The Concordian

A NEWSLETTER FOR LOVERS OF CONCORDIA YACHTS

SPRING 2021, NUMBER 70

Musings from the Mizzenmast

Jay Panetta

Those of us who go down to the sea in yachts have become accustomed to relying heavily upon digital assistants, including GPS receivers and various devices that supply web-based data. It is important to realize, however, that the gadgets and sources we have come to depend upon are not immune from failure. On March 9 of this year, NOAA's entire array of offshore data buoys went off line. The information generated by these automated buoys is widely used by commercial ship traffic, weather routing services, and recreational boaters, and also figures importantly in forecast modeling. Speculation initially centered around a possible system hack. Yet the cause of the failure proved to be somewhat more mundane: a burst pipe on the sixth floor of the National Weather Service headquarters building in Silver Spring, Maryland. Extensive flooding resulted, multiple servers were affected, and there was apparently no fallback site. More than two weeks passed before the data buoy network was restored to normal operation.

Here we have a cautionary tale regarding the worrisome weaknesses of the digital aids that we now take very much for granted. In terms of navigation, no technology is more critical to vessel and crew safety than GPS. Yet the GPS infrastructure, owned and operated by the United States government, embodies a surprising number of vulnerabilities, which have lately been the subject of considerable attention and concern. In the words of Todd Humphreys, an associate professor of aerospace engineering at the University of Texas, "If we don't get good backups on line, then GPS is just a soft rib of ours, and we could be punched here very quickly."

America's GPS satellites, as well as those in comparable arrays deployed by other nations (including the EU's Galileo system and Japan's Quasi-Zenith satellites), are in high orbit. Their signals are accordingly quite weak, and are therefore subject to deliberate meddling. During the past five years, more than 10,000 occurrences of navigational satellite interference have been attributed to Russia and China alone, with some of these incidents having been broad in scope and long in duration. Such so-called "spoofing" involves the transmitting of false signals that mimic genuine satellite transmissions, a feat that can be readily accomplished even with portable equipment costing less than $300. State actors, however, are not the only potential malefactors. GPS jamming devices are inexpensive and readily available, and have become popular with truckers and delivery drivers who at times do not wish to be tracked by their employers. Blocking the reception of inherently faint GPS signals is a trivial matter in technical terms. Such mischief, however, can profoundly affect others nearby. Several years ago a New Jersey construction engineer, attempting to conceal his whereabouts from his superiors via jamming, succeeded in disrupting the GPS signals used to control all air traffic at Newark Liberty Airport. He was assessed a fine of $32,000.

The 2018 Defense Authorization Act included funds for exploring various alternatives to GPS. Eleven possibilities were assessed, including Enhanced Loran (eLoran), a ground-based timing and navigation system employing signals broadcast from conventional towers. Thanks to various advances in hardware and software, eLoran has the potential to offer accuracy comparable to unenhanced GPS (plus or minus 8 meters). Also considered were systems based on fiber-optic transmission, as well as satellite arrays in low orbits—which would transmit correspondingly stronger signals less prone to interference. China, Russia, Iran, South Korea, and Saudi Arabia have already built out eLoran capabilities, confirmation of the fact that the susceptibility of satellite systems to purposeful manipulation is widely recognized. The dangers posed to navigational satellite constellations by solar flares, space junk, and potential cyberattacks must be factored in as well. Given all these circumstances, it is no surprise that after dropping the subject from its curriculum in 1998, the United States Naval Academy has in recent years reinstated mandatory training in celestial navigation for all cadets.

The world's reliance on American GPS technology in fact extends well beyond the domain of navigation. The precise timing information provided by our space-based atomic clocks has found applications in sectors that include financial markets, cellular networks, logistics management, and power grid operations. Yet the GPS system as currently constituted represents a single point of failure. An emergency backup for GPS was mandated by the 2018 National Timing and Resiliency Act, which called for a reliable alternate to be operational within two years. Yet no such system is currently in place, or even on the near horizon. If and when such a capability becomes operational, it is not clear whether and how it might be made available for public use. In sum, potential interference with navigational satellite signals has emerged as an urgent strategic and economic threat.

