

# *THE* CONCORDIAN

A NEWSLETTER FOR LOVERS OF CONCORDIA YACHTS  
SPRING 2016, NUMBER 60



## NOTES

For the past few years I've been watching from varying distances the rebuild of four of our sister. All are being rebuilt by "amateur" boatbuilder owners. What I've always liked about this fleet is the divide between the owners who send their boats to a boatyard and the owners who do all the work themselves. Except, in the end, it isn't a divide. It's possibly what's ultimately going to keep this fleet alive. What I've observed is that the owners who can afford to send their boats to the pros end up with workmanship of the highest standard which in turn raises the bar for us amateurs.

Those of us amateurs who live in New England have an advantage, I've noticed, in that we have not only these professionally maintained sisters crossing tacks with us regularly but also the pros who maintain them. We can check out their high standards of structural integrity and also the bling - their impeccable paint and varnish on the water. And, around the corner, is one of the professionals to consult.

In my case, I was able early on to cultivate some of the pro shipwrights, like Peter Costa, Steve White, Taylor Allen, so I could pick their brains as to the best way of doing whatever restoration work was necessary on *Golondrina*. The Pacific Northwest has a similar pool of talented pros to draw on, but I've discovered that other parts of the country just do not have the same pool of talented wooden boat shipwrights. Within a two hour drive of my shop outside of Portland, I can stop in at at least six yards that at any one time are doing serious, top end restoration on one or more of the sisters. These road trips were, and still are, invaluable to me in my restoration of *Golondrina*.



What's on the cover? Discarded parts of *Saltaire* being restored by Rob Desmaris, Dr. Desmaris professionally, who is working in the wilds of Arkansas while dodging tornadoes. Why on the cover? Because *Saltaire* was probably, other than the first *Malay* and *Diablo*, in the worst condition and the most endangered member of the fleet. Rob has gone through all the ups and downs of the restoration process, as we've been reading in these pages, and now he seems to be on the right track with most of the structural work nearing completion. You can do it, Rob!

The next furthest from Portland is *Mary Ellen*, now in the water and sailing in Charleston, South Carolina, after many years of rebuilding by Chuck Thompson, Esq., a labor/management lawyer. Years ago I was dragged up to Rockport,

Maine, to see *Mary Ann*, as she was then named, and after taking one look at the head door gap, the keel, floors and mast step area, I shut the floorboards and walked away from her. She had been raced hard and put away wet, as they say. But Chuck adopted her and has done a commendable job bringing her back structurally. She still needs the bling, but she's solid and sailing, and that's what's important, for now.

Another recent relaunch is *Polaris*, now sailing out of New Rochelle, New York, after a structural rebuild in a trucking company's terminal in New Jersey. But Leif Arntzen, VP of a nation-wide trucking company and semi professional jazz trumpeter, now has to hone the skills and techniques of the sander, painter and varnisher to bring out the bling that's been neglected for so many years. Leif is discovering that driving out keel bolts is a bit easier than stripping varnish, sanding and building up the ten or more coats of new varnish needed for *Polaris* to regain her original glory. It's all in the sanding. Boatbuilding is 90% sanding, the pros say, and it's true.

The closest to me is *Abaco*, in South Portland, a few minutes from my house, so I've been watching her go from a collection of charcoal briquettes to an almost finished, ready to relaunch, gem. I'm amazed at the attention to detail that Don Lippoth, a contractor/builder, has brought to her reconstruction. What eventually will be hidden by the ceiling and floorboards is as well finished as the cabin sides and cockpit will eventually be. Cheryl Adie, orthopedic OR nurse, is becoming as good a sander, painter and varnisher as many of the pros along the coast. Her work is impeccable.

When I first came to Maine in the late '60s, I was struck by what one boatbuilder said to me when I commented that I'd never become as good a craftsman as him or other pros. "Yes, you can. You have an advantage that we don't have which is that for you, time is not money, like it is for us. We often can't finish our boats the way we'd like since our clients won't pay for that labor." (This has changed as the skill set in Maine has grown greatly, competition has increased and the economy has blossomed.) But it's true. We amateurs can take as much time as we want and as we need to get it right. That's the advantage we have.

So we amateurs have risen to the occasion due to the extremely high standards that the pros in New England have set for us. And it can only benefit the fleet as a whole.

JOHN EIDE

- Our generous underwriters have disappeared.
- Anyone want to step in and help underwrite a portion of the costs of producing the Concordian?



## SALTAIRE

### No. 9 Conway, AR

Well, it happened! The inertia of procrastination has been replaced with oak and Iroko. I was able to find a boatwright to travel down to Arkansas and assess and make a plan to renew some life back into old hull number nine. Rob Blood from Maine was able to pull away for 11 days to put a focused effort to get something done!! We were able to install 11 new floor timbers above the new Iroko horn timber. Bolted those and the new sternpost together. We also, mostly him, installed six new floors in the main cabin area and have three more that need planing and trimming and then to install. As you can see from one of the pictures, three of the floor timbers in and around the mast-step have elongated laminated ears in hopes to spread out some of those stresses. I like the way they are engineered to avoid grain run-out! If you really really like them, it was Rob's idea! If you think the guy that came up with this scheme is

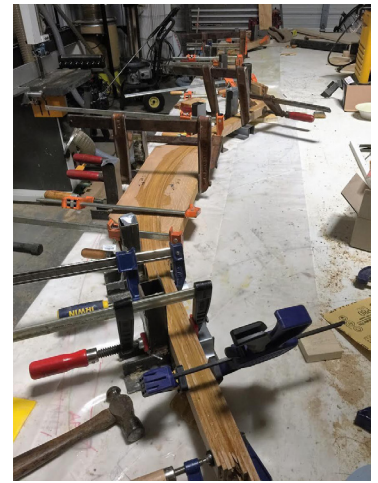
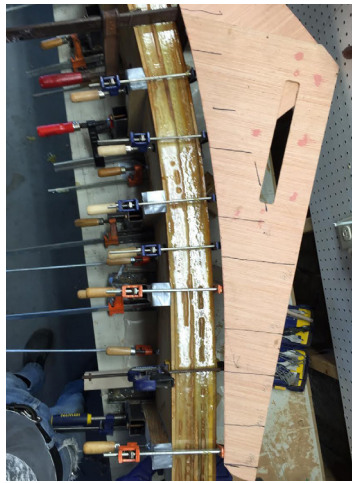
dumber than a box of rocks, it was the other Rob's idea! The other little upgrade is the knee that attaches the sternpost to keel. I have laminated 12" wide by 5' long Iroko with G-flex. Interesting stuff that G-flex. You can see the pattern of how much it will be increased. Apart from the structural aspect, the new lowest point in the bilge will now be accessible to clean and not be under the engine in no-man's-land! Again, brilliant or idiotic – choose a Rob! Lastly, I see the making of a Concordia fire, best done in small batches and not the whole boat as some have opined.

