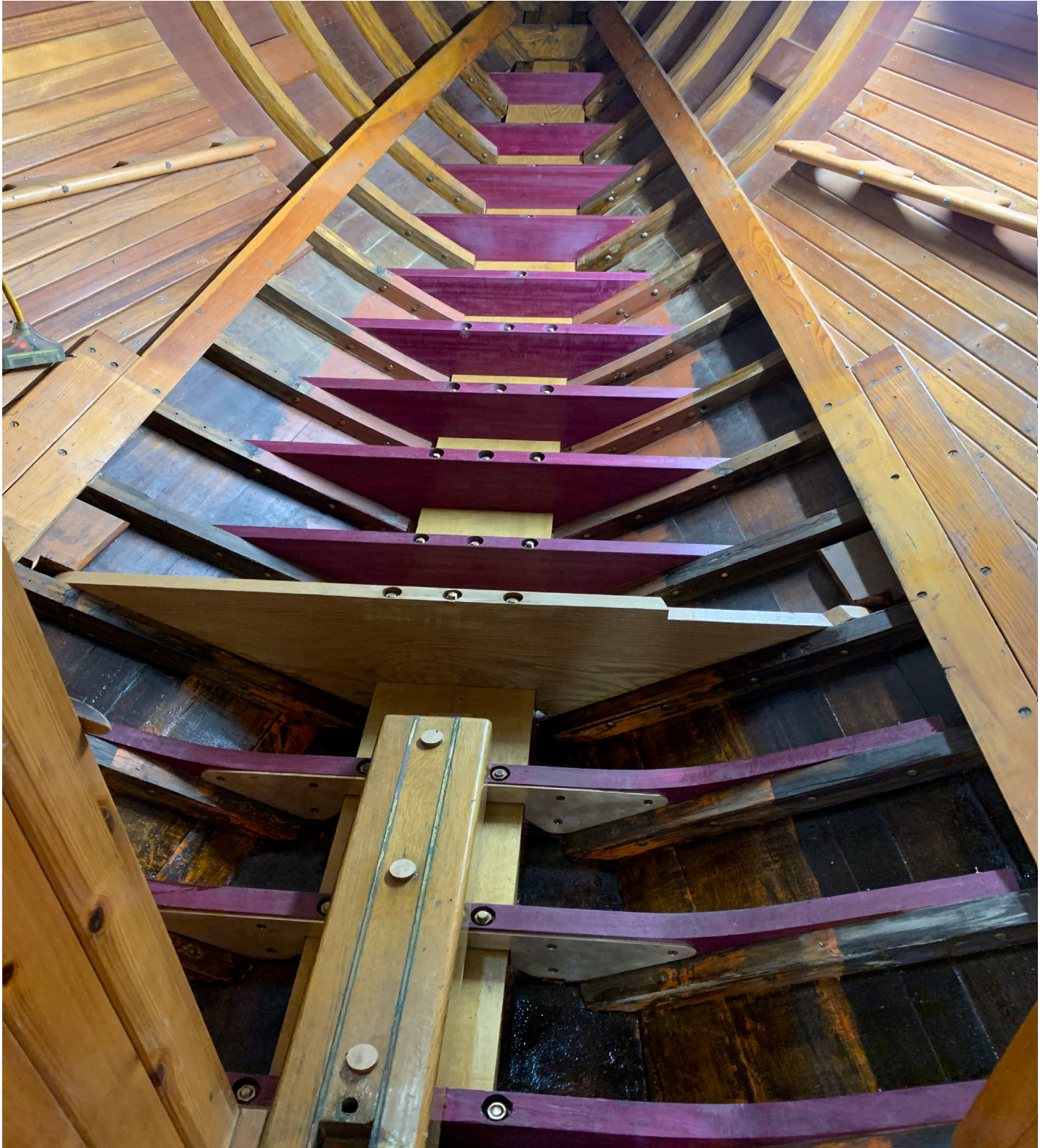




The Concordian

A NEWSLETTER FOR LOVERS OF CONCORDIA YACHTS



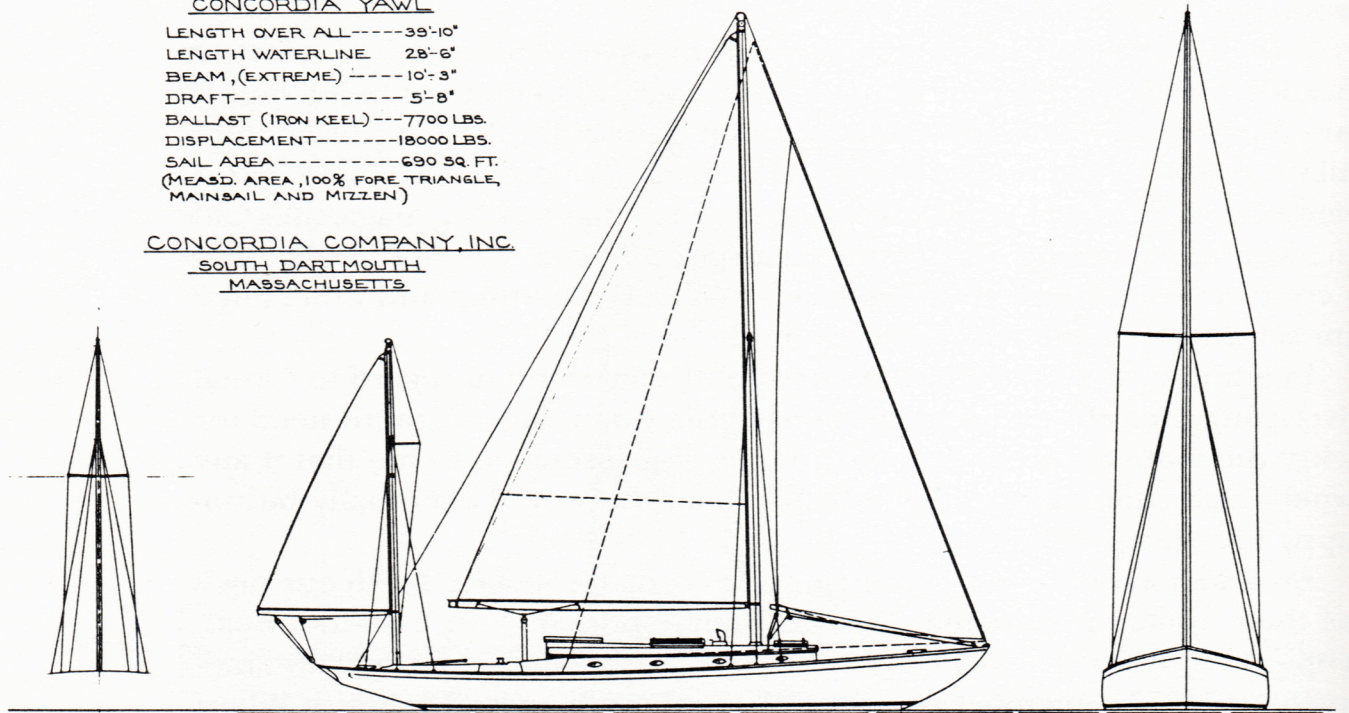
SPRING 2019, NUMBER 66

1961

CONCORDIA YAWL

LENGTH OVER ALL-----39'-10"
 LENGTH WATERLINE 28'-6"
 BEAM,(EXTREME) -----10'-3"
 DRAFT-----5'-8"
 BALLAST (IRON KEEL)---7700 LBS.
 DISPLACEMENT-----18000 LBS.
 SAIL AREA-----690 SQ. FT.
 (MEASD. AREA,100% FORE TRIANGLE,
 MAINSAIL AND MIZZEN)

CONCORDIA COMPANY, INC.
 SOUTH DARTMOUTH
 MASSACHUSETTS

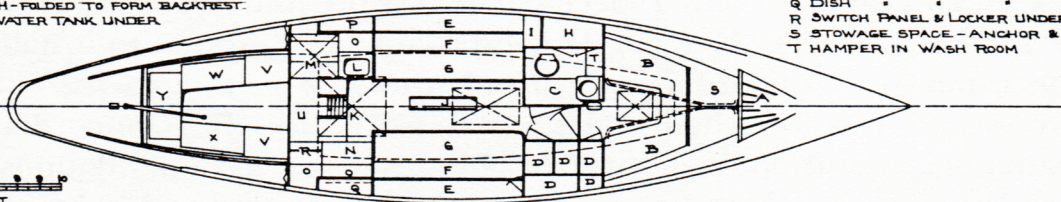


0 1 2 3 4 5 6 7 8 9 10
 SCALE OF FEET
 FOR SAIL PLAN

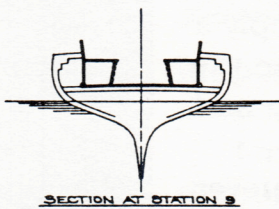
- A SLAT FLOORING FOR SAIL STOWAGE
- B FOLDING BERTH WITH SEAT UNDER
- C WASH ROOM
- D LOCKERS
- E SHELF
- F CONCORDIA BERTH-FOLDED TO FORM BACKREST
- G TRANSOM SEAT-WATER TANK UNDER
- H LINEN LOCKER
- I RECESS FOR RADIO
- J CABIN TABLE
- K COMPANION STEPS

- U REMOVABLE COUNTER OVER ENGINE
- V SEAT IN COCKPIT
- W HINGED SEAT, FUEL TANK UNDER
- X " " STOWAGE UNDER
- Y " " " "

- L GALLEY SINK-STOWAGE UNDER
- M ICE BOX
- N STOVE RECESS WITH COVER
- O HINGED TRAPS IN COUNTER,STOWAGE UNDER
- P GLASS RACK ABOVE COUNTER
- Q DISH " " "
- R SWITCH PANEL & LOCKER UNDER COUNTER
- S STOWAGE SPACE-ANCHOR & WARP
- T HAMPER IN WASH ROOM



0 1 2 3 4 5 6 7 8 9 10
 SCALE OF FEET
 FOR CABIN PLAN



SECTION AT STATION 3

CONCORDIA YAWL BRIEF SPECIFICATIONS

CONSTRUCTION-OAK KEEL, STEAM BENT LAMINATED OAK FRAMES, AFRICAN MAHOGANY PLANKING, BRIGHT MAHOGANY DECK TRIM, CANVAS COVERED MAIN DECK AND HOUSE TOP, BRONZE PLANK FASTENINGS, GALVANIZED IRON KEEL BOLTS.

