

THE CONCORDIAN

A NEWSLETTER FOR LOVERS OF CONCORDIA YACHTS
FALL 2015, NUMBER 59



NOTES

First, sorry for the delay in getting this out. I had minor surgery on my right hand (nothing serious and all is well) which made typing and using a mouse a bit difficult. I delayed the operation until after *Golondrina* was out of the water, never thinking that I then had to get the newsletter to you. I was not operating toward determine the sound of one hand clapping, as I usually do when I get this together, but rather the silence of one hand (not) typing.

Next, I found it encouraging that so many of our boats have been relaunched after some serious and careful rehabs or are soon to be. It seem that the fleet is being well taken care of which should reassure us all. Read on, and I'm told more reports will be coming in the spring issue.

Also, a number of the fleet have changed hands so we have some new members of the club. The new owners are listed elsewhere in this issue.

As you will discover as you continue reading, the Ray Hunt biography, *A Genius at His Trade: C Raymond Hunt and His Remarkable Boats* by Stan Grayson is out. The book signing at the New Bedford Whaling Museum was well attended and what I found heartening was that over 17 past or current owners of the fleet are listed as subscribers to the combined book and model acquisition project. That's about 30% of the subscribers to the NBWM's fundraising drive. Great job. Thanks to all.

Finally, *Golondrina* is on the market. As you know, I do all the work, structural and cosmetic, on her myself and my aging body just can not take it any more so it's time to pass her on to her next caregivers.

Some data that I discovered in the process of putting *Golondrina* on the market was the relationship between the quality of a Concordia, her time on the market and the selling price. In general, and keep in mind these are broad generalities gathered from over a dozen boats that have sold in the past few years, a Concordia in good condition is on the market for six to 12 months and yields 80 to 90 percent of her asking price. A Concordia not in top shape is on the market for a year and a half to as long as seven years and gets 50 to 80 percent of her asking price.

This also means that as soon as *Golondrina* sells, we, you, need a new editor. Start looking.

JOHN EIDE

ON THE COVER

For those of us who do the Eggemoggin Reach Regatta year after year we have gotten used to being beaten year after year by *That Damned Blue Boat* affectionately known as *Kristin*. She's a fast, well crewed, one-of-a-kind Ohlsen 37 owned by Jim Payne, one of the best and most respected sailors in Maine. But Jim has a problem. He does not like being beaten by a Concordia. Any Concordia.

However, thanks to Alison Langley's timely photograph, on the cover, here's proof that *TDBB*, aka *Kristin*, can be beaten by a Concordia and that she was beaten this year by *Golondrina*. We led *Kristin* from the start. Both days. However, we did not win our class this year. That was done in Friday's race from Camden to Brooklin by Ben and Anne Niles on *Allure*. Glad we could show you the wind hole to avoid and where to sail around it, Ben. Good job. On Saturday, *Golondrina* took second in Classic B behind George Gans' *Snow Falcon*.

Jim forwarded Alison's photograph to his spinnaker trimmer with the question "What's wrong with this photo?" expecting to get as an answer that the tack and clew aren't at the same height, that the pole is too far forward and the 'chute it needs to be sheeted in. Instead, he got "*Golondrina*'s ahead of us." Jim hinted that he might be looking for a new spinnaker trimmer.

Since 2015 was *Golondrina*'s last Eggemoggin Reach Regatta campaign, Katharine, my ace spinnaker trimmer, might be available, Jim.



We are lucky here in the north east to have two exceptional nautical photographers, Alison Langley and Ben Mendlowitz, who both have a passion for Concordias. Alison has been making photographs since she was seven, studied film at NYU for a year before transferring to the Rhode Island School of Design where she majored in photography.

She then moved to Australia where she crewed as the cook for many years on charter vessels. She continuing to photograph and publish stories while cruising around the world before returning to the States to run Stock Newport, a marine stock photo agency, representing about 40 marine photographers from around the world. She honed her black and white work, created a line of note cards and posters while working at Stock Newport.

When the entire stock photography model changed, she decided to start her own business, Alison Langley Photography, now located in Camden, Maine. Her love is classic wooden sailing vessels but she has also done motor vessels and boats made from that other stuff. Recent jobs have taken her all over Maine, New England, to the English Channel, Antigua and other exotic spots.

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

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



Golondrina duking it out with two larger boats during the Camden to Brooklin Feeder race. Note how well Katharine has the tack and clew even, the pole parallel to and in line with the boom. What you don't see is the ever so slight curl she keeps in the luff. This and the cover photo © Alison Langley

One of her specialties is documenting the building or the restoration of vessels, large and small, for either the boat yard or the owner which often result in a limited edition book. She focuses on the form of the boat as well as the transitions that occur as the build progresses. She also pays tribute to the shipwrights creating strong portraits of them at work making our boats so beautiful.

A few years ago, Alison reclaimed her film roots when she started making videos for the owner's record of a build or as promotional pieces for boat yards.

Alison has a strong eye for both form and action, whether

it's the curve of a sail against the line of the sheer or a bow digging into a Caribbean roller. The sensuality of the best of her work often triggers in me the experience of having been in a similar situation.

Check out her work at: <http://www.langleypphoto.com/> for her site, then you can go to: <http://estore.langleypphoto.com/err2015> for images from this summer's racing. Keep digging for photos from the 75th Reunion races in Castine, Camden and Brooklin or other products. You might find a great photo of your boat.

JOHN EIDE



Left, Alison signing prints. Right, on her chase boat photographing the gaffers and schooners at the 2015 ERR. Right photo by Cheryl St. Onge.



We all know his wonderful photographs, books and calendars of wooden boats but rarely do most of us get to see Ben Mendlowitz hard at work. I happened to be standing next to him at the re-launch of *Winnie of Bourne* so I had to turn my camera on him.



Benjamin Mendlowitz grew up in New York City but spent his summers on the Jersey shore where he fell in love with classic boats. After college at Brandeis, Ben focused his photo

career on wooden boats when he moved to Maine around 1980. Since then his work has appeared in almost every nautical publication around the world, especially *WoodenBoat Magazine*. NOAH Publications, his business, produces yearly the very popular *Calendar of Wooden Boats* (the 2016 issue is now out) as well as a line of greeting cards. His photos are in over a dozen books, in particular the now classic *Wood, Water & Light*, 180 photographs by Ben, with a text by the late Joel White. He has exhibited his work from Searsport, Maine to Sarnico, Italy.

Ben's work, for me, is often more about color and atmosphere than it is about the boats. He has an uncanny eye for capturing the exact time of day when the temperature of the light perfectly enhances the form of the boat. So often in his work the atmosphere has a weight that becomes as tangible as the boat itself.

Ben has a large file of images of Concordias so contact him at www.woodenboatscalendar.com to see if he has one of his epic images of your boat.

JOHN EIDE



IT'S AVAILABLE

Update on the publication of *A Genius at His Trade: C Raymond Hunt and His Remarkable Boats* by Stan Grayson.

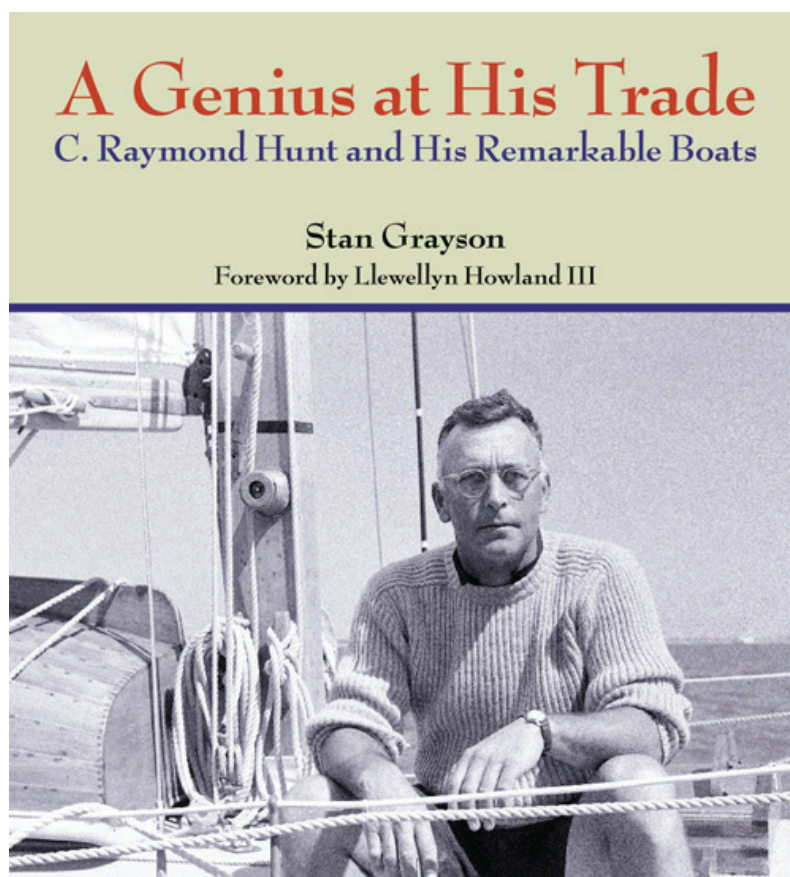
The New Bedford Whaling Museum extends its heartfelt appreciation to Concordia owners and enthusiasts who supported the publication of *A Genius at His Trade* and the acquisition of the world's largest model of a Concordia yawl by artist Tom Borges for the Museum's permanent collection. Thanks to your efforts, the Museum exceeded its fundraising goal for these projects.

The Museum launched the book and accepted the model into the collection at a special event on October 22. The Trustees invite you to visit the Museum and to see the model, which is on long-term view in the Museum's Cook Memorial Theater.

To purchase your copy of the book, contact the White Whale Gift Store at (508) 997-0046 ext. 127 or visit store.whalingmuseum.org. The trade edition is \$49.95 and a special slip-cover version is \$250.00. Thank you all for your support!

SARAH BUDLONG

Director of Development, NBWM



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BILGE GREMLINS?

Yes. I know. I saw it immediately. You didn't have to tell me.

It was on the initial copy sent to the printer for the first proof, it was on the corrected InDesign file when I converted that to a pdf to send to the printer but it sure wasn't there when I got the issues from the printer. A Gremlin Invasion, I guess.

So here it is. I hope.