Enjoy spring commissioning and launching and maybe we will cross tacks? If you see *Mickey Finn* in a harbor, the yawl that Paul Rollins built, stop over and say hello or offer condolences.

ROB DESMARAIS







Pattern, form and glue-up of *Saltaire's* stern knee.

- 4 Ben Niles writes that he really does not like photographs of boats at anchor, then he sends me two beautiful, high resolution images made by Anne of *Allure* at anchor and two low res images that I could barely get to size, next page, of *Allure* taking off after *Golondrina* showed him the wind hole to avoid. But I'm pleased that avoiding the wind hole was the high point of his summer. Photos of *Allure* sailing are by Andrew Sims





## ALLURE

### No. 87 South Freeport, ME

Our 2015 summer cruising highlights included a few days east of Schoodic sailing in Narraguagus and Pleasant Bays, into Cape Split and around Nash Island, where we saw 18 bald eagles lined up on the beach like gulls.

The most exciting moment was seeing smoke rolling out of the companionway as (it happily turned out) the light oils started burning off surfaces of a new Yanmar 3YM30 during

our first wide open throttle run of the break-in period. That was almost as exciting as the good fortune to get on the right side of a wind line in the Camden to Brooklin ERR feeder race.

After 28 years, the interface between primer and enamel had started to fail in many areas. Using a heat gun to further soften the enamel, its removal went reasonably well.

BEN & ANNE NILES





## EAGLE

### No. 92 Islesboro, ME

*Eagle* has enjoyed a quiet winter in the confines of Rockport Marine. Although I had not planned any significant projects over the winter, I agreed to a conversion of her cabin top from canvas to Dynel, a project that has needed to be done for some time. We also plan to replace the dodger and her lifelines. I long for the day I see her on the water again.

In my spare time, I'm building another boat, my fourth, for reasons even I don't understand. My older son is building his first, a 17' cedar strip rowing scull, and my younger son has extensively restored a 16' Hobie Cat, which he then sailed to the Isles of Shoals and back last summer.

Owning *Eagle* has really been about family for my wife and me. I'm not sure I consciously realized that until the week my boys and I sailed her up to Maine from South Dartmouth, now six years ago, in the early summer of 2010. That would be the last extended time I shared with my older son, since a short year later he married his high school sweetheart, the occasion of which is forever seared in my memory by a magical evening when we all sailed *Eagle* a last time together, drinks in hand, his bachelorhood on the brink. Kailee has become a wonderful daughter-in-law and a very capable sailor in her own right. She has a natural competitiveness that is hidden behind her sweet smile.



This year's news is the forthcoming wedding of our younger son. His bride to be, Emily, has also learned to fit in with the craziness associated with our family and the possession of this boat. She, too, has had to "learn the ropes", and she enters the family with our complete blessing. The wedding will be on Islesboro July 23, and in our island boathouse overlooking East Penobscot Bay. How can I not love a daughter-in-law that wants to marry in my boathouse? But how can I possibly get it cleaned out and presentable for a wedding?

All this is planned to allow participation again in the Eggemoggin Reach Regatta, but look for us to be celebrating as much as racing (at least that's my pre-race excuse for slovenly sailing).

So if you're bored on the early evening of July 23rd, sail down the east side of Islesboro, just about a mile or so north of Pendleton Point and practice your tacking while you provide a backdrop for their wedding. I'll be facing the double doors overlooking the bay, critiquing your seamanship, and probably trying to hold back tears as I watch my final son marry. But we gain another crew member.

DAN AND ROBIN SMITH

## SPICE

### No. 18 Woods Hole, MA

In February of this year the 1954 41' Concordia Yawl *Spice*, was sold. Ownership was transferred from Tom Laird of Houston Texas to Brian and Rebecca Barth of Washington, Massachusetts. Brian and Rebecca plan on continuing with the current name of *Spice*. She will hail from Woods Hole, MA. Currently she is being overhauled in Rockport, Maine, by the capable staff at Rockport Marine.

We hope to have her in the water sometime during the upcoming season. She will reside in Maine for at least the next two seasons. We are very excited about welcoming *Spice* to our family and look forward to many fun filled adventures. Our daughter Hannah not so happy about not being the only child any more but we are sure she will warm up to *Spice* very fast. Thank you to Tom for allowing us the opportunity to take over stewardship of this beautiful lady.

REBECCA SELLECK

## FEATHER

### No. 29 South Bristol, ME

*Feather* spent the winter in the water at Crocker's Boatyard, Manchester, Massachusetts. All maintenance projects were accomplished in the Fall. She is scheduled to be hauled at the end of April for her annual bottom paint. We expect to be back on the mooring at South Bristol, Maine, in mid-May.

MARC VILLA





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## ACTAEA

No. 17 Palatka, FL

*Actaea* just came out of a three month haul out where we stripped her topsides down to the wood for the first time since her build. We decided this year that it might be the time to dress her in her original color, Malachy Green. Paint was provided by George Kirby Jr. Paint Company, New Bedford Massachusetts. They were very helpful in matching the color and with instructions for paint application. *Actaea* is ready for race season and with high hopes to place often.

TONY HARWELL





If you were expecting this report to be coming to you from some rum-soaked tiki on a sun-drenched island in the Bahamas or the Caribbean, so was I. That's how this story was supposed to unfold. But this isn't a story, this is life. And the reality is, we never left the dock.

Everything was "go" when I wrote in late October. My crewmate (I had hired Rob Miller, a professional who flew up from Florida) and I were laying in provisions, making a few last-minute acquisitions and negotiating the rental of a liferaft when I came down with a very high fever.

It struck first in the afternoon of Oct. 20, while we were at the Hamilton Marine store in Searsport, ME, picking up some gear and chart kits. The chills hit so hard I had to retire to my car while Rob continued shopping. The combination of the car heater on high with the windows rolled up and the sunshine pouring in through the windshield produced a drowsy stupor that left me slumped in the driver's seat, looking for all the world like a man who had just taken the hose.