Thus when it comes to position-finding, we as a nation and we as individuals are much in need of contingency plans. I am not here to prescribe, and individual captains bear ultimate responsibility in all cases. Yet I would like to outline our own approach aboard Owl. Our GPS unit swings out into the companionway, is operating whenever we are under sail, and is highly visible in the cockpit. Yet we are never, ever without a paper chart in view as well. Stress reduction is an important

THE COVER PHOTOGRAPH

The brand new Concordia 41 sloop Harrier (#30) holds a close-hauled course while competing at Cowes Week in England, during the summer of 1955. The vessel is carrying the burgee of the Eastern Yacht Club (Marblehead, Massachusetts), and Ray Hunt's private signal is flying from the leech of the mainsail. Harrier's 5-foot welded steel bowsprit made for a generously dimensioned foretriangle. This theme was continued in the mainsail: with a hoist of 44 feet and a foot of 22 feet, it was larger than the mains typically carried by the Concordia 41s. Photograph by Beken of Cowes, from the Hunt Family Collection.

goal of all sailors, and I certainly do not recommend running an anxiety loop in the background during those golden summer afternoons. Yet one always needs to keep in mind the following question: what would I do if the GPS went dark at this moment? Backup devices and apps would be of no use whatever if the system itself were compromised. Without a paper chart at hand, and in a hazard-strewn and minimally buoyed locale like Muscongus Bay in Maine, one could very quickly get into serious difficulty, especially in adverse conditions.

Over the years we have in fact experienced GPS outages several times while under way, owing to antenna failure, firmware bugs, bad connections, and the like. In each instance, it was a simple matter to reorient immediately to the paper chart. This is admittedly a process that comes somewhat naturally for me, since I began cruising during the pre-Loran era, when competence in traditional piloting and dead reckoning was essential. And to a significant extent, those long-established mental pathways remain active as I navigate in the present day. If such skills are not a part of your sailing portfolio, they can be practiced and cultivated. Paper charts are old-fashioned perhaps, and years ago we began to hear that they were as obsolete as sextants. Yet in the absence of other truly reliable backup aids, they remain absolutely necessary in my judgment. I know a number of experienced boaters who currently set forth with electronic guidance only. This is an approach that carries genuine risks.

On pages 12-15 of this issue, you will find an article about two batekas built by Dan Smith, with the help of his sons Mike and Nick. Dan, who is the owner of #92 EAGLE, is an exceptionally accomplished craftsman and woodworker, whose creations have been featured numerous times in *Fine Woodworking*. At one point that magazine produced a fine video about Dan's Maine shop on the island of Islesboro, several miles to the northeast of Camden. This short film can be readily located by searching on YouTube for "Dan Smith's Dream Shop." It provides a wonderful introduction to Dan and to the exceptional work space he has created for himself. He has another full shop at his winter home in Missouri, where he is at present fashioning two reproduction tall clocks. If Dan's tool cabinet, featured in the film, strikes you as having been assembled with surgical precision, there is a reason: Dan is in fact an orthopedic surgeon. Not having had quite enough fun just yet in the construction of small boats, Dan is currently building a Nutshell pram, primarily intended for the use of his four grandsons. The 9′ 6″ Nutshell design came from the board of the late Joel White.

The photo below, taken during the past winter at the Concordia Company in Padanaram, was kindly sent along by Hank Erbe, owner of #11 WINNIE. His 39 yawl was keeping very good company: to the left is the bow of the 50′ Concordia schooner MYA (launched in 1940), and at center is the 35′ Concordia sloop CINDERELLA (launched in 1936). Both of these one-off boats were designed by Ray Hunt.

The Hunt Family Collection

During the past year I have been in touch with James "Sham" Hunt, the elder son of Ray and Barbara Hunt. I was curious as to what he might have on hand in terms of materials related to his father's life and career. Sham was extremely gracious in his response. He confirmed that he does in fact possess a good bit of documentation on paper, and that those items could certainly be examined at will. When it is possible to plan for an in-person visit, I will proceed to do just that. In the meantime, Sham most generously sent along to me a CD-ROM disk compiled by his sister Diana ("Yan"), which contains several hundred photos and documents from their archives. Sham and the Hunt family have kindly given permission for images from this set to be shared with the readers of *The Concordian*, and for that kindness I am most thankful. Future issues of this newsletter will be greatly enhanced thereby.