But, far more important, the New Bedford Whaling Museum has in its archives the complete collection of Norman Fortier's photographs. To view his work, go to:

<<http://www.whalingmuseum.org/explore/collections/database/search-photographs>>

and type in Norman Fortier. You will then have the pleasure of scrolling through more than 1600 of his images from the Buzzards Bay area. Perhaps your boat is among the many.

At the book signing, the NBWM had a number of Fortier's images digitally printed and matted and offered for \$100. Contact them (see above) to purchase one of his great photographs of your boat.

JOHN EIDE



Java on her mooring. Photo: Norman Fortier.

WINNIE OF BOURNE

No. 11 Darien, CT

The last report told the story of the accident and subsequent sinking of *Winnie of Bourne* during the New York Yacht Club cruise last August 2014. Here is the story of her rebuild and 2015 resurrection.

Winnie was trucked up to Rockport Marine, in Maine, arriving on January 6, 2015 where the crew set to work immediately, taking apart most of her interior and continuing the excavation of Nantucket sand. Over the following four months, the crew at Rockport Marine, ably led by 23 year veteran employee Glenn Pease as project manager, systematically undertook a thorough and expert repair of all the damage caused by the accident and subsequent sinking in Nantucket on August 8, 2014. (See issue 58 for a full report.)

The scope of the repair encompassed five new frames, new deck beams, new scarfed shear clamp, covering board, decking, and toe rail, as well as new and scarfed planking in the area of the hole on the starboard bow section. In addition to the structural work, there were some interior furnishings rebuilt and most of the interior brightwork refinished. The majority of the exterior brightwork was stripped and refinished and the deck was re-painted with gray Awlgrip. The engine, associated hoses and wiring were replaced with a new Yanmar 3YM30AE. The boat was completely rewired to current ABYC standards and the meticulous standards of Ed Hurlburt of Rockport Marine.

All plumbing was replaced while the access was opened up throughout the boat. All electronics, electrical equipment,

pumps, windlass, stove, lighting, etc. are all new. All the lighting was replaced with LED and has made a big difference in energy consumption – and the quality is great!). All deck hardware was rebuilt and the bow pulpit was replaced with a new fabrication of red brass. All work was done on schedule and within budget. Rockport Marine was a delight to work with, highly skilled and professional with great attention to making sure all my concerns were properly addressed. Glenn Pease was a standout project manager assuring a smooth and efficient program. Jeff Gonsalves visited the boat almost once every two weeks as my representative to check in and be present to help problem solve and answer any questions.

The boat was launched to swell a bit in early May, then out for final painting and varnish in time for an official launch party on the 4th of June. It was a lovely afternoon with many friends from the area as well as Concordia owners (and our crew from that fateful day) Juan Corradi and Christina Spellman, *Westray*, who drove up from Newport for the event.

A full summer of sailing was enjoyed by Cynthia and myself including a shakedown sail with friend Edward Howland to Dix Island, followed by an early July cruise to Somes Sound, the Eggemoggin feeder series and reach regatta and a post labor day cruise to the Barred Islands and Seal Bay on Vinalhaven. *Winnie* is back, just as stunning as ever and a dream to sail!

J. ARVID KLEIN



On the left, Ben Mendlowitz photographs Cynthia Cummings and Arvid Klein aboard the newly rebuilt *Winnie of Bourne* in early June, 2015.

On the right and from the left, Taylor Allen, owner, Rockport Marine, Cynthia, Arvid, Jeff Gonsalves, Glenn Pease, project manager for Rockport Marine, Juan Corradi and Christina Spellman, *Westray*. Arvid, Jeff, Juan and Christina were on board *Winnie* when she was hit. Photos: John Eide



©Benjamin Mendlowitz

Winnie of Bourne newly restored and back in all her glory racing in the 2015 Camden feeder race. Photo: by Benjamin Mendlowitz.

LARA

No. 48 Oxford, MD

It was the longest winter in all my 77 years, stretching agonizingly through the dying days of summer and into the fall, but *Lara* is at last tugging at her mooring in Belfast Harbor, a year-long refit and a series of successful sea trials behind her, awaiting the start of her master's Great Adventure.

Lara is the 39-foot Concordia yawl, formerly *Harbinger*, I acquired from Larry Warner a little over a year ago in Marion, MA. She was diagnosed with iron sickness, not uncommon in these fine sailboats, and so was rudely hauled from the waters of Sippican Harbor, placed on a tractor-trailer and hauled overland the 257 miles to John Flanzer's yard, Traditional Boat, LLC, in Unity, Maine, for treatment.



John Flanzer, left, and Steve Weeks just after *Lara's* launch

There, she got the royal treatment, indeed, from all-new Aquamet 22 keel bolts right up to her new 360-degree LED masthead light. In between, there were all-new white oak floor timbers, sister frames and frame ends, a half-dozen or more new African mahogany bottom planks, a new rudder and countless new bronze fastenings.

But that was just the beginning: *Lara* got all-new plumbing and wiring, including LED lighting throughout, and all-new electronics tied together with a Raymarine a97 MFD in a unique cockpit instrument array John designed for her. Her living quarters were completely overhauled, with special emphasis on her galley and head. Last-minute upgrades included all-new 316 stainless-steel standing rigging and a new three-blade feathering propeller installed with a shaft razor.

And finally, in the afternoon on August 20, it all came together at the municipal landing in Belfast, ME. The tractor-trailer that brought *Lara* the 20-odd miles from John's yard in Unity backed down a ramp and eased her into the water, just as if she was a Boston Whaler. Where's the Travelift, I wondered, unaccustomed to the way these things are done in Maine.

Such events apparently do not pass unnoticed in Belfast, where such a magnificent vessel is still very much admired. It seemed as if half the town had heard of *Lara's* arrival and had

turned out to witness her launch.

I have plotted for some time to live aboard *Lara* and singlehand her down the coast, over to the Bahamas and on to the Caribbean as a prelude to sailing her westward through the Panama Canal, into the Pacific and, eventually, to Tahiti. It's a projected four- to six-year odyssey I have taken to calling The Great Adventure.

While rigging, visitors include Tad Lippoth, owner of the fire-ravaged *Abaco*, and his dad, Don. The senior Lippoth, who had been the owner of two Concordias and is now helping his son restore *Abaco*, and I had a lengthy conversation while Tad spoke with John Flanzer. Tad has gotten some things from *Lara* to help with his re-build. His father so reminds me of the actor Sean Connery.

With her masts stepped and her new rigging in place, John, Ed Zysk, also from Traditional Boat, and I bent on sails, with help from some very friendly neighbors visiting Belfast on their boat from Deltaville, VA, and soon we were out on Penobscot Bay for the first of *Lara's* sea trials. A freshening onshore breeze made for a splendid afternoon of sailing and she didn't disappoint, quickly reaching 7.5 knots close-hauled. She was truly a joy to command.

Several more forays onto the bay under sail, one with my son, Geoff, who had driven up from Plymouth, MA, joining John, Ed and I for the occasion, and one under power with Scott Bowman from Hamilton Marine to calibrate our new autopilot, and she was pretty much ready to go, leaving one last afternoon of sailing before I had to return to my home in Pennsylvania to tend to affairs there.

This outing, to Castine and back to Belfast, was the icing on the cake. With John and his wife Dawn acting as more than capable crew, we spent a glorious afternoon on these wonderful sailing waters, reaching 7.6 knots (and maintaining



over 7 knots for a 45-minute stretch on the return leg to Belfast Harbor) under main, mizzen and 140% Genoa. You just had to love how this great yawl handled.

We returned to the harbor around five, somewhat artfully picked up John's mooring, and bid *Lara* a sad farewell for this trip. A rewarding dinner at the Dockside Family Restaurant on Main Street, sprinkled liberally with conversation about our awesome day of sailing, was the perfect finishing touch.

But these trials also have brought home a lesson: A

thoroughbred like *Lara* is going to require a younger man than I to singlehand. Maybe I could have done it 30 years ago, but to do so now would be, perhaps, not such a wise decision.



A happy Steve on *Lara's* first test sail

A bit of a blow for the ego maybe, but, in the name of prudence, “The Great Adventure” has been modified. A number of people, including John Flanzer and Stuart MacGregor (at the Concordia Company) helped me find a crewmate. Not necessarily the kindred spirit I had sought to join me in this sailing odyssey, but a solid, experienced hand to get me started in the right direction.

And so it begins. It is mid-October, late in the New England sailing season, and we sail from Belfast in just a few days, bound for Norfolk, VA, and Mile 0 of the ICW. From there, starting this winter or in early spring, The Great Adventure takes us down to Florida, across the Gulf Stream to the Bahamas, down to Turks and Caicos, the Dominican Republic, Puerto Rico and the U.S. Virgin Islands. Then it’s on to the Leeward and Windward Islands down to Trinidad and Tobago and westward to the Netherlands Antilles. It is a path many have traveled before, but it will be an adventure, indeed, for me.

And it is here that everything changes. Or maybe it was simply that I ever even considered doing it singlehanded.

From Aruba, I hope to work my way westward across the Caribbean to Colombia, the Panama Canal and into the Pacific, with voyages north (to Costa Rica) and south (to the Galapagos) before setting my sights for the Society Islands of the South Pacific. It sounds a bit frantic when it is condensed into just a paragraph or two, but I will be certain to take plenty of time to “smell the roses.” All in all, I estimate this odyssey will consume some four to six years.

That’s the plan, anyway. I know *Lara*, perhaps the “newest” Concordia in the fleet, thanks to John Flanzer’s meticulous rebuild, has it in her. And I may have already found that elusive kindred spirit. A lovely Russian girl who lives in Brazil has been corresponding with me and plans to join me in the Windward Islands. Talk about Great Adventures!

STEVE WEEKS

CORIOLIS

No. 82 Seattle, WA

After a very active 2014 season with cruising in Desolation Sound, our 2015 summer was comparatively quiet. *Coriolis* headed to her summer mooring on West Sound in May, making a terrific passage from Shilhole Bay to Orcas in less than eight hours, a distance of 64 NM with an average speed of greater than 8.1 knots. A favorable tide is a very welcome cruising companion!