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Sometime later, I really don't know how much later, Rob and one of Hamilton's managers, Phil Dion, appeared outside the car, anxious for my well-being. I was feeling much better by now and, after assuring them I was alright, I strode triumphantly back inside and took care of the paperwork, Phil watching over me like a nervous mother hen.

Some items in our order had to be trucked over from a sister store, so I decided we'd pick up everything the next day and Rob and I drove back to the boat.

We had a splendid dinner that evening at the Dockside Family Restaurant overlooking the Municipal Landing in Belfast, where *Lara* was berthed. The Conversation turned mainly on our plans for the trip south. By now, owing to the lateness in the sailing season, we had decided to make a 24/7 dash outside for Norfolk, VA, rather than take the coastal route to *Lara's* homeport on the Chesapeake, Oxford, MD.

We also decided we would lash *Lara's* dinghy to the foredeck and try to locate a valise-style, 4- to 6-man liferaft we could rent and Rob was sorting through his mind for contacts who might deliver one within two or three days. But there was an undercurrent to all of this, and that undercurrent was his concern about my health. After dinner, we walked back to *Lara* and watched "Mama Mia," one of the DVDs in her library, before turning in.

Around 3 a.m. the chills returned. They were not as bad as before and by 8 a.m. I was feeling pretty much myself again. But there had been blood in my urine when I visited the head a few hours earlier, and Rob was growing more insistent that I see a doctor. We had a hearty breakfast at Traci's on Main Street and returned to the boat where Rob was finalizing a deal for the liferaft when I said to him: "Let's go for a ride."

I drove us to Waldo County General Hospital in Belfast, where I fully expected to be examined, told I had a kidney infection and sent home with some antibiotics. That was around 11 a.m. It was around 8 a.m. the following morning,

Oct. 22, when I left -- in an ambulance bound for Eastern Maine Medical Center, 39 miles away in Bangor.

I had already given Rob the keys to my car and a check to cover his airfare back to Florida where it was only a couple of weeks until closing on the sale of his house. The irony in all of this is that he has now purchased a 40-foot aluminum cutter in Trinidad and likely will be sailing in the islands before I will!

At Waldo County General my "kidney infection" had been diagnosed as an infection of the urinary tract that had spread to my kidneys and then to my blood stream, where it turned septic. And for a kicker, they detected elevated levels of some enzyme that raised concerns that I had suffered a heart attack.

Six days later, after countless tests, IV drips and a heart catheter, the blood poisoning had cleared up and I was given a fistful of prescriptions and discharged into the willing hands of John Flanzer, the man who had so magnificently restored *Lara*, for some very welcome R&R. I had a clean bill of health and it was determined that I had not had a heart attack.

There followed 11 splendid days at the Flanzer farm in Unity, ME, some 30 miles south of Bangor. John and his lovely wife Dawn were such excellent hosts that the days passed far too quickly. I did "help" John and his crew with work they were doing on a 30-foot LOD Crocker cutter and made arrangements for *Lara* to be hauled and trucked the 23 miles back to the farm.



There, she and her tender, an eight-foot Puffin dinghy named *Urii* (for *Urii Andreievich Zhivago*, the doctor and *Lara's* lover in the Pasternak novel "Doctor Zhivago"), have spent the winter sharing a huge storage shed with four other boats and John's tractor.

With *Lara* and *Urii* safe and secure, John, Dawn and I returned to Belfast the last evening of my stay for a glorious farewell dinner

at Darby's on High Street. The excellence of the fare was exceeded only by that of my companions. The next morning I headed back to my home in Pennsylvania's Pocono mountains.

The Great Adventure had been mothballed, in a manner of speaking, but the time I spent in Maine during the summer and early fall was golden. I had made more new friends, whether at John's boatyard-on-a-farm or on the Belfast waterfront or up the coast at Hamilton Marine, than I had anywhere else over the past 12 or 13 years.

There were, of course, John and his wife Dawn, who have been at my side every step of the way since August of 2014, when I had *Lara* transported overland from Massachusetts to his place in Unity for her restoration. That friendship didn't end when *Lara* was finally launched last Aug. 26. John devoted countless hours to helping me get to know my boat and, with Dawn, to sailing her with me on Penobscot Bay during a couple of weeks of sea trials.



And it was John who was there to pick me up when I was discharged from the hospital and who kept me so very comfortably at his home until I got my legs firmly back under me and my boat safely under wraps for the winter.

Then there was Ed Zysk, one of the incredibly skilled craftsmen so vital to *Lara's* restoration. Ed also imparted a wealth of wisdom from his years of experience sailing the waters of coastal Maine. And there was Bruce Cook, a twenty-something combat-hardened ex-Marine who, as John's lieutenant, was a guiding force in bringing my boat back to life.

At Belfast Town Landing, there were the dockmaster, Katherine Pickering, and her assistant, Howard Whitcomb, who made their slips a very warm and welcoming home for *Lara* during the summer and early fall. Howard even drove up to see me at the hospital in Bangor. He regaled me for a couple of hours with a fathomless locker of sea tales and gave me a beautiful new, large-print Bible before he had to leave. It will please me very much to see these two wonderful people again this spring.

And there was Phil Dion at Hamilton Marine, whose concern for my well-being extended beyond the events at his store. He kept in touch with John for news of my recovery. Phil's wife Gay, who runs a sandwich shop on U.S. 1 just north of Searsport, kept me in tuna-salad sandwiches during my visits up there.

In general, I had forgotten over the years just how wonderful people on the water can be.

There are worse things than spending a winter in the Pocono mountains, of course. But it isn't easy to get it out of your mind that you could have been in South Florida or the Bahamas. But clouds are supposed to have silver linings. Mine has been the opportunity to start all over again with the planning for this magnificent odyssey. And to plan it better.

For one thing, last year I had John doing more and more work on *Lara* later and later into the summer until it was fall and she hadn't even been surveyed for the insurance. I was entirely too slow to realize I needed a crewmate, and then when I did, I was too fussy in choosing one. This time, I think I have pretty much decided on one, at least for the start of The Great Adventure. And John says he might consider sailing part of the way with me.

And this time, we will head south much earlier, perhaps in late June or early July, and make the trip in much smaller, more manageable and more enjoyable bites along the coastline with maybe one outside passage down the New Jersey coast to Cape May.

Another bright spot. Remember my Russian friend who was going to join me when I reached the Caribbean? She had to return to Moscow this winter, so her Great Adventure has also been delayed until this summer.

And if anything knocks our plans into a cocked hat this year, I'll just spit!