As an introduction to the remarkable riches of this collection, I have arranged a selection of photos taken during the Hunt family's 1955 trip to Europe, where they spent much of that summer. After making the Atlantic crossing aboard the liner Berlin, they began by taking delivery of #30 Harrier, a Concordia 41 sloop, at Abeking & Rasmussen in Lemwerder. The Hunts moved aboard and made their way from Germany to Holland, then traveled onward to Cowes, England for the annual Cowes Week regattas. There Harrier, with the family as crew, achieved an astonishing record: they took first place in every one of the six races they entered. Moreover, the margins of victory were quite considerable: in the first three races, Harrier finished 10, 8, and 25 minutes ahead of the second-place boat. A remeasuring imposed by the race committee at that point brought unexpected results: Harrier's rating was lowered! After the regattas came to an end, the swift sloop was entered in the Fastnet Race, and was in a highly favorable position when turnbuckle failure forced a retirement. The family continued on with a cruise to Germany, Denmark, and eventually Sweden. There the Hunts boarded the liner Kungsholm for the trip home—except for Ray, who flew ahead to prepare for Harrier's arrival. The sloop was shipped back to the United States as deck cargo on another vessel.

Many of these images have not previously been published. I am certain that all of us are united in our gratitude to the Hunt family for their willingness to share this highly evocative material. For further details on Harrier's 1955 triumph at Cowes, please consult the relevant chapter in Stan Grayson's superb 2015 biography of Ray Hunt, entitled *A Genius at His Trade*. Stan is a maritime historian of notable stature, and the volume is most highly recommended.

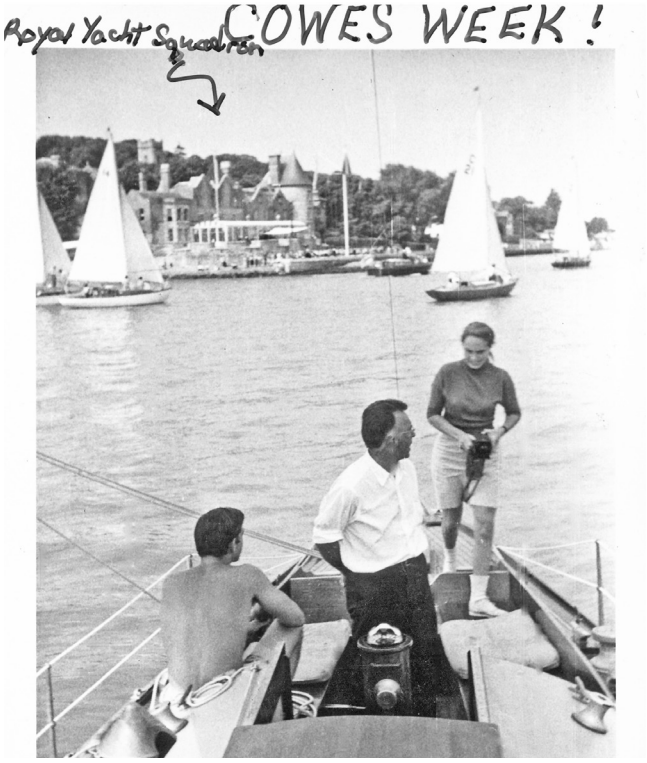

6:20 A.M.
July 13, 1955
"HARRIER" preps


CRH 6:30 AM. & Kate
Kate, "I christen thee Harrier"