We held a Pacific Northwest Concordia Rendezvous at Otterbank on July 18th and it was a small but delightful group. Changes in the fleet over the past few years have brought new owners for *Kodama*, *Irene*, *Sumatra* and *Vintage*. *Kodama's* former owners, Stewart and Denny McDougall, joined us along with her new keepers

Gale and Michael Gropp who showed us all the thoughtful changes they have made under their ownership. Doug and Margie Cole brought their lovely Morris Cruising 36 cutter *Morning Light*, and while they profess to be nostalgic about the coziness and beauty of their perfect Concordia *Irene*, now a resident of San Francisco Bay, they reveled in the admiration of the fleet for the conveniences and soundness of their modern

yacht. A match race between *Coriolis* and *Kodama* was held with crews comprised of all in attendance including sailing neighbors from West Sound. The Pacific Northwest Concordia Trophy with its beautiful half-hull by Stewart McDougall was contested for with vigor and good fun.

Our daughter’s wedding on the east coast in August and a torn rotator cuff limited our season but we did take a leisurely week in Canada’s Gulf Islands with returns to favorite anchorages. After a summer so hot that we thought the earth had stopped tilting on its axis, we have returned to normal cooler days and the inches of rain we are used to. It feels right.

We completed what they call “a haircut and a shave,” bottom paint and a coat of topsides varnish, at Jespersion’s Boat Yard in Sidney, B.C. A re-newed gold cove stripe with star and moon came earlier in the summer and we now head south for wintering in Portage Bay.

We were reminded of the special friendships made for us by our yawl with a visit from Ben and Anne Niles of *Allure* just last week. We have known one another for over three decades watching our children arrive and grow up. We met because of the Concordia Yawls we both still own.

DOUGLAS ADKINS



Photo, Doug Cole

MARY ELLEN

No. 26 Columbia, SC

Did I say August 2015 launch? Well, um, nevermind. I could have gotten her splashed in September by leaving some work for later but decided it was so late in the season that it made more sense to wait. By launching in the Spring, I can get all the varnish and paintwork done and a few other non-critical tasks out of the way. Once she is launched, she will be two hours away in Charleston. At least until we get our farm in the midstate sold and move to the coast. At the last newsletter, I had just finished all the frame replacements and planking repairs. Since then, I've recaulked the hull, faired and painted it, reinstalled the interior woodwork, varnished and painted all the brightwork (not quite done with this) and reinstalled the engine.



Recaulking was a big job. I removed all the old cotton and reefed out the seams to create a caulking bevel. I still have plenty of the old tight-seamed planks. I decided to create a caulking bevel in all of these. I was fortunate enough to find an experienced caulker in Charleston. He worked on the West Coast but came to Charleston to build furniture and high-end cabinetry. A friend on the woodenboat forum noticed my pleas for help and put me in touch with the caulker. He came up for a day and showed me the ropes and I finished the rest of the job by myself over the next few weeks. Then I put seam compound over the caulk and primed the planks with red lead. I used Interlux seam compound and loaded it in caulking tubes. The caulking tubes worked great. Much faster than using a putty knife.

I also installed a composting toilet. I got uniformly favorable recommendations for this and I am hoping this system will eliminate the typical sailboat whiff of head stink. The system requires constant venting and I had to decide how to vent it out. One idea was to route a hose all the way back to the vent box behind the mizzen. I couldn't figure out a good way to route a hose through the cabin so I decided to make a dorade and mushroom vent above the head.

So the hull is faired and painted. I got a sign painter to put the name and hale on the stern. The stemhead needed a dutchman repair and I let a lot of CPES soak into the endgrain while I had the stemhead plate and the pulpit off.

I removed what was left of the old original wiring. Most had been replaced but there were, scarily, a few original wires still in service. One was corroded down to bare wire for several inches. Yikes! I added a small 3-breaker panel for AC power and put a couple of outlets in for shore use. I also added a pretty big house batter under the cockpit and AC and DC charger/conditioners.

The original Graymarine was overhauled by Van Ness Engineering and finally arrived after a lengthy absence. As of press time, I have it properly aligned and almost installed.

I added something I bet no other Concordia has—an air conditioner. Charleston, as you can imagine, is brutally hot for much of the year. The boat would be unbearable at the dock and I plan to use it as my Charleston law office and outpost for our Charleston recreation. This would not be possible without AC. I had to sacrifice the first locker just forward of the starboard main cabin birth. The unit is a Webasto 9000 and

it barely fits in the space. In fact, it really didn't. I had to move one wall of the locker forward an inch.

So what's left? A little bit more varnish and paint work. Well, maybe more than a little. Rebuild the engine box. I plan to make some kind of sun shade for the deck. Did I mention the brutal sun in Charleston? My plan at the moment is to use some kind of open-weave product so it will have less wind resistance.

If anyone wants to check my progress, you can always drop in on my "blog" at www.forum.woodenboat.com. Look for "Concordia Yawl 26 Restoration." And if your near Charleston, please visit with us.

CHARLES THOMPSON



At your editor's invitation, I'm writing to tell you about my experience taking the ladies-only beginning sailing course at the WoodenBoat School this summer. But first, I'll give you some background. My name is Mary Ellen Thompson, I'm married to Chuck and we own the Concordia *Mary Ellen*. I was flattered by Chuck's surprise in naming the boat for me even though I knew that it was, in part, a strategy to get my buy-in on the whole enterprise.

Chuck is a lifelong sailor but I had pretty much no sailing experience whatsoever. Chuck figured out he needed to get my feet in the water (bad pun I know) so he signed me up for the Elements of Sailing for Women at WoodenBoat in Brooklin,

Maine. He didn't really ask before doing this and I did not really care for the idea, to put it mildly. I envisioned being hopelessly intimidated and outclassed by the other students and the instructors. I was not buying Chuck's yarns about seeing the class in action when he was up there the year before and noting how much fun they seemed to be having. "Scared" is not an overstatement of how I felt. I had to admit, however, that Chuck's judgment on this one was correct. (Chuck made me put that sentence in). Jane Ahlfield and Annie Nixon were wonderful, kind, and forgiving instructors. The other ladies were fabulous. They put up with my lack of knowledge and ability and even took up my mangling of sailing terms. For example, "Gybe Ho" became "Tally-Ho" for me and my boat.

Jane and Annie were great teachers and the course is well-organized and effective. I was surprised at the number of more experienced sailors in the class including another female half of a Concordia couple. I was the only beginner sailor



Mary Ellen, left, at the helm.

who had never been on a sailboat before. Fortunately, the class is structured to be flexible enough for everyone to gain from it regardless of experience. Despite being the most inexperienced student in the class, I did not feel intimidated by the others thank to their very gracious manners. I learned so much and by the end of the week I was captaining one of the Haven 12 1/2s. The amount of patience Jane and Annie had with me was amazing.

They were always able to calm my nerves before we set sail. I still have a lot to learn. In particular, having a sense of the wind direction is a real challenge. However, I think I'm off to a great start. Learning in a small boat is probably a lot more effective than trying to learn on the Concordia. You can really get a sense of cause and effect because things happen so quickly.

My favorite part of the week was the camaraderie. I loved those women. At the end of the week I was like a teary-eyed summer camper leaving her new best friends. The teamwork, encouragement for one another and laughter were abundant. I did enjoy this experience so much more than expected and I have to reluctantly admit my husband was right. This was the best class I could have taken to introduce me to the art of sailing.

I still have a lot to learn I am sure but I feel I'm off to a good start and look forward to our sailing adventures on the *Mary Ellen*.

MARY ELLEN THOMPSON

VINTAGE

No. 51 Deer Harbor, WA

The following letter was forwarded to me.

Subject: *Vintage* sold

Hi Cole and Adkins:

We sold *Vintage* to Norman and Robin Coates who live in Deer Harbor just around from West Sound. She will be kept permanently at his pier in front of his home. He says he will continue to use Haven Boatworks for periodic maintenance, paint, varnish etc. which is good. *Vintage* should be up there by this weekend. He grew up on the east coast and loved Concordias even as a youngster. So I imagine this is fulfilling a dream to some degree.

You might want to send him an invitation to the get together but I would emphasise that he could just bring *Vintage* over and meet everyone and not need to race since I'm pretty sure he would not be up to it at this time. His email address is norman@coatesvineyards.com

On a related matter, I would like to return the Trophy to the Admiral of the Northwest Concordia fleet from future disposition as he sees fit. So, Doug Adkins, when you are next in town, please let me know and I can bring it to you.

Eleanore and I have thoroughly enjoyed the Concordia connection from looking for one, getting to know all of you, to having Haven restore *Vintage* etc. etc.

Have a wonderful rendezvous and summer.

RICHARD BAXENDALE

WELCOME TO THE FLEET

Java, No. 1, Josef Schengili, Monaco

Kodama, No. 46, Michael and Gale Gropp, Bellingham, WA

Vintage, No. 51, Norman and Robin Coates, Orleans, CA

Dolce, No. 53, Sail Martha's Vinyard, Vinyard Haven, MA

Sumatra, No. 76, Thorpe Leeson

Malay, No. 77, Bill and Sandy Thomas, Bremen, ME

Irene, No. 103, Bert and Sisi Damner, Sausalito, CA

ENCORE

No. 103 Sausalito, CA

We have been the proud owners of *Encore* (previously known and loved as *Irene*) for almost three years. She resides, as we do in Sausalito, California, within walking as well as sailing distance from our home in the hills. When we moved back to Sausalito eight years ago, I began a process of yearning to return to sailing. My love for sailing began when I was a small child on San Francisco Bay, and now as a man of many years, I itched to return to the Bay.

The story of my love for Concordia's really began approximately five years earlier, when I happened to speak with Dick Taylor, who owns *Snowy Owl*. We were having a drink after a round of golf, when Dick shared with me his passion for *Snowy Owl*. As with so many serendipitous events in my life, another friend from Seattle owned a well-known Concordia. Doug Adkins owns *Coriolis*, the beautiful boat he restored after she burned in a fire in the harbor of Seattle Yacht Club. I had followed her restoration through *WoodenBoat Magazine*, as well as through another mutual sailing friend.

12 Doug has always been an enthusiastic Concordia owner. Of course, he lives in some of the most beautiful waters in the world to cruise. We know that first hand, as we spent many summers sailing those waters.

