

# THE CONCORDIAN

A NEWSLETTER FOR LOVERS OF CONCORDIA YACHTS  
SPRING 2014, NUMBER 56



## KESTREL

I found *Kestrel* for sale in Mattapoisett Harbor in 1985. She was down on her luck and in need of care and attention. Still, with her wonderful Ray Hunt hull and Bud McIntosh inspired raised deck, I thought she would make a perfect boat to teach my daughter, Frances, how to sail in the large wind and chop on Buzzard's Bay.

First and foremost, she needed a new canvas deck. Along the way, she had acquired an oak "rub strake" running along the shear from the stem aft to the chain plates, which gave her a tugboat appearance; her lazarette seats in the cockpit had been dropped six inches, too low for a clear view forward over the raised deck and her coamings and the toe rails were clearly replacements and were awkwardly inconsistent with her original graceful character. She did have all of her original bronze winches and fittings, her Danforth Constellation compass and a newly installed 0 hour Universal diesel engine – still in use today – which I felt more than justified the purchase price.

Down below she was configured with V births forward, two bench seats amidships, a navigation desk on the port side, a quarter birth running aft on the starboard side and built in drawers everywhere. I understand that this was not the original below deck design, which was originally modeled after the yawl.

When I ordered new sails from Manchester Sails and the Concordia Company, I was told my luff measurement was wrong; after several more attempts, Waldo Howland finally called me and came for a visit. To everyone's surprise, he determined that someone had cut three feet off the mast, effectively putting a permanent reef in the main. So with Waldo's advice and, over the years, Brodie MacGregor's at Concordia, *Kestrel* came back to life. A new main mast restored her original rig; she lost the rub strake, and we went to her original plans for the toe rails, coamings, and cockpit seats. Down below, a head was cleverly installed under

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## NOTES

We survived the 75th Anniversary year of wonderful activities and we made it through one of the least friendly winters New England has served up in many years. Perhaps because of those two events, or maybe I'm just using them as a lame excuse, this will be a small issue. Or maybe it's small because I spent February and March in South America, first sailing to Antarctica, then hiking among the Inca ruins in Peru before spending time exploring Buenos Aires and I have not come back down to earth since I returned. No interviews, no dogging you for stories, no digging into arcane historical details - just whatever you sent by the deadline. Oh, well. Next issue.

You may have noticed by now that the lead story is not about one of the yawls but about one of the other designs of the Concordia Company. As I mentioned in a previous issue, when Doug Cole created the Concordian 27 years ago he intended it to be a newsletter encompassing all the Concordia designs from the mid 1930s to just after WWII. I'd like to fulfill his vision.

- 2 The two primary designers, Ray Hunt and Wilder B. Harris under Waldo's leadership, created 18 unique and beautiful vessels during that period and a number of them are still

active. I want to open this newsletter to those boat and their owners. I want to gather as many of those designs into our fold, along with their owners, and include their stories in the Concordian.

My personal interest in the other designs came about because my first "adult" boat was the little 25 foot LOD sloop *Jeanne* that was designed by Bill Harris in 1940. She was only 20 feet LWL but had a 40 foot stick, a long bowsprit and almost as long a boomkin for a LOA of 31 feet which meant she was fast, but never overpowered. She was, and still is, a wonderful design. Because of her, I became acquainted with the "other" pre-war designs from the Concordia Company created by Ray Hunt, Bill Harris and Waldo.

As a start, I've gathered a list of all the Ray Hunt and Bill Harris designs that have been built, as listed in Waldo's book, *A Life in Boats: The Years Before the War*. Page numbers following each boat indicate where you may find more information about each in Waldo's book.

Now I'm asking you to let as many of these owners know about this publication as you can, if you cross tacks with these boats. And let me know if you have any contact information about any of these vessels. Thanks.

## RAY HUNT DESIGNS

11.5' One Design dinghy fleet for Dublin NH summer residents. Page 201  
*Nam Sang*, 1934. 61' Yawl (Frank Paine was lead designer.) Page 201 and following.  
*Weepeeket*, 1935. 30' Sloop. Page 203 and following.  
*Cinderella*, 1935-36. 35' sloop. Page 205 and following.  
*Hostess III*, 1936-37. 43' yawl (with Bill Harris.) Page 208 and following.  
*Victoria*, 1936-37. 62' Schooner. Page 212 and following.  
*Escape/Java* 1938. 39' 10" yawl. Page 217 and following.  
*Mya*, 1940. 50' Schooner. Page 266.  
*Koala*, 1941. 30' sloop. Page 267 and following.  
*Kestrel*, post WWII. 30' Sloop Page 268 and following.

## WILDER B. HARRIS DESIGNS

*Arbella*, 1937-38. 35' yawl. Page 226 and following.  
*Shawnee II*, 1937. 28' sloop. Page 230 and following.  
Concordia 25 (now Concordia 31). 1938, 31' sloop. Page 237 and following. About a dozen built over the years, including a new one to be launched this June.  
*Hurricane*, 1938. 40' motorsailer. Page 241 and following.  
Concordia 33, 1938. 33' sloop. Page 253 and following. Three have been built.  
*Jeanne*, 1940. 25' sloop. Page 263.  
Powerboat, 1940. 30' Jonesport lobster boat model. Page 264 and following.  
*Prospector*, 1940, 45' motorsailer. Page 275 and following.  
A few of these boats are in Maine and many of them are still sailing.

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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](mailto: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](http://www.concordiayawls.com)

the navigation desk, a sink and alcohol stove were added, and a folding leaf table was fitted between the bench seats.

After 28 great years sailing on Buzzard's Bay from Padanaram Harbor, I decided to relocate to South Freeport to spend more time sailing the Maine coast. Based on sage advice from Queene Foster, who kept her *Misty* at Strouts Point Wharf Company, I was able to relocate there. After all these years, *Kestrel* was again in need of a major overhaul. Thanks to the expert skills of Cym Hughes and his crew at Strouts Point, *Kestrel* was recommissioned in the spring of 2013, ready for the next generation, with my granddaughter, Maggie, now learning her way.



I have been fortunate to have sailed *Kestrel* for almost 30 years; *Kestrel* for me is as exciting to sail today as ever. With 31 feet in overall length, 21 feet at the water line and a full displacement hull, she is at her best in a stiff breeze that puts her rail down. Waldo Howland described *Kestrel* as having a wonderfully “deliberate and solid feeling in her motion” – a trait I might add shared by the Concordia Yawls. I absolutely agree, particularly in a running sea, and with less freeboard and great forward vision over the raised deck, you are right out there in the element. *Kestrel* is truly one of a kind.

RUSTY AERTSEN

*Rusty and I twisted Louie Howland's arm just enough to get the following story about Kestrel and his relationship with her. We did not twist his arm too much because Louie needs it as he is in the last editing stages of his biography, No Ordinary Being: W. Starling Burgess soon to be released by David R. Godine Publishers.*

### Notes on the Concordia sloops *Koala* and *Kestrel*

The homely little sloop *Koala* has long since sailed away to the big boatyard in the sky. Although she had been designed by Ray Hunt with plenty of input from her original owner, Waldo Howland, and had been built at a very reasonable price by Cape Cod Shipbuilding Co., Uncle Wally recalled in the first volume of *Life in Boats* that she seemed to possess the worst of both worlds: the thrifty iron fin keel of a 210, and the oversize

tumblehome counter of an early Concordia Yawl; a delicate sheer and bow sections and a ponderous raised deck; narrow meter boat beam and slab sides; and a nearly flat bottom that leaked bilge water onto the sole and ceiling at even a small angle of heel. Although she was Monel-fastened, her original fastenings were nails, not screws. (It seemed like a good idea at the time.)

This is not to say that *Koala* was a complete failure. For the price and despite her limitations, she could be said to have briefly met the needs of her second owner, Naushon Island-bred Dr. Harry Forbes, who owned and sailed her for a couple of post-war years. But Dr. Forbes was a sailor of wide experience, and his previous boat, the Concordia 31 *Lauan*, had been more than satisfactory. So back Dr. Forbes went to Waldo Howland and Concordia, and Ray Hunt worked up a new set of lines, and thus was born the 30' x 21' 6" raised-deck Concordia sloop *Kestrel*, simply but soundly built by alchemist Bud McIntosh in Dover, New Hampshire.

*Kestrel* was and is as pleasing and practical a weekender as *Koala* was not, and she has always been a favorite of the Howlands and of the extended Concordia Company family. Unlike *Koala*, she has many of the virtues of the Concordia 39, almost none of the disadvantages of a pocket cruiser. Unlike *Koala*, she is not the poor stepchild of a Concordia yawl, over

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*Kestrel* on her launch day. Note Dr. Forbes in coat and tie.  
Photo by Norman Fortier.



but a brilliantly rescaled smaller sister.

Although *Kestrel* (then painted dark blue) was leaking badly and in need of major work when my wife and I first chartered her in June of 1968 she was an almost perfect fit for a newly married young couple. In her original below-decks configuration she was laid out like a Concordia Yawl, only with the head in lieu of V-berth forward. She had full-sized Concordia berths in the main cabin. Her galley, stove to starboard, icebox to port, would have been familiar to anyone who has ever sailed in one of the yawls. And her yawl-size companionway and broad sliding hatch made the galley the best room in the house.

It is true that despite her elegant raised deck *Kestrel* lacks standing headroom. But Rusty Aertsen and his family have happily tolerated this inconvenience for close to 30 years. As did her previous owner Julian Underwood and his family in an early decade—and of course various Naushon-bred Forbeses earlier still.

And what an incredibly easy and pleasant boat *Kestrel* is to handle. She tracks well up and down wind. She balances perfectly on most points of sail. Her motion is always easy

and deliberate. Only recently have I learned from Rusty that her rig had been slightly cut down by the time Jay and I began chartering her. Perhaps this is why I never felt the slightest need to reef the main and why she seldom put her rail under in even the smokiest sou'wester. Maybe the reduced rig slowed her down. I wouldn't know. We never raced her.

Jay and I chartered *Kestrel* for only two summers—a total

### ...a brilliantly rescaled smaller sister

of just fourteen delightful days afloat. But already we were in love with her, and when she first came on the market we were sorely tempted to buy her. By then, however, we had two young kids and no money. *Kestrel* deserved better than that.

And so the decades have passed, and our children are grown, and our grandchildren will soon be raising families of their own. And *Kestrel*. At her relauching at Stroud's Point last June she looked younger and lovelier than ever. May she never grow up or grow old.

