

# *THE* CONCORDIAN

A NEWSLETTER FOR LOVERS OF CONCORDIA YACHTS  
FALL 2014, NUMBER 57



Rough Sailing on *Fleetwood* in the Baltic Sea.

## NOTES

Kathy Mansfield, the British marine photographer who covered the 75th Anniversary events in Maine last summer, finally had her article about the Concordias published in *Classic Boat*.

In her article she mentions or has photographs of the following: *Starlight*, *Winnie of Bourne*, *Golondrina*, *Fleetwood*, *Hero*, *Live Yankee*, *Harrier*, *Malay*, *Mandala*, *Java*, *Whimbrel*, *Kiva*, *Eagle's Batika*, *Coriolis*, *Madriral*, *Katrina*.

There are also a few photos by Benjamin Mendlowitz accompanying her story. You can check out her article on line at: <http://www.classicboat.co.uk/articles/concordia-yawls-american-classic-built-in-germany/> The web site of the mag is: <http://www.classicboat.co.uk/>

2



A nice Kathy Mansfield photograph from the ERR in 2013 which is not in the article but one I really like.

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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 also to an anonymous member of the fleet for underwriting a portion of our production costs.



## HERO

### No. 22 Flensburg, Germany

There are dreams that remain unfulfilled forever. We were lucky that our dream of a 40 foot Classic Yacht was fulfilled. After an intensive search, we were successful in Westbrook, Connecticut. A Concordia in wonderful original condition became the fulfillment of our dreams.

In glorious sailing weather (mild to severe – New England offers the whole range) we became acquainted with Hero in August of 2013. From Westbrook we sailed in a northeasterly direction and back. 480 nautical miles in 20 days.

Everything that was reported and written about the positive sailing characteristics of these boats could be confirmed. Leaving New England was hard for us. The Concordia, an American boat, was now to be brought to Europe.

In October *Hero* was loaded and transported to Europe.

After a thorough and very gentle renovation by Robbe & Berking in Flensburg, she now lies in the marina of Flensburg. All original parts were preserved; the largest intervention being the replacement of the 60 year old Gray Marine gasoline engine with a new diesel engine.

*Hero* was ready to head out to the Baltic Sea in June. The planned start (euphorically prepared) to our six week sea voyage ended abruptly after four days. A rope end in the propeller, then running aground in shallow water, meant the end.



*Hero* entering the Classic Regatta Scene

A blessing in disguise?

Successfully participating in a sailing regatta is only sensible with a good team. We were lucky with our dynamic support from Flensburg. On 28 August we departed for the Kongelig Classic 1855, one of the oldest regattas in the western Baltic Sea with some 100 classics of all kinds.

Friday started with gusty winds and rain, increasing at noon. Christine safely and skillfully steered the boat to the destination in Sønderborg. Third place, who would have thought?

Saturday was the start of the second race from Sønderborg to Aabenraa. Winds were between 5 and 6 on the Beaufort Scale, 17 to 27 knots, heady sailing over and through the waves. We finished with a second place on Saturday for a second in the overall ranking - a sensation: the “mountain farmers” beat the “seamen.”

We were pleasantly surprised at how quickly we came to understand the boat. Next year we will surely enter the scene even more actively and enthusiastically.

HANS AND CHRISTINE NICKL



The Dream: *Hero* swims in the Baltic Sea.

## WESTRAY

### No. 79 Newport, RI

My captain's burgee has embroidered the image of a dolphin wrapped around an anchor. It is the emblem of the old Roman motto *Festina Lente*, which means "Hasten slowly and you shall arrive." For the 54-year-old Concordia yawl *Westray* it was an apt legend of the 2014 Bermuda Race.

The race was slow, in light air, and it was a small-boat race. A venerable Bermuda 40, *Actaea*, won the St. David Light's trophy, and *Westray* got the cook's award.

#### **SLOW RACE TO BERMUDA**

The winds were disappointing, but boat and crew were superb. *Westray* sailed to her polars, and the crew used every little breath of wind to keep her moving. Our navigator had the proper strategy, and we stuck to it, but winds did not oblige. In military parlance it is said that the best battle plan dissolves upon contact with the enemy. In our case it was the micro-gradients which kept boats going in different directions only a few miles apart, along a 635 mile course.

4



Westray shows her stuff at the start.

Barry Pickthall/PPL

We tried every sail combination but twice fell in the doldrums. On the rare day when winds were good *Westray* moved at hull speed without us touching the tiller for many hours.

We sailed West to meet the prevailing breeze, but the breeze came late and weak, so by the time we tacked to Bermuda the race became for us a test of forbearance. Supplies were

stretched and drinking water too, but we reached the finish line smiling and determined not to give up. *Westray* was a happy ship, after all, and the beautiful island beckoned us.

*Westray* lost in style, came 40th in a racing fleet of 99, and was the subject of two nice articles: one on our travails, "Captain-Chef of *Westray* Wins the Race's Most Distinctive Award," and the other piece on introducing a 24-year-old Snipe racer to the joys and tribulations of offshore sailing on a classic yawl, "The Newbies: First Time to Bermuda." (See these articles, below.)

JUAN CORRADI

### **CAPTAIN-CHEF OF WESTRAY WINS THE RACE'S MOST DISTINCTIVE AWARD**

Juan Corradi expected this Bermuda Race to take longer for him aboard his 39'10" wooden Concordia yawl, *Westray*, than for any other competitor. The lowest rated boat in the fleet, *Westray* is also one of those yachts that are more admired for their superb appearance and reliable seaworthiness than for their speed. What Corradi didn't expect was that they would be out there so long that the crew would be digging into the emergency rations before they finished, which was early on Thursday morning, their seventh day at sea.

*Westray* may be the last boat to finish, but she-or more accurately, her cook-wins a special prize. This is the Galley Slave Trophy. This year's awardee is Captain Corradi himself.