My search for a Concordia of my own began at that time, and I made a new friend: Brodie McGregor of Concordia Yachts Sales. Through Brodie I learned of the Concordia's that were available on the East Coast, as well as how I would ship a boat to the West Coast. Through Doug Atkins I heard that *Kodoma* was for sale in the Northwest. I decided *Kodoma* was not the boat for us, but from her owner there was mention of a man who lived in Bellingham, Washington who had a beautiful Concordia named *Irene*, and he "just might be interested in selling her." The chase was on, and I was in pursuit.

When we first met Doug Cole and his boat, *Irene*, it was love at first sight. One did not want to show emotions such as love or lust, but we found her to be a perfect lady. She was just the right size for the two of us. She glistened and gleamed, as a well-maintained older woman should. It was clear that Doug had loved and cared for her with an obvious pilot's precision. She was perfect: her deck and cabin had been restored, refrigeration installed, a newer engine, as well as beautiful wood-worked details added by Doug. When I had her surveyed, her bronze planking screw was as perfect as the day she was launched in 1966. *Irene*, the last of the Concordia's to be built, was in amazing condition.

I had thought it might be hard for me to "sell" my wife, Sisi, on the idea of having another boat in our life. Our previous racing sloop had almost cured her love for adventure on the sea. When she met *Encore*, though, the story was different, as she fell in love with the beauty of a Concordia yawl. Sisi announced, "These are cult boats!" So we joined your cult and happily bought this beauty of a girl! We both

felt Doug's comfort in knowing we would take exquisite care of his girl, even if he doubted our crew members: a chocolate Labrador and a West Highland Terrier!!

We spent two weeks on *Irene* in Bellingham and sailed her to Orcas Island. We were so tempted to leave her in the Northwest for the next year, but a boy and a new toy are hard to separate! *Irene* was shipped to Sausalito in September of 2013, and her adventures began here with her new name. She became *Encore* (a name cleverly thought of by Winifred Parker, a family member). *Encore* honors my love of music, as well as my encore in the sailing world.

She has beautiful new cushions down below in the main cabin, a new Chelsea Barometer and Clock, and new half-model of herself! Much to Doug's surprise we selected a soft grey blue with white piping for the cushions, breaking cult tradition with the wide wale green corduroy. A new swiveling Fathometer was installed at the companion way. This has been a good addition for cruising her to Benicia and the Sacramento Delta. We have plans to rewire the panel and install more instruments. We just put in new through hulls...so the list goes on and on, and that goes with the territory of owning a special, older wooden boat. In the spring, *Encore's* topsides had a fresh coat of white paint, a blue bottom, an Irish green boot top, and a gold cove stripe. She glistened as she entered the Master Mariner's Boat Show at the Corinthian Yacht Club in Tiburon. When Sisi called Doug Cole to tell him she was selected as "Best In Show," his response was, "I am not surprised!" Yes, Doug, you presented us with a beauty, and as promised we are doing our very best to enhance and love her accordingly.

One last thing to share that probably does not surprise other owners: wherever we take *Encore*, people stop us and ask of her pedigree and want to know all about her. People with Eastern connections know instantly what she is, while Westerners are just beginning their education about Concordia Yawls. *Encore* is just lovely and sails so well. With the infamous winds of San Francisco Bay, though, we sometimes just sail jib and jigger, but other times just the two of us will sail her. We feel *Encore* is an everlasting tribute to her designer, Raymond Hunt. After all of these years, she still sails like a dream.

BERT DAMNER

YANKEE

No. 37 Liverpool, NY

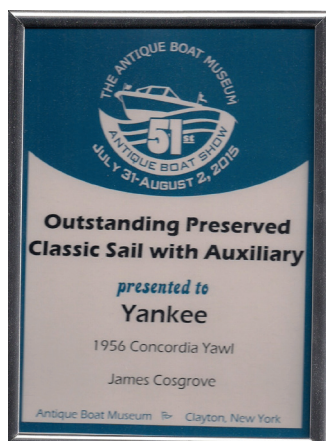
Yankee's 59th got off to a slow start this past season.

The spring and early summer's nasty weather caused delays in her Lake Ontario launching at Sodus Point. Further, her skipper was stricken by a painful case of shingles – really shutting down plans.

Eventually, though, we soldiered on, readied the boat and sailed her east to her mooring at the Henderson Harbor Yacht Club.

It was a season of unsettled weather, mainly day sailing with friends and family.

Today, *Yankee* rests inside her shed back at Sodus Pt., all winterized for the cold months ahead as we go about prepping for spring finishing details.



Our fondest 2015 memory came in late July, when we sailed *Yankee* from Henderson Harbor north to the St. Lawrence River at Clayton, N.Y. to compete in the 51st Annual Antique and Classic Boat Show. We were delighted to again win the best of sail prize – our third. The judges awarded *Yankee* nearly 90 points out of a perfect 100. Identical awards were achieved by *Yankee* at the Boat Shows back in 2012 and

2007.

The judges attributed the point loss to minor flaws they spotted in the cockpit coamings, where the varnish was blistered and checked. At this writing, we've already totally wooded down the starboard coaming, using heat gun and scrapers, and will strip the other coamings shortly.

Fair winds to all!

JAMES M. COSGROVE

DOLCE

No. 53 Vineyard Haven

Hello Concordia Community!

It is with great pleasure that we make ourselves known as the proud owners of the Concordia 41, *Dolce*, donated to us from the estate of the late Charles Ansbacher by his wife Ambassador Swanee Hunt. Many of you may remember *Dolce* as Hugh Bullock's *Prettimarie* or Charlie Dana's *Prettirose*. She also spent a little time in Duxbury as Leo Chylack's *Beauty*.

We are Sail Martha's Vineyard, a Vineyard Haven based non-profit organization. Our mission is to perpetuate and protect the Vineyard's maritime heritage, culture and skills. We work with over 500 children and 400 adults each year in our on-the-water, in the classroom apprenticeship programs. Check out www.sailmv.org and learn about all that we do.

Since this is the first season that Sail MV has had *Dolce* in its fleet, it has been one of discovery. Our time has been divided between onboard maintenance and upgrades and as many sailing experiences as we can come up with. We have been reaching out to the Island community who supports our organization with very popular early evening Member sails and expanding sailing exposure for the young sailors at our Lagoon-based sailing Camp. We have not completely discovered *Dolce's* potential with Sail MV but the remarkable enthusiasm and interest from the Island community is assurance that we are on the right track!

As *Dolce's* Captain, I am thrilled to be supporting Sail MV's mission by sailing this classic yacht in these local waters, near and dear to my heart. As we carry out the maintenance and upgrade schedule this winter, we will also be developing a more comprehensive sailing program for *Dolce's* next season. Any ideas and thoughts from you, the Concordia Community, are most welcome since this is a work in progress for us.

ANNETTE MARTEL

POLARIS

No. 71 New York, NY

I purchased *Polaris* in September 2014, on the Chesapeake Bay, from Kenneth Brittle, a local boatwright and carpenter. Kenny had purchased her in 1986, and had kept her wet year round at a small dock in front of his family house where he had been born. He had purchased her from another local Chesapeake man, who had owned her for ten years. There were slips holding several other family watercraft, with *Polaris* being the largest.

When I first saw her sitting quietly at her mooring in the glassy early AM, I was immediately struck by her fine lines and natural bearing, and how intact she appeared to be to the original design and construction. I was instantly transported to another time. My eyes were seeing a rare thing, yet totally familiar, like how a great perfectly crafted song sounds when heard for the first time. Growing up in British Columbia, on local-built wooden work boats and sailboats, I'd never seen a real live Concordia before. Lines and details like this were only found on pages, or roughly imitated. I was done at a glance.

Kenny said he'd tell me anything he could think of that needed attention, or was not original, and share what he knew of her qualities. After four hours of poking around above and below, and casual back and forth discussion, I was relieved to find no signs of alteration or faulty rebuild to her hull, decks, cabin trunk, cockpit, interior, above or below the waterline. All her hardware appeared to be original and operational, showing very little sign of any wear and tear. The only major exceptions was that Kenny had removed the old toilet and installed a composting head, and removed the original iron floors, replacing them with oak floors. He also added a custom made boom gallows, sail covers. Otherwise, apart from the Westerbeke 4-107 from the early 70's, and the sails, everything else about the boat and rigging was remarkably original and in good condition, though fraying at the edges.

Kenny said from the outset that he'd been unable to maintain her properly in past few years, due to changes in his family and overwhelming new responsibilities after his father passed away. For that reason he'd been trying to sell for some years, and had adopted minimum maintenance methods to squeak through the past few seasons. Signs of accelerated aging on deck and below decks were clear. The main issues were that she needed new keel bolts, replace a broken stem bolt, several half deck beams and sections of the carlins near aft end of the main cabin were deteriorating from leaky deck seams and fastenings. Deck seams needed reefing and recaulking. The entire under-decks in main cabin were badly

peeling paint and needed to be stripped down to the wood, with signs of trouble spots needing replacement. There were many deck fastening plugs that were worn thin, or falling out to expose screw heads. Lots of work to do. This was before hauling to check the bottom.

However, there was plenty of signs that up until his father passed away, Kenny had maintained her well, with old-school skills and methods I felt were generally in line with my own ideas on long term caring for a wooden boat. In general, the hull system and materials were sound, and the various projects seemed limited and manageable enough for me to handle.

