

THE CONCORDIAN

A NEWSLETTER FOR LOVERS OF CONCORDIA YACHTS
SPRING 2017, NUMBER 62



NOTES

All the New England wooden boat races being held this summer are listed on pages 20 and 21. Also on page 21 is a condensed mailing from the Classic Rating Formula group that I received a few weeks ago.

The full letter is at the Classic Rating Formula website, (<http://classicratingformula.com/>) and bears a thorough reading. If you are involved with one or more of the races, you really must read it.

As I was told decades ago, the original CRF was based on the CCA handicapping formula from the 1950s since that formula came closest to working for most of the wooden boats racing in the early days of the ERR. It worked OK since, like our Concordias, these boats were designed with the CCA handicapping rules in mind. However, the original CRF did not do well with more modern boats, like the spirit of tradition boats.

Therefore, the CRF committee created a new handicapping formula, the CRFMkII, that would more fairly allow boats like ours to compete with boats with more modern under bodies and constructed from more modern high tech materials. Under body profiles, centerboard draft, and asymmetrical sail tack points are now taken into consideration, along with other tweaks.

Another positive change that the CRF committee instigated is that our ratings will now be transparent, meaning that all our ratings will be posted on the CRF site and available for us to check out. In addition to being posted, we can now “protest” another boat’s rating if we have reason to question the measurements.

Why is this important? I know that long ago, early ‘90s, an owner fudged his measurements to get a better rating. I also remember, again the early ‘90s, at the ERR out sailing an identical fractional rigged 39 and then having to give this sistership a lot of time. Under the CRFMkII I can now see the difference between these two supposedly identical boats to understand why the time allowance difference.

The application form is similar to the old one, but now all on-line. But, and this is a really big BUT! It is imperative that you measure your own boat. Years ago, I went to Elizabeth’s book and took the measurements for *Golondrina* directly from the rig plan of the 39 fractional rig, what Waldo called the

Concordia Standard. It worked, but last week I measured, just to make sure. Remember our mantra: A&R built 99 identical Concordia yawls. Each one is different.

I got a call from Tom Kiley a few years ago, when he was the rigger for Rockport Marine, wanting to know the dimensions of the mizzen mast and boom. One of the 39s they tended had an aluminum mizzen and the new owner wanted to have RM build him a wooden one. Tom measured all the mizzen masts and booms of all the Concordias they maintained and he came up with six different boom and hoist lengths. I mentioned our mantra to Tom and now he understands. Measure your own boat.

But I have one problem with this new CRFMkII which is that we will have to resubmit our measurements each and every year and it will now cost us \$50 per year. Previously, we had to resubmit every three years at a cost of \$25. I have to take issue with the fee going from \$25 every three years to \$50 every year. \$25 every three years to \$150 every three years. The cost seems excessive and the process seem like busywork.

Golondrina’s measurements have not changed since 1958. A few of our fleet went through the fractional to masthead changes in the late ‘50s and early ‘60s to get a better CCA rating, but they have been stable since then. Well, except for those pesky 41s whose owners never figured out exactly where to place the mast (Should I put it at the bow this year and in the cockpit next year? And what about the bowsprit? Where does that go?)

This is gentle competition among friends who once a year like to race their cruising boats. It’s not the plastic fantastics racing out of the yacht clubs where the rules change yearly and the boats are tweaked yearly to either keep up with or beat the new rule version. I just do not understand this need to

resubmit each year at a cost of \$50. I wrote of my concerns to Chris Wicks but have not gotten a response.

One overriding aspect of the ERR and the connected Camden and Castine races, is that I found them to be very egalitarian. Anyone with a wooden boat was welcome to enter and could race on an equal footing with everyone else. I hope this \$50 per year fee does not drive some of these boats and their owners out of these wonderful Maine races.

Read the new rules. Then go measure your own boat. It’s easy.

JOHN EIDE



CORIOLIS

No. 82 Seattle, WA



Coriolis has been unwrapped for the season after her canvas-covered winter slumber in Portage Bay at the Seattle Yacht Club. Despite appearances, some hard work has been undertaken over our long, wet winter.

First, after a temporary unwrapping, her bottom was stripped and repainted at the Jensen Motor Boat Company in January. It had been 14 years since she was last wooded underneath and she is now smooth and slippery. Jensen's runs an old-fashioned

being reinstalled and I expect most of that is gone by now but I was pleased with my inspection and see relatively little wasting. Bronze would be better but the iron has held up OK. I removed the tanks, inspected and repainted the bilges with Red Lead Primer sourced from the George Kirby Jr. Paint Company in New Bedford, MA. It is a great family owned company founded prior to the Civil War.

After replacing the tanks I decided to install brass flooring anchors manufactured by PYI to secure the floorboards. They are not easy to put in but they seem to work so far.

Finally, it was time to remove the spars for varnish and we picked the mainmast at Canal Boatyard, set it on sawhorses on deck and motored our way back to Jensen's where 28 hands lifted it off and set it down undercover for the work. It reminded me of those old photographs of the entire town of Bristol, RI carrying the spar of *Vigilant* or some other Herreshoff creation through the town for stepping.

Our summer plans include a foray to Blind Channel above Campbell River in British Columbia in September and a trip to Maine (without *Coriolis*) in August. She will be in West Sound at her mooring and we hope for some short trips and day-sails from that home base. It is our thirty-sixth summer together.

DOUGLAS ADKINS



marine railroad and *Coriolis* rides up from the water in comfort and security.

It also seemed time to have a look at the water tanks under the cabin sole and, like many 41s, she has tankage which is made possible by her iron floors. I replaced the floors some years ago using the old ones as patterns but we did it in galvanized iron so as to be consistent with the iron keelbolts and ballast keel. The floors were treated with epoxy before

HERO

No. 22 Flensburg, Germany



Our Concordia *Hero* is currently stored in its winter quarter undergoing the usual maintenance work at Robbe & Berking Classics before the sailing season starts at the Baltic Sea in May. Located directly in the city harbor of Flensburg, Germany, Robbe & Berking is a shipyard specialized in the restoration and upkeep of wooden yachts, taking great care of *Hero* for many years.

Even the difficult replacement of the old petrol engine with a new diesel motor, which became necessary due to environmental laws, was implemented in a truly thorough manner. In general, the conversion of the propulsion resulted in a much quieter cruising experience, more power and in a reduced fuel consumption.

Hero's longest journey in 2016, a four-week cruise in August, took us through Denmark. Starting at *Hero's* home-port, the yacht club of Flensburg, the journey took us across the open sea to Aeroskobing. Heavy winds, rain and swells of more than three meters turned the Baltic Sea into an impetuosity challenging both crew and vessel. After nearly 15 hours, the safety of the modern harbor was reached and the next storm lashed days were spent exploring the beautiful island of Aero. Finally, on the fifth day, the South Funen Archipelago showed itself from its best side. Beautiful weather and light but durable winds accompanied us to Troens, Kragenaes, and Stegen. With our course a broad reach, *Hero* easily reached its maximum cruising speed enabling perfect sailing days. Unfortunately, the lucky streak left us. The approach to Copenhagen in bad weather conditions turned into a waiting game on a close reach course and constant tacking against the tide. After nearly twelve days, we finally reached the beautiful city of Copenhagen and enjoyed several days in the capital of Denmark. The return journey took us to Vordingborg, Faaborg, Dyvig and back to Gluecksburg. As always, *Hero* proved itself as a reliable ship even in extreme weather conditions, turning this journey into a remarkable memory.