Skipper-chef Juan Corradi and his crew: William Weise, Catherine Sheehan, Kristen Donelan and Gary Forster. Photo: Chris Museler

Although he is quick to give much of the credit to his wife, who prepared meals at home, he was the one responsible for the galley and serving his four shipmates. The first nights out from Newport they ate well-ravioli, beef Bourguigne, lamb marinated in Malbec-but as the larder emptied, the last two dinners were self-heating emergency rations.

All this is the responsibility of the chef of every boat, and that's why there's a Galley Slave Trophy. Says Bermuda Race Organizing Committee Prize Chairman, Bob Darbee, "Our



objective is to honor the various dimensions of the race.” One of the race’s oldest and best-known perpetual awards, since 1946, the Galley Slave has been presented to the cook on the last boat to finish in recognition of her or his patience and importance to the crew. Suitably, the award is the last presented at the Prize-Giving Ceremony, and equally suitably the winner is recognized by all present in a standing ovation. Every sailor knows how important food is, and every smart crew goes out of their way to honor “Cookie” one way or another. The Galley Slave Trophy is the entire race’s tribute to all racing chefs. Though described as a trophy, the award is a suitable object that the recipient can find useful, for instance a frying pan, a pepper mill, a large casserole dish, or a stirring paddle (which can always be personalized).

*Westray* won the Galley Slave for a simple and easily understood reason. “We were trapped in a big hole,” said



Corradi who motored into his RBYC slip late Thursday afternoon. “By the time the wind came, everyone in the fleet was already drinking here.”

When *Westray* arrived at the Royal Bermuda Yacht Club dock, her former owner, John Melvin (now the skipper of another Bermuda Race wooden yawl, *Black Watch*), was there to greet the team. “When I sold you the boat,” said Melvin, “I forgot to mention that it would take a long time.” Melvin was skipper when *Westray* finished third on corrected time in the St. David’s Lighthouse Division in 2006-and also when she won the Galley Slave Trophy in 2010.

At the dock, *Westray*’s removable varnished mahogany

navigation station in the companionway was a tipoff that this boat, built in 1960, is both a fine cruising boat and a work of art. Concordias have won this race and have a long-standing tradition sailing to Bermuda. “We really enjoyed it,” said Corradi who was sailing the boat for the first time in the race and had previously won the Cruiser Division in his Swan 38. “In just a bit of air, the boat went like a magic carpet.”

When Corradi heard that a Bermuda 40 was the provisional winner of the St. David’s Lighthouse Trophy and was bolstered by the news. “I see there’s hope for the small boats,” he said.

For that and much more, at the Prize-Giving at Government House on Saturday, the cooks of *Westray* will receive a standing ovation from Bermuda Race sailors.

CHRIS MUSELER

From: Bermuda Race News, June 27, 2014

## THE NEWBIES: FIRST TIME TO BERMUDA

There’s a first time for everything: first steps, first unassisted bike ride, first kiss. And if you’re lucky enough, you will have a first Newport Bermuda Race.

Like all of the “good” firsts in our lives, the anticipation is easily 50 percent or more of the overall experience. For first-timer Sheehan Commette, the anticipation of sailing to Bermuda was the only tenuous aspect of her experience. How was the actual sailing? Pure enjoyment.

“Anxiety” would not be the word Angell Commette would use to describe her pre-race feelings. Almost the contrary, she had long been eager to sail offshore but was frustrated with the lack of opportunities.

Commette, a 24-year-old from Boulder, CO, arrived Thursday on Juan Corradi’s Concordia yawl *Westray*, the last-place boat (meaning that she had the longest experience of the two). “I’d been trying to get into offshore sailing,” she

said. Then she met a member of *Westray*’s crew. “We stayed in touch and here I am.” Sheehan’s father is former Olympian and Laser world champion Peter Commette.

For Commette, a champion dinghy sailor herself, the slow pace but smooth motion of her ride in the traditional boat was surprisingly exciting. “The boat was so sweet,” she said, drawing out her fingers to illustrate *Westray*’s sweeping lines. “I never sailed a boat that handled so well. We sailed for 24 hours without having to touch the helm.”

CHRIS MUSELER

From: Bermuda Race News, June 27, 2014



Thanks to John Rousmaniere for allowing me to reproduce Chris Museler’s two stories which ran on the Newport Bermuda Race website, [www.BermudaRace.com](http://www.BermudaRace.com).

## FLEETWOOD

### No. 20 Kiel, Germany

It's just October, autumn has arrived, and I'm looking back to Fleetwood's Summer Highlights of 2014.

**Highlight One:** April sailing and family vacation.

I sailed alone in three days from Kiel to Flensburg. During the trip I enjoyed anchoring in the nice spring weather and perfect conditions. My wife and children drove by car to Flensburg, and we moved to the North Sea where we rented a summer house for some days. The children had their first bath in the sea and lots of hours in the tropical indoor swimming pool. Finally, I sailed back to Kiel via the Danish village Sønderborg. My two nieces are studying there. It's not



far away from Flensburg and my family, together with my mother-in-law, came by car for a afternoon barbecue. We had a nice evening under the new cockpit tent that I bought last autumn.

**Highlight Two:** Summer vacation.

For the second year we sailed to the Danish island Anholt in the middle of the Kattegat. Anholt is the most isolated small island of Denmark with 154 permanent residents, as of January, 2014. There is no possibility for the residents to reach the mainland or other big islands for work, school, shopping or other usual daily activities. A trip to shore takes at least two days.

Anholt is seven miles long and about four miles wide at its widest. One can reach Anholt via a daily ferry that takes about three hours to make the transit. We arrived with *Fleetwood* after a seven hours trip from Grenå. We sailed the 168nm from Kiel to Grenå nonstop. In Grenå we watched the final game of



the soccer world cup on Danish Television while listening to German Radio, which was another highlight for us.

