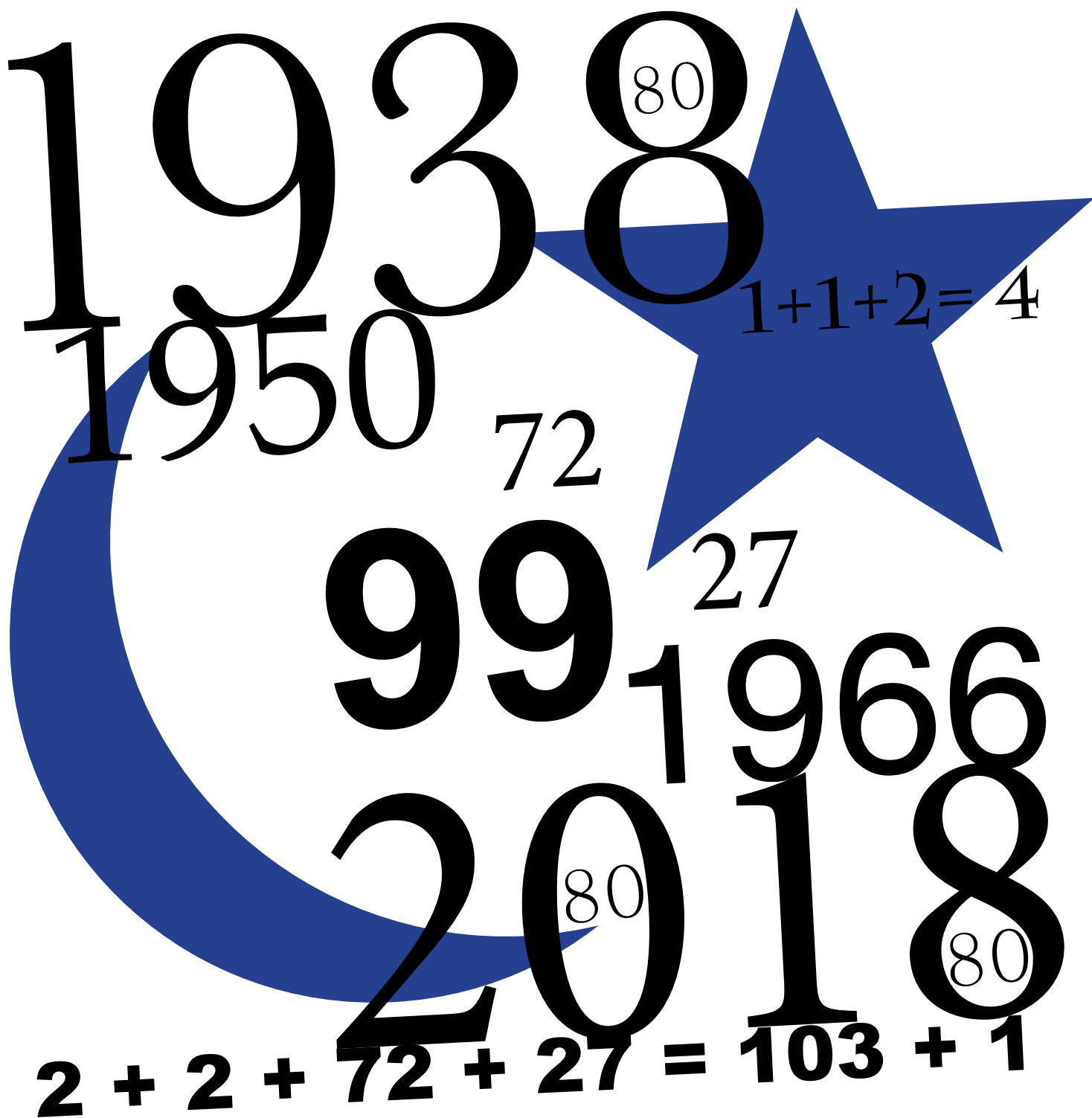


THE CONCORDIAN

A NEWSLETTER FOR LOVERS OF CONCORDIA YACHTS
SPRING 2018, NUMBER 64



NOTES

1938 to 2018. Java is 80 years old. Abaco is 56 years old.

In 1938, wooden boats were built to last 20 years. Maybe. By then the rating rules would have changed and new design trends would have become popular and the garboard would have started its unstoppable leak so the boats would have been discarded for the brand new latest.

But our Concordias did not. They remain. They remain because they were designed not to a rating rule but to merely sail well. In Buzzards Bay. They lasted because Ray Hunt designed one of the most seaworthy hulls ever, thanks to that Buzzards Bay chop. Waldo Howland dictated one of the most simple and effective and pleasing layouts with its timeless New England aesthetic. And Bill Harris pulled it all together with a set of drawings that are some of the most beautiful I've ever seen, short of the ones Fenwick Williams did a decade later. What a team Waldo assembled.

We're missing one. Two others are too far gone to ever be rebuilt. That's an amazing record also. And a new one, hull 104, has been launched in New Zealand.

2 Why? First, they are the most beautiful hull ever created. Sweetest shear ever drawn. Perfect curve of the bow. Cutest counter and transom imaginable. And then there's that tumblehome. But we know all of this.

Whenever anyone compliments me on how beautiful *Golondrina* looks, I respond by saying, "Thanks. But she sails better than she looks." That stops 'em every time.

What a busy summer this will be. In anticipation of the 80th Rendezvous, a few boats are being rushed to get re-launched, others have been freshly spiffed up, new sails are on order and rigs are being tuned. The schedule for the Rendezvous weekend is posted on Page 4. Also on the same page you will find info on a trophy and two prizes being offered by the Concordian for racing, voyaging and rebuilding. Check it out. Let's get as many members of the fleet to Padanaram on the fourth weekend of August.

If you recall, in the spring 2017 issue, I went on a mild rant about the Classic Rating Formula because it went from \$25 every three years to \$50 every year. A big change. This spring I had the good fortune to meet Bill Lynn, the new head of the Classic Yacht Owners Association who set me straight on some of the issue around the changes. Here's part of an email exchange that we later had:

Classic Yacht Owners Association is \$100 per year. As you mentioned, it saves you the \$50 for a CRF certificate plus other member benefits that are reflected on the site. One of the tough parts about updating the CRF rule and making it more transparent and more quantitatively-driven is that there are a ton of resources being thrown at it in terms of man hours and technology to support the online system. The professionals in question are happy to donate some time to this, however, it's a big project - well beyond a labor of love for some folks and they need to be compensated. I certainly don't want to be in the position of defending anyone's rating - or even discussing it, quite frankly - but CRF MkII is more scientific and in my humble opinion, \$50/year is pretty good value for that level of science.

Love to get the Concordia owners on board and happy to do whatever it takes!