For the upcoming season, we feel prepared for longer trips exploring Sweden and Norway. Just to quote Franklin D. Roosevelt:

To reach a port we must set sail.

Sail, not tie at anchor.

Sail, not drift.

PROF. CHRISTINE NICKL-WELLER

PROF. HANS NICKL, AND MAGNUS NICKL





FLEETWOOD

No. 20 Kiel, Germany

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Fleetwood has been in the water since March 25th. After launch day we had a couple of warm spring days and two members of the race crew and I had one fine sailing weekend.

The winter work was a real success. I took off the deck canvas on portside, beside cabin and cockpit. Therefore all the hardware had to be removed. Instead of the old canvas I decided to lay down three layers of glass fiber with epoxy resin. I renewed all the other areas of the deck covering during the last few years. The indication for needed work were some cracks with ingress of moisture. Damage to some minor wood areas developed during last summer.

I decided to use a three layer laminate of 280+560+280 g/m² glass cloth. This creates a very strong structure and from a visual point of view the paint looks very similar to canvas. The main advantage is the possibility to work in sections with the ability to create proper transition areas between new and already done sections.

The varnish and paint work was finished as usual.

However, the Perkins engine was out for warranty work for the third time, caused by a small oil leak. The engine received a complete overhaul in autumn 2014 and since then we have had some problems with oil leakages. Now it seems to be tight.



I installed a new Sterling Power Alternator and Battery Charger to improve the energy situation on board. This works very fine.

With the winter work finished, we are now looking forward to this year's sailing events. My daughter Lea and I have booked a flight to Boston. We are going to participate in this year's ERR. We are still looking to be invited on a boat for the event. Lea is an athletic young lady, able to turn a winch round and I'm an experienced Concordia racer. Beside the sailing interest we are still looking for a chance for my daughter to start networking with other young people from the United States. There may be a chance for us to sail on New York 30, Alera, but no chance to sleep on board. You are most welcome to send your thoughts about that to Kersten.prophet@gmx.de, or send a WhattsApp Message to +49 1522 1546930.



Our German sailing plans for this year are to participate in three races in May and June. We will have a short summer cruise in the Danish islands not far from Kiel and maybe a single handed autumn cruise, as I did last year.

I wish all Concordia lovers a great season and hope to see and meet some of you in Maine.

KERSTEN PROPHET

KATRINA

No. 94 Brooklin, ME

I hope this finds all of you well and getting psyched for the sailing season.

We have several exciting projects going on with *Katrina*, my mom's 41', at Kalliste Yacht Services in Lincolnville, ME, where the boat lives in the winter and is cared for by Shane LaPrade and his crew.

Here is an image I shot of our name being redone on the transom by hand-lettering artist Tom Fish from Appleton, ME. *Katrina* was hit by a motorboat moored behind us one night during high winds last summer. We weren't aboard, and luckily it was discovered before more than largely cosmetic damage was incurred. The accident trashed the name on the transom, and thankfully Shane was able to source us to Tom Fish, who did an exceptional job of re-lettering, as the images below reflect. We feel exceptionally fortunate to have been able to tap an artisan as talented as Tom for this unique project.



Born in Rockland, Maine, Tom has a love of the ocean and a great appreciation for Maine's rich boat-building heritage. A life-long artist, he learned the hand-lettering trade as a signwriter's apprentice in high school. He has had the honor of lettering many commercial and pleasure boats over the years. He resides and works from his studio in Appleton, Maine. (fishstix@tidewater.net)

WENDIE DEMUTH

KALLISTE YACHT SERVICES

This winter and spring has found us very busy in the shop with interesting projects on two well loved Concordia Yawls. Being a small shop, it doesn't take too much work to keep us busy and it is very rewarding to work with the owners directly to remedy the problems on their boats. It has been a great winter/spring working on these beautiful boats that obviously mean a great deal to their owners.

Katrina

Katrina has been in our care for several years now and has seen many miles of family cruising and racing adventures. This year she had an unfortunate mooring interaction which led to her name and hailing port on the stern being damaged. Fortunately the heavy varnish buildup had protected the mahogany beneath and the repairs only required stripping

and refinishing the transom. The gold leaf lettering was then skillfully applied by Thomas D. Fish who is an artist who specializes in hand lettering. His skill has proved invaluable in replicating the original font and size of the original lettering.

Like most of her sister ships, the original canvas cabin top had lifted, cracked, and was allowing water ingress to damage her brightwork at the eyebrow molding and cabinside. We removed her original canvas and found her fir cabin top to be in very good condition requiring only two dutchmen to remedy small areas of rot. The ability to disassemble and repair the majority of the boat's trim and furniture with little more than a slotted screwdriver is a testament of form meeting function and the reality that a great deal of the fasteners had not been removed in over 50 years shed light on the quality of materials and craftsmanship that embody the class.

With her hatches, hardware and trim removed, we applied a new epoxy and dynel covering. After patterning smooth margins around the varnished furniture and handrails, she was painted with Epifanes epoxy primer and top coated with cream two part polyurethane with nonskid particles. Her cabinsides have been wooded and are currently in the process of being refinished to match the rest of the cabin top furniture.

Fabrile

Fabrile came to us late last summer for work to complete the repairs needed to get her back into sailing shape after breaking free from her mooring back in 2011. She had extensive work done at other yards to replace her deadwood, stern post, and planking over the years but had not been launched since. The sternpost and shaft log had distorted considerably from drying out and we needed to rectify that prior to re-powering her as she still had an original Graymarine gas engine. Late last summer we hydrated the hull, tended to her seams, and launched her with the support of a new battery bank and solar panels to manage the bilge pumping tasks. The system worked very well and after swelling for several weeks we hauled and reassessed. Though her seams tightened up considerably, the shaft log and sternpost were still warped. With the assistance and guidance of Patrick Dole and Accutech propeller, the stern post was re-shaped and the shaft log bored oversize to accept a bronze tube assembly to accommodate the propeller shaft. The tube was machined to accept the cutless housing on one side and a Lasdrop seal on the other. Both fittings are able to slip in the tube on o-ring seals to accommodate for wood expansion. *Fabrile* then received her new Beta Marine 35 diesel, new propeller shaft, and associated systems. When she came to us there was only a small piece of rudder left (about the size of a lunch tray) on the original shaft due to the grounding years before. We were able to source new rudder pintles, gudgeon, and heel fittings from Concordia and shaped a new rudder made of Sipo joined with bronze drifts and completed with a silver soldered copper trailing edge.