Some 60,000 people visit Anholt each year. During the summer months the restaurants and the summer shops are open, but the chief attraction is nature in the form of clean

water, calm, beauty, and fresh air. And that's probably what makes the island so attractive for us sailors with families. Beside the harbor are fine beaches as far as the eyes can see. We met a lot of friends who were there as well with their children. The children left the boat late in the morning (after a long sleep) and they came back late in the evening, except when they were hungry. "Daddy, we like to come back every year from now on..." My wife Birte and I enjoyed the nature as well while hiking, swimming or cycling.

From the two highest points on the island, Sønderbjerg (48 meters) or Nordbjerg (39 meters), on a clear day one can see mainland Jutland or Sweden.

Anholt has no luxury hotels or resorts but there is a Bed & Breakfast. Visitors can also rent a traditional Danish summerhouse, of which there are about 30. Lastly, there is a campground.

The town is the only inhabited portion of Anholt, apart from the port, and is the venue for all social and cultural activities. Almost all the houses are very old, with much use of timber, some of it from flotsam. The owners of many of the houses have expanded them over time to suit the needs of new generations.



The western part of Anholt is a moraine landscape. The small village is situated in the middle of the landscape whereas the harbor (built 1902) is at the north western tip of the island. The eastern part of the island is known as Ørkenen (the desert). The desert, the largest in Northern Europe, is the result of deforestation. Strictly speaking, the "desert" is not a real desert but a lichen heath, with some 300 to 400 types of lichen.

Great efforts are being taken to preserve the unique scenery and prevent the devastating effects of erosion. In 1995/6 the Danish Heath Society cleared large areas in the south part of Ørkenen of mountain pine.

On Totten, the Eastern tip of the island, there is one of the biggest colonies of seals in Denmark. This part of the island is closed to visitors.





After eleven days relaxing we started on our way back to Kiel. The first 80 miles we sailed with the spinnaker. The next days we sailed from island to island together with friends who we meet on Anholt. We barbecued in the evening since we had only six to eight hour trips each day.

Next year we will be back on Anholt.

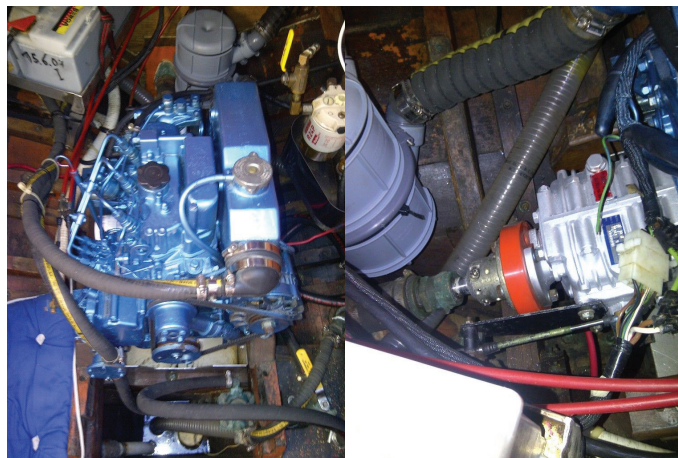
### Highlight Three: An overhauled engine.

During the nonstop trip to Grenå, *Fleetwood's* engine, a Perkins Perama M30, build in 1994, failed completely after two hours running in the evening calm. I expected some problems with the engine during the past two or three years because during and after starting, a light grey, bad smelling smoke occurred for a couple of minutes. Moreover, it had problems starting from time to time after sailing in rough sea. Finally the gear box made unusual noises.

Now, I'm a Naval Architect and not a Mechanical Engineer so I don't have that deep knowledge in such systems. The engine was serviced periodically by a specialist. Nevertheless damage occurred. I removed the engine from the boat the day we came back from vacation, August 5th. It was then

dismantled and surveyed. Two valves were heavy corroded and partly broken. Because of this, the cylinder head was irreparable damaged. The honing of the cylinders was gone due to water influence. Last but not least two of the three piston rods were bent. The reasons for all the damage was that water could flow into the engine. Only the gear box seemed to be OK at that time.

Back on board, we analyzed the situation of the exhaust system with another specialist and found out that the water



lock was installed much too high. After stopping the engine there was only one inch difference between the water level in the exhaust system and the outlet of the engine. This failure was probably made during the installation at the former owner's service yard.

Finally the engine went back into the boat on September 19th. The exhaust system is now modified with an additional water lock, installed sufficient below the level of the engine outlet.

Unfortunately the gear box, that seemed OK in the workshop, continued to make unusual noises when under load. Bad luck! Now I started to investigate this by myself. I found out that the originally gear box, a Hurth MBW50, was limited by the manufacturer to a 20 KW load. The engine output is 22 KW, 10% more than allowed. Unfortunately the gear oil was changed by the first specialist to an unauthorized type that probably led to a temperature problem. We now changed the gear box to the next bigger type. I bought a new one from eBay in Southampton, GB. It arrived three days later. The installation was easy. I only had to move the engine one inch forward. This was possible by drilling new holes for the mounts in the engine bed. The engine bed had enough space forward.

Now the engine starts and runs smoothly as it did only shortly after installation and I'm a lucky owner.

All the best and happy winter work to all Concordia sailors.  
KERSTEN PROPHET

## YANKEE

### No. 37 Liverpool, NY

Now tucked comfortably inside and back on-the-hard for winter, *Yankee* is already looking ahead to next summer and, we hope, finer sailing on Lake Ontario than in 2014.

Nearly all hands on the big Lake would agree: Overall, the sailing season was just not that sweet.

In the wake of a bitter winter came a cold and rainy spring on all the Great Lakes. A late one at that. Eventually, summer finally agreed to warm things up, but only slightly.