Bill www.classicyachts.org

By becoming a member of the CYOA, you will not have to pay the \$50 annual fee for the CRF MKII rating. All the classic races from Maine to Antigua require a current rating certificate to be eligible. From the Panerai site, I got this:

The 2018 edition of the North American Panerai Classic Yacht Challenge events will be conducted under CRF MKII ratings. In order to ensure fair sailing, the CRF group is now requiring a new or updated CRF MkII rating to compete in 2018 classic regattas. For additional information on the 2018 CRFMkII please refer to the FAQ section on the CRF website: To renew or start a new registration please navigate here: <http://classicratingformula.com/renew-certificate>

JOHN EIDE



Another great photo by Alison Langley of *Golondrina* in racing form.

JAVA

No. 1 Monaco



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Java has been frolicking in the warm waters of her new home, the Mediterranean, for almost two seasons now since she made the long trip from the chilly waters of Maine. We have campaigned with her in the Mediterranean Classic Yacht Circuit where she has received many admiring glances. She has shown herself to be not just a pretty face, but a match among the highly competitive fleet of classic yachts.

Java came in third in both the Vele d'Epoca di Imperia and Les Voiles de Saint Tropez. Here you see her going head to head with one of her competitors, a classic 8 meter during Les Voiles de Saint Tropez. She has spent the winter getting a nice new smooth bottom and new shiny topsides for the upcoming season.

JOSEF SCHENGILI

80 YEARS 2018 CONCORDIA YAWL RENDEZVOUS

Greetings from Concordia Company. Please see below for important details about the 2018 Concordia Yawl Rendezvous.

The Rendezvous will be based at the New Bedford Yacht Club, on Padanaram Harbor in South Dartmouth, MA.

We will be mailing an invitation & registration forms, to all Yawl owners for whom we have a current address. Target date for mailing invitations is May 15, 2018.

SCHEDULE

Friday, August 24th

Arrive in Padanaram, contact New Bedford Yacht Club Launch on VHF Ch 68 for a mooring assignment. Rafting is possible with Harbormaster approval (VHF Ch 9). Limited dock space may be available at NBYC (508-997-0762)

1700 to 1900 Registration. Cocktails (cash bar) & hors d'oeuvres at NBYC under the Tent.

Dinner on your own

Saturday, August 25th

0830 to 0930 Continental Breakfast at NBYC.

0930 Skipper's meeting.

1130 1st gun. Classes for yawls with spinnakers, without spinnakers and non-racing cruise in company.

4 1730 to 1900 Cocktails (cash bar) at NBYC, followed at

1900 Dinner.

Sunday, August 26th

0830 to 0930 Continental Breakfast at NBYC

A Parade of Sail, and/or a Concordia Company facility tour may be arranged depending on the wishes of the fleet and the weather.

For further questions please contact Brodie via email at ramacgregor@concordiaboats.com

STUART MACGREGOR

TROPHIES! PRIZES!

The Concordian is once again putting up a trophy, and two other prizes, to be presented to three boats and their owners who attend the 80th Rendezvous.

•The trophy will be awarded to the boat that participates in as many of the races starting with the Camden Cup, then Castine, followed by the Camden Feeder Race, the ERR, the Marblehead Corinthian races, the three races in Nantucket and finally our Rendezvous race in Padanaram. Ten Races. Think you can do it?

To be eligible, the owner must be aboard and at the helm for the start and finish of each race entered. The winner will be determined by the number of races entered, or if a number of boat enter the same number of races, the winner will be determined by the overall race record.

•Then, the Concordian will present a second prize to the boat that travels the furthest distance from her home port to get to the Rendezvous. To be eligible, the boat must travel on her own bottom and with the owner aboard for the entire voyage.

•A third prize was recently suggested and the Advisory Board and Editorial Staff of the Concordian have met and agreed to create an award going to the owner who attends the Rendezvous, with or without his boat, who can document the greatest number of full or partial frames replaced in his boat since the 75th Reunion. Amateur and professional jobs are both eligible.

Please email me at jeide@meca.edu if you intend to vie for any of these awards.

JOHN EIDE

MISTY

No. 68 Brooklin, ME



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As a long-time Instructor at the WoodenBoat School using my Concordia yawl, *Misty*, as co-teacher, I am asked all too often what is the point of the mizzen? I even did an impromptu video for the guys at Off Center Harbor about the matter, in an interview explaining how to steer off the mooring, how to hold her steady while hove to, and other tricks of the Concordia trade.

I'll let *Misty* herself explain by using this photo taken last September, in 25 knots true wind, working up the Eggemoggin Reach.

You'll notice all the flags flying, the relaxed aspect of the crew as the beautiful scenery passes, and the pleasant view for the spectator.

QUEENE FOSTER



SUMMER RACING

CAMDEN CLASSIC CUP

July 26 & 28

We've really hit our stride as we head into the third year of the Camden Classics Cup and are pleased to announce that we are adding more features and benefits to the 2018 regatta. This year we will be including dockage on the Lyman-Morse docks as part of your paid registration. We are also continuing to offer an early registration discount, so there's yet another reason to sign up now.

Register Now: www.camdenclassicscup.com/register

Classics, Vintage, Spirit of Tradition and PHRF yachts are invited to participate. Based in Camden the weekend prior to the Eggemoggin Reach Regatta, you will be right in the center of Maine's summer sailing scene.

CASTINE CLASSIC RACE

August 1

Maine Sailboat Builders Celebration: A Symposium

August 2: Race to Camden

For more information go to: <https://www.castineyachtclub.org/ccyr-page> or contact Committee@CastineClassic.com

CAMDEN CLASSIC

August 3:

Yacht Race to Brooklin. For more information go to <https://camdenyachtclub.org/cruising-racing/wooden-boat-series/> or contact cyc@camdenyachtclub.org.

EGGEMOGGIN REACH REGATTA

August 4:

The Biggest, the Best and the Most Fun

Go to: <http://www.erregatta.com/>



CORINTHIAN CLASSIC

August 11 & 12

If you're heading to the Concordia 80th Rendezvous why not make getting there more fun by joining us the weekend following the Eggemoggin Reach Regatta.

The Corinthian Classic Yacht Regatta, presented by Officine Panerai, offers you the opportunity to break-up your passage by laying over at Marblehead to enjoy the sailing, pageantry and festivities known to our event.

Free moorings and launch service. (Thursday – Monday)

The CCYR uses a "Pursuit Start" format for our sailing event – easier, safer, funner! Long reaching legs will be emphasized and beats will be minimal (Gentlemen do not beat.)

Special Concordia Class Trophies.

Very reasonable Entry Fee and a Skippers Bag whose value far exceeds the entry fee.

Whether you're local or coming from Down East or the South Coast, this is a fantastic event. The Concordia is beautiful and meant to be sailed. Here's another chance to do so. We urge you to plan on joining us. You'll be happy you did.

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

NANTUCKET REGATTA

August 17 & 18

46TH OPERA HOUSE CUP

August 19

Congratulations on the 80th anniversary of the Concordia class!

We would like to invite the Concordias to come to Nantucket for three days of classic yacht regattas:

If we get at least five Concordias for either regatta, we'll give you your own class and trophy. We started a schooner class last year for both regattas, and had six schooners. It was really fun to have them, and we would love to do something similar with the Concordias.