LLEWELLYN HOWLAND II

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Louie Howland, Weld Henshaw and Rusty Aertsen, June 2013 at *Kestrel*'s re-launch.



Standing, Bert Norfork finisher; sitting is Chuck Hodgdon, who did half of the wood reconstruction.



Louie and Jay Howland at the launch party with Weld Henshaw discussing the painting of JAVA.



## KODAMA

### No. 46 Bellingham, WA

It all began about forty years ago. I spent the summers of my college years as mate, then skipper, of *Courageous*, a Sparkman and Stephens 48-foot sloop, built of Honduras mahogany in 1946 by Henry B. Nevins in City Island, New York (some may recall the lovely photo of her in a Benjamin Mendlowitz wooden boat calendar several years ago). Although I had spent a lot of time in sailing dinghies at summer camp and in a yacht club junior program, she was my first introduction to the world of wooden “big boats” as we sailed the waters of the San Juan and Gulf Islands in Washington and British Columbia.

Somewhere in that time, my eye was first drawn to Concordia yawls – probably in a photograph or line drawings. *Irene* would have been only ten years old at the time (and I not much older). From time to time, we would cross paths with a Concordia somewhere in the islands.

Not long after that, Gale entered my life and we did several wonderful cruises with friends on *Courageous*, and raced and cruised on other boats. For several years, I was mate, race navigator, and delivery skipper of *Bohemia*, another S&S 48-footer (aluminum hull and spars, but otherwise wood). Over several summers, Gale and I cruised in her up the Inside Passage to the top of Vancouver Island and through the channels, fjords, and bays of the British Columbia coast.

On an autumn weekend cruise on that boat in perhaps 1980, we settled into an anchorage on Puget Sound one evening. The only other boat there was a Concordia yawl, *Escape*, and I could not resist rowing over for a yarn.

Twenty-five years of international corporate nomadic life

#### Hmmm .... What attracted us to Kodama?

followed. We moved from the Seattle area to London, then Brussels, California’s Silicon Valley, and back to Brussels. We sailed and raced on many different boats on many different waters. Somehow, though, the Concordia yawls remained in the back of my mind as the ideal cruising boat for the two of us. We still have the copy of Elizabeth Meyer’s 50th anniversary book bought when first published, and it nourished many dreams. For years, the print of the John Mecray painting from the cover of that book hung in our bedroom (I still love that image for the way it conjures up the feeling of an early morning watch at sea).

We moved back to the Pacific Northwest about seven years ago. One day I was browsing in a bookstore on Orcas Island owned by a family member. I came upon an autographed copy of Doug Adkin’s (*Coriolis*) book on *Dorade* against which

I had raced in *Courageous* many years ago. The rest of that weekend was spent devouring the book and rekindling my love of wooden yachts.

Not long after that, I saw a small advertisement in our local free sailing monthly for a Concordia yawl. That seed fell on fertile ground. I called and left a message, but was then off to Asia on business. Denny and Stewart McDougall rang back



and talked with Gale about *Kodama*, whom they had owned, lived aboard, and looked after so well for thirty-one years. A look at her history showed that she was the same *Escape* we had seen at anchor under previous owners all those many years before. Many will remember Stewart and Denny, and also recall that Stewart built the new spars for *Coriolis* following the boatshed fire.

We bought *Kodama* in September 2012 and took possession of her in November. Since then, we have upset Waldo’s estimate that upkeep costs mean one buys a new boat every three years. For us, it has been a new boat in the first year (knowing smiles from the longer standing members of the fleet). We had to install a new Yanmar diesel engine and took the opportunity to install a Vari-Prop feathering three-blade propeller. We’ve also added a stern pulpit (she never had one) and new lifelines, converted the alcohol/kerosene galley stove to propane, rebuilt the head, chased electrical failures in the engine, and done lots of other jobs.

Notwithstanding all that, we’ve enjoyed some sailing and look forward to more when *Kodama* comes out from her (new) in-water winter cover next spring. To paraphrase the Patek Philippe watch advertisements – “one doesn’t own a Concordia yawl, one only looks after it for the next generation.”

MICHAEL AND GALE GROPP

## MISTY

### No. 66 Piermont, NY

For a few weeks in the summer, *Misty* lies on a mooring off of the WoodenBoat School waterfront, in Brooklin Maine. For me it is a special joy to teach sailing on *Misty*, because I have discovered that after so many miles of sailing oceans, Force 8 gales, racing in Newport and Maine and the Solent, that what I really love is teaching sailing. Smiles all around when *Misty*

and I show new sailors the joys of sailing slowly between unfolding islands. *Misty* sails so easily that she makes me look smart.

In this photograph, *Misty* is awaiting her five students from the School. Every day for five days, they arrive at the boathouse, 8:30 sharp. With the help of Greg the Dockmaster,

they come out in the Launch to use *Misty* as classroom. I give them pretty intensive sailing instruction. They come aboard with a basic knowledge of how to tack and jibe, and I show them how to sail a Concordia yawl. We set out together for a sail along the Reach, sail among the islands, and return to the mooring by 5 o'clock. The students go ashore for dinner and a night on land.

*Misty* will teach her people how to trim all her sails harmoniously, how to navigate without benefit of electronics, to watch the approaching weather, to reef the main, steer by sheeting the mizzen, and whatever else comes along in the course of five days sailing together in Maine waters. I try to answer questions about racing a Concordia in the Newport-Bermuda Race, why have a mizzen at all, why there are so many lobster pot buoys, and how to set the staysail. Everybody has a chance to steer the boat, trim sails, pick up a mooring under sail, and anchor in a deserted cove. By the end of the course, *Misty's* crew operates like a well-oiled machine, tacking smartly, rounding up to drop sail, putting in a proper furl on the mainsail without need for words, and generally finding the joys of sailing a Concordia yawl, smoothly and knowledgeably.

And while the students from WoodenBoat School go ashore for the evening, I stay aboard, tidy up, and watch the evening settle in across the harbor.

This is the same harbor where the Classic Yacht fleet assembles for the Eggemoggin Reach Regatta





every August. Many sailors know this anchorage as jam-packed with race boats, large and small, in full party mode. But most of the time it is as placid as a Maine lake. *Misty*, left, is awaiting her five students from the School, and when the breeze builds, she will set out for a sail along the Reach, among the islands. It looks just like a beautiful Tom Curry painting.

*Misty* was the object of a Photography Class in August 2013 at the WoodenBoat School. Here, at left, she is serving as a model for a week-long Photography Class in August, 2013. James Cleary was taking that course and he was out early to catch the morning light, the best way to photograph boats. He took several more of *Misty* throughout



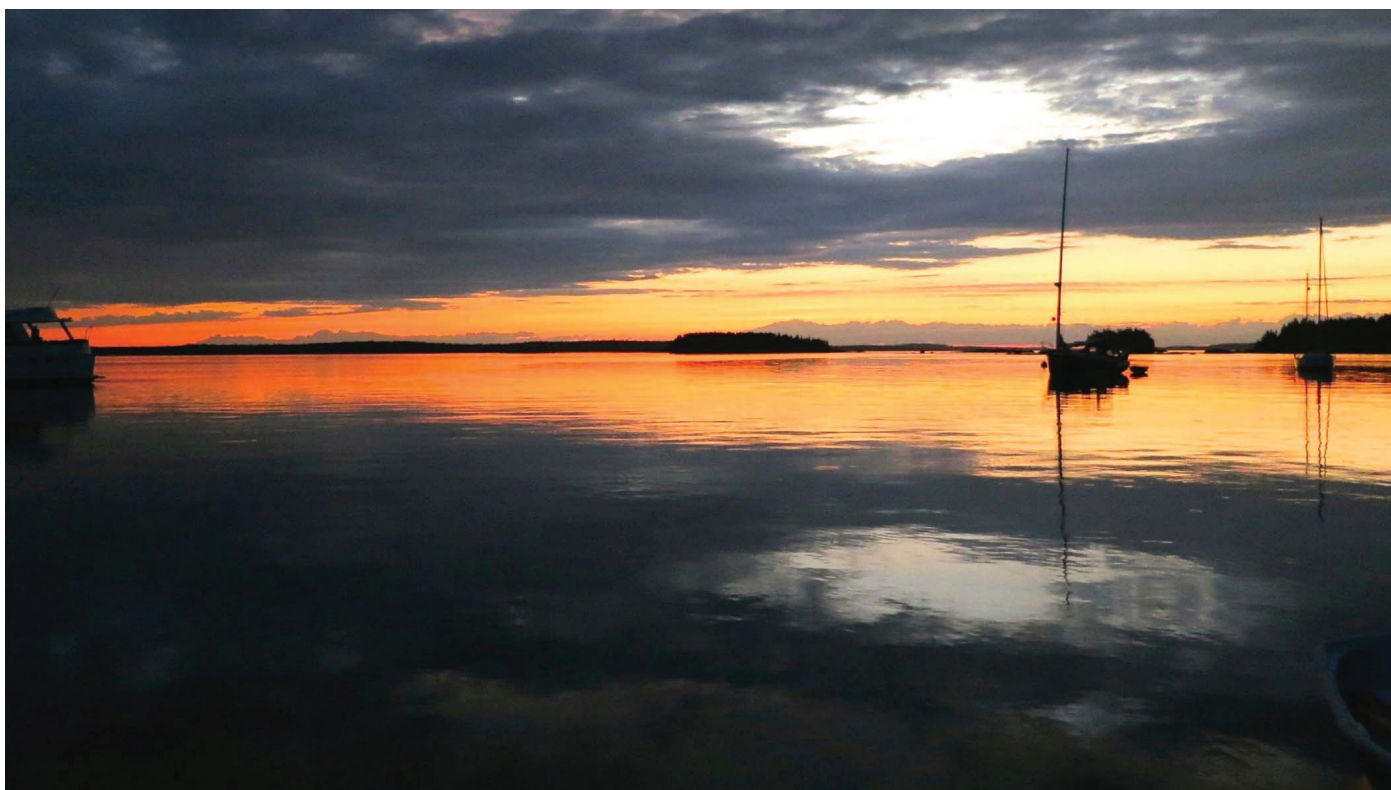
the day as she maneuvered through the moored fleet, with her students aboard. Thanks to James Cleary for taking the photograph on the opposite page and for letting me use it here

Here is *Misty*, left, in the early morning light, on her mooring in front of the WoodenBoat Magazine campus in Brooklin Maine.