#### YANKEE LOGS HER 58TH

*Yankee* and crew made their annual day-long passage from Sodus Point winter quarters east to Henderson Harbor in early June, bitter winds and waves precisely on the nose. Diesel only.

8 Temperature in cockpit only 39 degrees. Miserable day.

Flash forward to the return passage back to Sodus from Henderson early last September. Repeat conditions but worse still. Seas running up to eight feet, gusts hitting 30 knots, again, all on the nose. A rogue graybeard smashed down into the cockpit, soaking all hands and tearing the canvas dodger in half. Crew was stunned and quiet when we finally made it to a sheltering shore halfway there. Later, was loud griping over inaccurate weather forecasts. Such is Lake Ontario.

The in-between months of summer did allow for occasional day sailing, but none of the customary cruising. Weather seemed mostly unsettled and made planning impossible.

Then came those family wedding events (why can't people tie their knots in winter!) we were obliged to attend in far-off states.

Surely, the Sailing Gods will expunge their curse and once again bestow their blessings upon us...in summer 2015.

JAMES M. COSGROVE



*Yankee* at rest at the Henderson Harbor Yacht Club

## WELCOME TO THE FLEET

J. Stephen Weeks of Pocono Lake, PA is the new owner of *Lara*, ex *Harbinger*, No. 48.

The new owner of *Sea Hawk*, no. 101 is Roger Kirby of Brooksville, ME.

Marc Villa has purchased *Feather*, No. 29.

We look forward to seeing you on the water.



## ALLURE

No. 87 South



The above photo of *Allure* was made by our friend Paul Dunn at Pulpit Harbor the morning after some exciting thunderstorms had rolled through, so she was all clean and well-rinsed.

After the ERR, Anne and I had a week of relaxing sailing, mostly around Penobscot Bay, including exploring some corners we hadn't been into before.

Our biggest surprise of the season was bouncing off the top of a six foot spot on a minus tide, when entering our home harbor on the correct side of a channel marker that turned out to have been out of position. The USCG put the buoy back in place the next day, but a good reminder to be ever vigilant about one's location and not putting too much faith in any one aid to navigation.

BEN NILES



*Vital Spark*, Bill Mayher's Concordia 31 at Buckle Harbor, Swan's Island. Photo courtesy Paul Dunn



## SAXON

### No. 14 New Castle, NH

This past June, we sailed *Saxon* from the southern Chesapeake Bay to Portsmouth, NH. In 2008, we sailed from Portsmouth to Annapolis when we were given the privilege of a professorship at the US Naval Academy in the aerospace engineering department. Sailing in the Bay was excellent but we looked forward to returning *Saxon* and ourselves to the clear air and water of the North East.

extremely patient, competent and professional as he expertly answered all my questions and tutored me on the systems. He replaced most of my aging heavy duty electrical cables which had severed within their covered/insulated connections.

With light winds we completed the trip to Portsmouth having used slightly less than three tanks of fuel. 45 gallons. 21 days. 550 nautical miles.



Marcia at the helm approaching New York City, on the left, and encountering heavy weather off the New Jersey shore, on the right

At the start of our trip north, on a mooring in Annapolis, our first stop, we were designated “the prettiest boat in the harbor” by the water taxi captain.

Then down the Delaware Bay, around Cape May, through New York City up the East River, with a GPS speed of 13 knots, to Oyster Bay on Long Island where we were again declared “one of the prettiest” in the harbor, which is significant in Oyster Bay as a successful hedge fund manager has restored and replicated several beautiful sailing yachts hanging on moorings there.

Through Long Island Sound with great wind to Padanaram Harbor. We sailed into the harbor with a total electrical failure (i.e. without engine) and caught a mooring on the first pass! The New Bedford Yacht Club towed us into their dock. I’m glad I had my hand held VHF. The next morning, the great staff at Concordia dispatched Paul Robbins who was

*Saxon* was sailed in these Down East waters for 50 years by Dr. Graham Pope and his wife Alice. Marcia and I hope to retrace many of their adventures. We decided to pull *Saxon* out this October for three weeks to clean her up before putting her back in for the winter. We will winter store her in the water under a Fairclough cover at the Portsmouth Naval Base.

We stripped all the spars to bare wood and applied two coats of Clear Penetrating Epoxy Sealer followed by five coats of varnish. This was an experiment to see how the combination holds up. Topsides, deck and bottom were painted and then we set sail for the Bay of Maine. We hope to sail into November before covering for the winter. Since many boats are being pulled as I write, we may have the water to ourselves.

CRAIG, MARCIA STEIDLE



## PORTUNUS

### No. 75 Boothbay Harbor, ME

Well, it seems like this was the sailing season that wasn't. Due to lots of factors, we didn't launch until mid-July and then had a number of false starts before finally getting *Portunus* down to Boothbay Harbor late in the month. The false starts were due to engine issues, which I will go into later.

On August 4th, I had my hip replaced. Needed but not expected for someone on the south side of 50, but everything went very well and on August 9th, I was back aboard, albeit with an excellent crew who brought the boat to the dock, helped me aboard and did everything while I just drove. Excellent physical and mental therapy! Driving restrictions cramped my style until mid-month, and I came to the realization that I really couldn't manage the dinghy at all, so there would be no hanging out on the boat unless I got someone to bring her in for me, drat!

But, I was on leave from work until Labor Day, so we got out a few times. September brought beautiful sailing days, but we really couldn't find the time to string any together for a little cruise.

#### ...the sailing season that wasn't

The engine troubles started with a leaking water pump on our very reliable Yanmar 3GM. I found that the O ring had been pinched when the yard had "serviced" the water pump at launch. I never did find out why they had to service it and what they did, but once we got that fixed, I felt something just wasn't quite right. We all get to know our boat's "normal" sounds, and to me her engine didn't sound normal. We had a minor overheat due to what we thought was weed fouling. It seemed to clear but the engine still didn't sound right. I passed it off as her exhausts being out of the water due to not being loaded up. We use the engine so little, normally less than 5 minutes at the beginning and end of the sail, that nothing seemed critical.