We have some complementary moorings available, which we are giving out on a first-come basis. Each boat will need to have a current CRF MkII rating, which is \$50 (or free if you're a member of the Classic Yacht Owners Assoc) and can be gotten at classicratingformula.com. The Notice of Race for both regattas are posted and registration is open. For more information, please check our website:

http://www.nantucketraceweek.org/page/nrw/overview_nrw/NantucketRegatta

ELECTRIC POWER

In the middle of a Maine snow storm, I got an email from an owner wondering about electric power for one of our boats. This being an issue I've really given no thought to, I emailed my friend and *Golondrina* racing crew member Bruce Schwab of Ocean Plane Energy to get his opinion.

JE: In a 40 foot Concordia 39 weighting 18,000 pounds, can this be done and what size electric motor would be needed?

BS: *It can be done, however the expectations need to be realistic. Unless they were doing only short motoring sessions (and recharging from a dock or over several days with lots of solar panels), they would need a generator onboard to recharge the batteries. They might only need the genset now and then. However when going far, like down the ICW, they would need to burn dinosaurs.*

Attached is a performance prediction sheet for a 42ft woodie, with an Electric Yacht Quiet Torque 20kW at 48 volts motor to give you an idea of the numbers. You would probably have a hard time fitting the 16 batteries needed for the 400Ah capacity in a boat like Golondrina. Most likely would be eight for 200Ah x 48V. You would have many choices in batteries, with wildly different costs.

JE: The most recommended diesel engine seems to be the Yanmar 3YM30 at 29 hp, turning a 16x12 prop. Many Concordias have the older 3GM30 at 24 hp. *Golondrina* has a 3GM30 weighing 280 pounds with a 34 gallon fuel tank mounted under the cockpit sole, weighing 235 pounds, when full. The starting battery is 44 pounds. The weight of her propulsion system currently is 560 pounds. What would be the all up weight of an electric propulsion system?

BS: *It would be about the same, with a lighter motor but the batteries would be much heavier. They would have to be placed to retain the same weight distribution and balance as the current propulsion system.*

For long distance cruising, you would need a genset aboard which will add to the weight and complexity of the installation.

It would be a good installation for day sailing from a marina where you can plug into shore power or a place with a lot of sun for solar power available. Then you would not need the genset

My take on this is that it can be done but an electric power installation is really dependent on the batteries and charging systems which have not advanced as far as the electric motors have. But, watching what has been happening with electric powered cars and the advances in battery technology in the past ten years, I'll bet in another ten years we'll see battery powered electric motors in some of our sisters.

JOHN EIDE

SALTAIRE

No. 9 Conway, AR

It's my yearly check-in. Somehow work doesn't get done during the summer. As *Saltaire* stands today, we have installed 33 pairs of ribs and are working on laminating up pairs 16 and 18. That leaves 15 remaining. From previous reports the backbone pieces and all the floors have been replaced, less four feet of the stem. The ribs are laminated Douglas Fir with fiberglass tape and two layers of two inch Kevlar tape between. Ribs, when finish planed, are 1 3/4" thick compared to the original 1 1/2". We are also replacing part of the forward bilge stringer which had some punkiness to it though it was not much and appears to have been sapwood.

I have learned how to get help laminating up ribs in the south. Invite a friend over to help with making ribs and they will expect to be barbecuing! You need a deep pool of friends for this strategy and hopefully their circles don't overlap or you will have diminishing returns.

A big thank you and shout out goes to Rob Blood of Standish, Maine for making this progress possible. He's made three trips out to Conway, Arkansas, this past fall and spring.

It's hard to remember to only put one space after a period. Those nuns in Catholic School really traumatized me!

I will be gunk-holing in and around Maine this summer on *Mickey Finn*. She spent the winter in Beaufort, North Carolina. Presently, she is in Annapolis after a week of motoring up the ICW. We seemed to be just ahead of the crowd as there were only one or two boats heading north. I guess the snow flurries in Annapolis on Saturday night, April 7th, proved that I was not correct in when to move north.

If anyone is in need of a mooring just off of downtown Portsmouth, check in with us to see if it is available.

Lastly, hope to see everyone at the 80th in Padanaram.

ROB DESMARAIS





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EAGLE

No. 92 Islesboro, ME

We're looking forward to an active summer of sailing around the Penobscot Bay area, with plans to attend the 80th reunion of the fleet in Padanarum. We'll depart Islesboro August 20th with overnights in Boothbay Harbor, the Isles of Shoals, Gloucester, and the Sandwich Marina at the eastern entrance to the Cape Cod Canal before arriving in Padanaram Friday. If any other owners are planning a similar itinerary let me know and we'll share a cocktail hour or two. Friends of mine will help me crew, only one of whom has ever been aboard before, so I think they'll have a lot of fun exploring the coast. Wives will follow by car and join us occasionally.

One or both of my sons (and wives) will hopefully be able to make the reunion festivities. My older son Michael and our



third generation sailor, Harrison, above, on his first Concordia sail at three months of age.

Eagle (hopefully) gets a new traveler this winter, so she'll finally match faithfully my beloved 1990 Rob Eddy model.

I have a list two pages long of work that needs to be done on other boats when I get to Maine next month, but my only other winter project in Missouri is to complete a mahogany tray that will safely hold the contents of a crystal carafe and glasses.

I've concluded that of all the mistakes I've made in my life, owning a Concordia Yawl is my favorite.

DAN SMITH

GRACE

No. 72 Hingham, MA

Grace enjoyed an exciting and wonderful 2017 sailing season, covering more than 750 nm, including several trips into Boston and surrounding waters to see her big sisters, the Tall Ships; an extended stay and sailing in and around Newport; a cruise down to her old home waters and port at the Indian Harbor Yacht Club in Greenwich, CT, and participation in two classic yacht regattas. *Grace* ventured out on these adventures from her beautiful and friendly new home port at the Hingham Yacht Club.

Grace joined dozens of beautiful yachts at the Corinthian Classic Yacht Regatta in Marblehead, MA, in mid-August, including *Crocodile*, built the same year as *Grace*, 1959, and under the command and control of four generations of Crockers. Timothy Dittrich and Bruce Dyson provided fantastic organization and leadership for the event, which is part of the Panerai Classic Yachts Challenge and attracts competitors from all over the world. *Grace* intends to return to beautiful Marblehead for the fun, camaraderie and competition on August 11 and 12, 2018. *Grace*, as well as Tim and Bruce, would love to see more Concordias on the line this summer.

In September, *Grace* participated in the Indian Harbor Classic Yacht Regatta, where she had the deep pleasure of seeing old friends and familiar waters, and making new friends, the Arntzens, new owners of *Polaris*.

Throughout it all, the constant was being out on the water with friends and family. We're grateful to our many sailing buddies up and down the coast, and locally, who happily abandon the pressing demands of their lives to feel the breeze in their hair and listen to the gentle sounds of waves on wood.

Fair Winds!