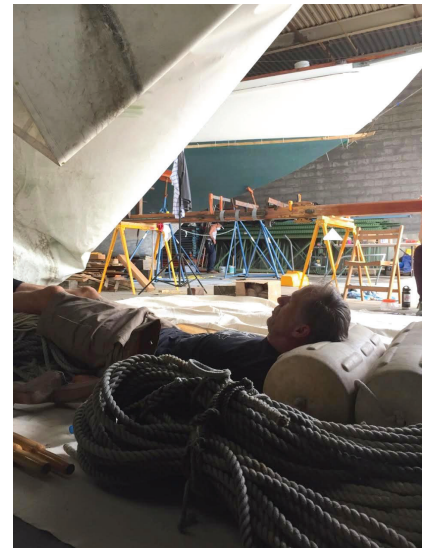
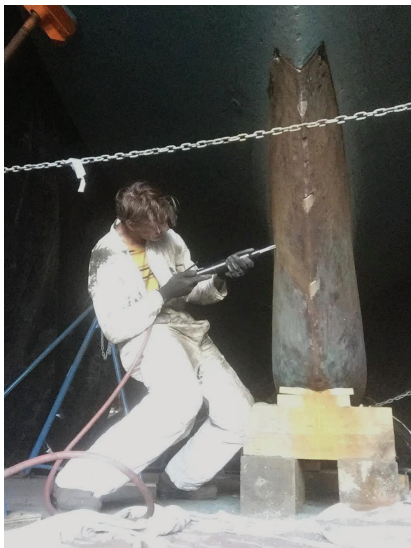
She is hull 71, a 41 foot sloop, built in 1959 for Robert Parsons of Rhode Island. I am the fifth owner. She was originally rigged as a sloop. However, Mr. Parsons requested that A&R install mizzen mast chainplates "in case he ever wanted to make an honest boat of her" and step a mizzen mast. She had been on the Chesapeake for 40 of her 55 years. She is planked with African Mahogany, oak frames and timbers, laid teak decks, teak cabin trunk and cockpit coatings and seats, black locust interior, teak hatches, bronze a-frame bowsprit, spruce mast, fir boom with roller reefing (mainsail also has reef points), cedar spinnaker pole, 8200 pound cast iron keel, Monel fuel & water tanks, and a Westerbeke 4-107. The standing rigging is in fine shape, except the spreaders are age-worn at both ends. The sheets are all age-worn more from sitting and weathering than from usage. In fact, everything about the boat is age-worn rather than from usage, I guess from a relatively easy life after 40 plus years on the Chesapeake, with not much racing or heavy ocean conditions beating to windward, and mostly day-sailing in favorable conditions. The engine has very low hours on her considering it was installed in the 70's.

By mid-fall of 2014 I had brought her up to New York and settled safely in my shop, a converted trucking terminal covered bay with roll-up doors. I installed basic heating units to avoid freezing temps, and experimented throughout the next nine months with various methods of moisture control. Eventually I developed a flexible perimeter batten that hung on line from the stanchions, with a pinhole-type soaker hose attached, along with a garden timer. That worked better than anything else by far to keep the hull wetted down.

I had a lot of help throughout the winter and spring. Tony Grove, who lives on Gabriola Island, BC, gave timely tips when I needed them. My brother Arnt in his Vancouver shop kept in touch all along with tips, and built new spreaders, pins, pinrails, and mast partners from the gnarly parts I sent him in a box.

In particular, after letter conversations that got started by my friend Michael Pierce with Queene Hooper, Queene connected me to John Eide, or should I say connected John

Repairs 2014-2015: mast reglued, partial refinish; new spreaders; new pinrails & belaying pins; deck seams partial recaulk; deck plank replaced; cabin roof re-canvased; all hatches/rails/hardware removal, refinish, reinstalled; 5 deck beams replaced, 6 sistered; partial replaced cabin trunk carlins port & strbrd; pulpit repaired, remounted; lazarette refinished & treated; port waterline planking repairs; partial refastening below WL; butt seams replaced below WL; removal WC through hull below WL; amidships seams splined; garboard planks removed/replaced; keel bolts replaced; ballast keel blasted & coated; stem surface damage repaired; stem bolts replaced; running lights refurbished; VHF/GPS/aerials radio installed; cabin lights/scones replaced; galley/chart table lights replaced; saloon table remounted; doggy bunk installed; cockpit cushions replaced; bunk beds canvas & mattress replaced; settee cushions replaced; new airhead wc installed; transom name fonts changed and painted; topsides refinished; painted stars and moons; wooded the decks and cabin trunk.





Timeline: purchased September 2014, Cheseapeake Bay; hauled September 2014, trucked to North Bergen NJ shop; repairs in shop October 2014 to June 2015; launched by Jon Lecompte, Glen Island Yacht Club, New York, June 2015; rigged July 2015; continued repairs in water; re-hauled July 2015 for insurance survey inspection; relaunched same day; insurance completed July 2015; sailing summer/fall 2015.

Eide to *Polaris*! Either way, John immediately sprung into action with informative thoughts and experience. One day John Eide came down to visit NY, and Juan Corradi, *Westray*, and came over to the shop to check on my progress with *Polaris*. That visit, climbing through every inch of *Polaris*, and poking through all the stripped off parts & equipment, and the scratchy table cloth drawings and discussions later that evening, was invaluable to my being able to do all that I did.

In addition, Paul Rollins timely tips throughout the keel bolt job was also key. Perhaps most important of all, between John and Paul, I came to see things in new ways, including how I approached my own work, and to understand *Polaris* better. Paul introduced me to Rob E. Blood, who lives and works in Maine. Rob changed everything for me when he came down for a few weeks. Literally within an hour Rob displayed a clear gift for this work, with the energy and practical judgement to match. When Rob said he starts at 6 AM, it's not 6:01, it's 6. With me as helper and student, Rob knocked out the planking repairs below the waterline, and the cabin roof top canvas replacement. While going with canvas was the most comfortable method for my own experience, it wasn't John's first choice. However, Rob felt my instincts to go with canvas were not necessarily wrong, given original condition of the cabin trunk, trim, and hatches, so I stuck with it. So far, I am glad, because the materials and work was so enjoyable, and the results feel good (on my feet too).

It was a personal revelation for me to connect with the brain trust and passion in the Northeast for a boat and design such as *Polaris*. Between John, Paul, and to work alongside a young talent like Rob, *Polaris* has been thanking me ever since for being so smart to know when I'm in over my head.

This winter, if I haul her back into the shop to continue next phases of work for three or four months, I may expand the concept above deck to keep the topsides and decking wetted down as well. Not quite sure yet how that will work, because I don't want to use purely fresh water – I guess I could add salt somehow.

But for now, she's settled in a good home at Jon Lecompte's place in Glen Island, where there is a full blown wooden boat shop; lift, mast loft, tools, and loads of sailing history. Between Jon's dedication and knowledge, his access to local semi-retired and new generation boatwrights and machine shops, plus my great slip neighbors (Pat and Joe Tripodi on *Senta*, who always have something good cooking...), and the little one room clubhouse with a piano, I couldn't feel more lucky.

If anyone is coming down this way, please come by and say hello. I would love that, and so would *Polaris*.

LEIF ARNTZEN

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FLEETWOOD

No. 20 Kiel, Germany

Fleetwood's summer highlights.

First, we used *Fleetwood* for 51 days for afternoon, weekend or summer vacation sailing, plus more than 20 days in harbor, sometimes like today, only for dinner. We sailed nearly 1350 nautical miles. During our summer vacation we sailed again to the island Anholt in the Baltic Sea Kattegat. We had the same experience as last year. (See issue 57.) Our children, ages 11 and 13, like this little island because they have friends from last year. There are many children in every age group. The parents like the island as well, because the children go to the beach or anywhere shortly after breakfast and they are back after sunrise, except to eat something. The harbor is more or less a big camping site.

Finally I sailed in September every possible weekend, enjoying the wonderful light and autumn atmosphere and had great evenings in the heated cabin with a glass of wine. A friend came one day with a candle shade of handmade paper and now, it's the extra touch for the perfect evening.



Next, a report about racing. After the broken mast in 2007 and one year without racing, the race crew that I used to sail with left for another classic yacht. In 2009 I started with friends of mine with a weekly Wednesday afternoon sailing. Nice guys and we have lots of fun on the boat. Nevertheless half of the crew (three of seven) are not that experienced in racing and we were not that good together to win races. After some discussions we decided to race only with the experienced guys and not more than one of the unexperienced. Now we are only five on board during the races but five who know what to do. This year we came in fourth in our group at the German Classics Race in August, only five second behind the third place boat. The crew is working to be in the top three next time.

Third, I want to mention the full success of the last winter's refastening program on the starboard side from the bow to the area of the mast. Not one visible seam. Perfect! If you are familiar with the story of *Fleetwood* you may remember that the bottom was refastened by Rockport Marine in 1998. After hauling I will immediately start the refastening program of the top portside.

My brother, who's on vacation in San Francisco in October, is bringing the needed bronze wood screws in his baggage as an economical way to ship them to me. Unfortunately,

the needed screw size is not available in Germany. They are available in Britain, but for nearly twice the price from Hamilton Marine in Maine. Nevertheless there are still about 20 pounds of screws needed to finish it all (Starboard side from mast to stern.) Maybe there is one of the Concordia family coming along by business class or light baggage to Germany willing to carry this for me to. Please feel free to contact me under kersten.prophet@gmx.de.

Fleetwood is scheduled to be out of the water at beginning of November.

Enjoy winter time!

KERSTEN PROPHET

OFFCENTERHARBOR

OffCenterHarbor.com is a membership website with over 270 professional videos on boat handling, repairs, maintenance, boat building, dream boats and more.

OCH and Concordias go well together, since co-founder Ben Mendlowitz owns the Concordia Yawl *Starlight*, co-founder Bill Mayher owns the ketch-rigged Concordia 31 *Vital Spark*, and OCH Guide Queene Foster owns the Concordia Yawl *Misty*. All three boats have starred in OCH videos and/or posts.

Virtues of a Yawl Rig and *The Three Boats I Lust After and Why*, a video and a post, respectively, featured Queene Foster's *Misty*; *Sailing Off & On a Mooring* and *How to Furl a Sail, Part 1* are a couple of videos that show Ben Mendlowitz aboard his beloved *Starlight*; and the three-part video series entitled *Wooden Boat Repair* gets into the details of how John O'Donovan and Patrick Dole refastened Bill Mayher's *Vital Spark*.

Just a few days ago, we had a shoot aboard *Vital Spark* where Bill takes viewers for a sail, puts the boat through her paces and explains each and every step.

Finally, we arranged with the New Bedford Whaling Museum and editor John Eide to post Louie Howland's wonderful write-up about how the Concordia Yawls came to be. It's another view of this design's creation, previously published in *The Concordian*, but through OCH, is now available to a much wider audience.

For more information go to offcenterharbor.com
MAYNARD BRAY

LED LIGHTING

You may remember two issues ago I wrote about LED bulbs. Here are seven reports from owners who have made the switch. Following the reports is a list of sources mentioned in these articles.

STARLIGHT

No. 23 Brooklin, ME

Hi John-

After seeing the bulbs on *Winnie of Bourne* at the relaunch party that have round globes and take the standard half shade for our cabin lights, I tracked down same and got four from <superbrightleds.com E27-WW8W-G-12V>: Warm white at \$20 apiece. They work great, may be a bit bright for ambience but sure are nice for reading and cooking. Here is a direct link to the bulbs, <<https://www.superbrightleds.com/search/led-products/e27-xw8w-g-12v/>> It would be nice if they had a 6w instead of the this 8w but I did not see one on their site or anywhere else.