STEVE WEEKS

## MALAY

### No. 77 Bremen, ME

Our recent purchase of *Malay* was of course conditioned on the satisfactory completion of a survey. The surveyor went over the boat thoroughly and was able to identify a couple of small things that needed to be done. Apparently, a common issue with Concordia yawls is that floor timbers tend to crack where through-bolted to the keel. There are two fixes for this problem: bolt a strong metal plate across the crack, or replace the floor member with new wood. The surveyor found three floor members that had this problem and had been repaired with bronze plates, but he also found three other floor members with cracks that had not been repaired. We are now repairing these using bronze plates. Good arguments can be made for floor member replacement instead of repair, but the surveyor suggested that the metal plate repair would be effective and could be accomplished in less time and at lower cost. The surveyor's overall impression of the boat, however, was that she is in extremely good condition, suggesting that Cheryl and Dan Strohmeier could not have been more diligent in their maintenance and care of *Malay*. Thank you Cheryl and Dan!

One objective for us in purchasing a Concordia yawl is that we wanted a wooden boat with wooden masts, but *Malay's* main mast was aluminum. We were told that a nearby



boatyard, Rockport Marine, not only provided winter storage for nine (or is it eleven?) Concordias, but also could build Concordia yawl masts. (As noted in Concordian Number 59 (Fall 2015), Rockport Marine was the repair site for *Winnie of Bourne*.) We were able to obtain original Concordia yawl mast plans from the Mystic Seaport Museum Library, and Rockport Marine made adjustments required for a mast head rig instead of the original fractional rig. Our new Sitka spruce mast is now nearing completion (left). Little of the hardware from the aluminum mast was transferable to the new mast, but Rockport Marine was able to manufacture all the new bronze hardware that was needed (right). We plan to launch in June, have our new mast stepped, and join the Concordia fleet.

BILL THOMAS



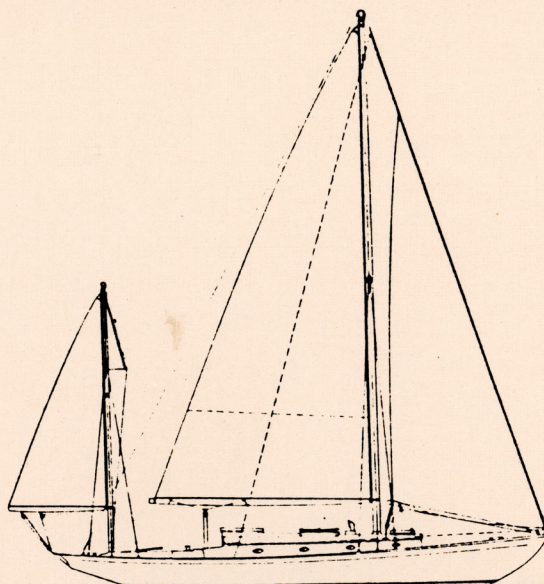
# Concordia Yawl Newsletter

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Welcome aboard the premier issue of the Concordia Yawl Newsletter. For all who responded from the ad in WoodenBoat my apologies for taking so long to respond with your copy. A major deck recovering project on IRENE is in progress and high rent for covered moorage dictate the priorities.

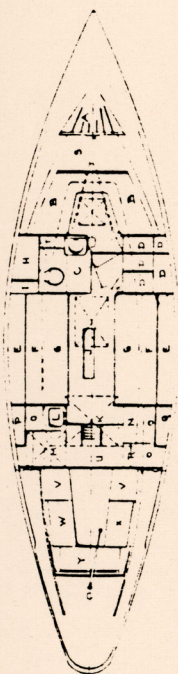
My intent in starting the newsletter is to encourage the exchange of information between Concordia owners, especially between those whose affairs are longstanding and those whose may just be starting. I suspect much of this already transpires amongst those living in the Northeast but for those of us that are scattered about, we definately would like to communicate more. With 10% of the fleet on the market there exists a potential for much new interest in the class. In fact, most of the interest in the newsletter was from prospective owners.

A little about myself. My wife DeMaris and I probably fit the stereotype of many Concordia owners described by Liz Meyer in Nautical Quarterly 22. We both grew up in the Pacific Northwest on wood boats, my family having a CROD, Owen's Cutter and a Johan Anker designed "Q" class sloop. Concordia awareness developed about ten years ago while admiring SOVEREIGN and IRENE from afar, both in Seattle. We recently owned a nondescript fiberglass boat, for "convenience" we rationalized. Soon convenience turned to frustration and we began looking for a wood boat. About this time the Concordia story appeared in Nautical Quarterly and we had a close look at SOVEREIGN at the Port Townsend Wooden Boat Festival. We were hooked. After checking all the listings on both coasts and contemplating shipment cross country we learned IRENE was for sale nearby in Port Madison. We purchased her last March.





IRENE was built in 1966 and is hull No. 103, the last Concordia Yawl built. She is a 39' 10" model. Structurally she was in superb condition having never been raced or offshore and used very little. In fact below she was nearly new. Everything topsides, however, would need refinishing and we knew we'd be in for deck recovering as the canvas was split in several areas from seasonal expansion and contraction. After checking with surveyor Giffy Full and Steven White at the Brooklyn Boat Yard and reading the story in WoodenBoat 66 we decided to proceed with the Dynel and epoxy method. So after a season of sailing enjoyment the masts came down and into the boathouse she went.



The boat was assembled very well, everything being bedded in white lead, but thankfully with disassembly and maintenance in mind. No problems were found and after fitting  $\frac{1}{4}$ " Bruynzeel plywood over the existing deck we are ready to cover with two layers of Dynel and System 3 epoxy. We will have more to report in the future as the project continues. If there are others faced with recovering I'd be happy to share what I've learned. I would like to thank Steve Loutrel (LACERTA, #44) for advice on this. He went the same route several years ago.

There are three other Concordia Yawls on Puget Sound. KODAMA, No.46, is owned by Stewart and Denny McDougal who live aboard at Shilshole Bay in Seattle. SOVEREIGN, No. 15, is owned by George and Lorna Cook and is also at Shilshole. They are both 39's. CORIOLIS, No.82, is owned by Doug and Susan Atkins and is still finished bright. She is moored on Portage Bay in Seattle. Stewart, an accomplished shipright, has carved a half model of the Concordia which is used as a trophy for the annual Northwest Concordia Regatta. He won the first and so far only event. Another is scheduled this spring. SOVEREIGN and IRENE had a rendezvous last year at Park's Bay in the San Juan Islands and we hope more can get together this year if schedules permit.