Finally, after another overheat, Chris (bless his heart) and I systematically went through the cooling system and found that the cooling water exhaust injection port was blocked. We were able to clear it so water is now flowing freely out the exhaust and *Portunus*' engine is burbling away again, sounding very normal. As usual, I learned a tremendous amount, dispelling a little more blissful ignorance. This winter we will pull the exhaust pipe that connects to the manifold and clean it thoroughly, also inspecting manifold and the hose down to the muffler. We also seem to have a battery switch issue; the "to do" list is growing quickly.

So here it is late October; we never filled the water tanks, never brought the books aboard, brought the sheets, blankets

and towels but never used them. We only used the tea pot. Sigh. But we had some glorious sails and hope to eke out a few more before her haul date around Nov. 10th.

Happily, we are storing her closer to home this winter, so I hope to get a jump on some of the work. If anyone knows a good traveling diesel mechanic in the mid-coast Maine area, please let me know. I would like to have someone knowledgeable adjust the valves and go over the engine carefully in conjunction with our normal winterization.

I was tired of fretting over and putting new polish/protector on the stove every year due to the inevitable corrosion that happens when iron meets water. No matter how hard I tried, somehow the stove would get dripped on or doused regularly from the open main skylight. So I asked Cheryl Strohmeier, *Malay*, to gin me up a cover, and this is it!



It pulls over the stove and protects it from the vagaries of weather and looks stylish too. I expect she would make up others in other colors.

PAM PARKER

## MARY ELLEN

### No. 26 Columbia, SC

I've made a lot of progress on *Mary Ellen* since the last newsletter. Before that, however, here is a picture of my completed Bateka with Mary Ellen seated aft. I had not quite finished her by the submission deadline of the last newsletter. I thought she turned out reasonably well.



I have replaced a lot more frames. Since last report, I removed the interior on both sides of the main cabin, the head, and the locker area. I removed all the delaminated sisters and replaced the frames with new laminated oak frames. In addition to being stronger because of the laminating, my replacement frames are about 1/4" wider and 1/4" thicker than the old frames. I feel pretty confident that this will stand the test of time.

I've got all the interior woodwork in the main cabin, head and lockers reinstalled and I just got done removing the interior work in the forward cabin. As you can see from the pictures, (left and center, below) these frames need attention as well although it appears that the sistering in the forward cabin is more recent and the sisters are in pretty good shape.

This may allow me to repair these frames as opposed to replacing them. As I have said earlier, the laminated sisters from the 1950s have all delaminated and, consequently, are not doing the job as intended.

What else? Well, there were several floors under the mast that needed replacement and, while I was at it, I doubled up all floors under the mast that did not require replacement. I also just finished a mast truss-rod system designed by Tuxwell/Loutrell and set the head up with a new platform (right, below) to accommodate a composting head. Concurrent with that, I removed the head intake and discharge thru-hulls.

Whew!

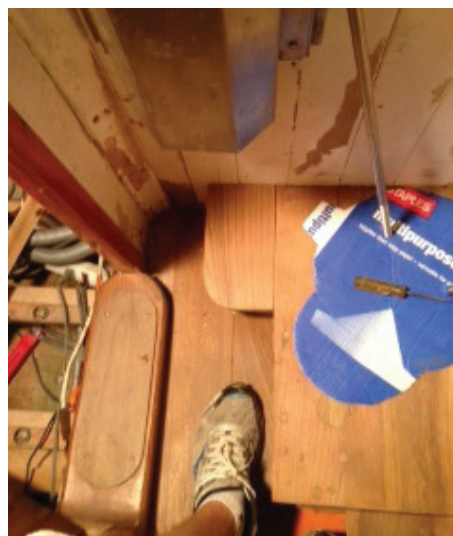
I feel like I may be ready to relaunch next summer. Of course, everything seems to take longer than expected so we will see.

This past Summer I was fortunate to get the chance to sail on *Misty* with Queenie Foster. Queenie and *Misty* do a course for the Woodenboat School. I noticed that they had a last-minute opening in the course and I had a week free at the same time! Queenie is a gracious host, a patient teacher, and just a delight. I guess the very same could be said about *Misty*. She is a gem. Having spent most of her life in fresh water, she has been spared the ravages visited on *Mary Ellen*. I was amazed that all the metalwork appears to be just a few years old. Queenie was very kind to let me poke around everywhere on, comparing her to *Mary Ellen* and making notes and taking pictures.

The Concordias sail every bit as nice as I expected. Better. I was delighted that *Misty* handled crisply and moved smartly. Can't wait to get mine under sail. Loved sailing in the Reach. Maine was delightful. She gave us some rainy days in the middle of the week with light winds but made up for it all on Friday with a fresh breeze and a gloriously sunny day. I can't wait to go back.

If anyone is interested, I did a little video of our Friday sail which can be found at: <https://www.youtube.com/watch?v=Bf9fjyaXLf8>

CHUCK THOMPSON





## SEA HAWK

No. 101 Marblehead, MA



13

I have sold *SEA HAWK* as, after 25 years, it is time to move on. She will be continued to be known as *SEA HAWK*, will be moored in Brooksville, Maine, and the new owner also understands that the boats are caretaked and not owned.

I have many pleasant and emotional memories from the ownership of her and those will continue. Above is a picture of her sailing away with me at the helm.

REGINALD BUTLER

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## SPARE PARTS

I recently got the following message from Fern, who you may remember was part owner with Jeff Boal of *Feather*:

"I found the items below at a tag sale at the Pequot Yacht Club. They are a Concordia berth/back rest and a knotty pine cabinet with shelf. They would have come from one of the Concordias, probably an early one, once associated with the Club though I can't say which one. Do you think they may be

of some value to a Concordia yachtsman or yachtswoman? If not I was going to pitch the berth and make a liquor cabinet of, I imagine, what would have been the liquor cabinet.