SHANE LAPRADE

WESTRAY

No. 79 Newport, RI

We have recently commissioned a sailing dinghy for *Westray*. We wanted a pram lighter than the classic Bateka that could be sailed as well. Ballentine's Boat shop built a Nutshell Pram designed by Joel White. First she was completed to prime and was then customized with paint and stripe to match *Westray's* colors. We baptized her *Cleo* in honor of our beloved Springer Spaniel CLEOPATRA. The boat is an excellent tender; it tows exceptionally well and holds a surprising amount of gear and passengers. *Cleo* is 9'6" in length. She tows, rows, and sails with ease and stability. We have outfitted her with a hidden electric motor. It looks just like a regular wooden tiller and rudder but has a small Torqueedo Electric Motor attached. The arrangement is removable when sailing the dinghy. For the sailing rig, we chose a traditional gaff, and the sail has been designed to imitate the classic Venetian Vela a Terzo, with the appropriate colors used in Venice's lagoon since time immemorial

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This summer we will test *Cleo's* mettle at dinghy races in the Thimble Islands of Long Island Sound, at the end of the Cruise in Company organized by the Ocean Cruising Club.

As for the mother ship *Westray*., here is the plan:

End of May/Beginning of June. Delivery from Cataumet to Newport

June 1-30. Local sailing in Narragansett Bay

July 1-15. Cruise in company with Ocean Cruising Club

Our cruise this year will commence in Newport, Rhode Island, yachting capital of New England, and we will sail into Bristol Harbor to enjoy the oldest continuous July 4th celebration in the United States. The cruise will continue to Marion, Woods Hole, Martha's Vineyard, and Block Island and will conclude in Shelter Island, NY. Participants are welcome to join for all or part of the cruise as their schedule allows. Post cruise opportunities include visits to New York City or sail north to participate in the OCC Maine Rally. *Westray* will benefit from this cruise to reach the Thimble Islands for the dinghy race.

Itinerary (subject to change!)

The OCC has developed a cruise itinerary that will allow participants to sail at their own pace, including some or all of the following destinations and events along the way:

Saturday July 1st. Anchor or take a mooring in Newport Harbor and reception dinner and outline of the cruise plans.

Monday July 3rd.

Tuesday July 4th. Potluck Cookout in Bristol.

Thursday July 6th. Rendezvous at Marion's Beverly Yacht Club

Friday, July 7th. Visit Woods Hole Oceanographic Center

Sunday, July 9th. Dinghy Drift in Edgartown, Martha's Vineyard

Wednesday July 12th. Mudslides at the Oar on Block Island

Saturday July 15th. Conclusion dinner at the Shelter Island Yacht Club

OCC will hold daily VHF and SSB nets to keep everyone informed throughout the cruise as to yacht locations, weather as well as updates on all planned and impromptu events.

July 14-16. Dinghy Races

Rendez-vous of *Westray* with a friends' 30' Nonsuch named *Aloki* and other yachts with sailing dinghies at the Thimble Islands. He is bringing an Ian Outreigh dinghy named *Paws* for the dinghy race.

Sailing dinghy races on board *Cleo*.

August. Classic Campaign as per the following:

August 6 to 11. NYYC 161st Annual Cruise Schedule

Saturday, August 5. Registration, Captains Meeting and Opening Reception Tabor Academy, Marion, Mass

Sunday, August 6. Fleet parade through Woods Hole Passage, Astor Cup Race Day, Woods Hole to Hyannis.

Sunday the 6th is the run from Marion to Hyannis

Monday, August 7. Squadron Run No. 1, Hyannis to Nantucket.

Tuesday, August 8. Lay day in Nantucket. Flag Officers Cocktail Part

Wednesday, August 9. Squadron Run No. 2, Nantucket to Edgartown.

Thursday, August 10. Squadron Run No. 3, Edgartown to Cuttyhunk (or Padanaram).

Friday, August 11. Squadron Run No. 4, Cuttyhunk to Newport. Cruise Dinner at Harbour Court. Cruise disbands.

August 25, 26 and 27th. Herreshoff classic Regatta now combined with the Panerai Newport Classic regatta.

For these two regattas Jeff Gonsalves will also be on board.

September. Delivery from Newport to Cataumet at her winter quarters, with a program to restore the decks and the coach house, and to update the anchoring system with a bronze windlass.

JUAN CORRADI AND CHRISTINA SPELLMAN

GRACE

No. 72 Hingham, MA

This summer marks our fifth with our fifth child, *Grace*. When we joined the Concordia family in 2013, we still lived in Connecticut where, for two summers, *Grace* made Indian Harbor Yacht Club on Captain's Harbor in Greenwich, CT, her home. Starting in 2016, *Grace* made Hingham Harbor and Hingham Yacht Club her home, following the rest of the family towards her northern home waters. *Grace* has spent each of her winters under the tent in the good care of Stuart MacGregor's crew at Concordia Boats in Padnaram, MA.

Wonderful stewards have cared for *Grace* over her 58 years, but like her current custodians, she's required a little extra care and attention these last few years, including a new rudder in the winter of 2013, and a new keel, ribs, keel bolts and related materials in the winter of 2014. We all enjoyed nailing on the "whiskey plank" with Dave, Chris and the extraordinary craftsmen at Concordia. Captain Paul Haley diagnosed the need for both during the pre-purchase inspection. Updated electronics followed in the winter of 2015.

Grace has enjoyed numerous adventures with our family, including a lovely weekend at the 75th Anniversary of the Concordia Yawl in 2013, annual deliveries to and from Greenwich involving beautiful pre-and post-season stops at Block Island, Fishers' Island and Newport. In 2016, *Grace* participated in the Figawi race from Hiyannis to Block Island, placing in the middle of her class. In 2014 she joined in the Indian Harbor Classic Yacht regatta, that year piloted by a



talented young sailor, also named Grace. She's ventured to Provincetown and laid over in Scituate Harbor en route to Padnaram.

Grace marked Labor Day 2016 with a remarkable adventure. Hurricane Hermine's aftermath continued up the eastern coastline, pounding the South Shore with strong winds and heavy seas throughout the night of September 5. At some point, *Grace* broke free and sailed herself through an

entire mooring field or, more likely, around the outside of Hingham Harbor, past Langlee and Sarah Islands, and came to rest about 20 feet from a rock wall on the lee side of Sarah Island. There she rested on her side until the tide returned at which point, with a little help, she righted herself, cranked up and sailed back to a new mooring.

Grace came through the adventure without a mark or injury, prompting a good friend to opine poetically that

Grace "is very spiritual. That spirit could not be overcome by the fury of Hermine. On the contrary when loose, that spirit guided her through the storm and crowded field onto a soft mussel shoal."

We're blessed to have *Grace* as our "fifth child" and look forward to warm breezes and favorable tides in Boston Harbor and surroundings.

NANCY AND MICHAEL HERDE

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VINTAGE

No. 51 Deer Harbor, WA

The only news for *Vintage* is that she was brought to Haven Boatworks, Port Townsend, WA in September for a full painting and varnishing, masts unstepped, varnished and stepped, engine maintenance, and the usual. I guess the huge price tag to have that done was also usual but at least *Vintage* is in nearly perfect condition again and the hull is a nice off white, not grey! We are looking forward to a couple of years of sailing enjoyment. *Vintage* has enjoyed holding on to her dock all winter going through storm after storm and still as Spring seems far off though it is March 25th.

NORMAN AND ROBIN COATES

YANKEE

No. 37 Liverpool, NY

With heart heavy I have made the decision, after 18 wonderful years as her steward, to place *Yankee* up for sale.