NANCY AND MICHAEL HERDE

Don Lippoth Sr. passed away at age 87 in early April after a short illness. He had owned two Concordias, both named *Woodwind*, No. 10, now *Praxilla* and No. 89. He was looking forward to the relaunching of *Abaco* this summer and then joining son Don and Cheryl aboard her for the 80th Rendezvous. We will raise a glass.



Grace racing in Marblehead. Photo credit, Marblehead Studios

No. 40 Gloucester, MA

Now one year into the Concordia family, this is my first opportunity to check in with the rest of the fleet. I grew up in the Thousand Islands, near Alexandria Bay, New York, along the St. Lawrence River. All the boats were made of wood and my childhood summers were filled with picnics on islands, trips to Gananoque to get fireworks for the 4th of July, and week-long trips up to Ottawa on the River and down to Kingston through the locks of the Rideau Canal. In 1954, my father purchased an almost new, all mahogany, normally 27 foot long Shepherd Express Cruiser, except that it was missing its first twelve feet because the prior owner had driven it onto rocks at high speed. When we visited local boat builder, Hutchinson Boatworks, and I saw this boat expertly brought back from the dead, I learned at an early age that wooden boats can have a second life.

In the spring of 2010, many wooden boats later, my wife Sigrid and I moved to Rockport, MA, where we had been married in 1971. It was finally time to learn how to sail. Probably because it was beautiful and a bit challenging, I had chosen a 1924 gaff-rigged Wianno Senior to learn on (and take care of). I started racing as a way of accelerating the learning experience, although there is no way to make up for 50 years of lost time at the tiller. In August of 2016, I learned Craft of Sail for a week on *Bufflehead* at the Wooden Boat School. I was captivated by the islands of Maine and, probably subconsciously, transported back to my childhood. By late fall, coming up on age 70 and major heart surgery in the spring, the wheels had started turning. If I was going to cruise, I needed a cruising boat, and I would need to move on from the Wianno Senior to something more appropriate. But what boat? And shouldn't I sell the Wianno first and wait until after the heart surgery was behind me? No and No.

Besides, *Skye* sort of found me, as it turned out. I wasn't thinking of a wooden cruising boat and my early focus was on an Alden Challenger. To help sort things out, I had bought Arthur Beiser's 1966 classic, *The Proper Yacht*. It contrasted the pros and cons of 35 different cruising boats of all sizes, one of which was a Challenger. Concordias were not discussed, save for a picture of one with a caption which said they had provided their owners with first class cruising. A month after finishing the book, I had lunch with my best sailing buddy and mentor to share my plans to change boats and find out what he thought of the Alden. "Steve" he said, "the only boat you are going to be happy with is a Concordia yawl." After a short discussion, I realized he was right and we started looking right away at Yacht World ads, even before we got up to leave. In the end, I chose *Skye* because she was close by, had an interesting racing history, was mostly original, and appeared to have been well taken care of for most of her life. Plus, Sigrid and I both fell in love with her at first sight.

A few weeks before my heart surgery (thankfully, a complete success), I went back to *The Proper Yacht* intending

to review the features that made for a good cruising boat and evaluate how they applied to the boat I had purchased. I started out by looking again at the beautiful Concordia pictured on page 115 (and adjacent). Only then did I notice the exact wording of the picture caption: "Scores of 40-foot stock Concordia yawls, like *Skye*, have provided their owners with first-class cruising at a reasonable price." The boat pictured was the very same boat I had purchased.

That is a long preamble but I would like to mention that we launched in early July of last summer, made our share of mistakes but were not badly punished, and made our first cruise to the Isle of Shoals. We love the boat and used it often. We moved up as far as we could on the learning curve and started to make some decisions about what jobs to tackle this off season. Our focus has been on safety, functionality and originality. Our own ages and modest sailing resumes have also factored into the equation. The biggest change has been



the elimination of the binnacle and wheel and return to tiller steering. The wheel was added in the mid '60s but we wanted more room and better maneuverability in the cockpit. We replaced the lifelines and added a hawse pipe and bow roller to provide better access for the anchor. We kept the Luke Stove but added a propane locker and are replacing all of the propane delivery system. We added a Concordia holding tank and are upgrading the head. We sistered four frames and replaced the backstay brace, upsizing that to 5/8ths. We expect that a gripe repair and replacement of one short plank and four deteriorated iron keel bolts nearby will reduce the slow but steady leaking we experienced last summer. We added a chart plotter and radar before launch last season continued >

and both were put to good use. We are adding an internal drive autopilot this spring. We have resurrected the spinnaker pole, ordered new sails, replaced clock and barometer, refurbished the original smaller Kelvin White compass to take the place of



the one on the binnacle, and restored the original hand pump. A shop in Arkansas is repairing the inoperative Sun tachometer and transmitter.

One of the nicest things about *Skye* is that she is stored in her own shed that came with the boat at Redd's Pond in Marblehead, so we can visit and work on projects in the off season. Most of the heavy lifting has been done by Redd's Pond Boatworks and Marblehead Trading, the former only 60 feet away from *Skye's* shed and the latter a few blocks further. Much of the spring prep and some of the work noted are still to come. It's a heavy list but we have come to this a little later than most and there is no time like the present to get issues sorted out.

Last, but not least, I have been welcomed into the Concordia fold in a way I could never have anticipated or expected, by former owners Wayne and Kim George, and by fellow Cape Ann owners Jay Panetta and Dick Zimmerman. Their warm friendship, immense generosity, and steady guidance, have all been remarkable from the very beginning. What they say about the friendship of fellow Concordia owners is undoubtedly true. I hope to see some of you in Maine later this summer.

STEVE LINDO

Mizzen Staysail For Sale

Bruce Flenniken, owner of *Principia* has a never taken out of the bag Harding Sails mizzen staysail. 23.5' luff, 19.12' leach, 20.83' foot for 225 square feet. Mid girth is 11' Originally \$1,032, Bruce is asking \$500. Call 617-921-9563.

WESTRAY

No. 79 Newport, RI

"Juan. Look what we found under the canvas," texted Steve Ballentine.



A bit of German archeology. Christmas, 1959 in Germany, at Abeking & Rassmussen, as *Westray* was being built.

This was discovered when peeling the canvas off the coach roof as part of the current refit of said coach house and decks, plus other additions like an electric windlass and an anchor well below decks.

Not much to add except that she was commissioned in 1959 by Mr. McNeary. She was built during the year in Lemwerder, Germany, and was near completion by Christmas. The date on the coach house confirms this. Then in the spring she was shipped to the US via Boston, presumably carrying onboard a model of the Concordia 39 that nobody knows where it is. She was assembled

and rigged at Concordia Co. in Padanaram, and launched on July 4, 1960, with a salvo of cannon fire from the yard by Waldo Howland himself. The details of the commission and building correspondence with Abeking & Rassmussen are at the Mystic museum, as well as Rosenfeld photo of her first cruise. I have copies of these documents in Newport.

JUAN CORRADI



POLARIS

No. 71 Hempstead Harbor, NY

About that trailer.