This is my view, below, after a hard day of sailing.

Contact the WoodenBoat School in Brooklin, Maine, if you know someone who would like to sail aboard *Misty*.

Summer of 2014 is open for business.  
QUEENE FOSTER



## No. 31 Manchester, MA

*Owl* is now being stored year-round in the water. When the boat was spending five-month winter layups in a shed, it experienced annual cycles of shrinkage and expansion that gave rise to unwelcome launch-day dramas, and also induced undesirable movement in the topside planking (with implications for those expensive paint jobs). Wet storage directly addresses the root cause of these difficulties, and offers the additional benefit of providing full support to the

fenders. Zippered doors allow for entry into the cockpit on either side. Despite heavy rains and snows, we saw no leaks of any sort during the first winter, and it was possible to keep all hatches open for maximum ventilation. A cover like ours sells for about four times the price of a shrink wrap job, but it should last for 15 to 20 years if not longer. Furthermore, I question whether shrink wrap would allow for adequate air circulation. Though it was a concern at the outset, we

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hull (as opposed to the point loads imposed by jackstands). We began last fall by checking our insurance documents, and were happy to find that our existing policy allows for in-water storage with no additional endorsements or premiums. Having made appropriate arrangements with our yard, we ordered a sturdy canvas winter cover from Fairclough Sailmakers in New Haven, Connecticut. They have made numerous covers for 39s in the past, and have the patterns right on hand. Together with the owner of *Crocodile*, we organized a simultaneous order for two covers, and accordingly received a nice discount. Our cover is made from a heavy pre-shrunk material called Sunforger, a specially treated duck canvas that is waterproof but breathable. The rugged cloth cocoon extends almost down to the waterline, and is supported by a galvanized steel pipe frame that is included in the package. There are vents for fresh air, and flapped openings for dock lines and



fortunately experienced little trouble with condensation below decks. The rig was pulled and stored inside as usual; although Fairclough will make sailboat covers that allow for a rig to remain in place during the winter, that would hardly be a good formula for bright-finished wooden spars, and would leave considerable windage that might be a factor in a blow.

*Owl* leaked barely a drop through the long winter. The yard promises a quick haulout interval of about 14 days for paint and varnish in late April, and they will take steps during that time to keep the hull from drying out: heavy burlap will be spread under the boat and wetted down daily. We would certainly not have considered this storage option unless our harbor offered truly ideal protection, which it does. The piers at Crocker's Boatyard in Manchester are set within their own sheltered basin in the inner harbor, fully shielded from any wave action and partially shielded from winter winds.



Bubblers are employed to prevent ice formation, and work well. Crocker's is also quite experienced with in-water storage of traditional craft: *Owl* shared dock space with at least eight other wooden boats during the past winter, including *Raka*, *Crocodile*, and *Hurricane* (the 1939 Concordia motorsailer discussed by Waldo Howland in Volume I of *A Life in Boats*). Though these vessels are fifty or more years old, they all exhibit unusually fair topsides, and the yard feels that the wet storage regimen is the decisive factor.

Costs for wet storage and dry storage are quite comparable: both options involve a hauling and re-launching, and the rig is pulled in either case. The yard must of course charge for its float space, and must also factor in the time required for monitoring the ice prevention systems and for regular boarding to check the boats.

EUNICE AND JAY PANETTA

## WINTER COVER FOR SALE

Doug Cole, who is currently sailing to Tahiti, (poor fellow) writes:

I'd like to sell a full canvas winter cover for a 39' Concordia. Used for five or six seasons. In three sections. Light green Sunbrella. \$200 plus shipping. I bought this from Ben Niles when he shipped *Allure* to Maine and I thought it would be a good spare. The photo below is of an identical cover, but in a different color.

Contact Doug at: [douglascole7@comcast.net](mailto:douglascole7@comcast.net)



## SALTAIRE

### No. 9 Conway, AR

Slowly work has recommenced after a few year hiatus. Bottom planks are being removed to access the floor timbers and keel. I have the next hull section lined out on the table to laminate the next pair of ribs.



For my boating pleasure (addiction) I purchased *Mickey Finn*, a Paul Rollin's custom 48 foot yawl. Though not a Concordia, it is wood, it is a yawl and it floats on her lines. She will be berthed this season at Maine Yacht Center in Portland. I hear there will be another curmudgeonly yawl owner lurking the docks! I'm afraid if any parts come up missing, he'll be coming to Arkansas looking for them.

ROB DESMARIS

## ARIADNE

### No. 47 Brooksville, ME

I was delighted to find a source for a handsome reproduction of the original Concordia lampshade! Charlie and I moved to Brooksville, Maine from Darien, Connecticut in August 2012. *Ariadne* had been residing here in Buck's Harbor and Seal Cove Boatyard in Horseshoe Cove for more than ten years before that. I have enjoyed exploring the lovely craft and art galleries around the Blue Hill Peninsula including Handmade Papers Gallery in Brooklin. Virginia Sarsfield, the owner, makes beautiful paper and specializes in custom lampshades.

I took her a cracked, browned original shade from *Ariadne* and inquired about making new shades to replace our old ones. No problem! And she powder coated the frames in bronze to prevent rusting. I brought in our lightbulb which is smaller than a regular one so that the frame would be the correct size. She made 6 shades for us that looked just like the original ones. I brought one to the reunion in Castine last summer and showed it to some other owners. Included below are two photos of the shade as well as one on board and lighted so that you can see the warm glow that they provide.

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There are three options for materials. The styrene, above, and fiberglass versions are neutral white materials that are laced onto the frame using white plastic lacing. The styrene is smooth. The fiberglass has a bit more texture. The handmade paper version allows for a splash of color and more creativity and forgoes the lacing, wrapping around the frame instead. It is coated for water resistance. All are safe and durable. The frames come with regular or torpedo style bulb clips and they are also able to custom create clips for most specially shaped bulbs. The shades are \$45 each.



Styrene shade lit on *Ariadne*

Lampshades can be ordered by calling Virginia Sarsfield at 207-359-8345, online at her Etsy shop at [handmadepapergallery.etsy.com](http://handmadepapergallery.etsy.com) or visit the gallery at 113 Reach Road the next time you are in Brooklin, ME. You can visit her website [handmadepapersonline.com](http://handmadepapersonline.com) or email her at [makeofpaper@gmail.com](mailto:makeofpaper@gmail.com).

SALLY STONE

## YANKEE

### No. 37 Liverpool, NY

Just a very belated note to say I so enjoyed the recent Concordian. Nice and robust, lively, full, colorful layout and fun graphics. The front cover exhibits a Wagnerian spiritual (for us Concordia freaks!)

For everybody's information, *Yankee* is now, depressingly, in deep freeze hibernation up at Sodus Bay, New York. Three feet of snow is blocking access to her shed with night temps running down to 10 below up here, but my alma mater, Syracuse U Orange, is sweetenting our winter doldrums by our 23-0 record (so far).

Our dining room table is covered with many of *Yankee's* shell blocks, as usual. The place reeks of varnish. Her Charley Noble and cowl vent both are home on a nearby cupboard awaiting an aggressive drill press buffing (tripoli red) that'll make 'em glow like I was back aboard ship in the Marine Corps!

I leave Wednesday (this was written in February) for a day on the local slopes of Song Mt. near here. I suppose at having just turned the age of 78, I shouldn't complain!!

JIM COSGROVE



## MARY ELLEN

### No. 26 Columbia, SC

Restoration is proceeding on *Mary Ellen*. At my last report, I was doing frame repairs in the galley area. Since then, I have replaced the deadwood and the sternpost, completed frame repairs in the ice box area and I am currently repairing frames in the port-side bunk area. I had hoped that these frames were going to be in good shape. Someone had sistered new frames from the bilge up to the stringer. The older laminated sisters at the turn up to the sheer have delaminated just like the ones aft. I decided to take out all of these sisters and the old frames and replace them with new frames from the bilge all the way up the sheer.

More interesting, however, was my Winter side project: building a Bateka dinghy. I saved work on this project for when the weather was too miserable to be in the boat shed working on the *Concordia*. I made a lot of progress and, as of the submission deadline, was just starting to paint her. The plans came from the Mystic Museum. Jim Conlin, of Conlin Boat Works, who made the Batika for *Luna*, provided a lot of helpful guidance. There were few surprises with the lofting and building the molds. The Bateka is a moderately easy build and it was a true joy to work on.

CHARLES THOMPSON





## FABRILE

### No. 90 Milton, MA

At O'Donovan and Dole Traditional Boatworks in Searsport, Maine, work continues on the Concordia yawl *Fabrile*. *Fabrile* suffered storm damage in 2010 and is scheduled for relaunch in August of 2014. On arrival at O&D this past summer, *Fabrile* had been opened up in way of her damaged keel, deadwood, and horn timber. The repairs to these timbers had been taken care of and planking and hull repairs began in November of 2013. The following is a list of work done and what is planned for this off season.

The first of the repairs was to the bilge stringer to port. Her hull had endured a large amount of pressure on the port side during the grounding and the stringer had splintered at the main bulkhead. The bulkhead had also been damaged so the first action was to clear the area around the stringer to gain access. The lower of the two piece stringer was clearly damaged and the bad wood was removed. This gave a clear view of the upper stringer which was in good shape. A repair using a nibbed glue scarph was used. (right, top)



- 12 Next on the list was to tackle the plank repairs both port and starboard. Most of the damage was to the bottom planking with large a section needing replacement at the rabbit aft. The hull planking was accessed and any suspect areas were removed. We focused on areas that showed excessive wear due to the grounding as well as the port side in way of the broken stringer. A number of areas that showed little on the surface but when viewed from the plank edge as the abutting planks were removed were discovered to be bad and needed replacing. (right, both)

Once a plan for repair or replacement was set for each area of the boat the frames and floor timbers in these opened up areas were inspected and necessary repairs were made. Some signs of delaminating in the frames was present and cleaning out and gluing the areas was needed. We took care of anything we could get to while we were there. The frame heels were in most cases unglued. To help strengthen the floor to frame connection in these areas, 1/8" bronze strapping was bent to the shape of the heels and the planking was fastened and refastened through these using bolts.