BEN MENDLOWITZ

ALLURE

No. 87 South Freeport, ME

Looking for an alternative to the \$45 bulbs listed in West Marine's catalog, I shopped Amazon. I bought two types and tried two of each in the main cabin this year. Not much of a test, but so far, so good.

First type was Chichin Lighting: 4.5 – 5.5 watt warm white. <<http://www.chichinlightingusa.com/12v%20led%20lights>> I might have paid as much as \$12 each. (On left)

Then I bought four 'no name' bulbs that shipped from Hong Kong and cost about \$3 each. Those were three watt, warm white and seem to shed about as much light as the others. The box they came in indicates they might also be available in red, which could be good to have on board for night sailing.

I think the main point is that there are many sources for standard screw base 12 volt LEDs produced for the marine and RV market and that pricing varies widely.

Both bulbs looked like they would hold the type of shade many people like, but our objective is to light up the cabin, so I prefer to not block the effectiveness of the bulb by covering it with a shade.

We just wrapped up the season with a couple of stellar days around Vinalhaven. I don't remember how long it's been since I'd been into Winter Harbor and not seen any other boats there – maybe 40 years?

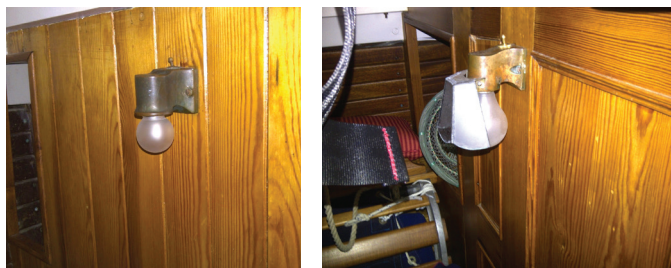
BEN NILES

FLEETWOOD

No. 17 Kiel, Germany

This is about how to convert a traditional bulb to a LED Bulb:

1. Removed the old glass lamp bulb from the brass screw base and clean the base with a rasp. Be carefully with the glass to prevent your hands or fingers. The glass is not needed but the base will be used in the next step
2. Braze in solid copper wire to be used like stud bolts
3. Fill up the screw base with liquid epoxy resin with micro balloons until $\frac{3}{4}$ of the base height, take care that the copper studs are in the distance of the contacts of a G4 SMD Light bulb (DC 12V) warm white, at least 1.5 W
4. Wait until the resin is hardened
5. Braze the G4 bulb to the "copper studs"
6. Glue in the new bulb in the socket. I used a Paulmann (www.paulmann.com) Glass Mini Halogen Bulb Part No



875.74 for the two lamps in the fore ship that are without a shade and the Mini Halogen AGL Bulb, Part No 875.78 for those lamps in the main cabin with a shade.



All what is needed and the working steps are shown above.
KERSTEN PROPHET

MIRAGE

No. 32 South Freeport, ME

We have been dealing with cabin light problems for years. 12v incandescent were draining the batteries, even with frugal use. And they did not provide sufficient light for either of my two minutes of reading in my bunk. Shades got in the way when installing the cover boards over the galley stove. Shades were difficult to keep clean and free of mold. 12v LED's with Edison Bases fit in the fixture but the ballast cast a nasty shadow and the shade did not fit.

This year I cracked the code:

I modified the light fixture and the shade so I can use small, warm white, bayonet base LED lights and now I have solved all of these problems. (But I still cannot stay awake more than two minutes.) The solution I used is painstaking and particular, but the results are fantastic: batteries do not register a significant drop; plenty of warm light; shades that flip up out of the way for the cover boards; shades that flip up for reading; washable shades that do not harbor mold.



Detailed Procedure and Parts List:

- 1 shade frame
- 1 piece of 1/8" brass rod -from True Value Hardware
- 1 Bronze fixture -from your boat
- 2 Bronze Binding Head Machine Screws 6-32 x 1/2" - from Fastenal
- 1 Slab of phenolic resin for the plug- from under my barn or on line somewhere
- 1 Lamp Socket- Cole Hersey COL M432BP- from Hamilton Marine
- 1 Toggle Switch-Cole Hersey COL 5582BP0-from Hamilton Marine
- 1 6-32 x1" plastic machine screw – from Fastenal
- 3 Ft. 18GA Duplex wire

Start with the shade. Remove the bulb clip from the bottom of the shade frame. Tack weld or braze a 1/8" brass rod across the back of the frame. Top of the rod should be 11/16" from the top of the frame to allow the shade to pivot. (a)

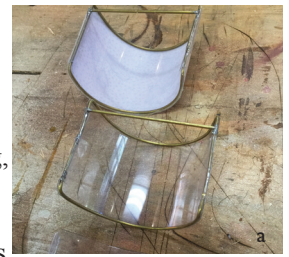
Now to the bronze fixture. Remove it from the bulkhead, remove and discard all the old stuff: toggle switch, socket, keeper machine screw for the socket, wiring, and insulators. Turn it upside down, use a file to cut a shallow "v" notch in the valley of the casting. The brass rod on the shade frame will lay in the valley- it will actually seem to self center. Carefully, mark, drill, and tap two holes for 6-32 binding head machine screws to hold the shade frame in place, while still allowing it to rotate. (b) (Those of you who are worried about disfiguring an original artifact with notches and holes, just get over it.)

Now to the wiring. Turn a plug of Phenolic Resin to fit well in the cylindrical hole, shaping the shoulder to fit deeply. Bore a 3/4" hole 1" deep hole for the body of the lamp socket, then a 5/8" hole 1 3/8" of the way through for the plastic base of the lamp socket, and finally a 1/2" hole all the way through for the wiring. (c) Notch the "top" of the plug to create a path for the wiring. Now loose fit the toggle switch, plug, socket, and light to convince yourself that this will work. Then, holding the plug firmly in place, mark the location of the machined hole for the keeper screw. Disassemble everything, drill and tap the resin plug through to the core for a 6-32 plastic machine screw. This screw will hold the plug and the socket in place and the plastic will avoid electrifying the bronze fixture. Now hard wire the fixture, leaving about 3' of wire for the pigtail to attach to a buss bar in a convenient but out of the way place. (d) Note; for the galley lights, this will require removing the 1/4" thick cover board which hides the path of the wiring out to the ceiling.

After reassembly, and after attaching the shade frame with the 2 binding head machine screws (these have a broader head to hold the shade – accept no substitute), the finished product can be installed.

It seems that LED bulbs are constantly changing and going out of style. With luck, they can keep changing the bayonet lamps without us having to worry about how to hold the shade in place. Time will tell.

For those interested in making their own shade frames and/or





covering them with a custom scanned image (chart, logo, photograph, or printed reminder (Red-Right-Returning), just drop me a line, 21 Castle Rd., PO 759, South Freeport, ME 04078 and I will fill you in on our process.

RIC AND STRANDY QUESADA

20

KODAMA

No. 46 Bellingham, WA

Over the last two years, we have converted all of *Kodama's* lights to LED.

We took the opportunity of reduced power consumption to add some new lights down below: over the galley sink and stove, reading lights in the saloon and fo'c'sle, in the passageway forward, forepeak, and various small convenience lights in lockers, etc. Throughout, we've used warm white 'bulbs'.

Many of the new interior lights are dual red/white, so we now have high/low intensity red night lighting throughout.

All of our navigation lights are now LED. That required modifications of some fixtures to accommodate new 'bulbs', but it gives us greater luminous output, truer color rendering, long life, lower maintenance, and reduced current.

I can't give you a precise figure on current consumption as our existing ammeter has low resolution (one of our winter projects this year is to install a new battery system monitor). Nonetheless, current draw when cooking/eating/reading at anchor at night is about an amp. Similarly, underway under sail at night, we draw about an amp.

Our new cabin reading lights and galley lights (the latter were previously small fluorescent fixtures) are from Alpenglow (at: <http://www.alpenglowlights.com/selection-guide.html>). Unfortunately, they can no longer supply the red/white dual reading lights.

Our replacement 'bulbs' for navigation lights came from Marinebeam (at: <https://store.marinebeam.com/led-cabin-lights/>). They also offer Edison base globe 'bulbs' for the traditional Concordia fixtures in the saloon. Unfortunately, it

appears they no longer offer the frosted globe configuration.

Some of the small convenience lights have come from Ozniun.com (at: <http://www.ozniun.com>)

So far, we've been very pleased.

MICHAEL GROPP

SUMMER WIND

No. 97 Padanaram, MA

Greetings. *Summer Wind* spent a lot of time at sea this season, mostly close to home, with wonderful time spent with grandchildren, children, family and friends. The winter list seems short presently (I'm always thankful for that.) but the gang at Concordia has yet to poke at the planks, so time will tell.

Three years ago we asked Concordia to install four LED 'pucks' in our boat. We spend a ton of time aboard and have found that what I refer to as 'the shoulder lights' in the main cabin illuminate the center of the cabin but the galley area falls toward darkness. Additionally, the forward cabin is dark (of course) unless you turn those two lamps on. Since we store our weekend/week gear in bags in the fo'c'sle, where there is no lighting, it becomes a chore after dark to find a t-shirt. So, we installed two pucks aft, centered in the port and starboard corners of the galley, near the bulk-head. And we did the same thing forward, in the ceiling, about a foot forward of the bulkhead to the fo'c'sle. One requirement is that I don't want people to see them, or anything not original, without some effort, so as to maintain the traditional look of the boat, so the pucks are hidden by various frames. When we turn the four puck-lights on, the main cabin seems to expand a full four or more feet aft, with beautiful warm lighting over the chart-surface and the ice-box. And the forward cabin is also bathed in warm light, with specific attention over our canvas carry-ons for easy viewing. The whole cabin has gone from 15 feet of wonderful main space to 30 feet of full living area, beautifully illuminated by these pucks as well as a few of our traditional cabin lamps. The pucks are wired independently and have switches on the fuse panel. We've not converted the light-bulbs in our seven lamps to LED as yet, but I suppose that will happen at some point. LED lighting is a wonderful way to illuminate these beautiful cabins and with negligible draw on the batteries. We love them.