I would be happy to reunite the locker and berth (there is only one) with a Concordia yachtsman or woman. I will hold onto them for another few months."

You may contact Fern at:

Fernando J Alva Mirás

• tuckaway •

26 Nordholm Drive

Weston, CT 06883

fjalvam@gmail.com



### PRINCIPIA

#### No. 60 Mattapoisett, MA

After five seasons on the hard, *Principia* was re-launched by Triad Boatworks on a grey day in June and sailed locally on Buzzards Bay out of Mattapoisett, MA for the remainder of the summer. After the longest shake down I've known (four months and counting) we plan to participate in the 2015 Panerai Classic Yacht Series at Marblehead, Nantucket and Newport.

I had Triad install new electronics all around: GPS, VHF, depth, speed, temp, 3D, radar. I'm still learning to use my new toys but I now have all winter.

On another note, here's an update to information submitted in a previous newsletter by Richard Baxendale, *Vintage*, and an inquiry from Doug Cole, ex *Irene*.

Since ABI has gone out of business, an alternative source for replacement lamp half-shades is Lamp & Home Outlet, [www.HoyleLamps.com](http://www.HoyleLamps.com), 704-732-8001. (Linen Half Shade Cream A51021 4x4x4.5). I believe they are also available in

White. Also West Marine has a shade for bulkhead fixtures, Model # 384313, Mfg # 431210.

For those who are interested in interior corduroy cushions, the company on the west coast, mentioned in a previous newsletter, informed me that the fabric has been discontinued.

I found an alternative interior corduroy. The options are "Coniston" (Sage 1534), 5 Wale Corduroy, 100% cotton or for those who want a tighter wale, "3101X" (Sage 1534), 8 Wale Heavy Corduroy, 100% cotton. The 5 wale is closest to the original fabric. The color is a bit more green, but close. I went with the 5 wale and have had a number of positive comments.

This fabric can be ordered through Graham Quinn at Harding Sails in Marion MA. He can also fabricate the cushions, pillows and backdrops if requested. Contact him at: 508-748-0334 or [graham@hardingsails.com](mailto:graham@hardingsails.com). The web page is [www.hardingsails.com](http://www.hardingsails.com).

BRUCE FLENNIKEN



Above: *Principia* well varnished and fully restored by Triad Boatworks.  
Left, top: Possible replacement lamp shade.  
Left, bottom: Five wale cord.



## ...RETURN TO THE WATER

### STREAMER

#### No. 21 South Freeport, ME

*Streamer* is now on her mooring in South Freeport, after three years in the shed in Islesboro. She was recommissioned by Strout's Point in July.

The recommissioning work included some framing crack repairs on both port and starboard quarters, a repair to the forward section of the starboard bilge stringer, some refastening to the underwater body planking and some recalking of her teak decks. A new GPS sensor for the Raymarine plotter/radar was required, and a new Airhead

composting marine toilet was installed. New sails will be arriving from Doyle Buzzards Bay for next spring as her Sobstad sails are now over 40 years old and well overdue for retirement.

I had forgotten how quick *Streamer* is with her bowsprit, and now that her hull has had plenty of time to swell, she is ready for some great fall sailing in Casco Bay.

RUSTY AERTSEN



*Streamer*, with a happy Rusty, enjoying her relaunching.

## CONCORDIA COMPANY

*Javelin* was ready for sailing in mid-July. She spent two weeks in Hyannis Port in August and otherwise has been in Padanaram. She's doing very well. Primarily day-sailed and also used as a demo boat.



Avery MacGregor, 10, and Brodie, above left enjoying lunch and a sail on Javelin as she prances across Buzzards Bay.

16

*Harbinger* has been sold to J. Steven Weeks as *LARA*. Congrats to Steve. Lawrence Warner has been a great sailor and advocate of the class for many years. Hats off to Lawrence.

There are no updates for *Diablo Malay I*, still technically owned by IYRS, sadly is as good as her ballast.

We are about half way into our fall decommissioning process. One highlight of the late summer early fall is that Dick and Lisa Zimmerman's *Safari* was in the shop for a new Yanmar and a few other projects. Dick has kept her in great shape and plans to be sailing again next summer.

Please let us know as soon as you decide about any requests for Concordia parts the winter. We're still using the Team One Newport web site for Concordia Apparel at this point.

Any questions – please be in touch  
smacgregor@concordiaboats.com  
STUART MACGREGOR



## ANNIE T

### Concordia 31 Spruce Head, ME

In deciding on which design for *Annie T*, there were only a few that were considered. The previous boat, an Ohlson 26, was the basis for the choice. The Concordia 31 was the best fit for looks, sea-kindliness, and sea-worthiness. As *Annie T* was to be bright finished, Paul Bryant of Riverside Boat Co. who would be building the boat, said that he would only finish it bright if the boat was double planked. And so the project was started.

The plans were acquired and poured over at great length as they showed both a sloop and a ketch. The sloop rig was chosen and construction commenced. A hole was dug, forms built, lead was melted and poured to form the ballast keel.

A few modifications to the plans were made to accommodate six feet of headroom in the cabin and to eliminate the running backstays. Bronze parts were acquired from the Foundry in Port Townsend, Washington, Bristol Bronze in Rhode Island, Lewmar, and other companies whose names escape me, as well as items hand made by Paul Bryant. The oak came from Connecticut, cedar from Maine, and mahogany imported. Cedar planks to the inside and mahogany on the outside, with bedding compound between, and both screwed into the frames. Double thicknesses of marine ply covered in dynell cloth and epoxy formed the deck and cabin top. A Universal 25 was chosen for the auxiliary turning a fifteen-inch prop. Sails and standing rigging were designed and installed by Doug Pope of Rockland, Maine; dodger and sail cover by Roland McLellan of Trevett, Maine; Name and Hail by J.C.Marsh of Boothbay, Maine. A collaborative effort by many made for a beautifully finished boat.