The planking work was done using a number of techniques depending on the situation. The planking stock we used was Sipo. The lumber we received from Americas Wood in Washington Maine was ideal. The African mahogany was clear and quartersawn. In areas of damage that was localized a glued scarph joint was implemented. We have used this technique in the past to eliminate or repair butt joints on carvel planked boats. The joints are cut with a router and jig with the butt, or in this case damaged areas, in between the joints. The repair plank is made with care to keep no stress on the joints and laid out for good mechanical fastenings into the frames. This method works well, saves a lot of time and saves the materials that are still working for the boat. Areas where it made more sense to replace a whole plank we did so. The work we did from the rabbit up was done using the original



Simon, planking



plank lines and caulked in the Concordia yawl fashion. Most of the repairs higher up the hull were essentially shutter planks so we created a slight caulking seam and will roll in a strand of cotton. We have humidification running in the shop and she has remained very tight though the winter. Her final finish work will wait till her second season in the water. We will give her some time to settle after being on the hard for years.

The next step this season is to drop the ballast keel and remove any of the remaining iron from the wood keel. Most of *Fabrile's* iron has been removed. We plan to get the remaining bolts out this spring. The ballast will then get cleaned up, repainted and reinstalled.

*Fabrile's* launch this summer will set her up for the completion of the repairs in 2014/15. She will then have the repair and replacement of her interior components. A new rudder will be built and her hull finished. We're all looking forward to a long awaited sailing season in 2015.

JOHN O'DONOVAN



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## GOLONDRINA

No. 65 Portland, ME



Most of you know that I do all the work, both cosmetic and structural, on *Golondrina* all by myself. At this time of the year I make at least one trip a week into Portland so I can spend a huge chunk of my disposable income at Hamilton Marine on the supplies and materials I need to keep the old girl looking her prettiest. And it seems that every trip includes purchasing masking tape. Lots of masking tape. Blue masking tape in many widths. Green fine line masking tape, narrow. Masking paper.

I tape off the deck paint before sanding the brightwork to protect the paint. Tape the toerails, three times. Tape all the hardware. Tape the waterline. And boot top. And the cove stripe along with the star and moon. That's just for the first coat. Then sand and do it again.

So I decided to discover, once and for all, just how much masking tape I used in one spring season.

A boat load!

JOHN EIDE

## CORIORIS

### No. 82 Seattle, WA

Most winters *Coriolis* lies snugly under her 14 piece canvas cover, draped to the waterline in her berth at the Seattle Yacht Club on Portage Bay. Yes, there is our traditional December 23rd Christmas dinner aboard, sections of canvas rolled back for ventilation of the savory fumes of the Skipper/Chef's cooking, but no real travel occurs in the winter. That is until this year. It had been twelve years since the fire at that same slip on Dock 3 had almost spelled the end and the wonderful topsides varnish laid on by Concordia in her rebuild had seen eleven active seasons with only annual topcoats.

But it was time to wood the hull again. Twenty years ago we had taken *Coriolis* to Bent Jespersen's yard in Sidney, British Columbia for the task because we found there the best combination of woodworking and varnish skills coupled with a suitable inside space for the project. Although Bent had retired and the yard had moved, the same combination drew us north again. Bent's son Eric, a great boat-builder and sailor (Olympic Gold medal in Stars, six-metre world champion, two America's cup challenger runs for Canada) has taken over the operation, so we felt the winter trip north was the right choice. Susan helped me un-wrap the boat and deliver her through the locks to Puget Sound and my sailing pal Wayne Wager joined me for the trip north. We stopped for the night with a darkening sky and foul tide at Port Townsend and continued north the next day to the yard at Canoe Cove, leaving her in Jespersen's care on December 30th.

#### Are you sitting down?

The project went ahead deliberately but took longer than we had anticipated. *Coriolis* sat in a shed with two six metres, one a Fife from the 1930's and the other a modern design built by Jespersen's. It was a very elegant and shapely trio. The job entailed wooding, a light Benite staining, three coats of sealer and 10 coats of Flagship varnish. Her stay until late March entailed five trips north to inspect the project, mostly by water taking our trusty Bertram 31' *Whitecaps* from Anacortes across the border for the 80 nm round trip. It was really great to have a Nexus pass for all of the clearing of Customs.

All was going well but I received a call from Eric one morning in late February which began with "Are you sitting down?" That is never a good start. He then explained that everything was OK but that on the prior Saturday several workers in the shop next door had come in to check on something and smelled smoke in Jespersen's shed. They fortunately had a key and upon entering found a fancy new, un-plugged, dust collecting vacuum cleaner under *Coriolis*'s stern spewing smoke. They hauled it outside and removed the top of the canister at which point it exploded many feet high in flames. With hoses and fire extinguishers they contained it, called the fire department just in case and left

the melted remains for inspection. It was diagnosed as a case of spontaneous combustion caused by the accumulation of varnish dust vacuumed up after each coating. It might have not set the whole shed on fire but, then again, it could have done so. *Coriolis* didn't need another trial by fire.

In late March she was out of the shed, her bottom was painted and her sticks were stepped. I went north to inspect and rig and Susan joined me for the trip home. *Coriolis* had been out of the water for about ten weeks but she hardly took on any water when she was launched. We enjoyed a stop at our home on Orcas in the face of a stiff southerly and then proceeded south through the locks again into the Lake Washington Ship Canal. Our normal shore-bound winter season had been radically changed with many hundreds of water miles on the yawl and Bertram. We added a little gold leaf when we arrived back in town and *Coriolis* is now ready to be dressed for Opening Day on May 3rd in her new suit of brightwork.

The Pacific Northwest fleet is in transition. Doug and Margie Cole's *Irene* has been sold to Bert Damner in San Francisco. The Baxendale's *Vintage* is beautifully restored and on the market. *Kodama* is now owned by Gale and Michael Gropp and is in Bellingham. We hope that our fleet will continue to thrive and that the season to come will afford chances to gather with all owners, both present and former.



Coriolis in the process of being wooded.  
The offending dust collector is visible on the extreme right.



## EAGLE

### No. 92 Islesboro, ME

It has been a long cold winter here in Missouri, so it will make the upcoming sailing season seem that much sweeter in comparison. Last summer was a story of two voyages; the 550 nautical mile trip aboard *Eagle* from Islesboro to South Dartmouth, where we left her for the winter after the conclusion of the 75th Anniversary celebrations. The second voyage was the 1550 statute mile journey from Maine to Missouri of our restored Rob Eddy built model of *Eagle*, a trip my wife graciously made in a rental van. The model arrived unscathed and now basks in the soft glow of dedicated halogen lights in the back hallway of our home. Having this masterpiece model in our home marks the culmination of a four-year process of discovery, search, purchase, restoration, celebration, and now satisfaction as we'll be able to enjoy it for years to come. As I've said before, "So that I might walk her decks in the dead of winter, if only in my imagination". Look for an article in the June/July issue of *Maine Boats, Homes, and Harbors* magazine describing this adventure.

This summer we hope to have more relaxing sails in our home waters around Islesboro. We will depart South Dartmouth June 22nd to head downeast with friends for a five day cruise, and we anticipate stops in Onset Bay, Gloucester, Isles of Shoals, Boothbay, and finally Islesboro. Our sons with their wives/girlfriends will help out on various legs. We can hardly wait to be aboard.

If your plans include time around Islesboro, please give us a call on our land line and we'll try to be accommodating. We plan to be in the Eggemoggin Reach Regatta once again and look forward to renewing friendships there. We may even head on to Bar Harbor afterwards for a few days...

DAN AND ROBIN SMITH



I would like to give you a quick history of *Abaco* for those who have not been following this odyssey. I grew up sailing and working on my father's two Concordias so it is natural to look back favorably on that portion of my life.

Cheryl and I married for better or worse. Poor Cheryl did not know the passion I have for Concordias. As a matter of fact, boats were not in our marriage vows anywhere. She knew I had a boat and sailed but she did not know this preoccupation and certainly not my love for a wooden boat 45 plus years old. I was never really satisfied with my 30 foot glass boat. Everything in our life was peaches and cream; antique cars, sailing, living the good life, but no Concordia in sight! Cheryl had no knowledge of who she was really married to until I heard that *Abaco* had burned.

*Abaco* is a Concordia standard, second from last built. Boatyards appraised her for insurance purposes after the fire for the work needed to restore her at yard rates between \$75 to \$100 per hour. Through this lens it had to be considered a total loss, insurance wise.

Enter a dreamer and a naïve wife. "I can restore her, you can tackle the cosmetics and together we can bring her back to be a gold plater again" The big question was: was there room in our marriage for a third love?

We were warned by my Dad and knowledgeable friends regarding the magnitude of the undertaking but we took on the task because love triumphed over logic.

We bought *Abaco*, had her shipped to Maine, built a barn large enough to wiggle around in and have *Abaco* in a controlled environment. Thus began the task of restoring her to be, at least, as good as before the fire. We had vision, love, determination, and copious amounts of good cheap talent. My, at first, reluctant bride took on the task of the entire cosmetic project. Scraping, cleaning, sanding, painting and varnishing anything and everything standing still, all the while getting after me for the dust I was making.

### *Abaco Rising from the Ashes*

Here's a quick summary of what we have accomplished so far. All our endeavors have been to keep our workmanship as close to that of A&R as possible. For example, it took my Dad and me five hours to make the center hatch fit the cabin top perfectly. Yes, that is 10 yard hours for those of you who are counting. Net result: you can just barely slide a piece of paper under it, thanks to patience, blue chalk and multiple fittings. (Bedding? Not really needed, but will be added.)

On the exterior: new cabin top; starboard cabin side; starboard deck; bridge deck; cockpit, complete with new teak deck and lockers; nine pair of ribs delaminated were revealed when the old cockpit was removed so all ribs were repaired; plywood down in epoxy over mahogany deck and

cabin top; epoxy fiberglass over the plywood.

Below decks: all varnishing, painting complete except the main cabin top; the lockers and repainted tankage are reinstalled; back aft, all varnished from engine to fantail.

We plan to have the boat water tight and in the water by August. We may not rig her then, depending on the weather. Cheryl can accomplish the exterior varnish without the dust and I can attend to the myriad of details below.

Although we have not yet been able to enjoy that first sail, it has been so good for the soul to see her beauty gradually emerge with each accomplished task.

We will keep you posted but in the meantime, here are some pictures of our progress.

DON LIPPOTH



Above: Don sees *Abaco* for the first time.