Plans are to return *Yankee* in June from her current winter quarters at Sodus Pt. on Lake Ontario, back to her Padanaram, MA, origins. Concordia Co. has been engaged as yacht broker.

My greatest hope is to pass *Yankee* on to someone who will care for, cherish and enjoy this superb vessel as my family and I have through the years.

This decision - inevitable, reluctant, sad - arises from age and health concerns.

Happy sailing to all.

JAMES M. COSGROVE

SALTAIRE

No. 9 Conway, AR

To continue on from the Fall 2016 submission “Rob Installs a Bolt”, I have a bit more progress to report. Lots of bolts!



Rob Blood, from Standish, ME. has made two extended two week trips to Arkansas to work with me. During his the two trips, we have completed the backbone and all the floors. The new keel, gripe, stem, sternpost, horn timber and stern knee, all of Iroko, have been installed and bolted together. All that remains from the original hull number 9 is floor timber number one and about four feet of the stem.

Our keel modification was to router two channels for water egress instead of cutting all the limber holes in the floors. This should prevent the white oak floor timbers from having more exposure to water in the end-grain. I have also extended the stern knee to run a few more floors forward and laminated this

out of Iroko and G-flex.

I have 48 new floors and the majority are bolted with 1/2" bronze rod with nuts on each end. I am sure there is one of you in the group who will catch this apparent error and say there are only 47 floors. This one actually didn't have the aft most one number 48. So, naturally I had to make one!

I did manage to make one more rib pair, number 33, which are being laminated with Douglas fir with glass tape and Kevlar between the laminations. I am 1/3 the way through with making the frames.

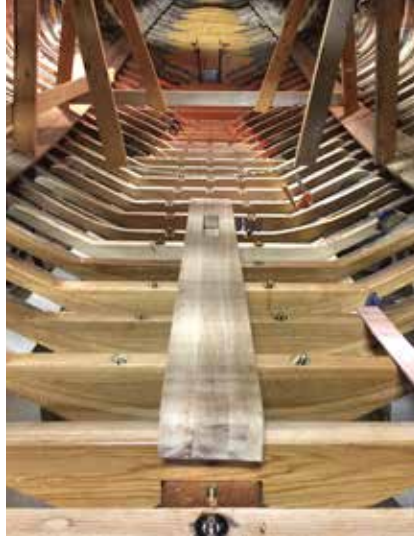
The mast step is being replaced as well. It's white oak and has been extended a couple floor timbers forward and a floor timber aft. The floors in the mast step area have laminated tabs that go the whole length – kind of like a truss as well as remaining a bit beefier. We've been laminating them with G-Flex as well.

Lastly, a big thank you to Chuck Thompson with *Mary Ellen* for taking Marcia Brown and I out for a sail in Charleston in January. We did manage to poke her nose out into the Atlantic and had a nice exercise tacking home in some brisk breeze. A little warm cider and rum capped off the excursion.

I'll be poking around New England this summer on *Mickey Finn*. <friends.of.mickey.finn@gmail.com> I hope to meet a few more of you.

ROB DESMARAIS





I received the following three page article about Waldo Howland from Paul Baggott, a Concordian subscriber, a friend of the fleet, fellow wooden boat owner.

The article appeared in an early 1960s copy of The Skipper magazine, based in Annapolis, MD.

The article was written by Fenno Jacobs who is a forgotten character in the world of photojournalism. Getting expelled in the 8th grade, he was a self taught writer and photographer who travelled throughout South America and Mexico while working for Time, National Geographic and Fortune.

During WWII he was recruited by Edward Steichen to work in his Naval Aviation Photographic Unit.

After the war he travelled extensively in Europe and Russia documenting the ravishes of the war as well as life under communism while working for Fortune. Later he became an editor of The Skipper.

He lived for many years aboard a 42 foot Matthews moving up and down the ICW.

John Eide

Almost his first words after the formalities of introduction, were: "Maybe we have built enough of them; a hundred is perhaps enough."

These words alone are enough to set Waldo Howland, boat builder of South Dartmouth, Massachusetts, apart from most of those engaged in the hectic boating industry of today.

Howland was referring to the one hundred Concordia sloops and yawls built since 1939, fifty-two of which, to this day, are stored and maintained in his yards and shops.

South Dartmouth is situated on one of the points of land fingering out into Buzzards Bay a few miles west of New Bedford. It is reached by following a tortuous narrow road which ends with the town. While the automobile certainly figures in the lives of the town's residents, and in the plans of anyone wanting to visit the place from the land side, it seems not to have succeeded in taking over and dominating the scene as with seacoast towns where the roads pass through and on. When one stops in South Dartmouth, it is, as likely as not, at the water's edge and for the purpose of boarding a boat, which most likely would be within sight of Howland or one of his Con-

cordias which lie to moorings in Pa-

Howland is a gentle-mannered, courteous in his speech and careful with his words. His expression in conversation that recollects are never far away. It was his father's relation with the son and Ray Hunt, was the design of the splendidly accomplished Concordia of which was built in New Bedford at the time shortly before the second World War. The Concordias were built in the German yard and Rasmussen to the Howland account, fitted in the South Dartmouth yards.

"Hetty Green, the 'Witch of Wall Street', you know," Howland has said, "which we bought in 1941 is the only property ever sold from the Green estate. It was Colonel Green, had his yachts maintained and hauled." Since one of the Colonel's boats was a forty-eight-room houseboat, the turntable are substantially constructed, a brick building that survived the destruction. Everything else on the property had

HIS PL



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Waldo Howland in his chosen surroundings, with one of his Concordia Sloop Boats astern.



danaram Harbor.
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Howland since his purchase of the property. The yard is now equipped to store and service upwards of a hundred yachts, including the fifty-two Concordias.

Eight or ten miles west and south of the main yard there is located another of Howland's boat-building activities—a nondescript assemblage of tar paper-covered sheds and lean-to's where a crew of about ten workmen engage in the year-around process of building the Beetle catboats and the new Concordia sloop boats and, usually, one or another traditional boat, the latter of which may be anything from a fourteen foot pulling boat to a fifty foot replica of a Down East fishing schooner.

The one element common to all this activity is wood. Howland builds only with wood and, to a large degree, only in the manner and form which time has proven and tradition upheld. But he is careful to explain that he does not employ the old methods and techniques just because they are old, but only if, in his opinion, they have proven themselves to be better than latter day "improvements" and substitutes.

Howland's feeling for, and knowledge of, wood is overwhelmingly apparent as he shows a visitor about, happily

Howland advertises

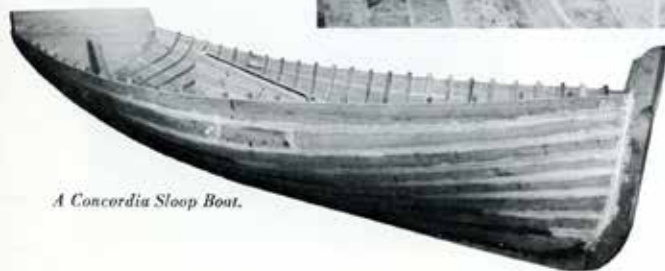
his feeling for wood

in every possible way.



PLACE IN TIME

by
Fenno Jacobs



A Concordia Sloop Boat.