A quick shout-out to Concordia, who installed those puck lights, and then went on (last winter) to re-wire the interior of the boat, including a new, artfully-hidden, though immediately accessible, electrical panel (yes, we were among the last boats to have those wonderful glass fuses.). They did an absolute artist's job. We've come to expect this of that great group of people, but we're always thrilled with the results.

We wish all of you a wonderful off-season. And hope to bump in to you next Summer.

DANA BRACKETT

KATRINA

No. 94 Brooklin, ME

After reading the article below by Shane LePrade it should be quite obvious to readers that our decision several years ago to transfer *Katrina's* care into the hands of Kalliste Yacht Services was a very wise one. Their fundamental knowledge of boats and their systems, combined with their attention to detail, professional expertise and experience caring for classic wooden boats, as well as more modern craft, has exceeded all of our expectations. Our basic maintenance costs have been impressively lowered, while the attention and care the boat receives in all areas has been impressively raised. This is indeed the rarest of synergistic occurrences, everyone agrees, and we are beyond thankful that we moved the boat down to a mooring in Rockport several years ago to try out a new equation with fresh talent. It was the best decision we ever made, and should any of you be contemplating similar decisions, we could not imagine a better choice than to contact Kalliste Yacht Services for more information.

WENDIE DEMUTH

KALLISTE YACHT SERVICES

Power Management: LEDs, Batteries, and Beyond: We at Kalliste Yacht Services have had the honor of caring for Concordia *Katrina* for the past several years. It is a great pleasure to see the warm glow of her bright hull each morning. As a small shop we pride ourselves on having close relationships with the owners and their boats, and working with Katrina Parson and Wendie Demuth, as well as additional family members, has been a highlight.

Last fall, after a full and adventurous sailing season, we were discussing power management and battery maintenance. Our discussion about the aging batteries revealed a situation that many sailors in New England experience; a short motor out of the harbor and a long day of sailing. This is certainly the ideal situation for any dedicated sailor; however, it can be detrimental to the battery bank, which acts as the boat's life support for bilge pumping tasks and communication. The systems on *Katrina* are simple; however the energy consumption still adds up. It was time to come up with a simple plan to manage her power usage.

Battery construction: *Katrina's* energy is provided via two battery banks; a house bank and a starting bank. The house bank is used for most daily energy requirements and should be comprised of deep cycle batteries, which have thick lead plates that allow for longer discharges at a slow rate. The starting battery's sole job is to crank the engine and is constructed using thinner lead plates, which allow a greater inrush of power.

We chose to replace her wet cell batteries with Absorbed Glass Matt (AGM) batteries. The house bank provides 125 amp hours per battery, which equals 250 amp hours

of capacity. For those who are unfamiliar with battery construction, a wet cell battery has lead plates separated by the liquid battery acid solution. This type of battery can spill and needs to be topped off periodically with distilled water to keep it performing well, mainly because the water in the battery slowly evaporates each time the battery is charged.

An AGM battery has similar construction but utilizes compacted fiberglass cloth between the lead plates to hold the battery acid in place, resulting in a totally sealed battery. AGM batteries were initially used in the aircraft industry because they do not spill and could be installed in many configurations (i.e. on their side, edge, etc) and are perfectly suited to use on boats. The additional benefit of the AGM is that it accepts a wide range of charging voltages similar to a wet cell battery, but accepts a charge slightly faster and has a much slower self-discharge rate when not being used. These are all important considerations on a classic boat where space is at a premium. The faster charge rate helps on those short motors out of the harbor, and the low self-discharge keeps the battery more full to perform bilge-pumping tasks if the boat is left unattended for an extended period of time. Lastly, not having to top off the battery with water is one less task for the owner to consider, especially in the small battery compartments aboard *Katrina*.

Battery sizing: Sizing a battery bank is very similar to creating a budget for a household or business. We had the opportunity to discuss the normal electrical usage on board with the owners to create *Katrina's* energy budget. The average use was 50-60 amp hours per day between reading, running, and anchor lights, as well as GPS/radar. Examples used for the calculation were two amps for each reading/nav/anchor light per hour, two amps for the GPS chartplotter per hour, and five amps for the older radar unit per hour while in use. There were also minor power draws from charging cell phones or iPads.

The general rule is to use this calculation to size the battery bank four times larger in amp hours than the average normal daily usage. By sizing this way, there are very few times that the battery will be discharged to less than 50% charge (or 12.2v with no load). Each time a battery is discharged below 50% charge, it shortens the useful life of the battery. By guarding against this, one can significantly lengthen battery life compared to an undersized bank.

In *Katrina's* case, the new batteries provided slightly more capacity than needed but creates additional buffering for those foggy days when there is more radar usage, or the evenings with guests reading in their bunks.

Lowering consumption: A properly sized battery bank is a definite asset when it comes to maintenance and replacement schedule, but there was also more to the equation. The LED lighting market has been providing a huge advantage to homeowners and boaters alike. While the early generation of 12v LEDs saved a considerable amount of power aboard, the color was a sterile blue tint that did not fit in well in

the comfortable and cozy cabin of a Concordia. After some product testing for warmth of color, we were able to replace the Edison style bulbs on *Katrina* with equivalently shaped LEDs that allowed for the use of the original lampshades. The cabin comfort is now the same, but the lighting power consumption has gone from two amps per bulb to two amps total with all the lights on. This energy savings will allow the owners and guests to enjoy being down below without worrying about energy consumption.

Another area where *Katrina* realized energy savings was in replacing the older GPS chartplotter that had ceased functioning in late 2014. The new Raymarine E70 plotter is a close replacement to the old unit, but also uses considerably less power due to the use of LEDs for the backlighting instead of an LCD screen. Considering that the plotter was used roughly six hours per day while sailing, the energy consumption went from 12 amp hours to three amp hours, just by upgrading the unit.

Lastly, the other areas of conservation that are a huge benefit were to change the anchor and running lights to LEDs. The energy savings for the anchor light alone is roughly 15 amp hours.

Charging the Battery Bank: Engine use on a classic boat usually comes down to several things: motoring home after the

last zephyr has dwindled, making progress while cruising in the fog, or maneuvering in a crowded mooring field. Listening to the drone of the diesel is not romantic, but it is necessary if it is the sole means of charging the batteries. The standard alternator on a factory diesel engine produces 35 amps of electricity per hour, while running at normal operating speed. Aftermarket alternators ranging from 60-120 amps are a good upgrade to consider, giving you more charging power with less engine running time. Regardless, it is important to know your power producing capabilities in order to properly manage your battery bank. Consider your energy withdrawals and make sure to deposit energy into the bank to balance the budget. *Katrina* is now down to 30-40 amp hours per day of consumption with new LEDs and electronics. Now she will only have to run the engine for one hour per day to keep the batteries charged and allow them to live a long life of seven to ten.

By upgrading to energy efficient lighting and electronics, a larger alternator, and AGM batteries, it can be possible to motor in and out of the harbor, enjoy a long sail, and keep the system charged. Careful planning and an honest assessment of energy usage saves money and allows more time to be spent sailing.

SHANE LEPRADE

LED sources mentioned above:

<https://www.superbrightleds.com/search/led-products/e27-xw8w-g-12v/>

<http://www.chichinlightingusa.com/12v%20led%20lights>

<https://store.marinebeam.com/led-cabin-lights/>

<http://www.alpenglowlights.com/selection-guide.html>

<http://www.oznium.com>

REPAINTING THE BOTTOM

Golondrina's bottom was paint sick and well past its time to be stripped and redone. The question now, in 2015, was how to do it. Were the old methods still viable or are there some new products and techniques in use? So I decided to do a survey of a number of yards to gather information on how they stripped the old paint, what they did to make needed repairs to the planking, what primer to use and finally what antifouling paint to apply.

What I discovered was that there is no one perfect solution. The responses varied so widely that I delayed doing *Golondrina's* bottom for a year to sort out all the information and I was still confused. But I did it and I'm very happy with the process I used.

So here goes. But since the methods I gathered varied so greatly, I decided not to attribute any yard to any one process. I'm also offering some of my own personal pros and cons on what I learned.

Stripping the old paint: One yard sets an experienced hand to work with a grinder and very coarse sandpaper. It will work

provided that experienced worker has a soft touch, otherwise gouging is inevitable. And the process needs a good dust evacuation system.

Another yard gives the newest rookie a hand scraper and a file and tells him to get to work. Backbreaking but cleaner.

A third rolls linseed oil on the bottom, then goes at the paint the next day with a torch and a scraper.

Another yard uses chemical strippers. Depending on the stripper, this can be very toxic and raises issues of disposal. (I'm not endorsing this product, Smart Strip by Dumond, but a friend just acquired the most paint sick boat I've ever seen and he stripped the entire 18 foot plastic boat – cabin tops and sides, deck, topsides and bottom – back to the original gel coat in one day.)

Yet another yard send in two workers, one with a huge propane torch, the kind used for burning blueberry fields, the other with a sidewalk ice scraper. They claim it's quick and easy. They also do hot dogs for the crew at lunch time.

One yard hires a media blasting company to come in and blast off the old paint. Not for the amateur.

What did I do? I did the linseed oil trick, followed by a propane torch in one hand and a scraper in the other. It worked well, as long as the scraper was kept constantly sharp.

Repairs: Once I got the old paint off, it was a matter of dealing with the butts, loose bungs and punky planks, which was to be expected. Once the woodwork was done, I sanded the bottom with 40 grit followed by 80 grit.

Primer: Now we get into the realm of the occult or politics or religion and you can gain or loose friends depending on where you stand on this issue.

Traditionally, wooden boats have been primed with red lead, inside and out. It's worked for hundreds of years and will continue to work. Surveyors and old salt become ecstatic when they pull floorboards and see a red leaded bilge. But, red lead primer is, well, toxic since it's a lead oxide compound. What are you breathing when you burn that stuff off? It's also very expensive, \$100 or so for a quart, and not that easy to get, although Kirby Paint says they will continue to produce it for as long as they can. I decided early in the process that I would not prime with red lead, for these reasons.

There are some red lead substitutes on the market. I tried one a few years ago on fresh, new mahogany planking when I ran out of red lead but when I pressure washed the bottom at the end of the season, the antifouling and primer coats washed off back to bare wood. I was not happy.

Bottom paint manufacturers, all of the ones I talked to, say to thin your chosen bottom paint and apply it directly to the bare wood. When you push them, some say the first coat should actually be an oil based bottom paint, not a water based paint.