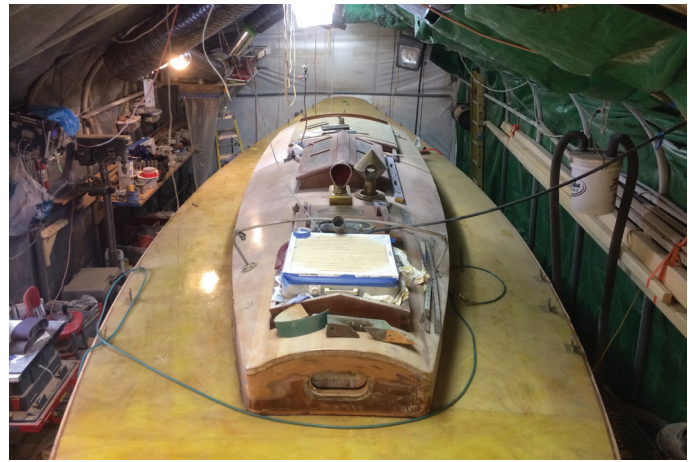
Opposite page

Top: left, house top before restoration; right, after.

Middle: left, cockpit ready for teak sole; right, interior primed.

Bottom: left, lockers finished; right, cabin before.







## WESTRAY

### No. 79 Newport, RI

As Amy Ballentine, of the Ballentine Boatshop wrote of *Westray*, “she is petite and appears delicate upon first introduction, but don’t let her good looks, fine lines, and slender beam fool you. She is a fierce competitor, a veteran of blue water.”

On June 20, once again she will race to Bermuda. This July she will turn 54 years old and in those years she has compiled quite a record in numerous offshore races. In the Newport to Bermuda race she can boast:

4th in class in 2008, 2nd in 2006 and 1st in 1968. In 2006 she also won her class in the Block Island Race (something she had also done years before). And in 2009 she won, the “Venerable Cooks Award” in the Marblehead to Halifax race, as well as in the 2010 Bermuda Race which, if you know the award, you know that only one boat each time receives this honor.

These voyages are impressive, but *Westray*’s scope is not bound by this ocean. When young, *Westray* completed a Transatlantic voyage to the Island of Westray in the Orkneys, and cruised the fjords of Norway. Last year we took her to Halifax and then played with other Concordias in the Eggemoggin Reach and in Padanaram. Despite a long and harsh winter, we plan to splash at the end of April and deliver her from Cataumet to Newport on May 3rd.

Preparing the boat for the Bermuda Race is a full-time occupation, and an expensive proposition. Every year it seems the rules and regulations get more involved. Luckily for *Westray*, the previous owner, John Melvin, raced her to Bermuda several times, the last in 2010, and last year we had her offshore-ready for the Marblehead to Halifax Race. For the 2014 Bermuda Race, we will use the same racing sails that were new in 2010 (main, mizzen, two mizzen staysails, three head sails, two storm sails, three spinnakers), with the possible addition of a smaller, flatter, mizzen staysail, upon the experimental suggestion of John Eide of *Golondrina*.

But no matter how well prepared, before launching there is always a long list. Here is mine, on the following pages, without giving away any secrets:

As any Concordian will see, there is nothing new, and the list (cosmetics aside) should be gone over every year. One particular dilemma is where to place the six-person liferaft.

*Westray* has a box that can be fitted in the cockpit for easy deployment of the raft.

The disadvantage of this method is that the box covers the inspection plate on the cockpit floor, essential to check on batteries, stuffing box and shaft offshore. It also reduces space for the crew. The alternative is to wedge the liferaft valise between the coal stove and the salon table. In case of an emergency, we count on adrenaline supplying the necessary

energy and speed to deploy the raft above decks in 15 seconds. Our preference is for this method.

Communications will be provided by a satphone, an SSB receiver, and VHF, as per race regulations and recommendations. We have a decent chartplotter, radar, and AIS, also known as poor-man’s radar. Paper charts are always onboard, of course. The boat will carry a race transponder supplied by the organizers so its position can be monitored by anyone online.

We are also prepared for medical situations, should they arise, and are well equipped with the latest PFDs, harnesses, tethers, jack lines on deck and attaching points to avoid MOB. As Kin Howland (Waldo’s son) likes to say, safety at sea is an illusion, but that does not mean we should not try the utmost to be safe.

A novelty this year will be the food on board. Except for breakfasts and simple luncheons, we will use A-Pack self-heating rations for dinner. We have tested these meals, and they are quite good, with the advantage that they do not need cooking or heating over a source of fire (in our case the alcohol stove). Meals are self-heating - the entrée is ready in just 10-12 minutes. They come in 6 varieties.

We will be five onboard for the race, two watches: four hours during the day and three hours at night, with the navigator free floating to perform his tasks. It is, after all, very much a navigator’s race. All hands will be on deck in emergencies, in some rough conditions, and during spinnaker sets.

*Westray* will be in the Racing Division, measured in the ORR and IRC systems. We shall be prepared, cautious, optimistic, and hope for the best.

JUAN CORRADI



Above, *Westray* on launch day.

Photo credit: Tyler Fields



## WESTRAY: BERMUDA RACE WORK LIST

*Juan shared with me both the work list given to the yard in order to prepare Westray for the Bermuda race and a letter to his crew outlining his suggestions for gear and expectations before, during and after the race. While long, I thought these documents might be of interest to others because of the attention to detail that Juan has brought to this campaign. Also, any who might consider doing an ocean race in the future, you have your list in hand. All of us will find his work list handy as we commission our vessel in the spring. I know that I'm going to xerox it and use it as a checklist as I prep Golondrina for her launch from now on.*

*Thanks, Juan, and we all wish you the best for a safe and fast passage to Bermuda. Uphold the tradition.*

Check out: <http://bermudarace.com/2014-race/>  
<http://bermudarace.com/2014-race/race-tracking/>

### UNDERWATER:

- Keel Shape: Particular attention to bottom & radius
- Rudder Shape
- Check aperture and top gap between blade & hull
- Rudder Fairing Flaps
- Align Rudder
- Running Gear
- Align 2-blade prop so that upper blade is behind strut, mark shaft coupling while boat is out of water. Make sure prop is lubricated
- Smooth Bottom: Wet sand 150 grit thru 400 grit, fore and aft with block
- Thru Hulls: Lubricate
- Check hose condition and for two hose clamps on each
- Provide soft wood tapered plugs tied to each thru hull
- Propeller stuffing box: Repack and adjust, check hose
- Fathometer transducer: No paint, smooth surface
- Speedometer transducers: Spinning freely and aligned fore and aft

### SPARS AND RIGGING:

- Check mast for all possible chafe and sharp edges
- Check all mast exit holes for round smooth edges and chafe bars
- Mast head lights
- Mast head wires, secure
- Check all other foredeck, steaming and running lights and wiring and guard over foredeck light
- Hook up 12 volt battery at base of mast and rig all lights to ensure operation while mast on the ground
- Wind instruments turn freely, align
- VHP antenna connection clean and seal
- Check swages for cracks, 1x19 wire strands, rust, nicks in wire or rod
- Spreader tips, freely moving, boots/tape
- Spreader trailing edges, not filed thin by runners
- Check spreader pins and tangs for integrity and cracks
- All shroud tangs holes round, pin secure, proper length and siliconed or taped smooth
- Check sail track for smoothness
- Check spinnaker pole inboard lift
- Check all mast winches
- Check gooseneck for pin wear and whole elongation
- Check storm trysail track for smoothness; stop at bottom; make sure truck goes down near the deck
- Check all halyards for rope integrity, splices, and shackle strength and lubrication
- Attach lanyards at all shackle pins; place eyes at bitter end of all halyards
- Check mast head sheaves for lubrication, run freely, check for nicks, sharp edges
- Double check that sheaves are proper for halyard types
- Check for cracks in spinnaker halyard cranes and wire shackle pins secure to spinnaker blocks

- Check anti-chafe guards on mast head halyard exits
- Check rope clutches to make sure operating properly
- Check partners for corrosion
- Check mast boot
- Check provision for Bermuda bolt; mast step corrosion and proper butt trueness/angle
- Check panel/pump gauges for operation and leaks
- Check deck chain-plates for integrity and leaks.
- Check turnbuckles, lubricate with lanolin and renewed turnbuckle boots
- All cotter pins proper length, taped/siliconed smooth
- Think about halyard labels

### BOOM:

- Check that foot track is smooth and lubricated
- Reefing sheaves are lubricated with no rough edges
- Reefing lines are in good shape
- When preventer is installed on boom, make sure aft attachment point is padded

### SPINNAKER POLE:

- Make sure ends are operating freely

### DECK:

- Check all fittings and hatches for leaks.
- Check stanchions, padeyes, chainplates, handrails, tracks, chimney fittings, port lights, vents, and any other fitting where fasteners go through the deck
- Check all padeyes, stanchion bases, and tangs for structural integrity, corrosion, cracks
- Check life line wire integrity, if any rust: discard or replace
- All new lifelines must be exposed stainless steel wire
- Check lifelines for proper tension
- Before race, tape lifeline gate pelican hooks shut
- Disassemble, clean and lube all deck winches. Replace any suspect parts such as springs, pawls.
- Check all winch handles to make sure locking mechanisms are operating properly
- Check all genoa track blocks, main sheet blocks, spreader blocks, fore guy and after guy blocks
- Check all blocks, pins and shackles for deformation or cracks
- Secure all pins on blocks with seizing wire, especially spreader blocks and after guy blocks
- Check that genoa track cars have adequate stops and provisions for another car for changing sails
- Make sure we have adequate winch handle holders, mesh type tall bags to keep spaghetti off deck and out of cockpit
- Check companionway washboard and sliding hatch securing requirements
- For ventilation, check that all dorades/air passages are clean and water scuppers are clear
- A nice secure dodger allows companionway to be kept open and dry
- Check compliance ISAF Offshore Special Regulations 2012-2013, including US SAILING Prescriptions

### DOWN BELOW:

- Check that all heavy equipment is secured: including batteries, tool boxes, spare parts, tables, water tanks
- All removable floorboards must be secure
- All locker doors and hatches must be secure
- Stove must be secure from coming off gimbal attachments
- Ice box lid must be secure
- Companionway steps must have very good non-skid as well as the floorboard landing below the companionway steps
- All sharp cornes must be either removed, rounded or padded well
- Keep all heavy objects stored as low as possible on the boat and

secure, referably toward the center but as measurement rules allow

- Appropriately mark floorboards for thru hull locations and lockers for emergency/safety equipment and other needed supplies
- Prepare a laminated schematic, posted down below to identify all fire extinguishers, thru hull locations, emergency equipment locations and other emergency medical supplies
- In all storage compartments with sliding doors, a high fiddle or removable fiddle bars are installed to keep contents where they belong
- As weight and storage space are precious, strip boat of all unnecessary items as rules permit.