Cedar planking over steam-bent oak frames. The start of another Beetle catboat.



Upwards of a hundred yachts can be stored in the Concordia yard.

pointing out a carefully arranged stack of planks and explaining: "That's cedar for planking the catboats. I bought it last year and it will be ready to use next year." Or, standing by what to the uninitiated looks like nothing but a lot of ragged poles, he will say: "Eastern spruce. They'll be masts for the catboats."

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To see him as he stands watching a workman bending a rib of oak over a form, or running a piece of pine through a bandsaw, is to see a man absorbed completely and happily in the spectacle of wood being handled and shaped into forms which he considers to be one of man's most satisfying and useful creations—boats. It is easy to believe him when he says: "I could stand here all day watching this kind of thing."

By right of ancestry and upbringing, Waldo Howland can be called a true New Englander. By virtue of his success in doing profitably what he most wants to do, he might, by some, be considered a shrewd Yankee and an outstanding anachronism. But any appraisal of the man that overlooks his passion for wood, and his pleasure in using it, would be empty of true meaning. Resting his foot on a long, weathered plank, used as a rough *al fresco*

seat, he says: "This plank is cypress. To my knowledge it has been right here for forty years; it is as sound as the day I first saw it, and unless it goes somewhere into a boat, it will be right here long after I am gone."

That is Waldo Howland, a man who thinks first of wood, second of boats, with all other elements of the good life as he sees it, taking their proper place in line behind these two pre-eminent considerations. ⚓



Howland enjoys inspecting his stores of selected woods seasoning with time.

MARY ELLEN

No. 26 Charleston, SC

My last newsletter contribution was just after a disastrous haulout. Unfortunately, *Mary Ellen* was in the sun drying out much longer than I would have liked while I made a replacement rudder for the one the yard broke. As a consequence, there was a lot of movement (again) as she swelled up and I once again lost bottom paint along the seams. So I hauled out again and repainted. Just got her back in the water, this time without much drying out. She got a new prop shaft this haulout. The original bronze shaft was pretty beat up and had several worn areas.

The dolphins in Charleston seem to appreciate *Mary Ellen*. Several of them come to visit with us almost every trip out. Coming back from the yard, they were swimming under her keel from one side to another for a good 40 minutes. It was pretty magical.

It has been an early Spring for us with several sails in the month of February and more in March and April. You guys up North have a lot of catching up to do.

As someone mentioned, I still have a lot of cosmetic work to do to pretty up the boat. The latest has been stripping and re-varnishing the booms. And I still have the annual varnish work to do. Also on the list is the new running rigging that I had made up. Although the old three strand looks nice, everyone's hands will sure appreciate this new Vintage Sta-set everywhere.

I think the most exciting thing of all is her new main sail. UK Sailmakers in Charleston made it for me and did a fabulous job. I'm certain I'm a knot faster and, man, does it look good!

As always, drop us a line if you're in town. I hope everyone has a great season and perhaps I'll see some of ya'll if make it up to the Eggemoggin Regatta this year.

CHUCK THOMPSON



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No. 48 Pocono Lake, PA

2016 was a roller-coaster year for *Lara* and me. In the end, it fell far short of our expectations. Not because of *Lara*. Oh no! She was magnificent. Other gremlins were at work here.

And because of those gremlins, she is now for sale.

How did we arrive at this dismal juncture? You know that young Matthew O'Neill and I set out from Belfast, ME, last Oct. 20 for points south and that our first destination was Tenants Harbor (at the southern end of Penobscot Bay's western branch).

I can now tell you we made port in good time and picked up a mooring early enough to enjoy a cocktail, a hearty supper of soup and vegetables and plan the next day's leg. It was an exhilarating start to a journey of a couple thousand miles and winter in the Exumas.

But as wonderful a beginning as that first leg was, it did nothing to prepare us for Day 2.

We motored out of the secluded harbor under pleasant conditions shortly after daybreak. But as we neared the green marker guarding the harbor to starboard, the seas grew steep and a pea-soup fog began to roll in. Okay, we thought, *Lara* is a stouthearted vessel and we are well-equipped to deal with this.

The seas steepened, maybe six to eight feet, and the fog thickened. Our trusty new chartplotter

told us we were ... in Canada? Where??? No, wait! Florida, off Hollywood Beach! Our chartplotter was off the charts! Fortunately for us, Matt's eyes and ears warned of rocks just off our starboard bow. He saved our backsides.

We immediately set a compass course that took us out to sea and I began mapping our position (the chartplotter still gave us our correct latitude and longitude) on a paper chart. After an hour or so of doing things the old-fashioned way, conditions eased, the chartplotter awoke, and we began making our way southwest along the coast to our second night's destination, Boothbay Harbor.

A day that started out so ominously morphed into a beautiful afternoon and we breezed into the harbor in bright sunshine and with a mild following wind. We had chosen the Carousel Yacht Club for the night's stay, but what was meant to be a one-night stand turned into five.

A strong westerly that sprang up overnight pinned us against our berth and, at some point, our fenders washed up onto the floating dock, exposing *Lara's* port beam to severe

chafing against the dock. By morning, parts of her topsides had worn down to bare wood. I hadn't set our spring lines tight enough!

We were stuck there for four more days, giving us time for a couple of forays into town, one of the nicest we visited. Finally the wind swung around to the north on Oct. 26. We got off the dock and were on our way again.

But we had lost valuable time. Although we logged some 50 miles that day, we were much farther up the coast than I had hoped when we pulled into Kennebunkport Harbor. But here is where we met up with John Bargh, my second, more seasoned, crewmate.

We were more than happy to welcome John aboard. He treated us to a splendid dinner at Alisson's on Dock Square (he also brought a packet of scrumptious brownies baked by his wife, Kate) and, after a good night's sleep aboard, we eagerly resumed our voyage the next morning.

There followed passages to Newburyport, MA, a rough slog around Cape Ann to Beverly, across Massachusetts Bay to Sandwich and then to Padanaram. I will single out the leg between Sandwich and Padanaram because it involved a transit of the Cape Cod Canal, where I had watched, with my father and mother, warships pass when I was a child during World War II.

Sandwich (which claims to be the oldest town on Cape Cod) was utterly charming and my crew and I dined there at the Pilot House. But this passage stands out in my mind because we hit the tide just right the following morning, racing through the canal at 10.5 knots (the posted limit is 10 knots!) without even a moment's hesitation at the railroad bridge. Whew! That same tide propelled us well into Buzzard's Bay on our way to Padanaram.

Padanaram was a must stop. I wanted to visit Stuart and Brodie MacGregor at the Concordia Company (Stuart brokered my purchase of *Lara*) and show them my gorgeous girl. Besides, they still had her spinnaker pole, which I figured to rig as a whisker pole for our big Genoa. But the pilings there looked forbidding (remember, I had been skipping *Lara* for only a few months and I had yet to conquer her formidable prop walk), so we stayed at the more easily accessible New Bedford Yacht Club landing instead.

NBYC was only a couple of doors down Elm Street from



the Concordia docks, so I left my crewmates to tidy things up and walked over to see if I could find Stuart or Brodie or both. No luck, but a visual inspection confirmed my suspicions about the docks.