We grew very frustrated with the W/C Seacock alcohol stove which is a standard on the Concordia. No parts are available so we purchased some propane burners and replumbed the entire system using the old stove frame and mounting a small low profile tank in a mahogany box just aft of the mizzen. The entire conversion was about \$130, the biggest expense being the electric shutoff valve. We're looking forward to much quicker meals and less tension in the galley. We plan to add a diesel heat stove later on.

Maynard Bray, technical editor of WoodenBoat, recently



wrote to say that the manuscript to Waldo Howland's book "The Concordia Years" has just been submitted to the publisher and should be in print within a year. After reading "A Life in Boats" I can't wait for the sequel.

There is a lot of good information in print about the Concordias, much of it still available. Nautical Quarterly 22 has an excellent story by Elizabeth Meyer and is still available. Roger Taylor's Book More Good Boats has a reprint of an article written in the April, 1976 edition of National Fisherman about the Yawls. Choice Yacht Designs by Richard Henderson also has a story. Most recently WoodenBoat 67 and 68 had some pictures and comments about the construction details. Nautical Quarterly 25 and Yachting December, 1972 both have stories on Ray Hunt, the designer of the Concordia Yawl. The August, 1954 edition of Yachting (p. 37) also has a story on MALAY, No.2, winning the Bermuda Race. IRENE came equipped with a copy of the 40th Anniversary edition which, according to Liz Meyer, is out of print and unavailable - I had to buy the boat to get a copy. IRENE also came with a copy of the original sailplan and wiring and plumbing plan ("Bordmappe") in German from Abeking & Rasmussen. If anyone is interested I can have copies made. I am also trying to track down some detailed information on A&R from Herman Schaedla, it's president, who I met in Lemwerder several years ago.

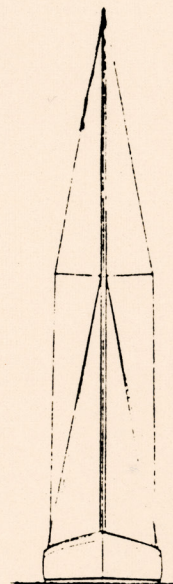
That's it for Issue No. 1. I am soliciting for Issue No. 2 - anything that may be of interest: maintenance, history, rendezvous, boats for sale, you name it - and will be happy to pursue any direction fellow Concordians would like to see. But it will definitely be contributions that keep us alive. The fleet deserves it and from reading the 40th Anniversary book there's a lot of Concordia folks out there I would like to know better. How about July for the next printing? For this edition feel free to make copies and pass them along to all who are interested. Printing is cheap but to let me know who is interested please send a self addressed stamped envelope to:

Concordia Yawl Newsletter  
4344 King Avenue  
Bellingham, Washington 98226

Smooth Sailing,

*Douglas Cole*

February 1, 1986





## LOOKING BACK: 30 YEARS OF THE CONCORDIAN

The Pacific Northwest might seem an unlikely location for the origins of the Concordia Newsletter, but our relative isolation from New England, the home and core of the Concordia fleet, made the isolation feel a bit more intense. Hence my longing at the time to connect with more owners, both to share ideas and with the hope of forming new acquaintances and friendships. Looking back over 30 years now I'd say both longings were a success.

We're pretty casual and easy going out West and I was uncertain if those Brahmin type Concordia owners in New England would even be interested. After all, the Concordia was jokingly referred to as the "Old Money 40," and what would the Blue Bloods think of rubbing elbows with a do-it-yourselfer from out in Worshington(sic)? Well, I needn't have been concerned as the common love and affection for the Concordia eclipsed any sense of feared snobbishness. The fun enjoyed at the 50th Anniversary gathering in 1988 proved it.

Trying to locate fellow Concordians in the pre-internet days was a challenge and my initial point of contact were the addresses listed in Elizabeth Meyer's (past owner, *Matinicus*) 40th Anniversary book. Half the initial mailings were returned

but eventually, with the help of various owners, word of mouth and Alden Trull at Concordia, most of the owners were eventually found. Equally helpful, many were enthused and offered to share ideas and experiences.

The first few issues were banged out on an electric typewriter and included paste ups of Concordia artwork and an occasional photograph. Roughly a quarter of the readers contributed \$5 a year which helped with printing and postage costs. A big step was the use of an Apple II computer and dot matrix printer followed by a laser printer a few years later.

The content of the Concordia Newsletter and camaraderie within the fleet were very satisfying and contributed to the fun of ownership. However, after 12 years I was happy to pass along the duties to Skip Bergmann, (past owner *Paramour*) and each subsequent editor has made nice improvements and kept things interesting, so my thanks and appreciation go out to Skip, Margo Geer (*Sarah*) and John Eide (*Golondrina*). Now that John is planning to move on we look forward to the next chapter of the Concordia Newsletter and where it will take us.

DOUG COLE

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I received an email a few months ago from Doug Cole, past owner of *Irene*, reminding me that the 60th issue, marking the 30th year, of the Concordian was fast approaching. Doug wanted to know if I was going to do anything special for this anniversary and if so, what could he do to help me along. I honestly hadn't given it any thought, but I quickly responded and asked him if he'd like to comment on his reasons for starting the newsletter. In return, I got the above as an email, followed a week later by the hand typed original document in a large envelope which also included a number of letters from past owners.

In that envelop were letters from Waldo Howland, Mark Webby, hull 104, Donald MacNary, *Westray*, Alida Camp, *Thistledown*, Jack Moulton, *Whitewave*, now *Sky*, Elizabeth Meyer, *Matinicus*, Mason Smith, *Javelin*, Jim Brown, *Sonnet*, Jack Lund, *Renaissance*, now *Luna*, Dr. Graham and Alice

Pope, *Saxon*, Steve White of Brooklin Boat Yard and brokers Dick Sciuto and Stephen Otten.

I was struck by these letters. They were hand or type written with all the formal greetings and salutations and closing styles that we were taught in school in the 1950s. Neat handwriting, cleanly typed, long. I'd forgotten how hard it was to communicate by letter then but we all did it and did it well. We take for granted the ease we have in communicating today.

Or maybe it goes with owning the boats that we owned then and now. The common thread through all the letters was an excitement about the fleet coming together to share stories, knowledge, history and friendships and a strong desire to find and connect every member of the fleet into the club.

Enough of this. Fun reading and thanks, Doug, for getting the Concordian started.