Well sometimes dreams do come true. On a recent Sunday I sailed from Glen Cove, NY, to Atlantic Highlands, NJ, to the municipal marina for haulout and transport to my shop in North Bergen, NJ. We left at 11:30am in a steady 20 knots breeze and fair tides through Hell Gate, down the East River and past the City, shot out beneath the Verrazano. A single reefed main and jib all the way, arriving at 5pm, covering roughly 42 NM in five and a half hours. What a ride.

It was too windy to haul on Monday but Tuesday was clear with light winds so we lifted at 10am. We put her down for the first time on the trailer I rescued from 20 years in an Ohio field, customized with chopped up Brownells, and Holy Cow! she fit. Then out slipped the mast as easy anything, and for next 12 hours I figured out the rest. I had to scramble to fab higher stands reach, lower blocking to squeak under 13.5' height overall, and figure out how and where to secure the mast, especially when alone.

But I was not alone for the hardest parts. The senior yard lift manager Osborne "Oz" who did the lift, and the mast crane guy Leon were the most skilled and helpful I've seen to date. It's a great spot to haul. But even better was Donna Syers who helped no end on every level, so knowledgeable and expeditious in every way. I can't say enough.

With another storm rolling in on Wednesday, I felt plenty of urgency to make it all work on Tuesday, and it did. Once *Polaris* was loaded, I strapped and loaded and secured and fabricated as needed, and rolled up to North Bergen without issue. The trailer rides great, and *Polaris* was inside just as the storm started hitting. I'll pull her into the grassy back yard in the next day or so, since I'm determined not to keep her inside on a concrete floor while I do the maintenance and repairs over the next four weeks.

I got a small load of large dimension Black Locust lumber from a sawmill in central PA, and it looks good. I ripped enough to test laminate a 3' x 1-7/8' x 1-7/8' bilge curve in preparation for replacing frame ends in the bilge area. It bends and glues beautifully. I'm looking forward to getting that project done, along with wooding the top sides.

14

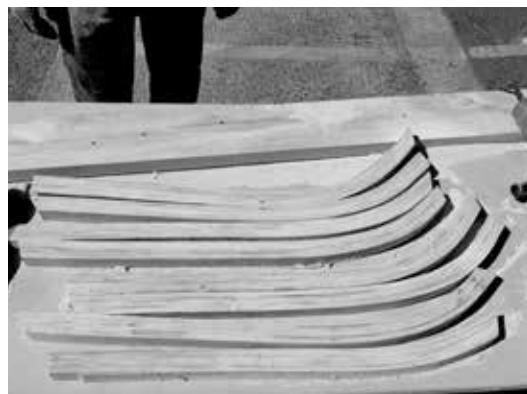
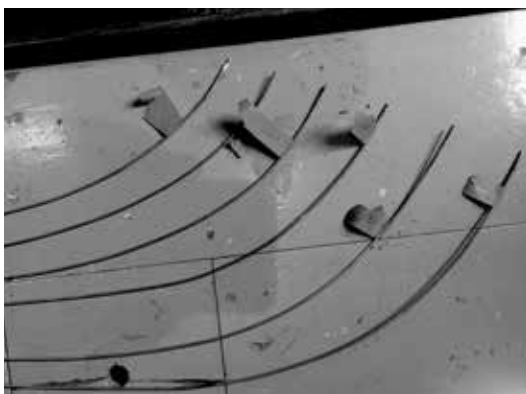
Left to Right.

Top:

Rods to pick up curves;
Frames ready to install;
Polaris on her trailer;
Shoes worn during the rebuild
of *Polaris*. (Notice the pair in
the second photo.)

Bottom:

Leif, *Polaris* and the tip of
Manhattan;
Under the Verrazano Bridge.



Anyways, just thought I'd let you know that finally, yes, I'm using the trailer, and it works. Now with the boat on it, I can finish fabricating the various mast and hull brackets, portable tool and boat materials systems, and better blocking to make it all work better.

About that bilge

So, after four years of ballast bolts, keels, rudder, mast, decks, cabins, scupper drains, assorted plankage, and rigging, and the trailer, I've now turned my attention to the poor, lonesome, business ends of the frames harnessed to the floor timbers in bilges by the keel. They are in bad shape, and need help from above.

Years ago, in the '80s, the former owner had removed her galvanized iron floors, which were in bad shape, along with what was left of all the black iron fastenings he said held them in place. He said the frame-ends had "41 disease", a reference to the 41s that had the iron floors designed to make room for water tanks below the cabin sole. Polaris never actually had those bilge tanks installed there; the original owner in 1959 had instead ordered the tanks be installed below the settees. In

any case, the floors were removed, the frame ends cleaned up, and new white oak floors were installed. Fast forward 35 years and floors are in good condition; however every frame end that held an iron floor is totally shot.

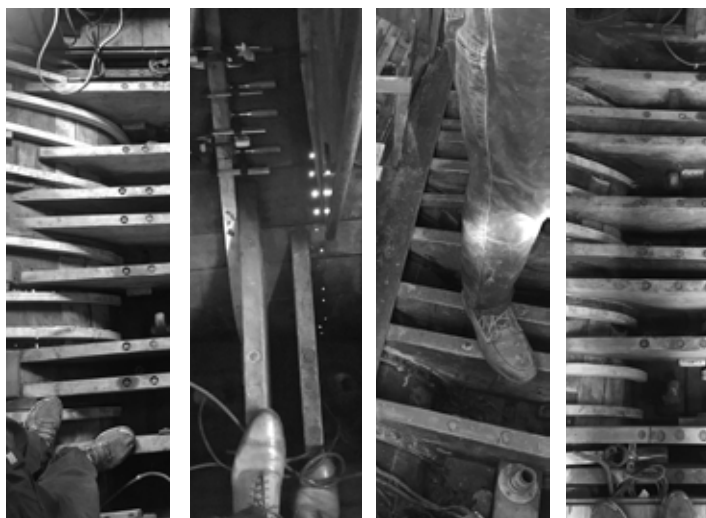
While I have her on her trailer, I decided it was time to do the job. Over the past couple weeks I fabricated black locust bends, removed the cabin sole, settees, water tanks, ceiling boards, and exposed the area. I confirmed ten stations needing replacement on both sides, and decided to go two more stations in the galley area of the last aft-most section bilge which are sound but tired, for a total of 24 frames. That would renew the entire stretch from the engine to the mast step.

The big question is just how far up each frame I'd need to go to reach solid wood to scarf in the replacements. The good news is not far: the frames are solid and hard as hell just where they disappeared up under the ceiling boards. So it's just the bends, and I'm excited to chop out the bad and replace as soon as possible over the next few weeks.

Then, I'll have a lovely smiling bilge to help me sleep at night.

LEIF ARNTZEN

15



SWIFT

No. 68 Solomons, MD

I wish I had some wonderful tales of summer sailing adventures with dear friends and beautiful and exciting photos, but, alas *Swift* (nee *Belles*, ex *Persephone*) is still in the yard. I had hoped to have her launched and ready to go by early spring but the wooden boat Gods have had their way with me, my schedule and my check book. Perhaps some of my adventures in the yard will be of interest.

