all the workmanship and detail that Mark has put into her. She's

amazing." But nothing further.

So if hull 104 can be built, can others be close behind? What if someone decided to order up a new Concordia?

Stuart MacGregor, president and general manager of the Concordia Co., of South Dartmouth, Mass., said in an interview that the firm would gladly cooperate with anyone who wants a new iteration of this classic yawl. "If somebody was interested in building a new Concordia, he would have to start with us," MacGregor said. He added that there were certain caveats. "We'd certainly discuss it (with a prospective customer), but the reason we wouldn't just give people the (building) plans is that we don't want to sell the design and have them dilute the name of the Concordia by having it outside the control of the Concordia Co." It would be quite expensive to build a new boat from scratch, MacGregor said, suggesting that a restoration of an older boat might be the way to go. Nonetheless, he said, "we would entertain a serious discussion (with) a serious customer."

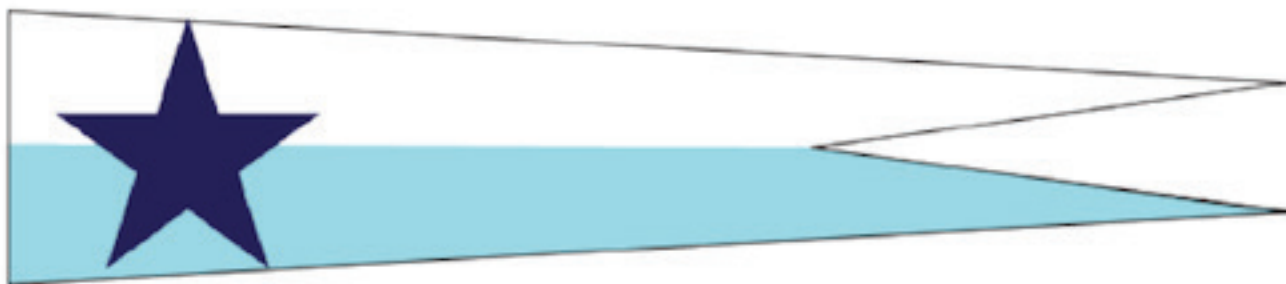
Anyone for hull number 105?

MICHAEL TAYLOR

A summer resident of Brooklin, ME, Michael is a former reporter and editor at the San Francisco Chronicle. The original version of this story appeared in the Kollegewidgwok Yacht Club's (Blue Hill, Maine) Waterline newsletter.

27

75TH ANNIVERSARY PENNANT



Queene Foster, *Misty*, worked with a designer friend of hers to come up with a special, limited edition, commemorative pennant for the 75th. They are 6" on the hoist with about a 27" fly. Only 25 of these pennants will be produced. They are available for \$35.00, all inclusive. To reserve your pennant, email me at jeide@meca.edu or Queene at qfoster@mac.com. You may also add the cost of the pennant to your subscription.

An Alida Camp story from Jim Payne

My mother, when she was in her 70s, would join Alida Camp and two others on *Thistledown* and the four of them would go out for ten days to two weeks. They'd go to Roque Island or up the St. John River. This was the grandmother crew. They'd also go day sailing and play bridge. My mother was a long time widow by then and was the youngest in the crew.

One year Alida and the crew came into Tenants Harbor to provision. I had a WV bus then so I took them shopping and they filled my WV bus. They all came down the dock, each of them carried a little paper bag with something in it. It was my job to lug down all the boxes. Of course it was low tide. I was going back and forth, back and forth, and after I delivered the last box, I went up to check some little thing that was back in the bus.

I was back within 5 minute and they said "Do you want to come down for a beer?"

"There's no room, You've got all those boxes."

But I went aboard and everything was gone. They had stowed all of it. There is a lot more storage in these boats that anyone would believe. "A place for everything and everything in its place." They had it all stowed and they knew where everything went. Then they went off on their grandmother cruise.

My mother hadn't sailed much more than our Turnabout, but she loved to sail. She knew how to play bridge and she knew how to run a coal stove. She banked the stove at night since the cruise was always in the fall. Alida Camp was a character.

JIM PAYNE



Years ago a sailing friend mentioned a good trashy novel for those foggy days we often encounter here on the coast of Maine. Tony Gibbs' *Running Fix* is above the average and for us has the added interest of a good Benjamin Mendlowitz photo of the Concordia standard fractional rig *Mirage* on the cover as well as the mention of a Concordia inside.