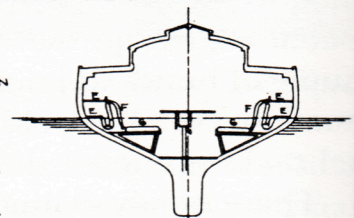
RIG-HOLLOW SPARS, INCLUDING SPINNAKER POLE, STAINLESS STEEL RIGGING GALVANIZED TANGS, BRONZE FITTINGS AND WINCHES SAILS-MAINSAIL,MIZZEN AND JIB,DACRON. RUNNING RIGGING, DACRON.

ENGINE-GRAY 4 CYL. 31 H.P., COCKPIT CONTROLS. PROPELLER-2 BLADE SOLID. ON CENTERLINE.

PLUMBING AND TANKS-TOILET AND LAVATORY WITH PUMP IN WASH ROOM, SINK AND PUMP IN GALLEY, BUILT-IN BILGE PUMP. THREE NIROSTA WATER TANKS OF APPROXIMATELY 60 GALLONS TOTAL CAPACITY. ONE 20 GALLON NIROSTA GASOLINE TANK.

CABIN EQUIPMENT- 2 SPECIAL FOLDING BERTHS FORWARD, 2 CONCORDIA BERTHS IN MAIN CABIN, TRANSOM CUSHIONS, KAPOC BERTH MATTRESSES, CABIN TABLE, ICE BOX OF 75 LBS. CAPACITY, ALCOHOL STOVE 7 ELECTRIC LIGHTS, 1 KEROSENE LAMP, PANELED PINE BULKHEADS, LOCUST TRIM.

OTHER EQUIPMT-ELEC. RUNNING AND RIDING LIGHTS, ANCHOR AND WARP, BOAT HOOK, FLAG STAFF, CANVAS BUCKET, MOP, FEW TOOLS, FENDERS, LIFE RING, DOCK LINES, COMPASS AND BINNACLE, LIFE LINES, PULPIT, DINGHY CHOCKS, HATCH & SKYLIGHT COVERS.



SECTION AT STATION 5

Concordia specification sheet, drawn by Fenwick C. Williams, 1961

Cover photo by Glenn Pease. Concordia 39 Allure received major work at Rockport Marine over the past winter. Note that the new purpleheart wing floors in way of the mast step have been provided with bronze gussets for additional strength. A full account of the work by owner Ben Niles appears on pages 8-9.



Announcing a Change of Watch

As many of you have heard by now, I've turned over the editorship of the Concordian to Jay Panetta (Owl), who will be receiving input from Juan Corradi (Westray).

Jay was a professor of music history at Wellesley College, and is now retired. He and his wife Eunice live in Manchester, Massachusetts. They purchased their Concordia 39 in 1996, and have since sailed the boat more than 30,000 miles in New England and Canadian waters. Owl is currently based at Rockport Marine in Rockport, Maine.

Juan recently retired from New York University, where he was a professor of sociology with a specialty in South American politics. Juan and his wife Christina Spellman divide their time between Greenwich Village and Newport, where they moor Westray. Juan and Christina have cruised widely in Europe, the Mediterranean, and South America, as well as in New England. As you've read in these pages, Juan raced Westray to Bermuda a few years ago, winning a Cook's Trophy. He also campaigns Westray in wooden boat regattas here in the northeast.

I could not be more pleased to have these two continue the traditions of the Concordian, as initiated back in 1986 by Doug Cole (then owner of Irene). Skip Bergmann, who owned Paramore (now Grace), and then Margo Geer (Sarah) kept the enterprise going until I took over in 2011 with issue No. 50.

The past 16 issues have been fun to put together, mainly because you fellow owners sent me well written and thoughtful essays about all aspects of your ownership of our boats, from racing tales to cruising adventures to rebuilding stories. I tried to make the Concordian not only a pleasing object that you'd like to keep, but also a reference for us to "see how it's done." Since more and more owners are doing serious work on their boats, I tried to make the newsletter a resource for all of us, amateurs and professionals (as well as knowledgeable check-writers), so that we can continue to keep this wonderful collection of boats alive and well for the next 80 years.

I've had a tremendous amount of fun digging into the history of our boats and seeking out some of the "old timers" who've been around almost from the start (Thanks, Louie). I've tapped into the knowledge of some of the shipwrights and craftsmen who have been working on our boats for decades, and have shared that with you (Thanks, Peter). And Joe, Colondrina sure has sailed better since I interviewed you (Thanks, Mr. Mello).

But I'm not going away. Yet. Jay and Juan have encouraged me to continue making contributions to the Concordian, so I will.

John Eide

Photo of Snow Falcon by Billy Black. Used by permission of the Camden Classics Cup.

Musings from the Mizzenmast

JAY PANETTA

A hearty hello from your new editor. Yes, the formidable John Eide has indeed handed over the tiller. And I imagine that this must be a bittersweet transition for him. John has done an incomparable service to the fleet, which will not soon be forgotten. While the boats certainly do serve as our individual passports to nirvana, they have also allowed us to connect in highly meaningful ways with people who share our interests and values. I can't say enough about John's marvelous efforts toward fostering those connections. It was brilliant work and nothing less. John, all of us are profoundly grateful to you.

The editorship is a daunting responsibility, though at the same time a very welcome one for me. Yet things won't be quite the same as when Captain Eide was at the helm. John happens to be a genuine authority on the history, construction, and maintenance of the yawls (and sloops), and few could match his expertise overall. He also brought his considerable artistic talents to the fore in producing the newsletter. I am a musicologist by trade, and have no background or training in graphic design. I will therefore appreciate the patience of my readers as I get myself up to speed with InDesign and Photoshop, two of the more complicated pieces of software ever unleashed upon the public. I have certainly enjoyed the process of putting together this my first issue, and things will only go more smoothly with time. Do kindly remember, however, that the quality of the newsletter rests largely upon the contributions submitted by Concordia owners, and also by the talented professionals who work on the boats. Please be generous in passing along to me your thoughts and experiences. I will be happy to use everything that I receive.

I am also delighted that Juan Corradi has agreed to help out with the generation of content for future issues. As many of you know, Juan and his wife Christina Spellman are impressively accomplished offshore sailors, as well as devoted stewards of Westray. Juan and Christina are peerless ambassadors for all things Concordian.

In this my opening note to the readership, I'd like to reflect on a topic of unquestionable significance: sharing the skills and lore of sailing. When one thinks about it, the knowledge base required for coastal sailing is actually quite extensive, and expertise is gained only through considerable experience. Though few are able to enjoy such a privilege, the ideal scenario for learning is to take to the waters under the wise guidance of a mentor. Mine was Widgery Thomas, the uncle of my college roommate Phineas Sprague. When I first met him in the early 1970s, Widgery was president of the Canal Bank in Portland, Maine, and his sailing background was extensive, including three Bermuda Races on Concordia 39 Diablo. In the summer of 1972, he invited me along to sail from South Freeport, Maine to the St. John River, New Brunswick. The vessel was Cockle, a lovely 28-foot Friendship sloop built in 1950 by Elmer Collemmer of Camden. Widgery was a highly experienced fellow, and we were aboard the boat for several weeks. Everywhere we went, he knew people, and everywhere he bestowed the gift of his bonhomie and great good cheer. Even the lobstermen at Lakeman's Harbor on Roque Island greeted him by name. Widgery was in addition a consummately gifted handler of boats. I was able to see firsthand just how he approached

all the many challenges of the coast, which served as a most excellent education. This was in the days before radar or affordable Loran, and we did everything the old-fashioned way, with the RDF occasionally offering a vague additional clue. Once in the St. John River, we left the red cows to starboard. Nothing rattled Widgery, and he was able to take all vicissitudes in stride, never raising his voice. That set a wonderful example, which I still attempt to emulate. The following summer, we ranged as far as Nantucket in the little Friendship, all of us continuing to get along famously. Eventually, Widgery began to let me take Cockle on my own, during periods when he wasn't able to use the boat. This was all a genuine life gift, one whose dividends have carried forward to the present day: I would never be wandering the coast so happily in our own wooden boat had I not had Widgery as a sterling role model. He left us in November of 2018, at age 94, and he will be remembered most warmly in many hearts.