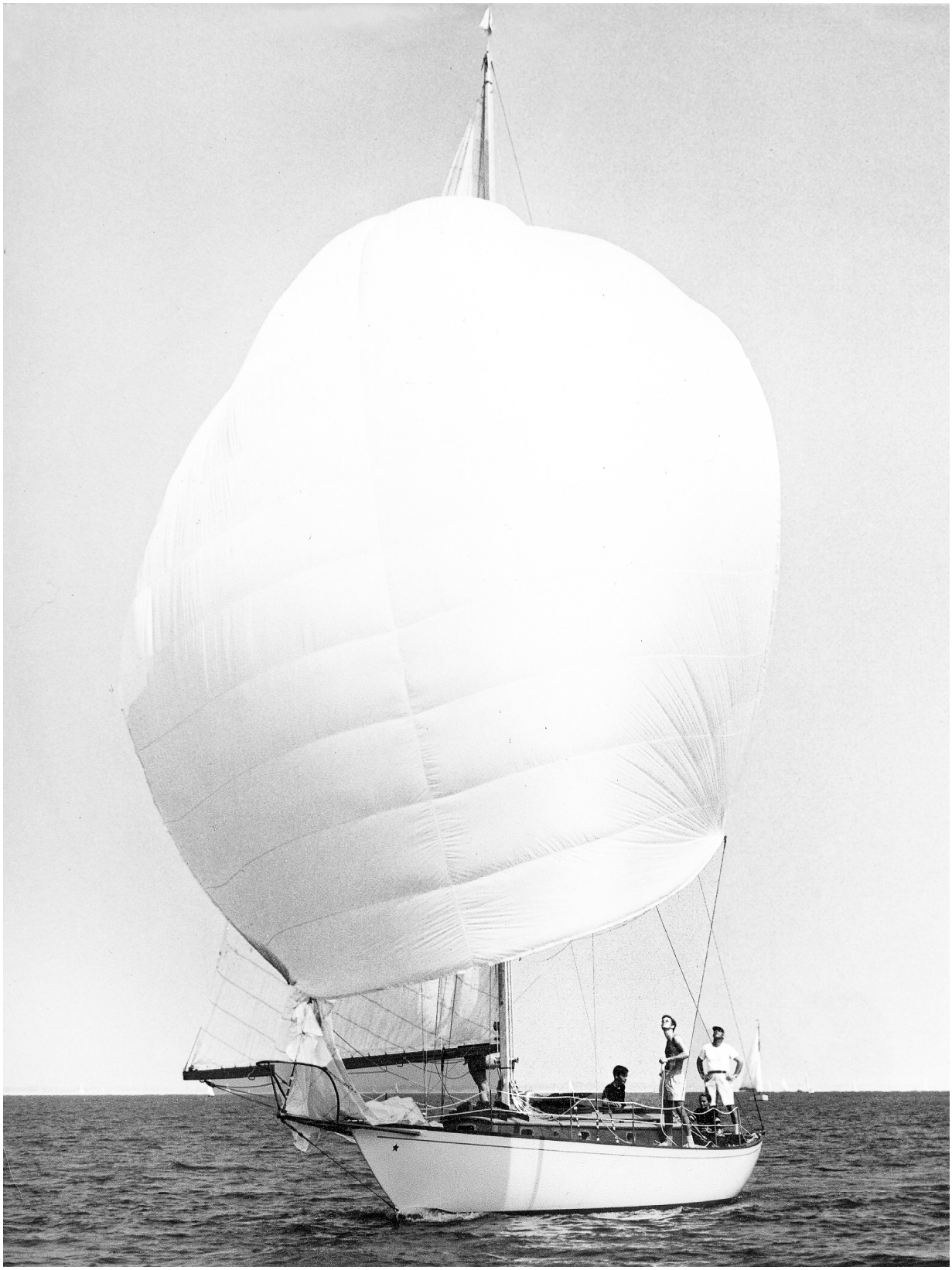

"stick" in now Loading gear
see dock & dinghy


What cha got Katie? Sails on


Dover to COWES stretch S, Mom & Dad, Yan



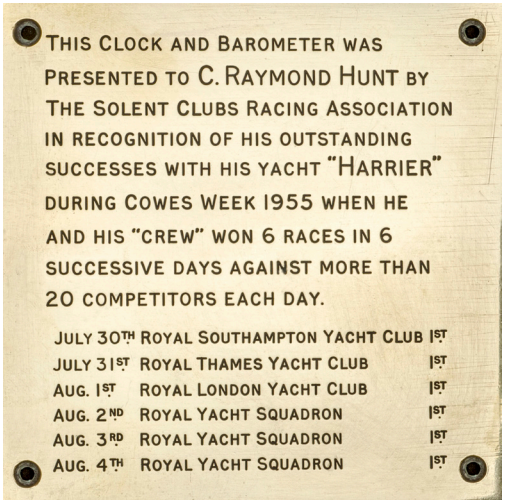
Ray Hunt is at the tiller in this view, clad in comfortable shorts, and the crew appears relaxed and confident. Just off the port bow of HARRIER is the 6-meter yacht THISTLE, designed by David Boyd and built in Scotland in 1947 by Alexander Robertson & Sons. HARRIER appears to be pointing markedly higher than THISTLE on this upwind leg (though her main's luff area is slack). The Hunt sloop was originally equipped with a permanent backstay led to a substantial boomkin of welded steel tubing, and runners terminating at dedicated chainplates were also fitted. Following the 1956 season of racing in New England waters, and in response to the substantially lower ratings of the Block Island 40s and FINISTERRE-type yawls, HARRIER's mast, boom, and bowsprit were shortened, and the headstay was brought to the masthead. Sharp eyes will note that HARRIER's tiller was rather long by comparison to those supplied for the Concordia 39s. Photograph by Beken of Cowes, from the Hunt Family Collection.