#### **SYSTEMS: CHECK, DOUBLE CHECK, TRIPLE CHECK ENGINE:**

- Check belts, hoses, make sure you have a complete set of spares
- Have spare water pump for immediate swap out, and spare impeller(s)
- <sup>a</sup>Check sea strainer
- Pump old fuel out of tanks and clean tanks
- Provide fuel measuring stick with notches in case fuel gauges go on the blink
- Check to make sure fuel vents are clean
- Make sure to have spare Racors, in case of bad fuel somewhere
- Make sure have enough extra oil for 3-4 oil changes, in case hose has ruptured.
- Make sure we have at least two gallons antifreeze
- Check charging system operation before departing.
- Check behind engine electrical panel, main house electrical panel, mast terminal strip and all running lights for corrosion and connections.
- Make sure engine zincs have been changed, and spares available
- Check exhaust elbow.
- Check exhaust pot, make sure in good shape, make sure drain pet-cock working
- Have gallon or two of diesel for priming or emergency
- Contact engine supplier (Beta Marine) and get basic spares kit(s) from them

#### **BATTERIES/CHARGING SYSTEMS:**

- Have new or almost new batteries
- Have spare battery for running light (motorcycle battery)
- Have means of paralleling or jumping ships batteries to engine batteries

#### **TRANSMISSION:**

- Make sure shift cables are good and clean and adjusted properly
- Make sure we have spare transmission fluid for transmission, in case a leak develops
- Have spare couplings, set screws and key to reattach coupling if necessary

#### **REFRIGERATION SYSTEM:**

- Test system well in advance to make sure working properly. Let unit run at least one week prior to departure to double-check. If not working, don't fix, get different system.
- Make sure seals around doors are good

#### **HEAD:**

- Redo holding tank and simplify valves operation.

#### **FRESHWATER SYSTEM:**

- Flush and fill water tanks
- Check water system for proper operation

#### **BILGE PUMPS:**

- Check manual, cockpit and down below bilge pumps Check to see if diaphragm okay and check hoses

- Check if intake suction sea strainer okay, if not, add one
- Have handles secured and having spare handles or something that will substitute for a handle is a good idea
- Electrical bilge pump needs to be fairly new or replace
- Check float switch if installed - notoriously unreliable
- If discharge is below or near waterline, discharge hose must have vented loop or check valve

#### **VENTED LOOPS:**

- All vented loops on the boat should be serviced (incoming and discharge for head, intake for engine raw water)
- Make sure vent fittings are cleaned out or replace

#### **EMERGENCY TILLER:**

- Have spare on board

#### **EMERGENCY STEERING (IN CASE OF RUDDER FAILURE):**

- We use sea drogue (Galerider) with chain and 2 steering lines to winches.

#### **AFTER LAUNCHING AND STEPPING MAST:**

- Ensure that mast wedges are tight, secure and mast boot is installed to prevent leaks
- Check all mast lights, wind instruments
- Tune rig at dock, mast in center of boat
- Wedges positioned for proper pre-bend if desired
- Secure shrouds, headstay and backstay and double-check all cotter pins and turnbuckles,
- Recheck, resecure, and tape all cotter pins, turnbuckles, and sharp edges
- During sea trials, double check all systems
- Sea trials should be at least 1/2 day long, preferably overnight
- Sea trial with emergency steering system to check function
- Adjust compass (compensate), have spare compass (either regular size or small handheld)
- Make sure all ferrous/magnetic objects are away from compass (including EPIRB)
- Check and calibrate all speed and wind instruments, test all communication electronics, perform single sideband radio check.
- (Remember to have your offshore license for your VHF, mandatory if outside US waters)
- Retune rig during sail trials
- During sail trials hoist all sails that will be going on the race and measure and mark halyards. Also measure and mark luff tape and head foil
- Also measure sheet locations on deck and mark sheet locations
- Label winches, blocks, and other leads
- Measure and provide pennants for all sails to ensure halyard shackle is at sheave height
- Review storm trysail setting, hoisting, and sheeting techniques.
- Consider lashing boom to deck
- Practice reefing to make sure reefing attachments on sail and shackles on boom all work together easily
- Reeve all running rigging, sheets, guys, changing lines, and foreguys for all sails.
- And ensure proper length and shackles are all ready to go
- At conclusion of sail trials layout all loose sailing gear, primary and spares for inspection and decision on what to take and what to leave ashore

CLEAN UP BOAT AND PREPARE FOR INSPECTION BY BERMUDA RACE INSPECTOR (see Race Regulations in the Race website)



# WESTRAY: INSTRUCTIONS TO GUESTS

Dear Guest:

This packet of information has been assembled for the purpose of making your cruise aboard WESTRAY the most pleasurable experience possible and to acquaint you with the boat and her equipment. WESTRAY may be considered a modern "classic" boat. She was built by Abeking & Rassmussen in Germany to a design by Hunt and Howland. She was sailed hard and kept in good condition by three consecutive owners. She has crossed the Atlantic once, cruised and raced along the North-American Eastern seaboard from Canada to the Caribbean, and participated in several Bermuda races, as well as in the Halifax Race. If you have any questions these materials do not answer, please ask.

WESTRAY: Concordia yawl 39' Hull No. 79, built in 1960, Sail No. USA 754

Length Over All: 39'-10"

Length Waterline: 28'-6"

Beam (Extreme): 10'-3"

Draft: 5'-8"

Ballast (Iron Keel): 7700 Lbs.

Displacement: 18000 Lbs.

Sail Area (Fore Triangle, Mainsail and Mizzen): 690 sq ft (64 m2).

**Personal Equipment:** WESTRAY has reasonably adequate room for your personal gear, but efficient use of the stowage space is necessary. A medium size duffel bag is preferable to one large one. Most of the gear you'll need on our cruising should easily fit in a bag. My recommendation is this: bring along a soft-sided duffel bag (max. length 30", max. girth 60. The head has room for dopp kits. Nearly everyone brings more gear than necessary. Each person will have a shared small locker space for clothes and toiletries and shared locker space also for shoes and foul weather gear. With 5+ people aboard, each person could expect limited hanging locker space for more formal clothes (what fits inside a hanging suit-bag). The rest stays in duffel bags. Folding or rolling up gear and organizing it in zip-lock bags reduces the space it will take in your bags. You must be able to easily carry your duffel and perhaps a knapsack by yourself. Please respect our 30 lbs. weight allowance for all of your gear. Space is reduced and the experience will be more commodious if we are attentive to this.

**Foul Weather Gear:** Please bring offshore foul-weather gear. I strongly advise you to bring your individual PFD. The boat has generic individual PFD's for 4. The boat also carries several safety harnesses and tethers. We request that you bring a non-elastic tether and strongly recommend Suspenders-type inflatable PFD-safety harness.

**Primary and Middle Layers:** Here are some suggestions: Bring clothes that will be useful in weather conditions where it will be cool (60 F) during the day, colder during storms or at night. Materials that dry quickly (many are state-of-the-art synthetic like polar fleece) are preferable as the climate overall will be damp. These are a few ideas: Sailing trousers/shorts; Fleece jackets; Waterproof breathable socks; Scarves for necks; Watch cap; Sun protection cap; Gloves.

**Footwear:** 1 pair of new, never worn on the street, white or neutral soled boat shoes for boat use only. IMPORTANT. Not to be worn ashore.

Comfortable, sturdy, non-leather, lightweight, fast drying shoes for shore use.

Thongs or sandals (non-leather) to wear in showers ashore.

Waterproof, breathable socks which, when worn with boat shoes are a much lighter and more comfortable option than sea boots. I highly recommend this item.

Rubber deck boots for sailing and hiking ashore. Boots like the Irish Dubarry are also very good.

**Miscellaneous Gear:** Moderate weight sleeping bag. Please no down bags or clothes.

1 large flat sheet (not a sleeping sack) and 2 pillowcases (pillows are provided).

2 small towels or small hand towels, maximum size: 16" x 30". (Please do not bring large bath towels that take forever to dry and are bulky to stow) and washcloth  
Underwear; Sun cap with tie down; Sleepwear (T-shirt and shorts); Waterproof watch; Alarm clock; Small waterproof flashlight with red lens and spare bulb; Waterproof sun and lip screen; Sailing sunglasses; Passport

A PIN number for your bank card so that you'll be able to get cash advances in the local currency upon arrival at your destination airport.

110 volt power is available through inverter for shavers and recharging camcorder batteries. Prefer 12V chargers.

**Seasickness:** Many of us are queasy, if not seasick for the first 24-48 hours of any ocean passage, and sometimes also at the beginning of coastal cruising. Eliminating coffee and increasing water intake to 2 liters daily for 2 weeks before joining the boat greatly reduces your chances of seasickness and dehydration.

I recommend that you obtain 12 Compazine (generic name prochlorperazine) 25 mg. Suppositories (NOT TABLETS), which is by far the most reliable prescription seasickness medicine. For Tablets, I strongly recommend the British medicine Stugeron (not available in US). If you are really concerned about seasickness, consider bringing Transderm

Scopolamine 1.5 mg patches. There is nebulized version of Scopolamine that works very fast. It is extremely important that you try this or any prescription seasickness drug out before joining the boat to check for possible side effects.

**Antibiotics:** As with any adventure outdoor in sometimes-isolated areas consult your doctor and obtain a broad-spectrum oral antibiotic for treating skin, throat, eye or ear infections before joining the boat.

**Optional:** Camera, I-Pod, etc. A personal AIS unit attached to your PFD is highly recommended. If thrown overboard, your position will appear in the boat's Chart Plotter/Radar screen.

**Electronic Gear:** Everyone on board should feel free to play with the GPS, VHF, Chart Plotter, AIS, Radar, and other electronic gear on board. Near the coast or in port, you can use a cell phone. We will keep you informed of communication protocols underway on a passage. While underway on a passage, however, the designated navigator controls all procedures.