"*She eased the main a few inches just as the gust struck, and instead of staggering the boat leaped ahead, heeling slightly as she did so. . . .*

" 'What do you think of her. . . ?' "

" 'A real lady. Stiffer than I would've thought.' "

"*He beamed at her. 'That's the Concordias, all right. Ladies every one. It's the hull shape: hard bilges.'* "



*Oh Lord, won't you by me a Concordia Yawl?
My friends all sail Sea Sprites* and I've tried them all.
They're fine in the sunshine but bad in a squall.
Oh Lord, won't you by me a Concordia Yawl.*

I had just dropped the anchor off Foxy's in Great Harbour on Jost Van Dyke and was about to dinghy ashore when I heard a deep voice singing the above lyrics to Janis Joplin's Mercedes Benz. No one other than my crew was aboard and a 360 look showed no other boats near.

HUH?

"I'm down here."

Treading water was a gentleman who, after we dragged him aboard, introduced himself as Gerald Shapiro, called Shep by all, except me, who from then on called him The Famous American Composer, which he is.

Shep joined us for a weekend of racing in Foxy's Wooden Boat Regatta. Much fun but I didn't get Golondrina's name posted on the wall again.

**You may insert your favorite not-to-like boat here. I usually say Hinkley.*

Two Question for Giffy

Giffy and I digressed at one point in our conversation to a topic that's baffled and interested me for a number of years. When I bought *Golondrina*, I assumed the keel and the rest of the backbone was white oak since that's what the original specs called for and that's what all the literature says.

But, when I wooded the deadwood years ago, the grain just did not look like oak. I dismissed my questioning by assuming that German oak had a different grain structure than American white oak. A few years ago when I replaced the gripe, I was able to see that section of the keel under the gripe unstained by decades of red lead and bilge water. It was clearly not oak. It was hard as a rock and rang like a bell when hit. It looked a bit like mahogany, but it did not look like the original African mahogany planking. It was harder and the grain squirrelier than the planking mahogany.

Since Google is our friend, I started there with some research. I discovered that there are five species of wood that can be legally marketed as African Mahogany and each has different characteristics. Then, there are six other species that are often sold as African Mahogany and most of these are not good for use in a boat. When I asked some wood dealers here in Maine about these woods, most did not know this. They knew there were one or two different woods called African Mahogany, but they could not tell one from the other nor did they know the difference.

We do know a few facts. First, we know that A&R bought their wood as boles, then milled them to thickness after a period of air drying. The wood was stickered and allowed to dry further. We also know that they had a huge woodlot adjoining the yard. Second, I discovered that one of the largest, if not the largest wood importers and brokers in Europe was in Hamburg, up the river from the A&R yard.

So, my thinking on this is pure conjecture based on the above bit of knowledge about how A&R worked in the '40s and '50s. Did A&R get the boles fresh off the ship in Hamburg, knowing and picking directly which species they wanted? Then, was that timber tagged by species and made available to the builders as needed so the builders could make a specific requests for once species for the keel and another for the planking?

With the amount of wood that A&R consumed in the first two thirds of the 20th Century, they could very well stock pile and use various species and use them for specific and appropriate parts in our boats. If anyone has concrete information about this, I'd love to know it.



JE: Another question I've always had is about A&R using wide planks on the decks. Is that a European method? Did Americans use wide planks?

GF: Not that I'm aware of. The Americans used narrower and the Europeans used wider planks. I suppose it was just a more efficient way, timewise, that was going to be covered

anyway, so why not use wide deck planks? There were no problems because of the wide decks,

JE: Did the wide planks hold the boat together better than narrow?

GF: I would think so, but I can't claim either way. Common sense would indicate wider planks would be more stable with less seams to work.



Tux: A story from Jim Payne

I first met Greg Tuxworth, but I didn't know it at the time, when I was on the *Victory Chimes*. He sailed a schooner into Northeast Harbor in a gale of wind, wing and wing. He sailed in, rounded up and dropped the anchor and I thought they were either very good or out of control. I found out later it was Tux and that they were very good.

Tux, a buddy of his from Californian and a woman, Cat Eaton, took a Swan 48 south to the Caribbean with my wife Nancy and me. They were some of the best people I've ever sailed with. They had just come back from the One Ton World Cup races in England. They had campaigned Doug Peterson's boats.

Tux had this whole traditional sailing background growing up in schooners, on *Hearts Desire*. It was *Heart's Desire* that Tux sailed into Northeast Harbor. He was in his teens in the late 60s when I first saw him. They kept talking about doing an around the world race in a Swan 65, which they did two years later.

JIM PAYNE

CONCORDIA HONOR ROLL

This is an appropriate time to look back on some of the individuals and characters who have sailed on or are responsible for designing, promoting and helping bring the class to the forefront. I'm sure I've missed a few people

Llewellyn Howland. Commissioned the first yawl, *Escape*, later *Java*.

Waldo Howland. Founder of the Concordia Company

Ray Hunt. Extraordinary sailor, yacht designer and inventive thinker. *Harrier*.

Bill Harris. Designer of the original replacement for Howland's *Escape*. Worked with Ray on the yawl's design.