That evening we ate ashore again, this time at The Sail Loft. It was Halloween and we were treated to witches and goblins at dinner and then a costume parade along Elm Street afterward. We took on fuel the next morning and left, sadly without seeing Stuart or Brodie.

From Padanaram, we had a couple of shorter legs, the first to Block Island (It was only Nov. 1 and the place was deserted; even the fuel docks were closed), then another rough slog to Montauk, NY. We laid over an extra day there, waiting for favorable conditions for our longest passage yet: more than 100 miles along the South Shore of Long Island and across Raritan Bay to Sandy Hook, NJ.

John was our tactician for this passage, and he carefully plotted our course so we would cross the shipping lanes into New York Harbor just after daybreak. The wind swung around to the north as forecast and we sailed from Montauk around 10 a.m. The going leaving the harbor (on the Long Island Sound side) was heavy but once we rounded Montauk Point, the seas subsided

and we had a very pleasant reach down the shore and into the night.

Sailing south so late in the season, especially at night, the winds are

more often favorable (if a tad strong) but they blow very, very cold. A four-hour turn on deck (we had organized into shifts, with two of us on deck at all times) required Long Johns and a couple of layers of heavy clothing, topped by foul-weather gear. If you got wet, you were in a world of hurt.

We pretty much had the Atlantic to ourselves that night, clipping along at six to seven knots much of the time. We kept offshore about two miles and only an occasional fishing boat shared our space until we drew closer to megalopolis.

As we drew closer to Raritan Bay and Lower New York Harbor, we saw the lights from one tanker after another anchored and waiting for clearance to proceed to port. By now, it was getting lighter and we decided to break off in the direction of Sandy Hook earlier than planned in order to clear the shipping lanes while the tankers were idle.

This meant we would spend more time in the open waters of Raritan Bay. It was now a bit past 7 a.m. on Nov. 4 and the wind had swung around to the southwest and freshened. We gave *Lara* a real beating, pounding our way through steepening

seas at 2 to 4 knots for the next six hours. Now the (automatic) switch on our primary bilge pump failed. We could turn it on and off manually, but we quickly discovered we had to pump every three minutes. *Lara* was taking on water at an alarming rate.

We were one weary crew, bone cold and more than a little apprehensive when I cleared the “hook” and sailed us into Sandy Hook Bay. Matt and John took in our sails and we motored into Atlantic Highlands, NJ, where we docked at the municipal marina around 1 p.m. It had been 27 hours since we left Montauk and it would be another day or two before we would fully comprehend what had been unfolding with *Lara*.

Matt quickly replaced the bilge-pump switch and the time between pump-outs soon settled back to a more reasonable 20 minutes. But what, we wondered collectively, was going on below her waterline?

Word of our misfortune spread quickly and Donna Syres (who owns her own boatyard in nearby Seabright but also works for the marina as a diver) appeared and went down to inspect *Lara's* bottom. She found what she thought was a four-inch-long fracture in one of the bottom planks near the forward end of the ballast keel. Concern enough, I felt, to haul out and take a closer look.

It was now Nov. 6 and, with a long list of boats already scheduled to be hauled for the winter, *Lara* couldn't be worked in until three days later. Now the coldest

weather of our voyage set in and John decided he would leave us after we hauled out. It was just too cold, he reasoned.

Came the ninth and we worked our way, stern first and with lots of help from the haulers and their boat hooks, to the Travelift. I showed them *Lara's* plans so they could locate the straps properly (no crushed rudder for us!) and weigh, weigh, haul aweigh! Up she came. We would now see for ourselves what had made her to leak so profusely.

Mixed news: No fracture, just a number of seams that, for whatever reason, were leaking. And the ballast keel had dropped by a tiny fraction of an inch.

Donna argued effectively that she, with help from Matt and her eldest daughter, could mend the sieve-like seams. So *Lara* was moved to a front-row location (with an unobstructed view of Sandy Hook Bay and Long Island beyond) in the marina's “emergency room” and, couple of days later, Donna and Matt set about the task of reefing out her bottom seams. Our do-it-yourself project was completed over the next 10 days and *Lara* was good to go.



But now it was late in November. John Bargh was gone and free-spirited Matt and I had begun to quarrel. Then, on Nov. 20, an argument (it began with politics) over dinner at the Harborside Bar and Restaurant ended with us going our separate ways.

We had had our own cabins aboard *Lara* and I suppose the closeness of sharing a room (at the Blue Bay Inn, where we had been staying while *Lara* was hauled) exposed differences that frayed our relationship. Nevertheless, Matt had proved himself a very capable seaman.

Donna, an accomplished sailor in her own right, offered to crew for me as far as Cape May, but that would have been another all-nighter and I figured we needed a third to navigate the length of the New Jersey coast non-stop safely and as comfortably as possible.

And so I put out word that I was looking for someone to crew *Lara* to Cape May (and hopefully up Delaware Bay, through the C&D Canal and down the Chesapeake to Oxford, on Maryland's Eastern Shore). There, my cats and I could spend the winter with *Lara* in the water while I searched for a new mate. Sadly, there were no takers.

In all, I spent about a month in Atlantic Highlands, the last three weeks at the Blue Bay, a boutique hotel (the only accommodations anywhere near the marina), while *Lara* sat

on blocks and jackstands.

The weather these final weeks was exceptionally mild for the most part (too bad John hadn't factored Indian Summer into his calculations). It was during this time that I discovered a couple of world-class restaurants: Copper Canyon (a part of Blue Bay Inn, best margaritas this side of Mexico) and Christine's, a culinary jewel just across First Avenue from the Blue Bay.

But with the arrival of December came truly bitter weather. It became evident that there would be no crew and my beloved *Lara* was going to spend yet another winter on the hard.

And so now she is for sale. I invested far more than I could afford in restoring her and in the failed pursuit of my dream of sailing her to exotic tropical islands. Now, at 79, it may be too late for me to set out again on a four- to six-year odyssey such as mine.

So I must console myself with the knowledge that I have, with a tremendous assist from John Flanzer and his crew of artisans who so skillfully restored her and brought her into the 21st century, given *Lara* a new lease on life. She gave me two of the best summers of my life. I only hope her next owner will dream as big.

STEVE WEEKS

I MAY NEVER KNOW

I will always wonder what caused the leak that left *Lara* hauled out in New Jersey and ended my dream of sailing her to the Caribbean and maybe even the South Pacific.

Two events stick out in my mind:

1. A submerged rock I bounced us off as we approached Kennebunkport Harbor, ME, and
2. A long and ultimately very rough passage from Montauk, NY, to Sandy Hook, NJ.

Or was it 3: something altogether different?

We were headed into Kennebunkport Harbor on Oct. 26, near the end of a 50-mile leg from Boothbay Harbor. My crewmate, Matthew O'Neill, had just finished taking in our sails. I had been holding *Lara's* bow into an 18- to 20-knot northerly and was bearing to port and the channel when I hit one of the submerged rocks (clearly marked on my chart) just west of the #3 green can. It was a sharp blow and it left its mark on the forward edge of our 7,500-pound cast-iron ballast keel.

We encountered very heavy conditions crossing Raritan Bay on Nov. 4 during the last six hours of our 27-hour, 100

plus-mile passage from Montauk. *Lara* took a real beating. So did Matt, fellow crewmate John Bargh and I.