Launch day was a bluebird of a day in the middle of July, 2014. After speeches and a champagne blessing, *Annie T* went elegantly down the ways and tasted salt water for the first time.

Sea trials proved the design and build were of the highest quality. Bringing *Annie T* back to the boatyard for winter storage under adverse conditions was a pleasure rather than a chore. On the trip back from Spruce Head to Damariscotta seas were six to eight feet from the east and wind from the Northeast at 15 to 20 knots, with our course to the Southwest. *Annie T* kept us dry and comfortable!

Enough can't be said in her behalf.

TONY DALL

Top: Anne Dall, Tony Dall with builders Paul Bryant, Nat Bryant and Joshua Miller. All with grins a mile wide!  
Next: Paul thanking everyone who had a part in the build.  
Then: Tony splashing *Annie T*'s stem with a good Champaign.  
Bottom: *Annie T* ready to go. Almost.



## MAHOGANY

As you may recall from a previous newsletter, I've been wondering about the mahoganies used in our boats and have been trying to pin down just what woods were used where and why. I'm beginning to get an understanding of what was used.

This quest started when I had to replace the rotten gripe on *Golondrina* and discovered that it was oak, as I expected, and as listed on the A&R plans. When I saw the rot, I became deeply worried that the rot might extend into the keel, which I also assumed to be oak, since that's what I've always been told. However, the keel turned out to be some sort of mahogany. It was rot free, hard as a rock, rang like a bell and was a different mahogany from the planking. The deadwood and stern post seemed to be made from the same wood.

Those of us who do all the work on our boats ourselves have at hand the construction drawing that A&R did when they took over the building of the fleet. That drawing has each and every timber labeled as to wood type and dimensions. Every timber, that is, except for the keel and deadwood. Nothing.

18

The woods labeled (in German, of course) are: *Eiche*, oak and the primary structural wood for the frames, floors, stem, gripe; *Larche*, which is a northern European wood similar, sort of, to our Western spruces or pines for the bilge stringer, clamp and shelf; *Oregon*, used for the cabin top, is Douglas Fir.

Then we get to the Mahoganies. The planking is labeled as *Afric. Mahag.* which I can assume, from looking at the planking on *Golondrina*, is Khaya, the true African Mahogany. The deck is *Gaboon*, which is also a central African wood, and marketed as Okoume here in the States. The cabin sides and cockpit are labeled *Tab. Mahagani*, which is Tabasco Mahogany from the Tabasco State of Mexico and is the true Mahogany, commonly called Honduran Mahogany, found from Mexico to central South America. (Mahogany was first harvested from Tabasco, on the Gulf, just west of the Yucatan, in the 18th and 19th Centuries so that's why the name.)

But what Mahogany is the keel and deadwood? It's not the same as the planking which is softer and has a different grain structure.

"African Mahogany" is a slippery wood to pin down. Some sources list five, others six, species of woods that can and are legally marketed as African Mahogany. Then there are

another five to fifteen species that are unscrupulously marketed as African Mahogany. It seems that if it comes from Central Africa, someone will try to sell it as African Mahogany.

But, each species has different characteristics which must be taken into account when using one of these woods in a boat. *Gaboon*, or Okoume, is light, easy to work, straight and clear, but has a low resistance to rot which makes it fine for our decks, provided they are well covered, but not planking. Khaya is also straight, clear and easy to work but has a high resistance to rot so is better for planking. And the true Mahogany, the American one, is also straight, wide, long and clear but without the interlocking grain structure found in almost all the African species. Much nicer for brightwork.

So what's *Golondrina*'s keel and deadwood made of? I'm going out on a limb and say it's Utile, also called Sipo Mahogany, *Entandrophragma utile*. The two most logical choices are Utile/Sipo and Sapele which look somewhat similar and have somewhat similar characteristics. The difference is the ring and pore pattern and *Golondrina*'s deadwood matches that of Utile. Utile also matches a chunk of the deadwood that came off *Fabrile*.

In conversations and emails with Kersten Prophet, *Fleetwood*, who helped with the translations, he indicated that during the period when our boats were being built there were at least two large wood importers in Hamburg. We know that A&R kept a large wood lot and that they purchased their stock in log form, then resawed it as needed. My guess, and it's purely conjecture on my part, is that when the crew needed structural wood, they asked for Utile, when they needed planking, they got Khaya and for trim they picked the Tabasco Mahogany.

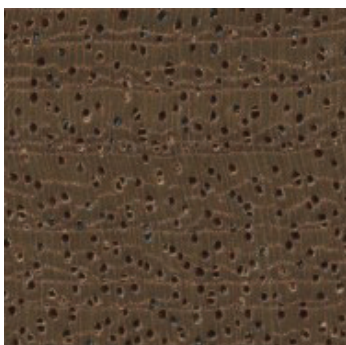
Thanks also to Stephen Phinney at Boulter Plywood Corp. in Somerville, MA, who discussed these mahoganies and showing me fresh examples of each.

Do your own research in *WoodenBoat* magazine. Issues 203:102 and 204:99 have two articles about Mahogany by Richard Jagels. Earlier, in issue 55:120 he gets into Mahogany identification. Also check out the Wood Database at: <[www.wood-database.com](http://www.wood-database.com)> The images below are from their site.

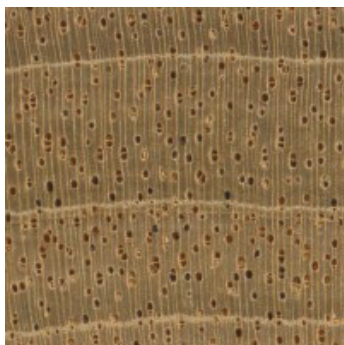
But. I'm not a pro and this is just conjecture on my part so don't go quoting me.