I became the custodian of No. 68 this past June via a Charter/Option arrangement with the Chesapeake Bay Maritime Museum. I had dreamed of having a boat of this type and vintage since I was a small boy. The dream was rekindled, if that's what dreams do, when I participated in the Herreshoff Regatta in Bristol, RI in 2010 as a spectator boat. And at 76, if not now, when?

So, I set out to find the boat of my dreams. Interested in a NY32 on the market, I asked my go-to surveyor to take a pre-offer look and give me his thoughts. It turned out that the boat had been sheathed and glassed some years ago. My surveyor said this was a death sentence for a wooden boat. Yes, the process may have some short-term benefits, but, according to my surveyor, moisture will eventually penetrate into the intermediate layer of veneer, cause rot, and there would be no way to address it. We talked seriously about "peeling" the sheathing. An associate of his had a peeling machine, but then we learned that the veneer below the glass had been attached to the planks with 5,000 monel nails. And no peeling machine could handle that. So, pass. The yard manager at Zahnisers in Solomons, MD, who was in on the discussion, casually suggested "Why don't you just buy a well-maintained *Concordia*?" My surveyor perked up and said that he knew of a "sweet *Concordia*" that was available. As it turns out he had done the valuation survey for the CBMM and donor. So, I took

a look at *Persephone* and was smitten.

I instantly reached agreement with CBMM and we brought her to Solomon for the survey, on the joint assumption that this would be a formality. And it was. We had a thrilling sail down the Chesapeake in 20 plus knot winds for the most part, beginning with jig and jigger, making 6 plus knots, and then raising the main, we touched 9.1 knots. The survey went well, but there were some issues, of course. There were weeps at the horn and garboard strake, punky butt joints, what you would expect, old equipment that needed replacement, and the normal survey minutiae. We pulled fastenings in various places and found that the fastenings, although in good condition, were of several different sizes and lengths. In some instances, the fastenings didn't "take up," and in some cases they were clearly not of sufficient length or size. So, refastening was on the agenda.

But, what the Hell.

I put her in the care of the Zahnisers yard with great confidence because they had been doing wonderful things with my *Angelina* for a number of years. *Angelina*, launched in 1944 as a West Coast Troller and converted to a "trawler yacht," was the spectator boat at Herreshoffs. Plus, when I first arrived in Solomons later in 2010, they were putting the finishing touches on a comprehensive restoration of *Manitou*, a 62' yawl designed by S&S, built in Solomons, MD in 1937, and which had been JFK's presidential yacht.

The project would address issues from the survey, updating equipment, and modifications to make it easier and safer to sail short-handed or solo.

The boat came with a club jib, which is fine for single handed tacking, but leaving the cockpit when you're the only one on the boat to go forward to retrieve sails, or man the anchor detail, with the club banging about is not recommended by nine out of ten doctors. So, I "lost" the club in favor of a furling jib. The antique A&R winches were in great shape,



but I opted to replace them with Harkin Bronze self-tailing winches. I added another bronze Harkin self-tailing winch on a pad at the aft end of the starboard side of the coach roof, as well as clutches, and then turning blocks at the base of the main mast, all to allow the main to be controlled from the cockpit. Then a Tides Marine slide system on the new sails, and stacks and lazy jacks, so that the main and mizzen could be handled with a minimum of effort. And a main sheet track on the bridge deck with a fiddle with a cam.

I “lost” the traditional Danforth anchor and chain/rode cradle on the coach roof in favor of a bronze bow roller from Concordia, and a Muir bronze windlass. I wasn’t keen on man handling a 35 lb anchor with chain and rode, and I didn’t fancy the clutter at the base of the main mast. The anchor chain/rode will feed into a waterproof receiver below the foredeck with a through hull drain, the Chesapeake being a very muddy venue. And for the same reason, a washdown pump with a quick connect in a flush fitting on the foredeck, all with dedicated AGM batteries independent of the main engine and house batteries.

Of course, new electronics were required. The plotter/radar/sounder will be operable with an iPad. I wouldn’t leave home without AIS. Dual VHF radios so that I monitor Ch 16 while talking on other channels, and with wireless mics so that I don’t have to go below to talk, or have mic wires in the cockpit. A new suite of B&G instruments. A new engine panel with a keyless start. As it came, the starter key was under the aft cockpit bench so that you had to remove the cushion, lift the bench seat and hold it while reaching down for the key, all with tiller in hand. Not ideal.

But the key issue turned out to be that all of the ribs were cracked but not just in one place. After learning that they were cracked at the turn of the bilge, we later learned that they were also cracked at the floors. We hadn’t removed the interior joinery or ceiling for the survey, so the survey was a bit

blind. While working on some of the survey issues, the cracks at the turn of the bilge were discovered. Someone had once installed some intermediate “sisters” but these had also failed. After installing new, laminated intermediate “sisters” from the outside, with the interior joinery and ceiling in place, the hull was closed up. But when we opened up part of the interior ceiling to install wiring, we found that most of the ribs were also cracked at the floor. So, we had to remove all the interior joinery and the ceiling in order to install new full ribs. So, yes, we did the same thing twice, basically. The whole process took about six months.

Reading the various books on the Concordia Yawls, it turns out that No. 68 was the last to be built with steam bent frames. Steam bent frames are elegant, but they always fail eventually, particularly in areas with aggressive curvature. It would be interest to learn how No. 69 and later boats have fared in this respect.

We wooded the hull, of course, and discovered about a dozen “fuzzy” planks that had lost a lot their lignum. These had to be replaced. Fortunately, many years ago, the yard had laid in a large amount of mahogany and white oak, which they never used to any great extent, so we had a large amount of seasoned stock for the planks and ribs. I had used CPES on Angelina’s hull before painting, and it has had worked well, but the yard felt it would be better to go with West. While CPES is known for penetrating, the West turned out to penetrate well also, it requiring a number of coats. It may also create a better bond with the paint.

So, she will be out of the paint shed on April 17, two days after the Concoridian deadline. Since little can be done while in the shed, it will take another month to rig and finish the electronics, etc. Our formal launch/sea trial date is now May 17. If there is another issue of the Concoridian, we will be there with wonderful tales of sailing adventures and exciting photos.

CHUCK LINDWALL



FLEETWOOD

No. 20 Kiel, Germany

I felt that last winter was very short. *Fleetwood* came out of the water on October 28th. I immediately started varnishing the spars. I use to do this very thoroughly every third year. The other two years I do only repair work as far as necessary.

After that I enjoyed Christmas with the family.

In January I started the refastening the port side of the hull above the water line. I did about 500 screws from the bow to nearly the end of the cabin. The old screws were mostly easy to turn out. That was a big difference to the other side. It seems that they have been originally installed with more anticorrosion than the screws on the other side that I renewed three years ago. Now, only the old screws at the aft part of the hull above water line are left.