I'd say it would be a no-brainer to blame the offending rock. But we saw no evidence of any excessive leaking until nine days later during that horrible beat across Raritan Bay.

But maybe neither was responsible. Maybe it was something that had bothered me even before we left Belfast, ME. The shrouds on *Lara's* mainmast seemed to me (and to several others who had sailed with me) to be a bit sloppy. In plain terms, it looked like there was too much play in our leeward shrouds under sail.

Could the stress put on our windward shrouds when we tacked (or while we were pounding through some very steep seas) have jerked sharply enough on her chainplates to open some of her seams? Could another turn on the turnbuckles have saved us that fateful delay in New Jersey?

I may never know. Perhaps some of you have had a similar experience and will tell me. Sadly, the question is purely academic now.

SW

LET'S EXTEND A CONCORDIA WELCOME TO KERSTEN PROPHET

Kersten Prophet, owner of *Fleetwood*, and his daughter, Lea, will be at the ERR this summer. They're looking for a spot on one of the sisterships for the racing. Who needs two good crew? You have been reading Kersten's exploits racing *Fleetwood* out of Kiel so you know that he's an experienced and successful sailor. Many of you have gotten to know him at the reunions

so you know also that he's a very easygoing and personable fellow. After the 75th, Kersten and I did a short cruise in Casco Bay and I can assure you he's also a good story teller and cook. Please contact him at <Kersten.prophet@gmx.de> or send a WhatsApp Message to +49 1522 1546930.

EAGLE

No. 92 Isleboro, ME

After a long winter, I long to be back aboard *Eagle*. Plans are underway to sail amongst the islands of Maine with friends. We may be five aboard her so accommodations could be a little tight. Alcohol before 3pm will be strictly forbidden.

If you've ever wondered what a top speed for your Concordia may be, I can attest that sustained 10 knots is possible with 16 knots of wind. It was a glorious day north of Martha's Vineyard on a reach with amazingly calm seas and a good current boost. I think I actually hit 10.2 knots, but I couldn't get a picture in time. Just my wife and me aboard. I was ecstatic and she wanted to scream with fear.



Could I ever do that again? Never in a race, where I struggle to maintain half that speed on a good day. Was it an error with my Garmin? If so it made me a fan of Garmin for life.

Oh well, for an afternoon it was sailing nirvana.

We'll be in the ERR again this summer with our new grandson at the helm.

DAN AND ROBIN SMITH

TOSCA

No. 73 Baddeck, Nova Scotia, CA

After a long silence I am able to report that *Tosca* was trucked last August from her shed on our property in Cape Breton to the Dory Shop, Lunenburg, Nova Scotia where she is undergoing a refit under the watchful eye of Dan Moreland* and colleagues.

So far we are in the deconstruction/discovery phase having taken off the lower bottom planks and ballast keel with a view to replacing the wooden keel, floors, some rib ends as necessary and perhaps adding bronze floors to further strengthen her.

We plan as well to refasten the hull, at least below the waterline.

I think you have plenty of photos of other Concordias in a similar state of disrepair so I shall spare you the repetition. I shall keep you posted.

DR. GERALD FITZGERALD

*Some of you long-time owners may recognize the name Dan Moreland who was the creator of the *Picton Castle*, the square rigged, world cruising school ship based in Lunenburg. You may also remember that the late Edgar Crocker, *Crocodile*, was an early and avid supporter of Dan's project. I could fill an entire Concordian with Edgar's sea yarns of sailing on the *Picton Castle* in the South Pacific and Dan's tales of his deep friendship with Edgar.

John Eide



WELCOME TO THE FLEET

Stephen Lindo is the new owner of *Skye*. He will moor her at Eastern Point Yacht Club, Gloucester, during the season.

RACING: THE BIG ONE - THE EGGEMOGGIN REACH REGATTA

Saturday, August 5, 2017

The Eggemoggin Reach Regatta began humbly in 1985 with thirteen wooden boats and a dream. Organizer Steve White along with Frank Hull of Brooklin Boatyard first envisioned the race as an opportunity for wooden boat owners to get together and enjoy each others company as well as to compete. The race quickly grew to 125 boats and is now co-hosted

by Brooklin Boatyard and Rockport Marine. The Regatta's 15-mile course has remained the same over the years and only once was the race cancelled due to fog. (The party still happened though!)

We want to thank WoodenBoat Publications for the generous use of their grounds for our event.

For more info: <http://www.erregatta.com/index.html>

BEFORE THE BIG ONE

The Camden Feeder Regatta, Friday, August 4. Contact: CYC office, 207-236-7033, cyc@camdenyachtclub.org.

The Castine Classic Yacht Race, Thursday, August 3. Contact Castine Yacht Club <http://castineyachtclub.org>

THE NEW ONE

July 27-29, 2017

The Second Annual Camden Classics Cup, Camden, Maine.

The Camden Classics Cup (CCC) is on the calendars of classic, vintage, and Spirit of Tradition boat owners looking for the best sailing in New England. Now in its second year, the event opens the classic yacht racing season in Maine and serves as the introduction to Camden Classics Week.

The CCC regatta is scheduled July 27-29 (the weekend prior to the Eggemoggin Reach Regatta) and presented by Lyman-Morse Boatbuilding in conjunction with the Camden Yacht Club. In its first year, CCC met its promise and goal by drawing a superb classic fleet to the waters of Penobscot Bay and into Camden Harbor.

Regatta highlights and public events include harborside viewing of the Maine Maritime Museum Parade of Sail on Saturday. The CCC fleet will dress ship and parade through Camden Harbor. Last year's showing was quite an elegant spectacle.

The event format includes two days of CRF, Spirit of Tradition and PHRF racing followed appropriately with post-race celebrations. Last year the fun began on Friday night with a dock party at the Rhumb Line, the new restaurant and bar at Lyman-Morse at Wayfarer. Post-race festivities peaked

Saturday night with a dance party at the Camden Yacht Club. Party goers did some serious dancing to The Motor Booty Affair while enjoying gourmet grazing by French & Brawn. An awards ceremony wrapped up the event Saturday night with trophies and awards provided by Swans Island Company, Chelsea Clocks, Browne Trading Company and AGA Correa & Sons.

Party goers and participants were all having fun for a cause. \$2500 in proceeds were given to LifeFlight of Maine. This year's regatta will only get bigger and better according to the organizers. Registration is open and the NOR, sailing instructions and calendar of 2017 events is posted to the website. www.camdenclassicscup.com

The Camden Classics Cup is followed by Camden Classics Week featuring destination racing to Castine, Brooklin and outer islands, plus youth sailing and events. It all sets up a perfect week of racing, cruising, and serious camaraderie. The town of Camden and its businesses embrace the maritime theme with art displays, a classic car expo, music and film, plenty of youth events and fun for the entire family all centered on the waterfront of beautiful Camden.



Photo by Alison Langley of *Golondrina*, front, racing in a Camden Feeder Race.

ANOTHER ONE

The Corinthian Classic Yacht Regatta, August 12th & 13th.

Elizabeth Meyer put it so well in the Forward to her book *Concordia Yawls - The First Fifty Years* where she states that “The test of beauty is eternal modernness”. She continues, “The Concordia Yawl will be both beautiful and modern forever.” Amen, Elizabeth.