I'm sure that a great number of you have likewise chosen to mentor sailors, be they younger or older. For a fine illustration of just how it can be done, please see the splendid contribution in this issue from Queenie Hooper Foster (Misty). As you will read, while Queenie is the primary instructor for her WoodenBoat School summer courses (and what fortunate students), her crews learn many lessons directly from Misty. If you have likewise undertaken to pass along knowledge and traditions aboard your own vessel, please think about sharing your experiences with all of us in an upcoming issue of the Concordian. And if you haven't necessarily done any mentoring in the past, this season might be just the time for giving it a try. In the future, our boats will require a steady supply of motivated and competent owners to take them forward through the twenty-first century—and beyond.

A Necessary Addendum

Nearly all owners eagerly and even gleefully anticipate the annual appeal for funds to support publication of the Concordian. The suggested contribution for each year is \$20.00. Certain generous souls (blessings upon you) regularly give more than that amount. Others pay in advance for several years. And alas, still others simply do not respond. It would be wonderful if we could increase the overall participation, though I well realize that we will never get to 100%. Nonetheless, it will remain firm policy that every single owner will receive each issue of the newsletter, as will 50 additional organizations and individuals (including former owners) who are deemed "Friends of the Fleet." For some time now, the call for funds has gone out with the Spring issue of the Concordian, but that will no longer be possible owing to a welcome streamlining of the printing and mailing process. You will therefore be receiving the appeal for support in a separate first-class mailing a bit later this Spring. Please do be kind enough to consider the need. Every penny of the receipts will be applied to the newsletter's considerable production and mailing costs. From here on, all checks should be made out to me and mailed to:

Jay Panetta
33 Harbor Street
Manchester, Massachusetts 01944

Coriolis

NO. 82 • SEATTLE, WASHINGTON

Our Concordia 41 Coriolis has never had a traveler system. The boat was instead fitted with a single fixed block on the bridge deck, with a self-tailing Barient 17 anchoring the 3:1 pulley system for the mainsheet.

I had considered converting to the common three-block system found on many Concordias. It provides better control of sail shape and adjustment to weather, but I was concerned about the additional rigging that would clutter the passage between the companionway and the cockpit. I studied variations of simple and complex travelers found on Winnie of Bourne, Envolee, and Wild Swan, and discussed with John Eide his approach on Golondrina. I wanted a system that could be easily removed for general cruising but quickly installed for more spirited sailing. In due course, I found a suitable length of 1 1/4" bronze T-track and installed it as far aft as possible on the bridge deck. On eBay I found a single-block bronze car with tabs on either end, which I had drilled and tapped to accommodate either a large setscrew or an eye that would accept 5/16" line.

From Wilmex in Gdansk, Poland, I sourced two pull-pin line stoppers with rubber bumpers, as well as two suitable track-end stoppers, all in bronze. Finally, I swapped two bronze genoa cars (which I had used for running backstays and which had never worked easily) for two larger roller cars, and located the cars at the ends of the track to make a single turn. Having fitted lines to the eyes of the sliding car, I plan to lead these lines through the rollers at each end of the track and on to the weather winch, either primary or secondary.

I believe there will be entirely sufficient power. The angles work, and the Wilmex stoppers can be set to "save" a position if desired when tacking. The advantages here are simplicity, much lower cost than the elaborate system found on Winnie and others, good power using the winches, and the ability to rig and de-rig the lines easily, so that the bridge deck can be clear when desired. That said, the system has not been rigorously tested, and "the design engineer" will need to do just that this season. It took a bit of effort to source the various parts, but hopes are high and I will report back with the results.

Doug Adkins



Misty

NO. 66 • SEDGWICK, MAINE

Jay has asked me to describe the course that I have taught aboard my Concordia yawl Misty over the past ten years. I bring adult students aboard Misty several times a year, in the cool peaceful waters of northern Penobscot Bay. They have signed up for five or six days of intensive sailing with me and Misty at the long-established WoodenBoat School. Logistics of housing and meals are handled deftly by the school. We go out sailing regardless of the weather unless it is actually dangerous, i.e. lightning or hurricane. Rain or fog we don't mind. High winds? We set just a small jib and the mizzen, and go.

Usually the willing students know what they are getting into, and the first morning aboard we discuss, in as much detail as they can tolerate, the Concordia story: how A&R built eight of the yawls over the winter of 1959 (Misty's year), and then shipped them across to be completed for their American owners at Concordia Company in Padanaram. I tell them about the builder's apprenticeship program of seven years, and how that influenced the remarkably ingenious and labor-intensive detailing of the ever-evolving sister ships. I might point out as examples the dovetailed galley drawer with a cutout around the drainpipe for the sink, the wood-slatted Concordia berths, the bronze removable stanchions, or the handmade copper tanks marked for Kerosene or Stove Alcohol. I don't have to point out the delicate proportions of the transom or the subtle curves of the tumblehome, because those are obvious to all. If they ask tricky questions—why have any tumblehome, why the long overhangs, why have a mizzen—I start in on racing rules or make something up. I hope they will quickly see just why the Concordia is the way she is.

We might raise the mainsail once or twice at the mooring, furl it just so, discuss the slab reefing setup, review the benefits of the mizzen for steering and anchoring, and so on. Sometimes I can see that they don't believe me when I explain that the boat will back down in a straight line through the moored fleet, or turn as intended while moving backwards. Then we go for an afternoon sail around the Reach, leaving the mooring under sail, gathering way with majesty through the small moored boats. Not much need be said after that. Here is when I learn that someone among the students has already sailed double-handed to Tahiti (she said she needed a refresher course in sailing), or that another already owns a Concordia and wants to see how others set up the boat.

I see my job as making sure that things are safe for the least experienced sailor aboard. Beyond that, I like to say that the Concordia does the teaching. There is always something new to learn. What is that rocky island ahead? Check the bearing on Misty's big centrally located compass, put the bearing line to buoy or lighthouse on the chart, and identify the island. Can't sail there in this wind? Tack back and forth. How do we point the boat to get there? Try bringing the jib in more, try easing the mainsheet, try concentrating on what you are doing, try asking fewer questions—and *ny ù*. If a student is seated comfortably on the bridge deck, I'll tell them about the upcoming jibe and the loaded mainsheet that will fetch up right where they presently sit. Then Misty shows them, with a wham, just why they should pay attention. Next time the helmsman calls for a jibe, they know to move without prompting from me.



When Elizabeth Meyer and I bought our Concordia yawl together and named her Matinicus, we barely knew what the heck we were doing. We had done plenty of sailing, but on smaller boats or simple gaff schooners. We had a chance to walk the deck for the first time in company with the original owner Willis Shackelford, in Georgetown, Maryland. We peppered him with questions, but he couldn't remember what certain pieces of hardware had been used for, including the two strong bronze eyes on each side of the cabintop. We looked at each other in some dismay, and realized that we were going to have to figure out for ourselves how the boat worked. It wasn't until some months and sailing miles later that one day, while holding a billowing sail with both hands, I wondered where the mizzen staysail was supposed to be tacked. Suddenly, there was the deck eye on the windward side, just where the staysail tack should go, right when I needed it. The sail fit perfectly, and we leapt ahead with a glad cry, as if I knew what I was doing. The Concordia herself taught me how to set the mizzen staysail. She seemed to say, "Yes, I can do that, and here is how."

To the students wanting to learn to sail in five days, who don't expect to spend several decades learning seamanship from a wooden yawl, I point out Misty's genius. I feel lucky to be the instructor, yet I wish they had the time to learn it more directly for themselves, from the boat with all that wisdom already built in. My students often comment that when they see Misty for the first time, waiting on her mooring, the boat seems overwhelming: no one could learn all those lines and what they are used for. So big and complicated and unknowable. By the end of the week, I am obliged to do a lot less talking or teaching than on the first day. Each student can lay a hand on the lazy starboard jib sheet without pause, and tie a fender on fast and secure. All of them realize that they have learned a great deal from their time on the yawl. Time well spent.

Queenie Hooper Foster

Tosca

NO. 73 • BADDECK, NOVA SCOTIA

Here is John Eide's prelude to the entry from Tosca's owner:

One of my goals when I took over the editorship of the Concordian was to use my position as an excuse to seek out some of the more adventurous owners. Dr. Fitzgerald headed my list, so I immediately contacted him, asking if he would kindly describe for us what it's like to keep and sail a boat in the upper reaches of Newfoundland. No answer. So I kept after him. "Maybe after I retire," said he. Later on the message was: "I'll work on it." Eight years and 16 issues later, here at last is his account.

In 2009, a good friend of mine decided to sail his boat from Portland to Nova Scotia, and I joined him in Baddeck. From there we sailed across the Gulf of St. Lawrence and up the west side of Newfoundland. When we stopped in the small and desolate one-time fishing villages, now almost abandoned due to lack of fish, for some reason I asked about health care and heard, "We go to St. Anthony, where there's a great doctor, Dr. Fitzgerald." Or "Dr. Fitzgerald delivered all my children." We sailed across the Strait of Belle Isle to Labrador, where I asked again. "We go to Dr. Fitzgerald in St. Anthony."