Though much of HARRIER's success at Cowes can be credited to Ray's uncommon talents, and also to the skills of his well-drilled crew, specialized equipment played a role as well. Regarding the sail shown here, a British yachting correspondent wrote that HARRIER "set an enormous light weather synthetic-fibre spinnaker, which the crew managed to keep full when most other yachts' spinnakers were hanging in listless folds." Use of this sail proved advantageous since that year's races at Cowes were sailed in unusually light conditions. Photograph by Beken of Cowes, from the Hunt Family Collection.

ABOVE LEFT: Keen-eyed traditionalists at Cowes doubtless noted that notwithstanding their remarkable accomplishments in competition, the crew of HARRIER eschewed "yachty" haberdashery.

BELOW LEFT: Though this award plate largely speaks for itself, it is notable that the word "crew" was placed in quotes. This was doubtless a wry nod to the fact that in great contrast to the majority of entrants at Cowes that year, HARRIER was sailed by the owner and his immediately family—two of whom were in their teens.



John Maynard, in the *Providence Sunday Journal*
October 2, 1955

Spindrift

6 out of 6 at Cowes Aug. '55 WINS
Bad luck Eastnet Race..leading

Ray Hunt, the Tilton, N.H. resident who is always coming up with something new and exciting in the yacht-design field, visited Providence last week on business.

The creator of the 110, the 210, the Concordia yawl and other talked-about sailing craft, is one of those lucky Americans who spent a wonderful summer yachting in Europe.

What's more his summer was just as successful as it was wonderful. His newest design, the 41-foot sloop, Harrier, won six straight races at Cowes Week, the very acme of British yachting. This was against hard-sailing fleets of from 25 to 35 boats. (51)

How did he do it? Well it seems without being designed to it, Harrier gained almost ever possible advantage allowed under the Royal Ocean Racing Club Handicap rule used in England. So much so that Hunt thinks the powers-that-be may re-examine the rule and perhaps change it.

After he had won two or three races in a row, yachting officials at Cowes got restive in a typically British way.

"Not that we suspect you, old boy," they said in effect through an American intermediary, "But would you mind having your boat measured again in England."

She had been measured originally in Germany where she was built.

As an invited guest from another country Hunt was only too glad to oblige. The last thing he wanted was to win through an undeserved advantage.

The English measurer came around, and when he had finished his job, some changes were necessary. Instead of going up, however, Harrier's rating came down from 25.6 to 24.8, this for a boat that is almost 30 feet on the waterline. She completed her sweep of the week's racing and was the talk of Cowes.

"Of course, we had our weather. It was light most of the time, and she seemed to be able to sail through and around everybody. Not that she can't go in heavy stuff, too, but she's at her best in light going," Hunt says.

Despite being humiliated in their own waters, the British yachtsmen were friendly and good sports at all times. Hunt thinks it might have been because he sailed with his family aboard instead of a picked crew of hot-shots with blood in their eye.

Aside from his wife, he had his four children, aged 14 to 21, aboard.

For the Eastnet Rock race, the English equivalent of our Bermuda test, Hunt took aboard a racing crew and was doing very well for two-thirds of the 600-mile distance. Then a defective turnbuckle let go, and he had to withdraw.

Bruce Loring, who was in England following the race closely, says that Harrier was only a few hours behind Dick Nye's Carina, the eventual winner, and might have saved her time had she been able to finish.

When Carina put in at Plymouth, Harrier was there ahead of her. Carina's crew thought they were done for until they heard of her bad luck.

Even though their boat is 13 feet longer, it wasn't inconceivable to them that Harrier might have won on a boat-for-boat basis.