This year we’ve created and will put up prizes for a Concordia division. We know there a few of you out there that would love to make a run at some silver, so why not join us.

- Free moorings and launch service
- Spirited social events including live music on Friday and Saturday nights
- An honest to goodness authentic Pig Roast Saturday after sailing
- The racing is done in “Pursuit” format - unique, safe, fun.
- Long reaching legs will be emphasized and beats will be minimal (Gentlemen do not beat.)
- Very reasonable entry fee
- An unbelievable Skippers Bag whose value far exceeds the entry fee

This is a rare opportunity for Concordia owners. The Concordia is beautiful, modern and meant to be sailed. We urge you to enter this event now. You’ll be happy you did.

Instructions to enter can be found on our website at www.corinthianclassic.org or call Timmy Dittrich 781-248-3836 or Bruce Dyson 617-285-1182 for more information.

MORE

August 20

The Opera House Cup Regatta was the first all-wooden, single-hulled classic boat regatta on the East Coast, and attracts some of the finest sailboats in the world. We are proud to welcome back our Opera House Cup title sponsor, the luxury Italian timepiece manufacturer Panerai. The Opera House Cup is part of the North American Panerai Classic Yachts Challenge. Try: <http://www.operahousecup.org/>

A REALLY NEW ONE

Saturday, August 26, Sunday, August 27

The 38th Annual Panerai Newport Classic Yacht Regatta and the Panerai Herreshoff Classic Yacht Regatta have been consolidated into a four-day celebration of classic yachts, both power and sail, that will be known as the Narragansett Bay Classic Yacht Rendezvous.

Part one of the Rendezvous will take place on upper Narragansett Bay on Friday, August 25th. Part two of the Rendezvous, the Panerai Newport Classic Yacht Regatta, will kick off Saturday with a race from Bristol to Newport followed by racing on lower Narragansett Bay on Sunday. Additionally, there will be a collection of classic motor yachts rallying from Bristol to Newport on Saturday, congregating at the Alofsin Piers at Ft. Adam’s after racing. <http://iysr.edu/newport-classic-yacht-regatta/>

READ THIS!



(The following is edited from the CRF website.)

Go to the 2017 Classic Rating Formula website, (<http://classicratingformula.com/>) to check out the new CRFMkII, an updated rating system using all of the former CRF owner-declared data, plus three additional performance variables measuring beam, draft, and an additional spinnaker factor. The goal of the CRFMkII is to provide a more objective and transparent rating system.

The former CRF ratings accurately reflected the real world performance potential of some yachts within classes of similar sizes and types, and without CRF, we could not enjoy the classic yacht racing enjoyed by so many. Special thanks must go to the efforts of Chris Wick and others (Bill Doyle, Steve White, Maynard Bray, Joel White) who have created, maintained, administered the rating for decades. But, over time even with adjustments to the CRF, some yachts could not be rated fairly, plus there were concerns about transparency and fundamental flaws in the CRF. Using both the CRF and the essentials of the International Offshore Rule (IOR) (which rated a variety of boat sizes and types quite well until it was overwhelmed by optimization and exploitation) The new reformulation in CRFMkII improves the shortcomings of the former CRF.

For 2017, all yachts competing in a classic regatta will need a new rating. Applications for a 2017 certificate are available now. Just click on the GET/RENEW a CRF tab, and follow the instructions to set up your new CRFMkII account (you’ll need to set up a new user account and password), and then start your application for a rating certificate. Any contact you need to make in reference to your rating continues to be managed through Classicratingformula.com. In addition, behind the scenes, to ensure accurate ratings, Chris Wick oversees the issuance of all certificates. With the new on-line format easier, faster processing and accessibility to the CRF database is also available for competitors.

The on-line application and issuance of rating certificates is just the beginning of numerous changes you can expect over the coming months. Please check in with the CRF website, (<http://classicratingformula.com/>) as more updates and changes are made to take full advantage of the CRFMkII.

CHRIS WICK

(Check out my comments under NOTES on page 2. Then go to the CRF web site and read it thoroughly! JE)

ABACO

No. 103 Freeport, ME

The fall of 2016 started off with the best of intentions. Then a large change in our personal lives took the reins. South Portland began cracking down on temporary buildings so we decided to look for a new home for *Abaco*. At first, we didn't realize that that would also mean a new home for us. After searching for about four months, we found a house in Freeport, Maine, with a 40' x 60' barn with a dirt floor that was just right for a wooden boat.

So after a few hiccups we purchased the property and began the mad dash to move the boat and ourselves to Freeport before the snow flew. The house is half the size as our old one. Who knew we could collect so much stuff! Boat gear is everywhere mixed with our house things. Nothing is where we think it should be.



But after six months of loading and moving pods, trucks and storage containers, we are ready to continue working on her. The plan is to be in the water by August so we can cruise Penobscot Bay in late August. We have all her electronics and system ready for install. Sails are on the way and cushions and bedding have been made. The last hurdle is making and installing the toe rails. Cheryl is starting to get cracking on the varnish. We are still looking for a boom for the club jib.

Look for us on the water this late summer or stop by in Freeport at 20 Spinnaker Run. We didn't pick the name. It came with the property. Fitting!

DON LIPPOTH, CHERYL ADIE

POLARIS

No. 71 New Rochelle, NY

Well, Leif did it again. Actually, he didn't do it.
JE



The big project on *Polaris* this time was taking the mast apart, cleaning up the old wiring, running plastic tubing for the new wiring, then gluing it all back together.

Above, on the left, you see the work in progress. On the right, the finished product.

Left, Leif is installing new blocks and running rigging before tuning the rig.

Below, Leif's brother is overseeing the project from the deck.



GALLEY PUMP AVAILABLE



While cleaning out some storage lockers this past winter I came across some spare parts that I had accumulated while owning *Kodama*. One item I would like to offer for sale is a Concordia galley pump in excellent condition. I would like \$500. plus shipping. Here are a couple of photos. One overall shot and one detailing the only marks on the chrome packing nut where someone once grabbed the nut with the wrong wrench.

Thank you.
Stewart McDougall
P.O.Box 87
Lopez Island, Wa 98261
<lopezshipwright@hotmail.com>
360-468-4222

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SAILS

Doug Cole has three sails for a Concordia 39 masthead rig for sale.

- Drifter: Manchester Sails. Built 1967. Used once. 4 oz. Nine hanks. White Dacron. 40' 0" x 36' 6" x 24' 6" \$75
- Mizzen Stays'l: Manchester Sails, 2001. Light use. 3/4 oz nylon. Red/white. 24' 0" x 20' 6" x 21' 6". \$350

- No. 2 Storm Jib: Manchester Sails, 1966. Light use. Six oz. White Dacron. Harken #3 luff tape. 24' 0" x 20' 6" x 11' 6" \$45. Though labeled "storm jib" it's a bit light by modern standards. Photos are available of each sail.

DOUG COLE
douglascole7@comcast.net

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the Concordian

John Eide
Box 5005
Portland, Maine 04101

Rob burns more of Whisper. Leif and
Chuck climb masts. The Nickl's meet
Baltic storms. Waldo Redux.,