A few days later we arrived at St. Anthony, where I was to leave the boat. After making my transportation arrangements (not easy), I walked past the hospital and decided to go in to see whether Dr. Fitzgerald might be there. The nice man at the front desk pointed to a phone on the wall, gave me a number, and said to dial him. He answered. I introduced myself, explained that we were at the dock in town, described the boat, and invited him aboard later for a beer. We chatted for a few minutes and then he said, "I'm not sure that I can come tonight. And I can't talk now. I'm in surgery." Can't do that in Portland or New York City! I left the next morning. Dr. Fitzgerald stopped by the boat that evening for a nice chat with the remaining crew. I'm sorry that I missed him.

Now to Dr. Fitzgerald's contribution:

My wife Trudy and I have owned Tosca since 1979, when she was offered for sale in Halifax by Rowland and Alexandra Harrison, who were moving to Alberta. We were smitten at first sight by a boat constructed as a boat should be, with superb craftsmanship and attention to detail, and she has never failed us. It's more correct to say that she owns us, having become an important member of our family.

Our four children learned to sail her from a very young age, and benefitted from the lessons of responsibility, resourcefulness and stewardship that come whenever one puts to sea. As we lived and worked in St. Anthony, Newfoundland, sailing for us was in the Gulf of St. Lawrence, the Strait of Belle Isle, and all the other challenging waters surrounding Nova Scotia, Newfoundland, and Southern Labrador. For the most part Tosca wintered at Henry Fuller's Cape Breton Boat Yard in Baddeck, Nova Scotia—though she did spend some winters beneath a tarp on the hard, in a rude cradle within sight of the hospital where we worked in St. Anthony. As busy physicians, my wife and I had of course insufficient time to attend to her properly, so Henry's yard in Baddeck was a necessary compromise.

One important decision we made early in our relationship was to replace the Gray Marine gasoline engine with a single cylinder Saab 10 HP diesel. This motor was abstemious when it came to fuel consumption, though one never went anywhere very fast. But the main advantages were that we no longer had gasoline aboard and were no longer dependent on the battery to start her—an important consideration when one has a bookworm daughter given to reading at night until the lights fail. Life is full of compromises!

Our last trip was from Baddeck to St. Anthony in 2002, when our eldest daughter was getting married and we wanted to have Tosca moored in the harbor and dressed for the event. Only a sailing family can appreciate that logic. The wedding was in late August, and then time constraints and gales of southwest wind prevented us from getting the boat back to Cape Breton. The last thing Henry said to me as we were leaving the yard was, "We should replace a few planks in her bottom next winter." I realized what he meant when we hauled her beside the local fishing boats at a yard near St. Anthony.

Life has a habit of getting in the way. The next year I myself had a run-in with the surgeons, and it was decided we would truck Tosca to a shed we had constructed on property recently acquired near Baddeck. Professional commitments escalated, and we built a house on our Baddeck property to which we eventually retired in early 2014. During its long sleep the boat had been protected from the weather and prevented from drying out, being kept in a shed with a dirt floor. A careful survey eventually confirmed the inevitable: she required serious work below the waterline, including new rib ends and sistering, new floors, plank repairs, and new keelson and deadwood. We bit the bullet, and this work is being accomplished with care and attention to detail at the historic Dory Shop in Lunenburg, Nova Scotia. I'm not sure whether Tosca will be in the water this season, but if not then certainly next year. I look very much forward to taking her to sea again, this time with a crew including our grandchildren.

It is, after all, not the destination but the journey that is important!

Dr. G. William N. Fitzgerald





Allure

NO. 87 • SOUTH FREEPORT, MAINE

Allure spent much of the winter undergoing elective surgery at Rockport Marine, in preparation for her next 58 years on the water. For those whose boats haven't yet had this type of work done, the following may be of particular interest.

Over the past few years, Allure had increasingly been making water from forward of the mast, especially when under load or pounding to windward. A survey identified some concern about the condition of the forefoot and the holding power of certain fastenings along it. We also knew that other than a few forward keel bolts that had been replaced at around age 30, the rest of the centerline bolts were original and now almost 60 years old.

The first phase of the project involved cutting away plank ends, then removing the mast step and sufficient interior joinery and floor timbers to allow removal of the forefoot. For the structural work aft, it was decided to remove the deadwood in addition to the ballast keel, to enable replacement of the floor timbers located at the deepest section of the bilge. These, along with their associated frame ends, were showing the greatest deterioration.

The good news was that the plank keel itself appeared sound. Repairs to it were limited to the installation of small graving pieces at a couple of soft spots (where water had collected on the top surface), and to plugging two holes after the original oversized lifting eyes were removed. The lifting eyes were not replaced, because we don't expect to pick up the boat ever again with a bridle through the skylight—the way she was loaded and unloaded on the original delivery from Germany. The laminated frames were also in good condition, except for the lower ends of three pairs at the deepest part of the bilge.

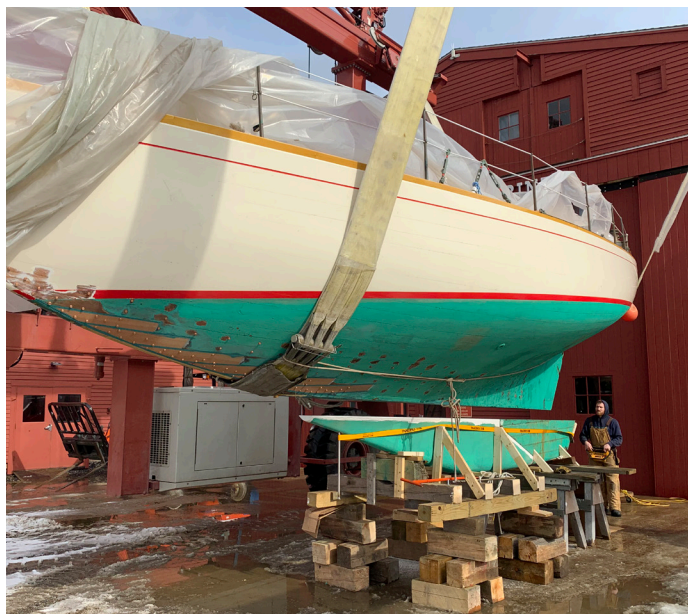
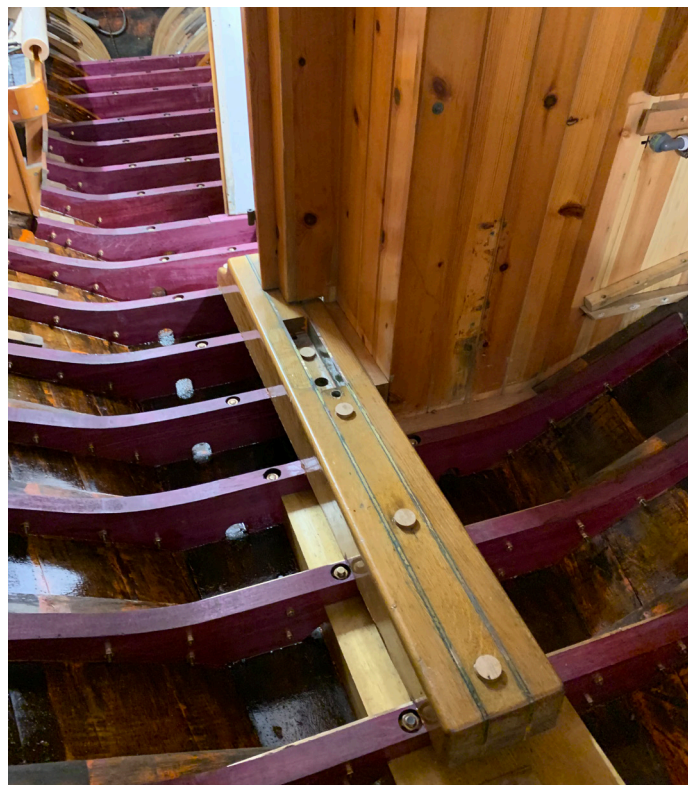
The bronze bolts used for the floor timbers located forward and aft of the iron ballast were all in relatively sound condition. Likewise, the replacement forward keel bolts of stainless steel installed almost 30 years ago were in nearly new condition. These were reused, while all the other keel bolts were fabricated anew from high quality stainless steel. The original iron keel bolts were heavily deteriorated, as were the iron bolts for the floors located above the ballast. An accompanying photo shows that the sections of keel bolt located within the iron ballast appeared perfect, while their upper ends were often nearly wasted away.

Unlike the original forefoot that consisted of a central timber with wing pieces bolted onto either side, the replacement was shaped from a single lamination of iroko. The complexity of this piece and the tight fits achieved were very impressive. All is sadly now hidden by the planking, the mast step, and the reinstalled interior. Some of the original floor timbers displayed deformation, especially in the area adjacent to the mast step. Most of the oak floors with iron bolts showed signs of iron sickness, and it was most expedient to cut those bolts and discard everything, rather than attempt to drive the bolts out and reuse the original timbers. All the floor timbers that were removed were replaced with new ones of purpleheart. New laminated frame ends were scarfed onto the three pairs of frames in the deepest part of the bilge.

One surprise was the poor condition of the bronze heel fitting for the rudder, and the associated lower pintle was also compromised. New bronze pieces were fabricated for both. To help protect the heel fitting in the event of a grounding, a short shoe was faired into the bottom of the deadwood just forward of this deepest point.

In early March the boat was launched to take up for a few days, before being returned to winter storage and eventual paint and varnish work. Rockport Marine provided excellent photo documentation and close communication throughout the project, and the quality of workmanship was exceptional. We now look forward to many more seasons of sailing, with the comforting knowledge that Allure is in great structural condition.