My plan was to do this for the whole port side, but the distance in the aft part to the boat beside *Fleetwood* and the next boat was too narrow. So I will continue and finish next winter. The refastening was finished by the end of February. The seams had to be filled up new. About 90% of the seams were filled with putty. The putty was in a poor condition: dry and crumbly. I tried to reef out the putty with a knife, but this didn't work. I had to look for another solution. So I took a

mini saw and sawed out the putty by a dimension of 1.2 mm with and 4 mm depth. I ordered some mahogany moldings in the dimension 1.1 x 5 mm and glue this in with epoxy resin. Unfortunately the temperatures at the end of February were very cold. I used a temporary heater and closed the whole area to perform the work.

I finished in the first week of March and had then two weeks for painting. I varnished the cabin and last, but not least, a new flag pole, a present from John Eide.

I finished the work on *Fleetwood* just in time and she returned to the water on March 27th.

I'm very satisfied with the result. Summer sailing plans for the Baltic have not been. I have some vacation in July.

I will be at the 80th reunion in Padanaram in August without the boat, and am looking for a ride. I will arrive on Friday, about noon in Boston; my flight back is the following Saturday. So I have the week after the reunion to probably to go sailing with someone back to Maine.

All the best.

KERSTEN PROPHET



LOOKING FOR A CREW? NEED A RIDE?

Kersten Prophet, as you read above, will be coming to the Rendezvous and is looking for a boat to join for the weekend. If anyone would like an experienced and hard-core Concordia racer, contact him at <kersten.prophet@gmx.de>

I'm sure there will be others, and again I'm willing to be a clearing house for owners with boats needing a crew and owners without boats looking for a ride. <jeide@meca.edu>
JE

CORIOLIS

No. 82 Seattle, WA

Coriolis slumbered through the winter, wrapped to the waterline in 14 pieces of canvas cover, floating in her fresh water winter berth on Portage Bay in Seattle. Her big news was being featured in two magazine articles this winter, one in the German Magazine *Yacht* and the second in *SAIL*. The articles were the work of yachting writer Deiter Loibner and photographer Kevin Light. They are very complimentary of Concordias generally and overly complimentary of me but it was a thrill see *Coriolis* sailing on West Sound on the cover of *SAIL* on the magazine racks in March.

My focus this winter has been the exploration of a traveler system. We have always used a single block mounted on the bridge-deck and the traditional two-block bridle setup on the boom. I knew that the common three block rig would give somewhat more control of twist in the main but I always hated to clog up the access to the companionway with so many lines. I looked at a number of alternatives including the simple tracks on *Wild Swan* and *Envolee*

And the beautiful but more elaborate traveler system on *Winnie of Bourne* which includes lines for adjustment underway. I wasn't sure that I wanted control lines running across the bridge-deck at all times and so I tried to devise

a system which could be configured as a simple track with stoppers or converted to a fully rigged adjustable traveler.

Central to my search was a car that looked right. I found one on e-Bay, a Merriman to fit a 1 1/4 inch track with a

swiveling wooden block to match the two blocks on the bridle. This car had tabs at each end which I had drilled and tapped to accept either a set pin for the simple slider or an eye to attach the line for the adjustment line when the traveler was fully rigged. I had a T-track manufactured and drilled to accept the set pins and I have order rubber-bumper stoppers from Wilmex in Poland which I hope will fit. These should complete the simple slider configuration. I am still exploring pulleys and cam cleats for the adjustable version but hope that will come along during the summer. *Winnie's* are lovely and may be the solution. It has been an interesting project. There are broad variations in approach and cost and I have spent

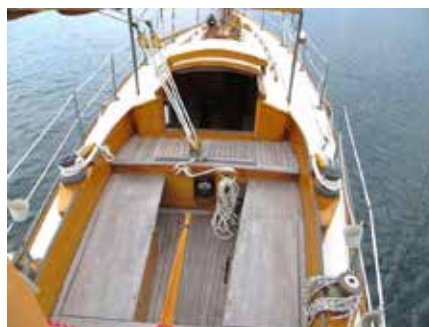
hours figuring out the components and installation alternatives. Next time I hope to report how it all comes together.

Susan and I look forward to seeing everyone at the 80th Rendezvous in August.

DOUG ADKINS



19



Left: *Wild Swan* Center: *Envolee* Above: *Winnie*
Below: *Coriolis*
Left: Original Center: slider Right: Lay-out





To read the article about Doug and *Coriolis*, go to:

https://www.sailmagazine.com/cruising/a-phoenix-like-concordia?utm_source=sail-enewsletter&utm_medium=email&utm_content=textlink&utm_campaign=enewsletter_SAIL180417w

A LETTER

A nice part of this task is that I get contacted by people who have great stories of spending time on or around our Concordias. Here's one.

Hi John,

My family owned *Lotus* in the 1970's when she was *Vahevala*, ex *Skylark*. We put many miles on her between Nova Scotia and the Bahamas, home porting in Noank CT.

I am in need of her documentation number in order to submit my sea time on her for my Coast Guard Master's license. My last record of her is that she was in Port Townsend, WA as *Lotus*. I would like to contact her present owner. Would you have contact information which you could share with me? Thanks very much.

All the best,
John Flanzer

Hello Wendell and Patricia,

It is actually the need to find *Vahevala*'s documentation number that finally causes me to "put ink to paper" and write you. I am finally at age 60 documenting my sea time for Coast Guard licensure and for some reason I have not been able to find the number with the National Vessel Documentation Center so I am wondering if you could help me with her documentation number is she still carries it or perhaps if you have record of it if she doesn't.

Business aside I would like to share some of my memories with this special boat. I was about 17 years old when My dad purchased her from Concordia in Padenaram. I sailed her home to Noank, CT. Dad was a great and trusting parent who would let me take her cruising and voyaging many times without him. I sailed her to Maine and Nova Scotia, and we sailed her south one winter as far as San Salvador in the Bahamas. Before that trip, we replaced her old gas grey marine with a volvo diesel, and we added some new keel bolts. I remember also swapping out her soapstone stove for a diesel one.

We got caught in a blow enroute from West Palm to Bermuda, and remember running under bare poles in hugh seas, then finally lying ahull. Despite its risks she lied ahull beautifully and she really took care of us. I loved that boat very much. I think I carved my initials in one of her deck beams above my bunk (forward starboard), my apologies if it is still there. I have such fond memories of sailing her back then. We navigated by compass, radio direction finder, depth sounder and sextant. I became quite nostalgic for those days and I formed celestial navigation club and taught a course in it a couple of years ago.

Little did I know at that time that I would in later years own a wooden boat yard and have the opportunity to restore a 39, hull number 48, *Lara*, for a customer who is now a good friend. Sailing her after the rebuild and outfitting was a bit surreal. I kept feeling that I was again aboard our *Vahevala*. Although I have closed the boatyard and moved to Florida, pictures of *Lara* can be seen on continued on next page, bottom

No. 31 Manchester, MA

Our major winter project involved replacement of the canvas covering on our cabintop. The old covering was gradually deteriorating, with small and unsightly cracks that were difficult to patch satisfactorily. In addition, said cracks were admitting trickles of fresh water during heavy rains. Not good! Rockport Marine took on the task, and accomplished it skillfully.