However, not one boat builder or restorer I talked to advocated using an antifouling paint as a primer over bare wood. They were all adamant in saying not to do it.

Today, the major marine paint makers all have a two-part epoxy barrier coating designed to protect fiberglass hulls from water absorption, such as InterProtect 2000E or Sea Hawk's Tough Stuff or Pettit Protect. Some yards are using these coatings as primers over bare wood. However, these three manufacturers will NOT stand behind their product if it is applied as a primer over bare wood on a plank on frame boat. They all say not to do it because if the inside of a wooden boat is wet, that dampness can cause the primer to let go. A double

planked or cold molded boat is a different story and they will recommend using their products on such a hull. But not on a single planked hull like ours.

The primer that is gaining polarity here in Maine, in New England, and elsewhere, is penetrating epoxy. Years ago, builders started thinning regular epoxy with acetone or other equally harsh solvents to create a watery clear coating that could be rolled on and would soak in. Now, many epoxy makers have a dedicated penetrating epoxy, but without the smelly solvents. This is what I used on *Golondrina's* bottom.

There might be other primers but most builders I talked to are using a penetrating epoxy with a few still using red lead while some are using a barrier coat.

Calking: Once I primed *Golondrina's* bottom, I worked roofing cement into every seam from the boot stripe to the keel. I've been using roofing cement, the cheapest you can get since it does not have fillers, for years and have been extremely happy with how tight her hull is. McClave, Philbrick, and Giblin, the Herreshoff Restoration experts, have used roofing cement for decades with great success and I figure if a museum quality Herreshoff restoration is caulked with the cheapest roofing cement on the market, it's good enough for *Golondrina's* bottom.

Antifouling Paint: I really wanted to go with a non-metallic antifouling paint but everything I read or heard indicates that they are not ready for prime time. Almost, but not quite. For example, ePaint is great if it's properly applied on a fast boat that's kept moving but on a slow boat like ours, and one that is on a mooring most of the time, it's not worth the effort.

So I went with what a number of paint makers recommend and applied a red oil based copper paint as a signal coat over the penetrating primer followed by two coats of green water based ablative copper paint. Hopefully I will not have to sand and paint every year, at least until the red starts showing through.

The result? *Golondrina's* bottom was tighter than it's ever been. The bilge pump came on once a day, maybe, or less, and the bilges were almost dry as a bone. I can finally say she has dust in her bilges.

JOHN EIDE



Left to right: *Golondrina's* bottom at the start; woodwork done and half primed with penetrating epoxy; one coat of red followed by the first coat of green.

CROCKER'S BOAT YARD, MANCHESTER, MA

It has been another busy year for Crocker's Boat Yard and our ever-growing Concordia fleet. Crocker's is now storing and maintaining six Concordia Yawls, with the potential for one more to be joining us this winter. Here is a rundown of the some of projects that we have been working on within our Concordia fleet.

Mandala, No. 34: *Mandala* was a new boat to Crocker's Boat Yard this past fall, and stored in the water over the winter with us. This was her first winter in the water in quite some time. When she was hauled out for her spring paint work, a leak and a soft spot up forward led us to discover an issue with the



stem. We sprung back the planking on both sides and replaced a four to five foot section of the stem, using oak. We then reinforced the repair by through-bolting a bronze backing plate across the new stem segment and the existing segment. The repair was considerable and involved replacing some planks and plank ends as well.

Once the work was complete, *Mandala's* topsides were painted and she was launched for the season. We are happy to say that her owner has been sailing quite extensively, from Connecticut all the way to Maine. She will be returning to us later this fall, and we are going to continue with a multi-year maintenance plan over the next few winters.



Owl, No. 31: *Owl* has been with Crocker's for a several seasons and is in very good condition. Her owners continue to have her maintained to the highest standards.

No major structural work was undertaken this winter, but we did begin a stripping and refinishing program that will see all of her brightwork renewed over a three-year stretch.

One of the major improvements for *Owl* has been the ability to store in the water with us over the past two winters. She has remained very tight with little to no water in her bilge. This has vastly improved her topside plank tightness as well, allowing for beautiful topside paint jobs. Keeping the boat tight has minimized swelling time in the spring, allowing for the owners to begin sailing earlier in the season.

We are proud to report that *Owl* has sailed over 1000 miles as of September 1, with no issues!

Feather, No. 29: *Feather* stored with us for the first time this past winter. Again we saw major benefits to remaining in the water.

Her work list this year involved the beginning of a refastening program: we began refastening at the garboard last fall, and we should be finishing this year. By doing a few planks every year, we have broken the project up into more



manageable pieces for both the yard and the owner.

The other major project for *Feather* this year was her topsides. When her winter cover was removed and she was hauled for her topside paint this spring, we found that her existing paint was peeling off in sheets.

Our paint crew did a great job getting the hull stripped quickly. The hull was pretty fair to begin with so there was no major fairing to be done. After a few weeks we had her painted and back in the water, looking great! The owners left a few weeks later and have been sailing in Maine this summer.

Safari, No. 28: *Safari* was a new boat to Crocker's this summer. After an extensive restoration accomplished by her owners, Crocker's trucked *Safari* from their nearby home to our yard and launched her for the first time in many years.

It was very poetic that *Safari* was re-launched on her



owners' 30th wedding anniversary, and she did great! With little to no water on her initial launch, we brought her right over to the dock. We stepped her main and mizzen the following day and the owners were sailing her that weekend.

Safari has now been sailing since August 4th.

Raka, No. 43: *Raka* has been with Crocker's for many years, and she is currently in the midst of major project. When she was originally purchased years ago, the initial survey indicated issues with the timber keel, and underscored the necessity for eventual replacement. With many other repairs required first, the keel work was postponed.

That issue is now being addressed with the ballast keel removed last year. The complicating factor was the width of the timber. The timber needed to be outside the heart of the tree and have clear grain. CBY's owner, Skip Crocker, spent six months trying to source appropriate oak for her new timber keel. Our rough size needed to be 23' x 25" x 6". We went back and forth on White Oak vs Iroko but in the end White Oak, in the dimensions we needed, ended up being the best product. As it turns out the Oak came from the Danish Royal Forest but in two pieces that we are laminating together.

This project is now well under way, with the new keel fully shaped. We have also replaced most of her floor timbers, along with her sternpost and deadwood.

Once this latest round of work is finished, *Raka* will have



completed a multi year restoration program at Crocker's. Among other major work, we have replaced her deck with a new Teak Decking System, replaced more than 80 frames, and fully reworked the cockpit. We've also undertaken extensive finish work, wiring, and plumbing.

Raka is an amazing boat and we have been very grateful to be involved in bringing her back to her glory. Her anticipated launch will be late this fall so that she can soak over the winter. She will be hauled back out in the spring for her paint work, then launched and rigged to sail for the 2016 season.

Crocodile, No. 67: *Crocodile* had a quiet year at Crocker's this past winter. Her last major work was in 2014, when her engine was removed and we replaced plumbing, seacocks, and deck drains under the cockpit behind the engine.



This area is often overlooked by many owners as there is limited to no access back there. Some of the most important systems for keeping the boat afloat are behind

the engine and should be inspected or serviced regularly. Your stuffing box, exhaust hoses, muffler, fuel lines, cockpit drains, deck drains and seacocks all live in that area.

Crocodile has been with Crocker's Boat Yard for many years and has been well maintained during that time. She has been owned by the same family since she was built and she is now on her third generation owner.



We encourage readers of the Concordian to stop by the yard at any time to check out the projects we have going on. Even if we're not working on one of the Concordias, we always have at least one or two other wooden boat projects going on.

Concordia yawls are always welcome in Manchester harbor. Please do give us a call and we will be happy to arrange a mooring or dock space for you.

CHRIS WALSH, YARD MANAGER

BATEKAS

There is a continued interest in the batekas so I should mention that three are available. Concordia has two; one is a recent new build by them and the other is an A&R 1955 model off an unknown Concordia of that era. Contact Stuart at



The 1955 A&R Bateka available through Concordia.

Concordia.

The third is *Golondrina's*, purchased, as I understand, by the Emmons family, her second owners. It is not an A&R bateka but built by a British firm of dinghy builders to the same plans and identical in all aspects. She is mahogany over oak, copper riveted and bronze screwed. Varnished inside and out, with the original hand painted *Golondrina* on the transom, of course.

It has been rebuilt and refinished by me, is in my possession but is still owned by the Emmons' daughter and son. They are offering it for sale for \$2,000, firm. You know how to contact me if you're interested.

JOHN EIDE

GOOGLE GROUP

This summer I created a Google Group for the subscribers to the Concordian and sent invites to a select few to see if it would work and to see if anyone was interested. There seems to be a yes to both.

I started thinking about some sort of chat room a few years ago when I was putting together the article about the rig changes in the 1950s, issue 53. Since most of the racing and rig changing occurred in the 41 fleet, Doug Adkins, Hank Bornhafft, Jesse Bontecou, Tony Harwell, Bruce Flenniken, maybe some others, and I were emailing back and forth trying to come up with some answers. I found the email exchanges to be rather interesting and I wished at that point that more, or all, of us could be involved. Then, my interview with Louie Howland in the last issue raised some questions that elicited another round of email conversations about hull construction.

In this issue new owner Leif Arntzen sent a rather long description of the work he's done on *Polaris* over the past year. He also sent me close to 100 photos of his progress which obviously I did not have the space to print. I may post those on the Google Group. Our initial contact was through a long series of almost stream of consciousness emails between some of his friends, Queene and myself that I found fascinating on one level, but again, way too much for the printed copy. Perfect the group.

So here's the deal. In the next few weeks I will enroll all paid up subscribers to the newsletter who have sent me an email address. If I don't have your email address or if you've not paid your dues, you're out. If you do not want to be a part of the group, you must tell me and I will remove your name. This google group is not open to anyone who is not enrolled by me. In other words, only Concordian subscribers will get it and only they can post to it. It is not open to the public.

This Google Group is not intended to replace the printed Concordian but rather meant to supplement it.

JOHN EIDE



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Alison Langley, above. Ben Mendlowitz, below. Support your local nautical photographers.



the Concordian

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Golondrina sailing into the sunset. Alison Langley photo. Relaunchings. Photographers. A new book. LEDs. And more.