Ben and Anne Niles



Fleetwood

NO. 20 • KIEL, GERMANY

I am very proud to report that I have finally finished the refastening program for Fleetwood's topsides. I had already done the starboard side from the bow to the mainmast chainplates in Winter 2015-16, and the port side from the bow to approximately amidships in Winter 2017-18. I decided that I would attempt to complete the remainder in a single push, so I started immediately after haulout in mid-October of last year. Over the following two months I exposed the necessary bungs on the port side, drilled them out, and changed the screws. After that it was time for a Christmas rest. Owing to some health issues, the rest continued until the first week of February. I started with the starboard side in February, and finished that portion of the refastening three weeks later. In this second round I took up the task every weekday after work, starting at 5 pm and putting in a "second shift" of five to six hours. Boat working hours on Saturdays and Sundays were from 7 am to 9 pm. It was a truly difficult job. The screws in the stern of the boat were in much worse condition than up forward. Thanks to my family and my company for their patience and their understanding of Fleetwood's needs in wintertime.



All the new screws were installed with red lead. The bungs were glued in with epoxy. Some minor plank repair was necessary whenever a screw head broke and there was a need for special measures. One of the photos shows the condition spectrum of the old screws. I believe that around 60% came out properly. In another 20% the head suffered damage during the first removal attempt. In such cases I used a 1/8" drill bit to drill a hole in the head of the screw, then inserted a reverse thread screw extractor bit to remove the screw. If this didn't work, I used the split pin or roll pin method. For this technique I used a few appropriately sized steel pins, purchased at the hardware store and prepared by filing left-hand cutting notches in them with a triangular file. This was effective. The final 20% of the screws were corroded between plank and frame, and in those





cases I tried to drill out the remaining material as best I could. I believe that about 10 or 15 screws had to be renewed beside the old position, which was not too bad. Fleetwood's hull and frames are in quite good shape overall, and no further repair work was needed. For the refastening I used #16 x 2" screws, which are a bit larger than the originals, and they worked well. I had to take care not to set the screws too deeply into the planks.

After the boat was fully wooded, I had to decide what to do about the plank seams. The putty was in poor condition, dry and crumbly, and therefore I elected to spline the seams. I took my mini saw and sawed out the putty to a dimension of 1.2 mm wide by 6 mm deep. I ordered mahogany strips in the dimension 1.1 mm by 7 mm, and glued them in with epoxy. I did this same thing in the bow area last winter, and it worked well.



Finally came the paint phase: one coat of penetrating polyurethane etching primer, three coats of white universal alkyd resin primer, two coats of the same primer mixed 50/50 with International Toplac, and finally two coats of Toplac Snow White. Fleetwood went back into the water on March 30!

Our summer plans are to visit Maine to participate once again in the ERR. We will include this as part of a longer New England trip as a family. Now that I have taken part in Concordia events by myself several times, it was a major wish of my wife to make such a trip as a family, before our children (17 and 15) leave the house. So the Prophet family will fly to Boston on July 20, and depart from New York on August 9. We are truly looking forward to continuing our friendships with fellow Concordians.

Kersten Prophet



New Concordia Mainmasts: Three in Total

Although Rockport Marine routinely constructs complicated masts and spars, building three Concordia masts this winter has presented us with some truly intriguing challenges. The new spars were built for Golondrina, Abaco, and Principia. In a positively appalling mishap, the mainmasts of Golondrina and Abaco were destroyed by a single falling tree while lying outside together on sawhorses. Principia's mast had long ago been replaced by an aluminum mast, and the current owner wished to return to Sitka spruce.

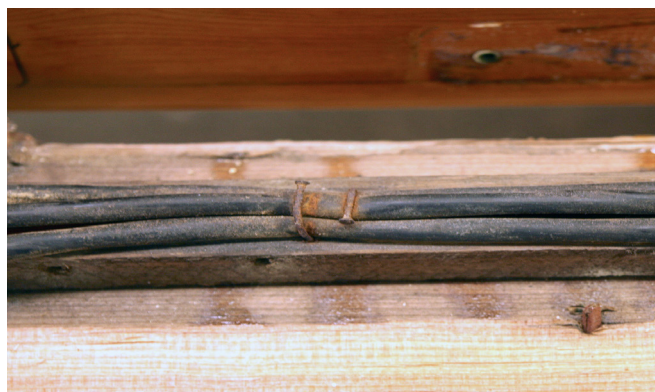
The devil is in the details. Fortunately, we have many Concordias in our care for comparison. Yet those boats carry a variety of different rigs, and thus we had to decide which details were original, which were actually good ideas, and also what made sense for the current use of each boat. Overall length, hardware, scantlings, and rigging are all aspects that vary from boat to boat. Working with the owners of the three new masts was therefore a balancing act.

For Golondrina and Abaco, we largely replicated the existing spars. The challenge was to determine exactly what that would mean, since the original masts were well and truly shattered. The first step was to record everything carefully at the site of the accident with story poles and registration marks, in order to be able to piece important information back together in our shop. We very much wanted to be able to replicate all the specifics relating to length and hardware placement.

Once the damaged spars were here at the yard and we were confident in our documentation, we had the luxury of cutting the old masts into sections, so that we could see exactly how they had been built and where they had failed. This afforded us useful insight into the wall thicknesses, which we found to be relatively consistent: the sides were a smidge over $7/8"$ (23mm) and the fore and aft pieces were about $1.25"$ (32mm). These dimensions corresponded well with previous measurements that we had recorded from other Concordia masts. One unexpected finding was that the internal blocking in Golondrina's mast was oak. The original glue for the blocking had failed completely and the pieces were basically floating inside the mast, held only by the hardware fastenings.

There were other places where the old glue had failed as well, and research into what type of glue was originally used yielded nothing but mystery. I have heard that both A&R and the Walsted yard in Denmark were using an early form of urethane glue, but I have no proof or verification of this. Inspection of the separated surfaces yielded no clues, as there now appears to be little glue whatever remaining in the joints.

Overall lengths for the masts turned out to be a talking point—especially for Principia's owner, who had no record of the original dimension. Abaco's new mast was built at 47 feet, with a masthead rig and only a single set of spreaders. Golondrina's new mast is 50'4" in length, with a fractional rig and jumper struts. With only an aluminum mast as a guide, we discussed the virtues of a taller rig for Principia. But how tall? Every Concordia mast in our possession is a different length. Drawings we have found are also inconclusive. In the end, we chose a length that would accommodate the owner's





current set of sails: we built Principia's new mast at 49 feet, and it will have a masthead rig with two sets of spreaders.

When it came to hardware, we once again encountered differences. Abaco's fittings are all galvanized steel, while Golondrina's are bronze. And the masts we have in our loft are a mixed bag in this regard. We opted to create new bronze fittings for the Principia mast, because it simply made the most sense in terms of longevity and ease of fabrication. The hardware components for the masts of Golondrina and Abaco were for the most part reused. To create wire runs inside each mast, we installed flexible conduit from bottom to top.

As modern-day wooden boat builders and restorers, we try to approach these kinds of projects with a nod of respect to our talented predecessors. At the same time, we have an obligation to make changes where we feel new materials and methods could improve the longevity of our work and ultimately the safety of our customers. On this project we used West System 105/206 epoxy, thickened with cotton and colloidal silica fillers. Our forty-year record of successful results with West System products bodes well for the endurance of these adhesives. Yet we're reluctant to take any points off the board, and thus we maintained the 18:1 scarf ratio from the original spars. We also created a rabbet joint between the side walls and the forward and aft sections of the masts (see photos). This helped us to index the glue-ups and also added considerable gluing surface, which definitely enhances overall strength.

The other place we made a change was to add a G-10 compression tube wherever hardware was bolted through the mast. These tubes replaced the large backup washers used on the original masts, which we found to have compressed into the wood over time, leaving the hardware loose. G-10 is a high-pressure fiberglass laminate, created by stacking up multiple layers of glass cloth soaked in epoxy and compressing them under heat. The resulting sheets or tubes are extremely strong, with reliably uniform tolerances. We installed the tubes through the masts and glued them in place. They are cut flush with the wood surface so that when the hardware is installed and the bolts are tightened, the mast itself is not compressed in any way.

As we are completing the satisfying work of varnishing and rigging these new spars, we are also seeking to replenish our stockpile of Sitka spruce. Though sourcing is a continual challenge, we need to be diligent about acquiring quality Sitka and then allowing it to season properly. That way, the next time a tree drops across two beautiful wooden masts, we can turn new ones around in short order.

Stephen Florimbi



Skye

NO. 40 • GLOUCESTER, MASSACHUSETTS

Two very full years into our late-in-life decision to become part of the Concordia family, we have become a little more familiar with the mysteries and marvels of the Concordia yawl. I have always believed that learning is one of the greatest joys in life. Happily, these are boats that can teach for a lifetime. The ongoing process of searching for answers and eventually finding some has been an immense amount of fun.

The boats do need constant attention if we are to properly discharge our caretaking function. There are lots of decisions about which jobs to undertake, how they should be done, and in what order they should be tackled. We have made these choices as we must, but with a keen awareness of how little we know compared to other families who have sailed their boats for generations. We have tried to avoid mistakes by casting a wide net for advice. Other past and present owners, and also Charlie White and Steve Lima at Concordia, have all been invariably supportive, providing gentle coaching while leaving plenty of room for us to make the final decisions.