**Drawers, Lockers, Doors, and Stowage:** Open drawers by raising it or turning the wooden lock first. Please form the habit of closing any door, locker, or drawer that you open. The head door should always be latched open unless in use. The table leaves should be latched down when not in use. Remember to stow your gear so it will stay put even if the boat heels 45 degrees in either direction. While underway, most gear will be stowed behind the sea berths.

**Companionway:** A companionway on a yacht is for going on deck from below and for going below from on deck. There is no other acceptable or safe use for a companionway. The only permissible time to remain standing or sitting in the companionway is when you are alone on the boat.

**Stove:** WESTRAY's stove is a two-burner non-pressurized alcohol one. It does not light automatically, so you will have to use either a match or one of the long lighters, which you will find in the two top drawers of the galley. WESTRAY's stove is safe if properly used. Familiarize yourself with it. There will also be a gimbaled one-burner propane heater for water, soup, or coffee. For further instructions, please consult the skipper.

**Water:** The average amount of water used ashore is 120 gallons per person per day (in the rich industrial countries). If we have six persons on board WESTRAY, her tanks will be empty in exactly one hour, and we will have no water to put in the whiskey. At 2 gallons per person per day, the supply will last two and a half days. That is why we carry spring or mineral water in various bottles and containers (no less than 100 gallons in an ocean passage). For those interested in cold drinks,

the boat has a plate refrigeration system, which keeps the icebox cold and draws 6 amps on the 12-volt system.

**Pumps:** All serious pumps on the boat are manual (bailing bilge pumps in the cockpit and in the cabin), and foot pumps (head and galley). In addition, WESTRAY has an electric bilge pump, activated either manually or automatically. Ask the skipper for instructions.

**Fuel:** WESTRAY has 1 steel diesel fuel tank, holding 20 gallons total. The engine (Beta 38HP) consumes approximately 1/2 gallon per hour under load at cruising speed.

**Lights and Electricity:** Ordinary use of the ship's lights and electrical equipment will not discharge the batteries. WESTRAY operates on two equal batteries, which have an adequate amount of amp hours. Little difficulty will be experienced with the batteries as long as we conserve energy by turning off any lights not actually needed, by monitoring the daily use of the refrigeration, and by using the masthead tricolor navigation lights and not the full compliment of stem and stern nav lights at night, unless in special circumstances. In a long passage, we estimate running the engine 2 hours a day to keep the battery banks charged. On a passage, we should average a daily consumption of 100 amps. Cabin lights, spreader lights, and tricolor are all LEDs. While underway at night, please use flashlights below to avoid blinding the helmsman and those on deck. Little flashlights with red caps are very useful.

**Head:** Boating has made many advances, but marine heads are still quite primitive. They sometimes become recalcitrant and refuse to budge. When this occurs, someone has to disassemble the amazingly simple device, remove the obstruction, and reassemble the works. Let me put your mind at ease about the procedure.

It is simple enough for anyone to accomplish without help from the skipper. If the mishap should befall you, do not panic. You will have step-by-step instructions from everyone on board to assist you in effecting your own repairs. Observe the following rule and you may get along with the contraption:

Absolutely nothing should be placed in the head unless you have digested it first. A single paper match, a cigarette butt, dental floss, Kleenex, a cotton swab or ball, a sanitary napkin, or almost any kind of plastic (and yes, even toilet paper) can cause you two hours of negative pleasure. Even observing the foregoing may not keep you out of trouble.

General suggestions for use:

Move valve to intake position and work handle to admit water to bowl.

When done pump the bowl empty and add water. Continue the flushing procedure for at least three cycles. The purpose is to assure that the discharge line is clear if anything clogs the mechanism.

Use the plastic bag in the head to dispose of used TP.

When through, empty the bowl and close the valve.

Latch the head door open. Dispose of TP in the separate plastic garbage bag in the head, lined with a paper bag, similar to the ones used in airplanes for motion sickness. These bags and their contents can be discharged in the high seas without damaging the environment or disposed of in port after docking. In coastal navigation and near land, WESTRAY is equipped with a holding tank, to ensure that there is no discharge near the shore. The contents of the holding tank are removed in various pumping stations where available. There are regions and countries where these facilities do not exist. In these cases, the contents of the holding tank can be discharged overboard when legal via the regular head through a separate manual pump that is operated on the port side V-berth coffin.

**Smoking:** Please feel free to smoke on deck at any time except when changing sails or dousing the spinnaker, and, of course, during fueling. Please do not smoke below, to help others avoid seasickness. Wet all cigar/cigarette butts and matches before placing them in the garbage receptacle and clean out the ashtray when you are finished. Thank you for this consideration.

**Safety equipment:** WESTRAY has harnesses and tethers for all members of the crew. She also carries several USCG regulation life vests. However, you should bring your own inflatable life-vest (Crew saver, Sospender or fancier Spinlock) on board.

**Life Raft:** WESTRAY is equipped with a 6-person life raft (Winslow valise reinspected 2013), stowed in a box in the cockpit. We may also store it below decks, wedged between table and coal stove. Liferaf will inflate rapidly if the ripcord is pulled, whether or not you meant to pull it. If we should ever have to abandon ship, remember to remove the raft from its storage and verify that the painter is attached to a pad-eye or a lifeline before pulling the inflation ripcord.

Abandon-Ship Bag and other emergency equipment:

There is an abandon ship bag to carry along into the raft. It is yellow and is located in a place designated in the boat diagram onboard. Flares are located in a yellow plastic canister as per same diagram. WESTRAY is also equipped with an emergency position-indicating radio beacon (406 MHz EPIRB), which should be activated if the yacht is sinking, on fire, or the like. It is situated to the port side of the companionway ladder, below decks, with clear instructions posted above it. A dismasting would not ordinarily occasion its use.

**Man Overboard:** In the event of a person falling overboard, all hands should be immediately called. The helmsman should continue steering carefully, note the compass course, and start the engine. Press the MOB or MARK button on the nearest GPS on board. The person on deck nearest the helmsman should keep his/her eyes on the person in the water and throw the Lifesling rigged on the stern port side of the yacht, and also, if necessary, the MOB pole, horseshoe, and light into the water at once (instructions are drawn on the cover of the Life sling, with appropriate drawings; make sure to read them before any emergency). If a spinnaker is flying, let the guy and the lazy guy run completely out and douse ASAP using the sheets or snuffer to pull the spinnaker into the cabin. Speak only if necessary, listen for instructions, and do not panic. WESTRAY is equipped with safety harnesses for all hands, which will be worn when underway at night or anytime when conditions suggest their use.

These notes are supplemented by a series of more specialized bills or standard operating procedures (SOP) for heavy weather, man aloft, abandoning ship, medical emergencies, and the like. Ask the skipper to see them.

**Arrival:** Please arrive at least 24 hours (48 hours if you are coming from a high-stress environment) before the start of the race, cruise or passage, so that you'll have a chance to get over jet lag and be well rested and acclimatized when you come aboard. The extra day reduces the chance of holding up the start of the passage because of late flights or baggage.

**Beating jet lag:** Make sure you get a good rest the night before your trip. If you feel sleepy when you arrive, take a short nap, but then get out and be active in the new environment. Though alcohol may seem like a good way to relax and help get some sleep, it can actually have the opposite effect. On the other hand, nonalcoholic beverages play a key role in keeping you alert and active. It's a good idea to drink at least eight ounces of fluids for every hour you are up in the air. You should also try to avoid caffeine within six hours of your planned sleep time. Caffeine should be consumed in reasonable amounts about 30 minutes prior to when alertness is required. High protein foods and green vegetables give the body long-lasting energy, as opposed to the quick burst of sugar it gets from sweets. Switch your orientation to local time ASAP. Eventually the body will realize the difference and synchronize its clock with the new location.

**Departure:** Do not schedule your return flight before 2 p.m. on the last day of the cruise. Many people plan a night or more ashore at our destination, before flying home.

**The most important thing of all to bring with you:** A positive attitude and a sense of adventure.

**Some tips while underway:** We will be sailing in some busy waterways with variable weather and varying visibility. While on watch, please remember:

- Keep a good lookout, particularly at night or with reduced visibility
- Do not under-estimate the speed of ships
- Be visible
- Watch the lights of other vessels



- Know the whistle signals
- Keep the VHF tuned to the appropriate channel
- A large ship visible on the horizon may take no more than 10 minutes to reach our boat under clear conditions, under hazy conditions this time could be much less. At 10 knots a ship will travel a nautical mile in 6 minutes, at 15 knots it takes only 4 minutes to travel one nautical mile.
- Ships will be traveling faster than you may estimate.
- Ships that are light or partially loaded, particularly in windy conditions, will require a higher minimum speed in order to remain under full control.
- A large deep draught ship cannot easily avoid small craft in a narrow channel.
- A ship slowing down does not steer very well.
- A tug towing a barge or another vessel may have a towing line partially submerged and potentially dangerous to other craft passing too close.
- Make sure navigation lights can be clearly seen. If you see the navigation lights of a vessel approaching and you think he has not seen you, get out of the way. Also use a torch or searchlight to illuminate the sails. Remember from the bridge of a loaded container ship or large tanker the captain/pilot may lose sight of our vessel a half a nautical mile ahead, although you can see that ship clearly from our vessel at all times.
- Keep watch at night. It is difficult to see other vessels against a backdrop of port or city lights.
- Watch the ship navigation lights. If you see both ship sidelights you are dead ahead, follow the Intl. Collision Regs. And any alteration of course should be early, substantial and visible to the approaching ship.

On board WESTRAY, we keep a booklet on the International Regulations for the Prevention of Collisions at Sea. Please read it at your leisure. Keep in mind the following Rules:

#### Rule 9 – Narrow Channels (Excerpt)

- (a) A vessel proceeding along the course of a narrow channel or fairway shall keep as near to the outer limit of the channel or fairway, which lies on her starboard side as is safe and practicable.
- (b) A vessel of less than 20 meters in length or sailing vessel shall not impede the passage of a vessel that can safely navigate only within a narrow channel or fairway.
- (c) A vessel engaged in fishing shall not impede the passage of any other vessel navigating within a narrow channel or fairway.
- (d) A vessel shall not cross a narrow channel or fairway if such crossing impedes the passage of a vessel that can safely navigate only within such channel or fairway. The latter vessel may use the sound signal prescribed in Rule 34(d) or in doubt as to the intention of the crossing vessel.