The first step in this particular exercise involves removal of all the cabintop furniture, as well as the eyebrow molding at the junction between cabintop and cabin sides. It would be nearly impossible to detach that molding without damage, and in addition the existing molding was showing black staining at many of the bungs. Thus the plan from the outset was to fashion a replacement molding, and the yard did an excellent job in matching the new work to the color and grain of the cabin sides. We also took the opportunity to wood and refinish all the cabintop brightwork, with special attention to the inner surfaces of the hatches. We shared the task of applying the buildup coats, with a number of the parts heading home with me for varnishing in my own shop. Everything received ten coats of Epifanes, inside and out. There was no need to consider staining prior to the varnish coats, since the stripping rendered all the mahogany parts more or less the same in color.

For the new covering we elected to go with Dynel, and without non-skid—since we’ve never had it nor felt the need, and don’t love the appearance. Fortunately, the original tongue-and-groove overhead planking was in sound shape. After minor fairing, two layers of Dynel were applied. The photo shows the partially completed job, following initial coats of primer and Awlgrip. One more Awlgrip coat will be applied in the spring, and the final color will be an off-white shade with low sheen.

One other small project this winter brought heartening results: we had Rockport Marine remove the Concordia heating stove for reconditioning. The stove was disassembled and bead blasted, then recoated with Rutland high-temperature stove paint. All seals were replaced and all brass parts and heat shields were polished. We will be redoing the vent pipe in stainless, as standard galvanized piping is not truly suitable for

the marine environment. This job was relatively inexpensive and truly worthwhile, as the stove is the centerpiece of the cabin—and in our case, receives a good deal of use on cool Maine nights. We’re often asked about what fuel we burn and how we stow it. During the winter I save all hardwood scraps from the workshop and cut them into small chunks on



the bandsaw. These are put up in doubled ziplock bags and stored in the bilge, where the wood remains dry and is right at hand for use. We are careful to allow for a flow of fresh air whenever we use the stove, and we also employ a small carbon monoxide alarm—though it has fortunately never sounded to indicate a problem.

EUNICE AND JAY PANETTA

my website mainetraditionalboat.com. *Vahevala's* name was taken from the Loggins and Messina song (complete with steel drums) about a homeward bound sailor sailing off of the coast of Jamaica. My dad worked for a company with a plant in Jamaica and I had the fortune of spending time on that beautiful island in my youth.

After I wrote an article about *Lara's* iron sickness, I was contacted by a potential customer in Washington who said that he knew *Lotus* and that he used to be your marina neighbor. I have forgotten his name. It is indeed a small world. I good friend of mine, Capt Dan Quinn who sailed many miles on *Lotus*, now lives in Seattle and after Skipping the tall ship

Tole More throughout the pacific for many years, now skippers a cruise ship running cruises up to Alaska. He hopes to someday come see you folks if he is in that neck of the woods.

What is perhaps so significant about these boats is how many families they have touched, how many stories they harbor, how many soles they have carried across the seas. May God Bless *Lotus*!

I thank John Eide for helping me contact you and for all of his efforts to share the love of these boats.

All the Best,
John Flanzer



Two great photos by Alison Langley of *Golondrina*, near hull speed, above, doing some serious racing.



SCAM ALERT

I never thought I'd be talking about a scam in the Concordian but here's one we should watch for. If you get a letter from the MDC*, or any of the other four or five similar places, telling you that your USCG Certificate of Documentation is about to expire and that they'll take care of it for you, it's a scam. Sure, they will renew it for you, but at a cost of \$75 or so above and beyond the normal fee that the USCG charges. Furthermore, the certificate they send you is in some cases not actually a legal document.

I'll let the Coast Guard tell it:

Third Party Awareness

U.S. Coast Guard sent this bulletin on 06/14/2017

The U.S. Coast Guard's National Vessel Documentation Center (NVDC), located in Falling Waters, West Virginia, is the only entity authorized to issue Certificates of Documentation (CODs), Form CG-1270, valid for a period of one year from date of issuance. This document is required for vessels engaged in Commercial trade and is optional for vessels five net tons and over engaged in recreational use/activities.

Persons interested in conducting business directly with NVDC should visit the official Coast Guard website at: <http://www.uscg.mil/nvdc/>

The NVDC is aware that there are commercial entities that offer to manage the certification/renewal process on behalf of vessel owners for a fee. The Coast Guard does not endorse any of these companies, and the companies do not operate on behalf of the Coast Guard in any way. Any fees charged or agreements offered by such companies are in no way associated with the NVDC certification process. In addition, these companies are not authorized to issue any form of documentation, including travel letters and/or permits that authorize operation of ANY vessel. Customer complaints can be made through the Federal Trade Commission's (FTC) website at <https://www.ftc.gov/>

To obtain official forms, visit the USCG NVDC website or contact NVDC at (800) 799-8362 or (304) 271-2400.

Phone hours are 9:00 a.m. to 3:00 p.m. Monday, Tuesday, Wednesday, and Friday; phones are not manned on Thursdays. Application packages and documents eligible for filing (in .pdf format) can be e-mailed to nvdc.pdf.filing@uscg.mil or faxed to (304) 271-2405. COD Renewal requests (Form CG-1280) are accepted via vdc-pf-nvdcrenewals@uscg.mil with credit card payment of \$26.00 via Form CG-7042.

The following products may be ordered online: Renewals (Form CG-1280), Late Renewals (Form CG-1280), Abstract of Title (Form CG-7043) and Certified Copy of COD (Form CG-7043) requests. From the main page, follow the "Order Products Online" link.

The Fee Schedule can be found here: <http://www.uscg.mil/nvdc/instr/fee%20sch.pdf>

Users are encouraged to register to receive notices and updates via e-mail by utilizing NVDC's email subscription service. From the main page, follow the "Subscribe to NVDC Information" link. Please report any issues to the NVDC Webmaster.

To avoid any of these scammers, make sure the snail mail or email you get references a web site that has a .mil at the end and not a .us or a .com or a .edu or a .bus. Make sure the return address is to Falling Waters, West Virginia, not some other place.

The letter you might receive or the web site you might be sent to looks very much like the official USCG NVDC materials with the same color blue, anchors with entangled ropes and official looking shields.

This said, there are legitimate companies that will help you with the USCG Certificate of Documentation process if you need to document your boat or are changing ownership. But none of these companies offer annual documentation renewal services. Be careful.

JOHN EIDE

*I decided to cover myself and the Concordian by not naming any of these scammers that I uncovered.

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the Concordian

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Rendezvous for the 80th.
Racing. Trophy. Prizes.
Frames. Screws. Clamps.
Shoes. Varnish. Photographs.
And Leif dancing on the spinnaker pole.