One of the first decisions we made was to eliminate the wheel and go back to tiller steering. Our sailing experiences last summer proved that this was a good call. There simply wasn't enough room in the cockpit to start with, and it was hard to move forward from behind the very large wheel. Skye has become a much more user- and guest-friendly boat as a result. We eventually learned that Skye had started out with tiller steering, and that the wheel had been added at some point in the mid-1960s. The photo below shows Skye with her original tiller and her pretty Bateka in place, along with captain and crew. Original owner Eldon Macleod is fourth from left, and his

brothers Robert and William are second and third from left (all in white shirts and hats). The Macleod family named the boat after their ancestral home, the Isle of Skye in Scotland.

Along the way, we have gradually picked up snippets of Skye's prior history, and these have deepened our connection to her past. Alexander Macleod, the father of her first owner, was the only person outside the Howland family that Waldo ever invited to become a director of the Concordia Company. Doug Peterson, the trailblazing West Coast yacht designer, was a part owner of Skye from 2000 to 2010. He actively raced her in the early years of this century, along with Wayne and Kim George. Skye was built in 1956, just after the changeover by A&R from brass to bronze screws, and after Concordia's implementation of the initial fixes for the frame breakage issues. The boat has her original canvas decks and a Gray Marine engine installed in 1966. Both are still functioning, with some annual TLC. Skye has been well cared for over the years.

We sailed Skye often last summer, but did not yet feel comfortable enough to sail her to Padanaram for the 80th reunion. We were sorry we could not take advantage of that opportunity. High points of our season were wonderful overnight cruises to Marblehead and Rockport, sailing in the Gloucester Schooner Festival, discovering just how well the boat handles in heavier weather, and learning to fly the mizzen staysail. Another lightbulb moment and small insight into the thoughtfulness of the Concordia design and A&R craftsmanship: figuring out that the mysterious slotted tracks on the overhead above the heating stove were meant for storing the wooden panels that otherwise cover the front of the stove. Locating (in the far reaches of the



port bow) the long-lost original bronze bar that secures the forward hatch from the outside was like finding a buried treasure.

Besides the usual annual maintenance, major projects under way and in various stages of completion include replacing much old wiring and also the electric panel, replacing six floor timbers, repairing adjacent ribs and bronze strapping, and removing and replacing what I think (and hope) are the last of the iron keel bolts. We are also re-engineering the bilge pump setup, replacing the aged Formica countertops in the galley, adding functional steaming and anchor lights, and converting all lights to LEDs. When these projects are done, it will be time to freshen up the tired interior brightwork and mount new hardware to hold open the butterfly hatches. I think we are gaining on it, and we hope to spread our wings a bit further afield from Cape Ann in the months ahead.

Steve Lindo



Westray

NO. 79 • NEWPORT, RHODE ISLAND

After last summer's fine performances in several classic regattas, Westray has spent most of the winter season in a shed at Ballentine's Boat Shop in Cataumet, Massachusetts. We (the Westray team of yard, sailmaker, and crew) have organized various repairs and improvements to the jib tracks. On the foredeck we have added a bronze pad with a screw-in eye to accept the tack of a newly commissioned #3 jib, which will improve the boat's pointing ability in a stiff breeze and will be sheeted inside the shrouds. We will add a low-friction ring with a Dyneema loop for the sheet lead.

We have reinforced some of the locust cleats in the cockpit so that they can take the increased loads while racing. On selected cleats, we drilled through and used bronze machine screws and nuts rather than conventional wood screws.

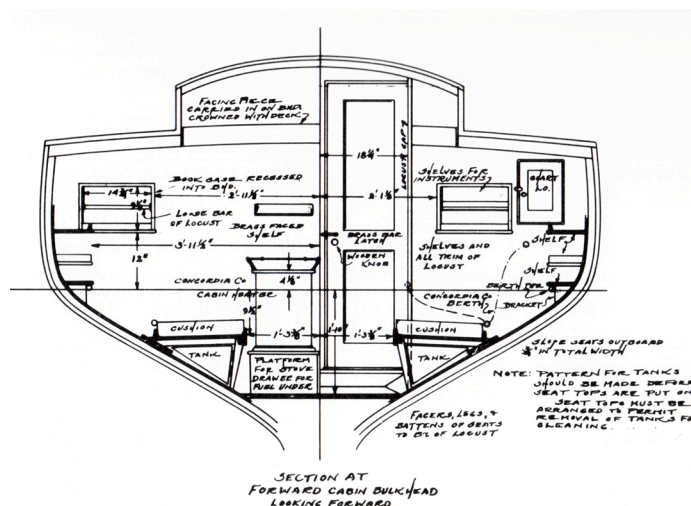
Below the waterline, the strainers at the ends of the scupper hoses port and starboard will be replaced by flapper valves in order to prevent water from back-flooding the cockpit, especially when the boat is seriously heeled. The non-return flap is hinged and opens only with water pressure from within, otherwise closing tight.

The main job for the yard has been the refreshing, repainting, and revarnishing of the vessel's interior, including lockers and table. They have also (after 60 years) restored the metal frames and canvas bases of the oh-so-cozy Concordia berths. At the end of this long process, when we launch her in Cataumet during May or June, Westray will look—in the words of a Greek sailor friend—"like a doll."

Curiously, during this recent restoration Ballentine's discovered a letter from the second owner of the boat, requesting similar improvements many years ago. It seems wise to revisit the performance needs of the boat every thirty years or so.

The program for this coming summer is to cruise in Buzzards Bay and Narragansett Bay during June and July, then to race in classic regattas through Labor Day.

Juan E. Corradi



Snowy Owl

NO. 91 • OSTERVILLE, MASSACHUSETTS

My first real introduction to the Concordia class was the 50th anniversary reunion of 1988 in South Dartmouth. I sailed my Wianno Senior Owl from Osterville for the weekend, in order to see firsthand these fine yachts. I was not to be disappointed.

While I lay at my assigned mooring on Friday afternoon, I watched the fleet—some 50 boats as I recall—come into the harbor under power and make U-turns at the dock. Sails were neatly furled, owners stood at the helm. It made for a most impressive sight.

After seeing and visiting with some of the owners who had slips at Concordia, I decided that my next boat would be a standard Concordia 39 yawl. Fifteen years later, in December of 2003, a boatyard fire at Crosby Yacht & Storage destroyed Owl, along with 20 other Wianno Seniors. Shortly after hearing this news, I contacted the Cannell, Payne, and Page brokerage in Camden, Maine and told them that I needed a standard 39 Concordia yawl. I was given three listings and the most promising seemed to be Shimaera #91, then owned by Robert Snyder, Jr. Bob was the second owner and had had the boat for 40 years, and he also owned Dodson Boatyard in Stonington, Connecticut. By the first week of January 2004, I had completed the purchase of Shimaera.

Two weeks later I flew East to meet with Mr. Snyder, to go over the work I wanted done before I picked up the boat. My intent was to return this yawl to 1938 specifications, as the designer and builder had intended them. The first items to go were the stern pulpit, boom gallows, electric bilge pump, and dodger. This was followed by locating and buying from IYRS an original 7/8 mast, which had been donated by another owner. Bob Snyder had always kept the Gray Marine gasoline engine, as have I.

The year 2019 will be my sixteenth season of ownership of Snowy Owl, and I can only repeat what so many owners have written: "The boat sails like a dream." These past fifteen seasons I have averaged over 50 sailing days per year, with two round trips to Maine and numerous cruises to Newport and the Islands.

For the past two seasons, Snowy Owl has served as my summer home, and it is as comfortable as being at home. In sum, Snowy Owl is everything that I could have wished for in a boat.

Richard S. Taylor

Saltaire

NO. 9 • CONWAY, ARKANSAS

Saltaire is slowly moving forward with her restoration in Arkansas. All the ribs have been laminated and installed. The mast step is also new, now longer than the original and fully bolted in. I've been working on the forward deck beams: repairing, replacing (only #2 at this point), and painting. I have a few coats of paint on the sheer clamp up forward as well. It feels like procrastinating to be painting at this point. I've beefed up the forward bow cleat with a couple of Douglas fir blocks, along with a G-10 backing plate (see photo). I would love to have recommendations for a windlass: yea or nay, possible brands, and what sort of blocking might be used to install it. Before I bolt all the deck beams in, I would be happy to hear your thoughts. Pictures would be even better!

Rob DesMarais and Marcia Brown
friends.of.mickey.finn@gmail.com

Rob also passes along the following note that he received from Paul Shields, the new owner of Concordia No. 5:

The funny thing is that I knew the previous owner of Saltaire, Howard Schecterle. Howard was the Owner of Ace Signs, and he produced all the signage for Friendly Ice Cream. He was a very good friend of the Blake brothers, who owned Friendly. The Blakes collected antique and classic cars. Howard of course sailed a Concordia yawl. Sitting atop the Friendly corporate headquarters building in Wilbraham, Mass. is a weathervane that Howard made. On one arm sits an antique car, and on the other sits a Concordia yawl! Howard did some sign work for my business as well, and we would sit in his office and talk sailing, Concordias in particular. Howard had a beautiful oil painting of his boat (then the El Ho), under sail and beating into a choppy sea. I have often wondered what happened to that painting. And now here we are years later, two people with the common thread of a Concordia and her past owner, and stories to tell!