JOHN EIDE

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From Margo Geer, *Sarah*, I recently got:

Hi Everyone - I have 39 copies of the 2010 Spring/Fall Issue #49 of the newsletter. It's been so long I'm not sure, but I've always been afraid that I didn't get them all mailed out. I always got a few extras printed, but that's too many to have left over. If any of the current owners on this list are missing their copy, just let me know your current address and I'll get it to you.

MARGO GEER

You can contact Margo at: <margogeer@aug.com> or <boatwrks@aug.com>

In addition...

I have a complete set of newsletters, issues 1 through 49 ready for anyone who wants to binge read our archives while avoiding spring varnishing. I also have a binder with what seems to be the master set so more copies can be made. The issues are yours for the cost of copying and postage, about \$75, I think. You know how to contact me.

In addition to being archived on the Concordia Boat web site, complete sets of hard copies reside at the WoodenBoat research library and at Mystic Seaport.

JOHN EIDE



## MARY ELLEN

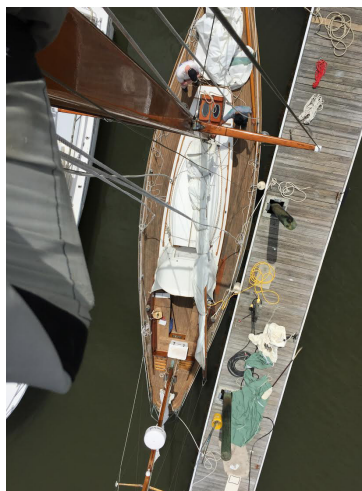
### No. 26 Charleston, SC

When we last left off, I was starting my final tasks. I broke down all the wooden blocks on the boat. I'm fortunate that the boat has all her original blocks. Many had been "corrosion-welded" over time. Everything got a coat of varnish or two on top of the old varnish. As it turns out, as soon as I got her in the sun, the old varnish gave up the ghost in many places and separated from the wood.

All the old electronics went in the rubbish bin, replaced with a Garmin VHS, radar, chartplotter, sonar/water speed/water temp sensor, and GPS antenna all hooked together with a NMEA 2000 backbone. I was really pleased with how easy it was and how everything communicated together without a hitch.

step the masts. They were cool with me doing as much DIY as I wanted and there was no charge for the dock space. I underestimated all the work required to commission the boat. I was down there all week working full days to sort the rigging and set everything out. She leaked quite a lot at first and I had a miserable few hours when both bilge pumps failed on me. One was just a bad pump and the other wouldn't cut itself off after being tripped. But she slowly swelled up and, two weeks after launch, she is taking on about 1.5 gallons per hour. I haven't had time to figure out where most of that is coming from but that is now on my list of maintenance projects (a list that is dismayingly long already).

John Eide thankfully came down the second week of commissioning and was of immense help setting things up. I'm sure he saved me several days of work just by pointing out the correct way to do things. Hopefully, I was able to partially repay him by treating him to some genuine Lowcountry



The masts were in pretty good shape. I had to spline in some new wood in a couple of places where the glue joint was failing. I started to try to run the new wiring for the radar and GPS antenna inside the mizzen but gave up trying to bore a hole through the bottom of the mast (which is solid). I might do this in the future but, for now, decided to run the wiring on the outside and cover it with some Douglas fir "conduit."

Fitting the dinghy chocks on the roof was a challenge. As John Eide figured out, he and I built Batekas from plans that were too big for the Concordia 39' cabin roof. The original Concordia Batekas were obviously built to a different plan. I was able to squeeze mine in there by putting the dinghy immediately behind the mast. It barely fits.

Next was rebuilding the manual pumps (galley, head and bilge) in the boat, rebuilding the winches, making a new boom crutch, some more rewiring, bottom paint, and packing everything for the trip to Charleston.

There is one guy in South Carolina who hauls big boats. He happens to be not far away from me. He picked up *Mary Ellen* with a hydraulic trailer and then transferred her to a flatbed for the three hour ride.

The folks at Rockville Marine were really accommodating. They let her stay in the slings for a while and had the crane to

cuisine including a BBQ hut that certainly had not seen a Maine fella before.

We had a 40 mile trip up the ICW to the marina and the rebuilt Graymarine performed flawlessly. Dave Van Ness was very helpful sorting out some clutch adjustments.

I'm still knocking out some issues. Right now, I'm stripping all the brightwork around the cockpit down to bare wood and rebuilding it. I've got some tweaking to do to the rig. I am making a mesh summer cover to try to protect the decks and brightwork from our harsh Southern sun. I'm also following up on a long list that John was kind enough to compile for me. But she is finally in the water and sailing again after six years on the hard and probably eight or more years since she was last sailed.

If anyone comes this way, please stop by and visit with Mary Ellen, *Mary Ellen* and me. Charleston is a very lovely city to visit.

CHUCK THOMPSON



## ABACO

### No. 102 South Portland, ME

Another year with a Concordia named *Abaco*. She has proven to be a fickle female.

We decided, or should I say I decided, to do all the things on my ten year list while we had her apart, since everything would be easier to get to. I probably wouldn't want to do them in ten years anyway. Strike while the iron's hot

Off came her ballast and deadwood and out came twenty seven floors with eighty one floor bolts. The iron keel was sand blasted and coated in epoxy, then reinstalled with new keel and deadwood bolts. We fabricated twenty eight new floors and installed eighty one new bronze bolts. Oh. You thought you caught me and that I'd lost count. No such luck! I found a broken one at the gripe and was able to remove it and replace it without opening up the boat again. Everything went back where it came from.

Then I lost my wind for a while. I looked at the bills! A fellow Concordia owner from the other coast, who also dealt with a burned Concordia, warned me . . . "NEVER ADD UP THE BILLS!" I should have listened.

But all is good now. The frames, from the butt ends to the bilge stringer, from the rudder post to the mast step, on both starboard and port sides, have been reglued or rebuilt with

new wood. The new Yanmar engine has been in and out six times, on its new beds. I've left it on the cabin sole because it is easier for my large body to get under the bridge deck when it isn't installed.

The ice box with the rebuilt Sea Frost refrigeration system has been reinstalled. The galley is back in. What that actually mean is that the cabin is coming together.