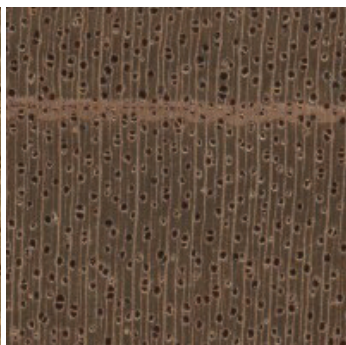
Sapele  
*Entandrophragma cylindricum*



Utile  
*Entandrophragma utile*



Honduran  
*Swietenia macrophylla*



Khaya  
*Khaya anthotheca*



## LED REPLACEMENT BULBS

I first noticed LED lighting on *Ocean Planet* when I was helping Bruce Schwab get it ready for the Vendé Globe Race in 2004. The lamps were always on, 24/7, yet Bruce never seemed to charge the batteries, so I gathered that something was special about his lighting system.

Later, I became more aware of new marine fixtures with LED bulbs so I wondered if there were replacement bulbs for the traditional fixtures in our boats. Until very recently, the answer was no. One had to replace the fixtures, which I certainly was not about to do, or stay with incandescent bulbs which at times caused a rapid drain on my house batteries. Even the more modern masthead tricolor I installed for offshore sailing did not have a bulb replacement.

Now all that has changed. Those of us who have traditional boats and do not want to replace the beautiful bronze navigation fixtures or the cabin lamps that take a medium base bulb have the chance to eliminate the incandescent bulbs and replace them with LEDs.

One of the issues with early LED lights was that the color temperature was not that well regulated due to the early manufacturing process so the interior lighting often was way too cold. LED bulbs could not be placed in nav lights because the bulbs would drastically change the red and green color output shifting them to a magenta and blue. Not legal. All that has changed in the last few years.

However, one needs to do a bit more research before heading off to the nearest marine store and buying a few LED lamps. One source of information is the Dr. LED web site <<http://www.doctorled.com/>> which presents a raft load of replacement lamps for almost any and all traditional 12 and 24 volt marine fittings. Go to: <http://doctorled.com/crossref.htm> and/or [http://doctorled.com/pdf/bulb\\_selection\\_guide.pdf](http://doctorled.com/pdf/bulb_selection_guide.pdf) with your old bulb in hand to determine which of their replacements will fit your fixture.

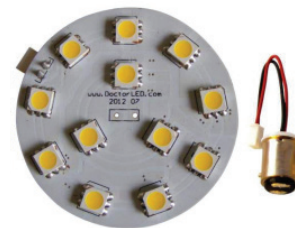
What is needed specifically for our boats? Most of us have the Perko or Wilcox-Crittenden bronze tear-drop nav lights on the house side or pulpit, or both. Those 12 volt, 15 candle power incandescent bulbs, currently number 1004, can be swapped for Dr. LED bulbs, upper right. You have to match the bulb color to the lens color, but that's not too hard to do. The 9000517 Red HEX GE90 Star is for the port lights and the 9000524 Green HEX GE90 Star is for the starboard light. The original Perko or W-C steaming, stern and anchor lights also originally called for the 1004 bulb which can now take the 9000425 Hex GE90 Star for the white lights.

I installed an Aqua Signal Series 40 masthead tricolor for offshore sailing which Dr. LED has a replacement: PN:8001450, right. If you have an all around white light,



like an Aqua Signal anchor light, you need their PN:8001757 for the clear lens. Other more contemporary nav lights have direct replacement LED bulbs also. But, check the chart to match the proper LED bulb with the right fixture so your swap is USCG legal.

Below decks, the classic brass dome light most of us have has an LED plug-in replacement both in white, 12v 9000159, and red/white, 12v 9000333, for chart work at night. Right



And finally, our beautiful cabin fixtures that call for the medium base Edison bulb now also have LED replacements which are the Dr. LED 8001818 12/24V Edison 3X SideKick which is perfectly sized to take the clip-on shades we've all been hunting for, right. The also have a 8001801 12/24V Edison 3X LED which is designed to spread the light up rather than all around and may take the shade.



Another important consideration is to make sure the polarity of your fixture is correct. LEDs will not emit light if the polarity is wrong. That's an easy check with a polarity tester. However, the Dr. LED bulbs are not dependent on the polarity so can be installed in any direction.

I'm not advocating for the Dr. LED line. But, Jimmy, their customer service rep was more than helpful walking me through this maze of new choices while answering reams of questions. There are other manufacturers out there. Check them all out. Since this is new to all of us, I would strongly advise directing your questions to the manufacturer rather than to the fellow at your local marine store. I know my marine store, as great as it is, is about a year behind the times when it comes to LED replacement bulbs.

These bulbs are not cheap compared to their incandescent originals but one should consider the difference in power draw with an incandescent vs. an LED, 1/3 to 1/30th less, and how much more time will be spent charging batteries after an evening in the cabin reading trashy novels under the light of an incandescent bulb while waiting out the bad weather. I've awakened too many times the next morning with my house bank hovering around 10 volts which meant hours of diesel running to bring the bank back up. My gut sense is that I'd rather pay on the front end, with a more expensive bulb, than on the back end with more fuel consumption and the wear and tear on a diesel that is running hours not under load. Charging batteries is the hardest on our engines.

What am I going to do? I plan on getting one of the Edison medium based LED bulbs as a test, replace the Perko and Aqua Signal bulbs with LEDs and install the LED guts in one of the three dome lights, the one I use for chart work at night. I'll give you a full report in a year.

# the Concordian

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*Hero, sailing in the Baltic Sea. Read about her adventures, as well as Fleetwood's, also in the Baltic Sea*