Harrier, which is similar to Henry Sears' Actaea, flagship of the New York Yacht Club and winner of the 1955 Annapolis test, is presently moored in Cohasset, Mass. Rhode Island yachtsmen will have a chance to see her within a week or 10 days, however. Her designer plans to bring her to Wickford.

Plymouth England

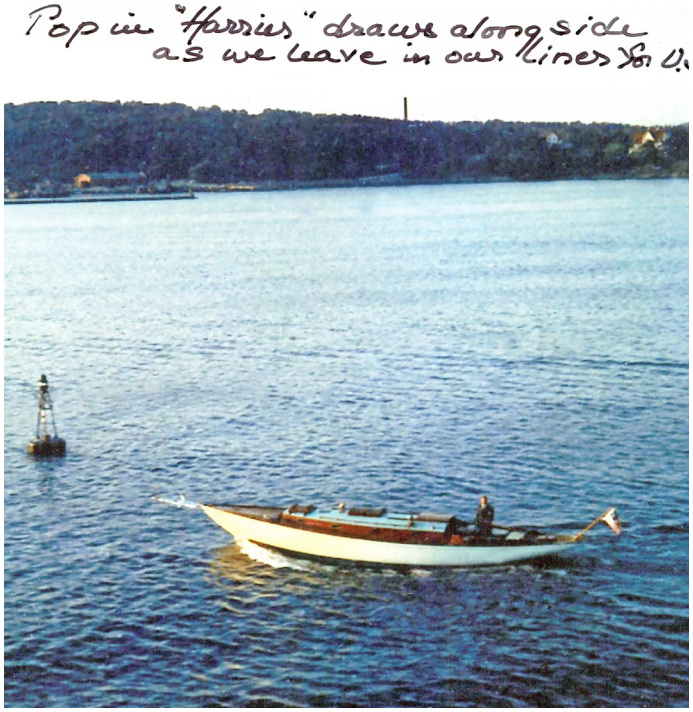
Katie age 14

Mom
Pop

Beaulieu River Mud Sham Yan Kate

Rather than shaping a course around the northern tip of Denmark, the Hunts saved themselves considerable mileage by using the Kiel Canal to reach the Baltic Sea. Following a stop in Copenhagen, they made their way into Swedish waters.

HARRIER's "Charley Noble" was located at the after end of the cabin trunk, and it vented a Maxim charcoal-burning stove that was the only one aboard, serving both cooking and heating needs. The vent incorporated an unusual telescoping feature: it could be extended to improve draft when the stove was in use, and lowered for sailing.



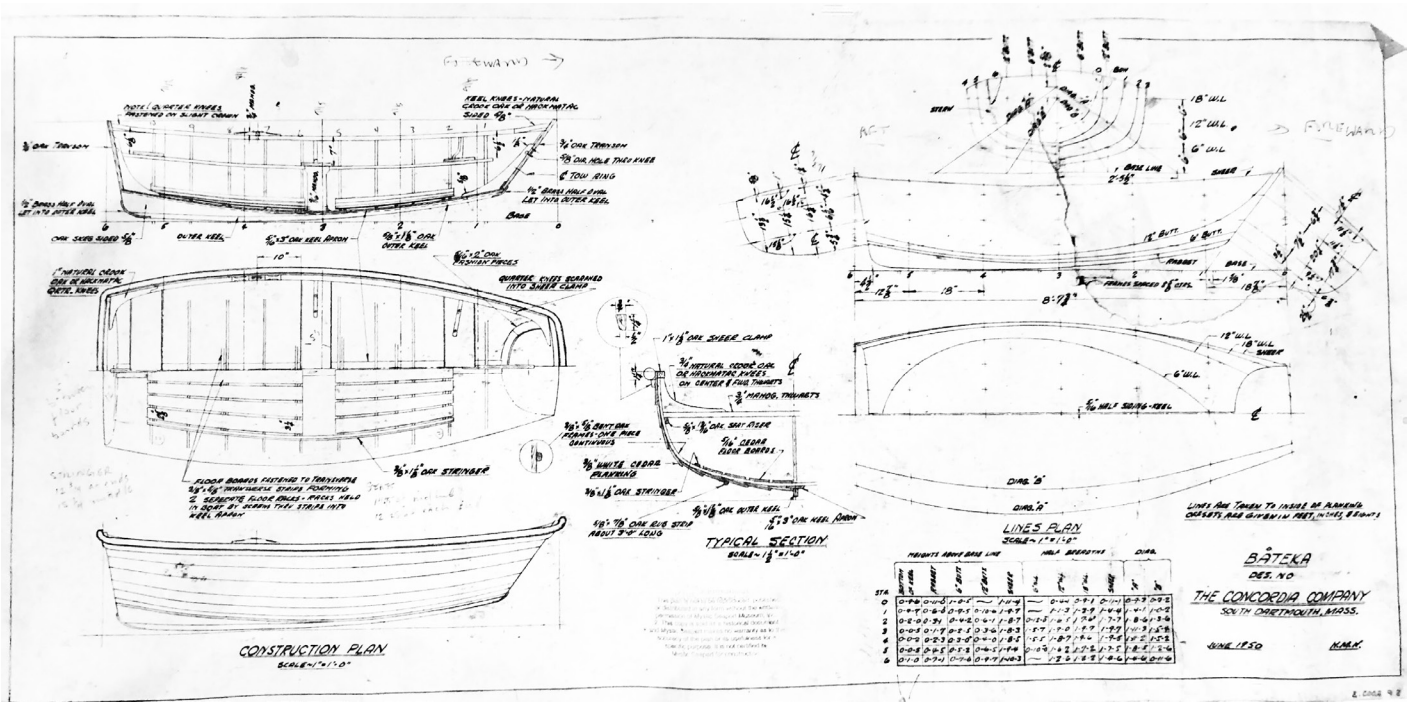
The great adventure is at its end. A good deal of HARRIER's gear has been packed into this fine 1954 Ford "Crestline" convertible, including the A&R-built bateka. Sham is at the wheel, charged with the task of conveying everything safely back to Massachusetts. The Ford had likely never transported an equivalent payload. Sham tells me that the journey (with one overnight stop) was uneventful, and that he most fortunately did not encounter rain along the way.