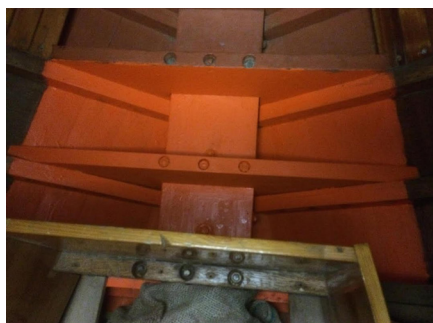
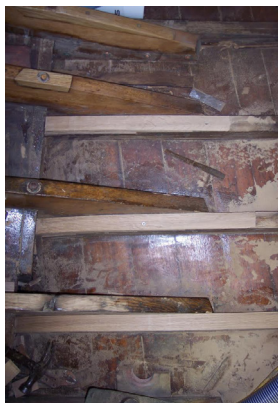
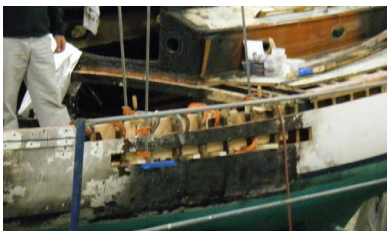
Our garage, basement, attic and house, where all the parts have been in storage for the past few years, are slowly becoming empty at a steady pace. I wonder how all this stuff fits in her.

The exterior is also looking finished. The cockpit has been closed in as well and her toe rails are ready to be installed. You can actually see that she is a beautiful Concordia now, not a hurt child. Cheryl has been by my side the whole time. How lucky I am. This girl named *Abaco* could have become "the other woman" and gotten in the way but Cheryl refused to let that happen. I don't know where she was cast in South Africa but they definitely broke the mold with her. My dad has a new lady friend which has been dividing his time. But that's OK. I'll take all the time I can get.

We really want *Abaco* to be in the water this year. To that end, the sails and electronics have been ordered. We hope to see you all on the water.

DON LIPPOTH & CHERYL ADIE

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## BOTTOM PAINTING, AGAIN

I was not as clear about the bottom painting process as I should have been in the last issue and two owners emailed me asking about the steps I took in wooding down her hull, priming, then painting *Golondrina*. I wrote about the specifics of my boat as she was last spring and not generally for any and all boats, as I should have done.

*Golondrina* has always had an exceptionally tight bottom. Rarely have her seams opened up enough to see light through or to ever be worried about. When she's launched in the spring it usually takes about an hour for the pump to come on the first time, pumps a few times an hour for the first 24 hours and then settles down to once or twice a day for the rest of the summer. Unless, that is, I leave the head seacock open with the 1 1/2 inch hose unattached. That was a fun launch day. (You all have the proper sized tapered pine plug tied to each seacock and through-hull, do you not?)

Because of her very tight hull, my professional advisers suggested priming first, then working the roofing cement into any gaps. The suggestion was made just because it would be cleaner. The amount of roofing cement I actually knifed in last spring amounted to about a quarter of a quart - one cup. Not much.

However, for a boat that has been out of the water or has opened up, the correct process should be to wood the hull, reef out the old cotton, drive in new, if necessary, caulk the hull with your favorite seam compound, do the final bottom sanding and then roll on the penetrating epoxy. That way nothing hard will get into the seams.

I apologize for the confusion. I should have been clear that what I did was very specific to *Golondrina* in her condition last spring. I have re-written my essay to correct this and that is what will be archived on the Concordia Boat site.

JOHN EIDE

## LED LIGHTING, AGAIN, ALSO

I continued to do research on marine LED replacement bulbs that fit our nice old boats since I'm convinced that switching to LEDs is the way to go now that we're well into the 21st Century. Reading through the number of submissions in the last newsletter and wondering about the wide range of prices from one source to another, I came across the *Idiots Guide, or, What You Need To Know Before Buying LED Cluster Lighting for Your Yacht* by Jeff Field of Marinebeam.

<https://store.marinebeam.com/>

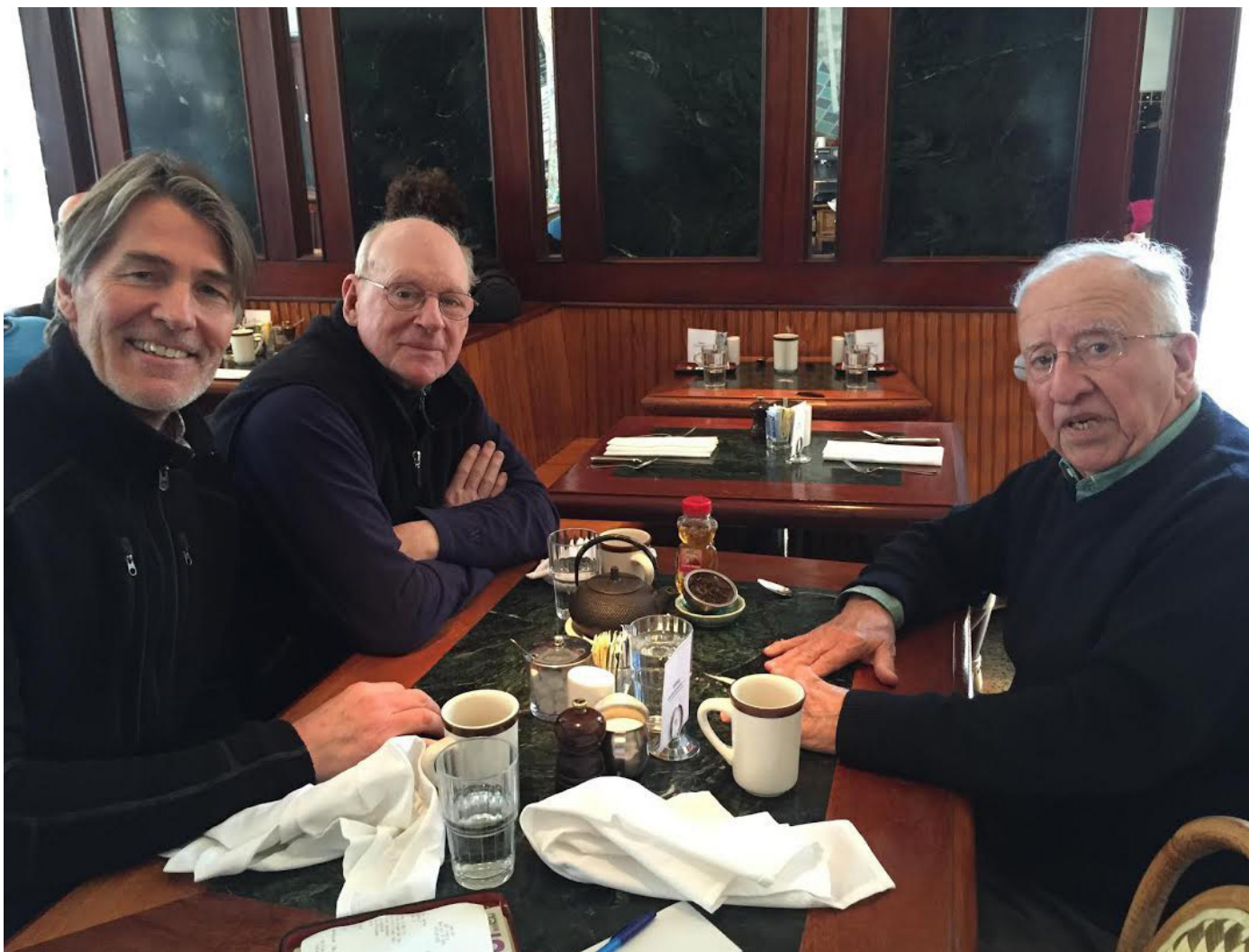
In the *Idiots Guide*, he discusses the difference between cheaply made LEDs - I'll avoid saying LEDs made in China and dumped on the market - and LEDs specifically manufactured for 12v marine installations. He spells out the conditions that a 12v LED experiences in an RV and on a boat. What's unique to a marine electrical system is that, as we know, our boat's voltage will vary widely, from 13.5v (or more, if the regulator allows a voltage spike) to under 12v as the evening wears on since we draw primarily from batteries. An RV draws from the engine or generator so does not subject the lighting to the wide voltage fluctuations. It is these fluctuations that dramatically shorten the life of an LED unless it is designed and manufactured with voltage regulating circuitry built in to the bulb. But check it out for yourself at: <https://store.marinebeam.com/content/IdiotsGuide.pdf>