#### Rule 10 – Traffic Separation Schemes (Excerpt)

- (i) A vessel of less than 20 meters in length or sailing vessel shall not impede the safe passage of a power-driven vessel following a traffic lane.

Maneuvering and Warning Signals (Excerpt from Rule 34). These signals may be supplemented by light signals:

- 1 Short blast - Altering to starboard
- 2 short blasts – Altering to port
- 3 short blasts – Going astern
- 5 or more short blasts – Keep clear

**Equipment Appendix** Tips and suggestions on gear if you need some additional practical information.

The following list is a guideline; other brands and sources are available. The gear listed here is available from a combination of these sources:

- West Marine: 800-538-0775, [www.westmarine.com](http://www.westmarine.com)
- Patagonia: 800-638-6464 <http://www.patagonia.com/us/home>
- InSport: 800-652-5200, <http://www.insport.com.au/>
- REI Co-Op: 800-426-4840 [www.rei.com/](http://www.rei.com/)
- Duffel Bags:

A soft-sided duffel is West Marine's Medium Explorer Duffel (1956341 or 1956358) or Yukon Duffel (6894182) (max. length 30", max. girth 60")

**Foul Weather gear:** If you don't already own a set of reasonably new offshore foul weather gear, check out West Marine's Equator Lightweight Breathable or Third Reef or Musto's Breathable Coastal Gear. Hiking or skiing jacket & pants are not appropriate in a saltwater environment. Jackets must have a hood.

**Tethers:** The best tether is a WM 532820: single, non-elastic snap shackle and Gibb safety hook.

**Intermediate layers.** I recommend:

- 1 lightweight short-sleeved collared shirt
- 1 cotton T-shirt
- 2 CoolMax running or cycling T-shirts (InSport or REI)
- 1 midweight Patagonia Capilene long-sleeve top, (available from REI), or similar.
- Polartec fleece pullover or jacket from West Marine, REI, or Patagonia. Please do not bring cotton sweatshirts.
- 3 nylon running shorts that are comfortable, loose-fitting & quick drying. (InSport is a favorite brand).
- Patagonia Gi II long pants, or similar quick-drying nylon pants. Jeans or cotton sweat pants, as they are bulky and difficult to dry.
- Fleece pants
- Polartec Orca Hat from Orca Outdoor Co.
- WM Explorer Gloves)
- SealSkinz MVT waterproof, breathable socks from REI which, when worn with boat shoes are a much lighter and more comfortable option than sea boots. I highly recommend this item.

**Towels:** Small MSR Packtowl towels

**Sleeping Bag:** If in search of a moderate weight sleeping bag, consider WM's Arrowhead Bag

**Caps:** Sun cap with tie down: West Marine and Patagonia have many suitable styles.

**Personal Torch:** Small waterproof flashlight with red lens and spare bulb: West Marine Pelican Mitylite or any new LED torch.

**Sailing sunglasses:** REI Polarized Glacier Glasses that include side patches are sturdy and provide excellent protection and value.



Westray, in racing trim

## SUMMER RACING

### Castine

We hope you will join us this summer for the fifteenth annual Castine Classic Yacht Race to Camden on Thursday, July 31. Registration form and the Preliminary Sailing Instructions will also be posted on the Castine Yacht Club website [www.castineyachtclub.org](http://www.castineyachtclub.org).

On Wednesday, July 30, we will celebrate the iconic Maine lobsterboats (and their lobster yacht progeny), with notable examples on exhibition at the Town Dock and a symposium at the Maine Maritime Academy.

We look forward to seeing you in Castine.

DAVID BICKS

### Camden and Brooklin

For information regarding the Camden Classic Yacht Race to Brooklin on Friday, August 1 and the Eggemoggin Reach Regatta on Saturday, August 2, please refer to [www.erregatta.com](http://www.erregatta.com).

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### Marblehead

Greetings to the Concordia Fleet

I hope the fun and warmth from the 2013 Corinthian Classic Yacht Regatta has carried you through a pretty wintery winter.

I believe the Concordias saw what a great venue the CCYR was last season for getting together and sailing for fun and fame. I'm hoping we'll see a couple more yawls this season.

This year's dates are August 9th and 10th with registration on Friday the 8th. Free moorings are available upon registration which is now open. [www.corinthianclassic.org](http://www.corinthianclassic.org)

The entry fee is unchanged at \$150.

This year, instead of a speaker on Saturday night, we are having a real honest to goodness Pig Roast along with a band on the porch. This will be a lot of fun and give everyone a much better chance to mingle with other sailors. Dinner is only \$30.

TIMOTHY DITTRICH

There is also the Opera House Cup on Nantucket and the Classic Yacht Regatta in Newport.

## CONCORDIA BERTHS



I have two Concordia bunks I would like to sell. They are in wonderful and original condition. A local boatbuilder sold them to me to install in our new home but they are no longer appropriate. Besides, they seem to truly belong on a yacht. The canvas lee cloths are included, perhaps useful as patterns. The slats are locust and not split or broken. The castings and frames are intact and are also unbroken. I'm asking \$1250 for everything, plus shipping from Durham, NH.

They are beautiful works of art!

If you are interested, contact:

Denise White

603.970.1710 cell

<captains\_white@yahoo.com>



*I'd suggest not waiting or pondering too long over this offer. If your yawl had the berths removed at an earlier date and you'd like them back, here's your chance to restore your boat to original condition.*



## 75TH REUNION CLEAN-UP

In the last Concordian, on page 10, I recounted what I was told was the back story on the special trophy that Arvid Klein and Cynthia Crimmins of *Winnie of Bourne* passed on to Juan Corradi and Christina Spellman of *Westray* to honor their exhibition of Concordia enthusiasm. That story, that the trophy was given to the Concordia Company by Mystic Seaport, is wrong.

Immediately after the last issue was mailed, I got an email from Dom Champa, *Praxilla*, setting the record straight. Here's the real story.



*Hi John*

*Just received the Anniversary edition. It looks great. One correction however!!! On page 10 you discuss the "Concordia Tray" and it's origin as originating at the 70th, presented to the Concordia Company by Mystic Seaport. That sounds romantic, but is totally wrong.*

*The plate was originally presented to the Concordia Class during an IYRS Classic Yacht Cruise and presented to me for safe keeping. It was given to the class for what was described as the incredible enthusiasm of the class as a whole. I decided to get the name and year built of every Concordia engraved on the plate and also decided that the plate should be passed on to as many Concordia owners as possible at every possible occasion. I passed the plate, after engraving all the names, to Winnie of Bourne, at the 70th anniversary reunion as the newest owner of a Concordia at that time. I might add that the engraver was horrified to engrave that much information on the plate and not make a mistake, but not as horrified as I was to give him that information correctly. Obviously the names have changed over the years, but when presented and engraved the list was correct and up to date.*



*I have seen Arvin several times over the years as he lives in Connecticut and have always asked about the plate. I'm glad he finally decided to pass it on.*

*Now, if only the tradition could continue as originally intended. Keep it on the boat, pass it to another Concordia owner at any occasion.*

*In the picture above, on the left, are Jeff and Abby Boal, owners of the Concordia Yawl Feather at the time, and my wife Deb on the right. That's cute little me holding up "The Plate".*

*PASS IT ON!!*

DOMINIC CHAMPA

So now we know the true origins of the trophy and Dom's informal equivalent of the America's Cup Deed of Gift. Great story. Thank's for setting the record straight, Dom.

Juan?

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## FILLER

A relatively new caretaker was standing on the pier in Castine last summer recovering after having spend about a half an hour positioning then tying up her boat when Pam Parker steamed *Portunus* in at near full throttle, had her "parking spot" pointed out, did a 180 turn, nosed in, shifted into reverse, prop walked the boat perfectly into position then stepped ashore with bow and stern lines in hand and calmly cleated 'em off.

"WOW! Did you see that? It took me a half hour to do that."

"Well," I said, "she grew up and came of age on that boat so you just saw 40 plus years of experience in that maneuver."

"I haven't got 40 years."

## CLASSIC BOAT ARTICLE

I just got an email from Kathy Mansfield informing us that her article about our boats, **Concordias: A Star is Born**, will be finally published as the lead story, nine pages, in the June 2014 issue of *Classic Boat*, hitting the newsstands in early May.

You may remember Kathy from the Castine event last summer. Between the good works of the crew at the Castine Yacht Club and her publisher, she spent a week in Castine interviewing owners, photographing our boats and then following the three races.

Here is the website of the magazine: <http://www.classicboat.co.uk/>

Kathy informs me that the magazine should be available at better bookstores that have a large magazine selection, such as Barnes & Noble.

## STROUTS POINT WHARF CO. SOUTH FREEPORT, ME

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I have worked on Concordias for about 30 years and Strouts Point has taken care of a number of them over the past 20 years. We presently care for *Misty*, *Mirage*, *Tam O'Shanter* and *Snowbird* as well as the unique Ray Hunt designed *Kestrel*. (See front page article.)

All receive some sort of special attention each winter. This past winter on *Snowbird* we removed the cockpit and combings

for replacement. When apart we installed laminated frames at the turn of the bilge.

We also reefed, refastened and re-caulked the decks. We are reinstalling her hardware as I write and she will be launched, along with the other four, shortly.

CYM HUGHES



Five images of *Snowbird*'s new cockpit.



## CONCORDIA BOATYARD

The highlight projects of the winter included wood keel and deadwood removed and replaced on Grace. Also, 12 floors and 18 frames were replaced.

We replaced three rudders and built a set of winch blocks. Much brightwork was wooded, stained and refinished.

We stored 13 active and two inactive Concordias this winter, our highest volume in many years.

Concordia Yacht Sales is only taking new listings for Concordias stored at Concordia.

Thanks to all who organized and participated both in the Maine and Padanaram 75th Anniversary events!

STUART MACGREGOR



Eagle being preped for varnishing.



Grace, left and right, getting a new keel, deadwood, floors and frames.



A big welcome to new owners:

Christine Nickl-Weller, *Hero*, München, Germany;

Sarah Conner and Arthur Dalton, *Donegal*, Southport, ME;

Bert and Sisi Damner, *Encore*, ex *Irene*, Sausalito, CA.

# the Concordian

John Eide  
Box 5005  
Portland, Maine 04101



Rusty Aertsen and the Ray Hunt designed Kestrel enjoying a 25 knot breeze off Padanaram.  
Read about her restoration and history on page one..