Drayton Cochran. Commissioned the first A&R boat, *Sheila*, and two others, *Sheila II*, *Sly Mongoose III*.

Dan Strohmeier. Ace ocean racer who put the yawls on the chart. Also influential in promoting seaworthy sailing vessels. *Malay*, *Malay II*.

John Parkinson, Jr. Avid yachtsman who prodded Dan into his first, winning, Bermuda Race. *Winnie of Bourne*.

Jim Brown, *Sonnet*, another competitive ocean racer to the end. Quoter of wonderfully bawdy poetry, puffer of smelly

Bob Crocker, John Pickering, Dr. John Brooks, Edgar, Captain George Nichols and the Cook Dr. William Wigglesworth.

Arnie Gay, *Babe*.

Alida Camp, *Thistledown*. Sailed almost every mile of



the Maine and New Brunswick coasts on her infamous "grandmother cruises," Heineken at hand.

Clark Staples, *Off Call*. Hank Bornhafft reports the following tale: "Heard aboard *Thistledown*. Alida and Clark both in their '80s, both had hip replacements that winter.

Clark, "These boats sure wear out our hips!"

Alida, "Clark, you know it wasn't the boats."

Henry Sears, both *Actaeas*, one a flagship of the NYYC.

Graham Pope, maintained *Saxon* on his own marine railway for 47 years.

Jesse Bontecou probably did more races in *Harrier* than any other owner. Still sailing, but not racing.

Steve Loutrel took *Lacerta* further north than any other owner. He's still sailing north, but now in a kevlar hull.

Waldo's crew at Concordia who commissioned each vessel when it arrived from Germany.

All the shipwrights, craftsmen/women and technicians who have kept our boats lasting this long while looking better and better each year.

My apologies if I missed anyone from the first 50 years.

30



cigars, teller of tall tales.

The entire Crocker family, *Crocodile*. Here's Edgar, another racer and charter member of the Black Tongue Disease



Foundation, third from the right on *Magic* at the start of the 1966 Bermuda Race.

George Nichols is at the helm of *Magic*, above. The others, 1 to r, are a friend of George Nichols' son, George Nichols, Jr., Bill Apthorp who used to be a Concordia owner, *Eight Belles*,

Allow me to indulge in a personal tribute to a past owner. In 1990, when I was looking for a larger boat, a broker put Greg Carroll, who at that time owned *Moonfleet*, in touch with me. The year before, Greg had been on St. John, in the Virgins, where he had seen *Golondrina*. He reported that she was a



cosmetic basket case, but was structurally solid. On his word, I flew down to look at her and discovered that he was correct. I bought her on the spot.

When I returned to Maine, I took my 12 pages of notes and stack of pictures describing all her problems to Greg at his yard, Rumery's, in Biddeford, Maine. He looked at all the photos and listen to me outline all the problems, then he said, "If you buy her, it will be the dumbest thing you'll ever do." He then quickly added "But if you don't buy her, it will be even dumber and you'll regret it for the rest of your life."

After 22 years I can say he was correct. I've never regretted getting *Golondrina* and nearly weekly I've silently thanked him for his honesty and generous advice, then and later.

We learned to race *Golondrina* by following him and *Moonfleet* around the course at Eggemoggin until one year he could not shake us from his transom. That was the best Second Place I've ever gotten.

Greg passed away in early February at the way too young age of 61.

From his obituary, "At various times a physician, circumnavigator, boatyard owner/operator, lobster pound owner/operator, stock broker, and philanthropist, Greg's full and active life touched many, from his work supporting an orphanage in Varanasi, India where he also assisted in medical clinics, to his passionate support of the Kneisel Hall Chamber Music Festival and School in Blue Hill."

Elizabeth Meyer, *Matinicus*, deserves mention for her active role as owner and promoter of the fleet. Her 40th and 50th anniversary books, a Nautical Quarterly issue as well as numerous other articles about both her *Matinicus* and the fleet in general unquestionably increased the value of the fleet.

But it was probably the full page ad in her classic Yaahting, A Parody magazine promoting the "Old Money Forty" that undoubtedly increased sales of Concordias more than any other factor.

Again, from Hank Bornhoff, we get an iconic image from



the lead-up to the 50th Anniversary celebration in 1988. If you look carefully, you can see how Elizabeth has improved the reefing system by adding new cheek blocks on the end of the boom. You may also notice the Harken Traveler on the bridgedeck allowing for more effective sail trim. Since *Matinicus* was raced with an "all girl" crew, the oversized primary and secondary winches were a wise addition.

the Concordian

John Eide
Box 5005
Portland, Maine 04101



1938 to 2013. 75 Years. Still sailing well and more beautiful than ever. Check out the full Anniversary schedule of events as well as the big Reunion in Padanaram August 23, 24 and 25.
Photo: Alison Langley