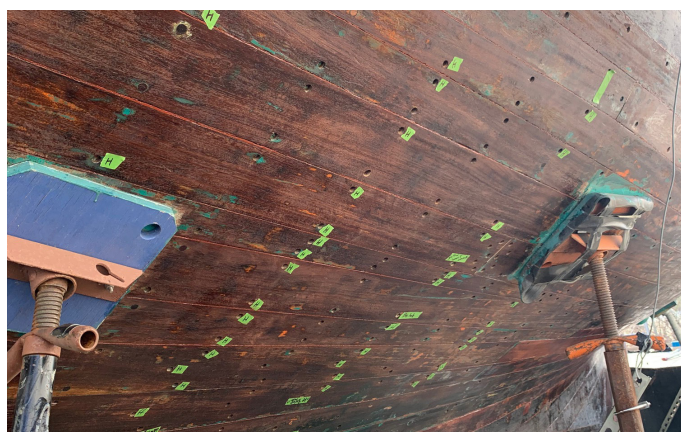
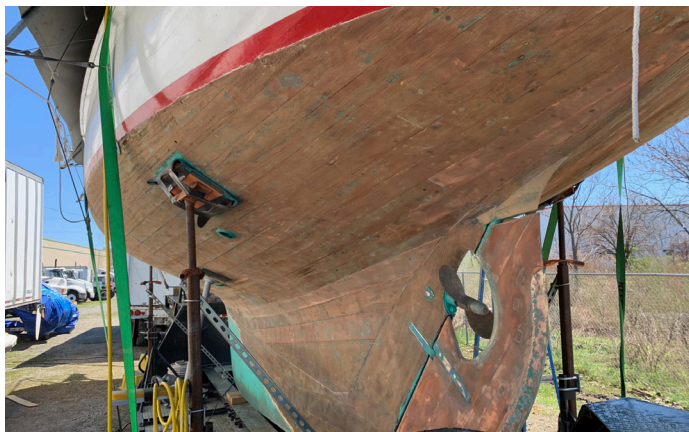
Polaris

NO. 71 • HEMPSTEAD HARBOR, NEW YORK

Last year was another milestone year of unexpectedly many milestones, including the milestone of missing the Fall 2018 Concordian submission deadline. So let's start with that. Winter 2017-18: icebound in February, cabin gutted in April, frames replaced in May, all put back together in June, topsides woodied in July, launched and sailed up to Padanaram in August, won the coveted prize for "most frames replaced," and learned that none of my (old) headsails fit. Most emotional of all was the return of Polaris to Padanaram, and the lovely sailing in the area. I'm not positive, but I don't think she'd seen those waters in 45 years. It was great to be a part of the 80th event, and I can't be anything but thankful to meet people who have the same problems I have.

Thanks to John Eide & Kersten Prophet for their expert and generous help to me and my nephew Braden during the racing in the 80th. Beating all night back down to New York in stiff headwinds, I couldn't help thinking about sails, sails, sails. Now I'm really messed up. Anyone have any sloop-rig sails lying around, for a 41?

After all that, I thought to myself: maybe for just one season I could sail in peace, knowing that I don't have any big work to do, without the nagging voice in my head of You Know Who (initials J. E.). I just don't get it. I was having a perfectly nice winter, planning this sail and that, when out of the blue a voice came to me from far away (was it Mexico or Maine?), saying something about how when it's a good time to refasten, then refasten. Apparently for me that time is now.



Wooding the bottom of Polaris was a laborious process, involving heat guns, scrapers, and sanding. Popping bungs was relatively easy since so many were compromised and already coming out. The main problem with the fastenings has been deteriorated slots in the screw heads, while bevels to tip the screws are generally in good condition. So far approximately 50% of the screw head slots have been OK, and those screws can be backed out—though not at all easily. The rest require drilling and extraction, a clear sign that refastening is overdue. I've been drilling a hole with a left hand bit, then using a left-hand screw extractor bit on a T-handle. Again, nothing comes out easily. Above all I'm glad that I am doing this, as it confirms the urgings of John Eide and Rob Blood—who both encouraged me to refasten before it gets any more difficult. As to the photos: the tape patches are notes about the screws I will need to drill and extract, and they also mark the odd spinner (so far nine of them, removed easily with a lefty drill bit). The other thing I'm glad to see is the glory of her bare bottom. I can view all the new work, assess the condition of older repairs, and examine seams, deadwood, joints at sternpost and horn timber, and all the rest.

Is that it for now? Well, not exactly. That stem repair could be done now too. And that old Dumbo's ears prop needs some smaller ears. So here I am, burning bottom paint, popping bungs, prop on order from Campbell, working on sails. I should be done soon!

Leif Arntzen

Eagle

NO. 92 • DARK HARBOR, MAINE

I was last aboard Eagle on Sunday, August 26th of 2018, after the conclusion of the 80th rendezvous of the fleet. It's always sad to disembark for the season, but this time it was particularly so, given that I wouldn't have an opportunity to sail again until the following June. This knowledge, combined with a particularly brutal winter here in the Midwest, has left me more anxious than usual to be back aboard. I can hardly wait for the day to arrive.

My two sons will be able to reunite with me for that occasion. It was nine years ago that the three of us took to the tiller for the first time and sailed beyond the Padanaram breakwater, headed northeastward to our home waters of Maine. Nine years is a long time in the lives of young men, but much shorter for those of us who are young no longer. My boys and I were quite inexperienced then. But for the launch operator inquiring about our sailing plans, we very well could have attempted to proceed against the tide in the Cape Cod Canal, an error that would have been hard on both the vessel and its occupants. In nine years I've traversed this route six times, but that was only time my sons were able to join me. It was a glorious episode in our lives for the three of us to explore a coastline I'd long dreamed about seeing. For five days we were on a beam reach in the best sailing weather I've ever known.

For this seventh trip we'll all be together for the first three days, but then my older son Mike must return to his duties. My younger son Nick will be able to make the entire voyage, and may add his wife for the final two days. Robin will cheerfully follow along by car. I cherish any time I can spend with my sons aboard this boat, for we've learned together to such a degree that we hardly verbalize our thoughts any

longer, at least when it comes to sailing. Trim the main? It'll be done before I can open my mouth to make the suggestion. Sheet in the jib? Done. What do you guys think about running up the spinnaker? Oh, I see, the pole's already in place.

In nine years my boys have become men. Both have married lovely young women, and both have taken on responsibilities that far exceeded mine at an equivalent age. And we now have three grandsons ages two and under, who can't be far from becoming able seamen themselves. As my boys are better sailors than I am, I suspect that the grandsons will be even better. Imagine what they'll be like in just nine years.

My only project for the winter was to finish a serving tray for Eagle. Made of mahogany, it holds a leaded crystal carafe, four tumblers, and four highball glasses, all secured to the tray with wooden hinges. I carved and gold-leafed "Eagle" into the base (a nerve-wracking task to attempt on an already finished project), and built a protective acrylic cover with mahogany handles—upon which I similarly carved and gold-leafed her sail number: 1018. Once brought aboard Eagle, the tray will be positioned behind the companionway, held by four mahogany buttons attached to the engine cover. I'll look forward to the occasions it can be used for celebratory drinks, but of course I worry terribly about the added weight.

Maintained well, these boats remain—unlike us—ageless. It's much like the perpetual youth of baseball players taking the field each spring, while only the fans in the stands have grown older.

I look forward to seeing other Concordia owners on the water. A truly special thank you goes out to John Eide for all he has done for the fleet.

C. Daniel Smith



One-Family Boats

In the Fall 2018 issue of the Concordian, John Bullard wrote that Captiva (about to be sold) was the last of the one-family boats. I corrected him, noting that Tam O'Shanter and Crocodile were also still with the original owning families. I was then further corrected, being informed that Niam has been in the Ryan family continuously. It is therefore the case that as of today, Tam O'Shanter, Crocodile, and Niam are the three remaining boats that have been kept by the original families since purchased new. I thought a writeup from a member of each of these families would be great for this newsletter.

John Eide

Keeping a Concordia yacht in top condition over many decades of ownership requires serious commitment and investment. To cite the example of Niam: in 2005, the boat received a comprehensive restoration at Concordia Company. The work included a new keel timber and sternpost, 80 new steam-bent frames, 27 new floors, 20 new planks, renewal of wiring and other system upgrades, a new engine, and a lengthened mast step and tie rod system. Since the Crocker family are neighbors and friends of ours, I have been in a position to witness their meticulous stewardship of Crocodile over a number of years. I have never had the pleasure of meeting the Soules, but one year we did pass Tam O'Shanter on a lovely Maine afternoon off Seguin. The vessel was immaculate, and the gentleman at the tiller appeared blissfully content. Herewith, a salute to three families who have approached their ownership responsibilities with admirable dedication. And as you'll see from the Crocodile entry, boats often count as full-fledged members of the family.

Jay Panetta

NIAM

No. 24 • Chatham, Massachusetts

As to why our family has kept Niam all these years: there are probably many reasons, but the most significant are love of our father and love of the boat. There are so many fond memories and stories about sailing with Dad that my siblings and I carry with us. Personally, I always feel his presence when I'm on the boat, and when decisions need to be made on the fly, I often hear his voice. As for the boat, she has never let us down. Over the years we've been out in all kinds of weather, and have made any number of poor seamanship decisions, but she always covers for us. As all Concordia owners know, she's not a dry boat but she's spectacularly seakindly. Thanks to the Concordia Company yard, where we have been customers since 1955, she is in as good shape as ever, and we remain her faithful stewards until the next family comes along.