The end result is that I contacted them, asked the usual questions, got answers that finally felt good to me so I purchased everything I needed to switch every bulb on *Golondrina*, from the masthead nav lights to all the frosted Edison globes. They also have an LED replacement for those 4-1/2 inch tractor headlights most of us use as spreader lights that drain a battery in no time.

I also talked them into giving the readers of the Concordian a 10% discount. Say the magic word - Concordian - and you've got it.

JOHN EIDE





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Leif Arntzen, *Polaris*, John Eide, *Golondrina* and Juan Corradi, *Westray*, the Sea Salt Brigade, according to Leif, finishing a power breakfast at the NOHO Star Restaurant in the NOHO district of New York. Sitting behind Leif was the artist Chuck Close and his wife, performance artist Sienna Shields. You never know who you'll run into in New York City.





*Golondrina's* still mine. I'm still the editor. I have a page to fill. *Golondrina's* still beautiful. Bruce is a great co-helmsman. Katharine flies a perfect 'chute. Gary, my midwest C and E Scow sailing friend and co-owner with me of the A Scow *Cindy Lou* can't believe how slow we go but how beautiful Maine is. And Alison Langley got it all in this perfect copyrighted photo from the 2015 Camden Feeder Race.

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## CAMDEN CLASSICS CUP

Hi John,

I don't know if you have heard that the Eggemoggin Reach Regatta weekend has been extended to the weekend before hand with day racing out of Camden. This should be fun as it is a good town to host such, and the bay is deep and the wind is somewhat predictable.

Could you send this out to the Concordia owners? We are looking get in the vicinity of 60 boats for the event. See the enclosed announcement of race.

TOM KILEY



Introducing the Camden Classics Cup! July 28-30.

Yes, we are back with a fantastic regatta for Camden, Maine. We have partnered with the newly formed United States Classic Yacht Owners Association (USCYOA) to present the Camden Classics Cup. We believe having another regatta in Maine will add momentum to Maine's classics racing scene established by the Eggemoggin Reach Regatta. The two race weekends will bookend what we are calling Classics Week.

Classic Yachts, Spirit of Tradition and PHRF racing and cruising classes are planned. Of course, post race parties will be happening affairs. Friday night, we will be at The Rhumb Line, our new dockside restaurant. Saturday, the Camden Yacht Club is the scene for a dance party, awards ceremony and gourmet grazing. Check the website for details and register today [www.camdenclassicscup.com](http://www.camdenclassicscup.com)

Classics Week produced by the town of Camden and the Camden Yacht Club will feature a full schedule of events and activities including a talk by Gary Jobson, and junior 420 and Opti racing, a visit by the Schooner *America* and more.

If you have any questions, please give us a call at 207-354-6904. We are also pleased to be doing all this for a cause! LifeFlight of Maine is the beneficiary.

DREW LYMAN

## 2016 CORINTHIAN CLASSIC



The Corinthian Yacht Club of Marblehead, MA is proud to announce the 2016 Corinthian Classic Yacht Regatta presented by Officine Panerai ([www.panerai.com](http://www.panerai.com)), the title sponsor of the Panerai Classic Yacht Challenge Circuit that takes place in the Mediterranean, Marblehead, Nantucket and Newport. This year's Corinthian Classic will be held August 13th & 14th.

The CCYR offers three categories of participation:

The "Panerai fleet" is open to sailing yachts with a minimum waterline of 20', made of wood aluminum or steel, designed and built using original methods and materials and built on or before 1970.

The "Spirit of Tradition fleet" is for those yachts designed with the intent to evoke traditional clean classic lines above the water line and modern underbodies below. Also yachts that do not fall into the other classes, i.e. boats that have been modified.

The Classic Rating Formula will be the standard for all boats and we will assist anyone without a rating to easily secure a certificate. For more information: CRF site

The racing is done in "Pursuit" format - unique, safe, and fun. Long reaching legs will be emphasized and beats will be minimal. Reasonable entry fee includes mooring (First Come, First Serve)

This event has become a "must do" on the Classic Yacht Circuit. This is an event you don't want to skip. Start planning now.

For more information and to register, visit our website [www.corinthianclassic.org](http://www.corinthianclassic.org), or email [bruce.dyson@comcast.net](mailto:bruce.dyson@comcast.net) or [timmyd616@gmail.com](mailto:timmyd616@gmail.com)



## EGGEMOGGIN REGATTA

[www.erregatta.com/](http://www.erregatta.com/)

## CASTINE CLASSIC

<http://www.castineyachtclub.org/racing.html>

## CAMDEN FEEDER RACE

<http://camdenyachtclub.org/>



# the Concordian

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Dom Champa's *Praxilla* on launch day.