Bill Ryan

TAM O'SHANTER

No. 61 • South Freeport, Maine

My father Frank Soule and his Harvard classmate Waldo Howland reached an agreement in 1957, and a Concordia was ordered—to be named Tam O'Shanter. The name Tam O'Shanter dates back to my ancestors on the Soule side of the family, who were ship captains and ship builders. In 1839, my great-great-grandfather Enos Soule founded the Soule Brothers Yard in South Freeport, Maine, where Strouts Point Wharf Company is now located. The yard built many ships, including a number of three-masted "Down Easters." One of these, launched in 1875, was christened Tam O'Shanter II.

After we took delivery of Tam O'Shanter in the spring of 1958, she was sailed from Padanaram to Casco Bay in June, with a crew made up of my father, my older brothers Frank Jr. and Andrew, and me. There she began many, many wonderful years of racing and cruising. After my father died in 1966, the four Soule brothers and our mother agonized over the decision of what to do with the Tam. Emotions prevailed, and we're thankful to say that we decided to keep her. Ownership of the Tam was in my mother's name (Elizabeth Soule Chapman) until 1979, when she gifted it to me and two of my brothers, Andrew and Peter.

The Tam has been kept in Maine since 1958, on a mooring in Casco Bay, and Strouts Point has been her home yard for the past 23 years. Though my wife Julia and I moved to Marblehead in 1971, our family's preference for sailing and cruising has always been Down East. Thus keeping the Tam in Casco Bay has been a distinct advantage for us. Over the years, we have brought the Tam to Marblehead on occasion, and she was the flagship of the Eastern Yacht Club in 1997-98, when I was Commodore. Between 1978 and 2018, we have gone on twenty-four EYC annual cruises aboard Tam O'Shanter, first with friends and then with family, and on many of these cruises we enjoyed spirited competition in the daily port-to-port races with two other Concordias, Off Call and Christie. Last summer, we moved the Tam to a mooring in South Freeport, so in a sense you could say that vessel Tam O'Shanter was returned to her home port after 142 years. This summer will be our family's 62nd sailing season with Tam O'Shanter, and I'm happy and proud to say that we now have third- and fourth-generation family members who enjoy sailing and cruising aboard the Tam as much as we do.

David Soule

CROCODILE

No. 67 • Manchester, Massachusetts

Greetings from Crocodile, and thanks for letting a yawl do the talking for a change. I am happy to report that all is well as I approach my 70th birthday, now having hosted four generations of the Crocker family aboard. First in line were Haskell and Eleanor Crocker, with whom I enjoyed many peaceful years of daysailing and cruising from Manchester-by-the-Sea to points Down East, beginning in 1959. Then came their children Edgar and Bobby, who broadened my horizons to include spirited offshore competition, with numerous Jeffrey's Ledge and Marblehead-to-Halifax races. The racing action was complemented by a greatly expanded cruising range, which included the entirety of Atlantic Canada. I loved the visits to my favorite summer spot at "Crocodile Cove," on Kennebecasis Island in the St. John River. I also enjoyed more remote locations like the Bras d'Or Lakes. When under way, I always appreciated that the members of the dog watch kept awake in the offshore fog when I knew that there were draggers nearby. They certainly did put some hard miles on me, and almost seemed to enjoy breaking my original mainmast (!), along with countless other pieces of gear and sails. I must certainly thank them, however, for keeping me off the rocks and other obstacles as we learned our way in the days of taffrail logs, radio direction finders, Loran, and "Whistler" bellytellies. At last I had a proper radar and GPS aboard. With Haskell, Andy, and Peter in the third generation, I continue to have a great deal of fun on the race courses and the cruising grounds. Now I have Edgar Pearce Crocker (for some reason he prefers to be called Pearce) leading the fourth generation aboard, and while Pearce still hits his head when he wakes up in the forward berths, he has learned to set my mizzen staysail properly—as he has just done in the photo below from the 2016 Eggemoggin Reach Regatta. I was romping down the last leg at that point, less than a mile from the finish.

The Mighty Crocodile, hull number 67 of a proud fleet, is standing ready to serve upcoming generations of the Crocker family. Please note that my birthday wish list includes a new radar, chart plotter, mainsail, and mizzen. Did I forget anything?

As reported by Haskell Crocker



Photo of Crocodile from the Calendar of Wooden Boats. © Benjamin Mendlowitz, used by permission.

A Tip from the Workshop

While this is the story of a minor fix, I employed a technique that is applicable in a great many wooden boat repair situations. We all love our folding seat backs, which in my case are fabricated from locust. But they do lead very demanding lives: treaded upon regularly, roasted in the sunlight, and subjected to pooling moisture when in the “down” position. This winter I noted that the bottom slat here had become slightly loose, meaning that it needed to be detached and refastened. I replaced the deteriorated bronze screws, and plugged and re-drilled the holes that receive them.



One aspect of the job presented a small dilemma that comes up frequently: how to achieve clean removal of bungs. A traditional approach is to drill a hole into the center of the bung and then attempt to lever it out with a small tool. But the drilling can damage the screw head beneath, and the prying often leads to ragged edges—especially when a bung is sitting under many layers of varnish, or has been set with a tenacious glue. In a fancy piece like this that is always in view in the cockpit, a ragged edge simply wouldn't do. I'm truly indebted to a boat carpenter friend who years ago shared with me the definitive solution for this problem: RotaCut bits.



The set includes a shank that can accept any of the seven bits, which come in all the common sizes from 5/16" to 3/4". After a small hole is punched in the center of the bung, a spring-loaded centering pin in the shank locates the bit and prevents wandering, retracting as the cutter advances. The tool drills a flat-bottomed circle at the exact edge of the bung, and does no damage to the head of the screw below. The remaining wood left at the center of the bung pops right out. The end result is a precise hole with crisp edges, all ready for the new bung.



As shown on the label, these cutters are made for use in the sheet metal trade, as they do not “catch” in thin stock the way standard twist drills do. But they are also highly useful in woodworking. Another application: drilling around the shank of a broken screw so that it can be grabbed with mini-pliers and backed out. I've brought the RotaCut kit to the attention of several boatyard pals, all of whom have enthusiastically adopted the set. Here we have a clear case of “correct tool for the job.”

Jay Panetta

The Camden Classics Cup

JULY 25-27, 2019

Calling All Concordias!

The Camden Classics Cup cordially invites you and your Concordia to participate in this year's regatta. This classic boat event is now in its fourth year, and has grown from 29 boats initially to a fleet of 68 last year. The organizers would love to see more Concordia yawls on the line. Last year, the regatta was just one boat short of being able to recognize a separate Concordia class, and there's already a trophy in waiting. Andrew Breece, the publisher of *WoodenBoat* and *Professional BoatBuilder* magazines and a veteran Concordia sailor, is leading the charge to grow the regatta's Concordia class.

The Camden Classics Cup is conveniently scheduled on the weekend before the Eggemoggin Reach Regatta, and it combines the best parts of the ERR (beautiful boats, camaraderie, stunning Maine scenery and sailing conditions) with the conveniences of Camden. The year the regatta will be held July 25-27, with races on both Friday and Saturday. For further information, please visit www.camdenclassicscup.com, or contact Andrew Breece directly: andrew@woodenboat.com.



Photos courtesy of the Camden Classics Cup. Left photo of Snow Falcon by Alison Langley. Right photo by Billy Black. Used by permission.

From the Concordia Company

At Concordia Company, there have been 14 Concordia yawls on the property this past winter. The first two launched on Wednesday, April 10. Concordia Schooner Mya and 1936 Concordia 35 Cinderella are also here for another few months. This winter we've been building new masts and a new main boom for Schooner Mya. For the yawls in our care, we are doing projects that include wiring, paint/varnish, electronics installs including custom bronze brackets, plumbing, repowering, stove installation, associated carpentry with all, and lots of rigging and mechanical service.

Concordia Yacht Sales updates:
Javelin 39' is for sale, launching May 6
Yankee 41' is for sale

We'll be at the WoodenBoat Show in Mystic on Wild Swan, David Smith's Concordia 31 (flying the Concordia flag and listed for sale by Rudders & Moorings). Please stop and say hello if you come to Mystic. Also, we are in the process of redoing our web site. We will be keeping the Yawls section, but there may be some delay in the handoff of those pages from the old to the new site. Please check our site periodically and when the Yawls section is live, let us know if and how we can update the page for your boat so that it can be more accurate and representative.

Stuart MacGregor

The Concordian is compiled by and published for the benefit of the owners and friends of Concordia yachts. It appears in May and November each year at a cost of \$20.00 per year, due upon receipt of the May issue. All are strongly encouraged to submit articles and images. You may send your text either in the body of an email or as an attachment. Photos should be submitted in the largest possible file size. Content from this publication may not be reproduced in any form without the express written permission of the author or photographer and the editor. Each issue will be archived on the Concordia Company site. Copyright © Jay Panetta, 2019. All rights reserved.

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The Concordian

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Photo by Eunice Panetta, aboard Owl in Eggemoggin Reach. August 25, 2018