Eagle

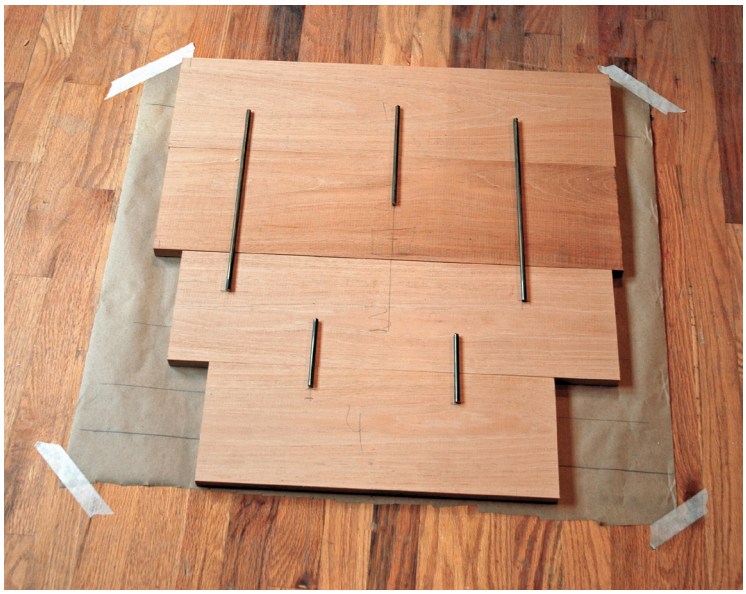
No. 92 • ISLESBORO, MAINE

I remember the first bateka that I ever saw, as it was being constructed at the Concordia Company in Padanaram. I was struck not only by its simple beauty and functionality, but also by the noise of the craftsmen as they peened some of the many hundreds of rivets necessary to join together the lapstrake hull. I subsequently watched a short video (available on YouTube) that documents an impressive bateka built by Jeff Makholm, owner of #85 Arapaho. At that point I decided that I needed to construct one for my own Concordia, Eagle. Legend holds that apprentices at Abeking and Rasmussen built these tenders as a test of their skills. Only a handful of the originals still exist. While batekas are designed to be hoisted onto the cabintop, I have never followed through and installed the appropriate chocks on my yawl. I think that carrying the tender on deck would seriously restrict our already limited views.

I've now built two batekas, perhaps proving that I have more boats than brains. Drawings for the design are readily available from Mystic Seaport Museum, for a price I've now forgotten. You'll receive three sheets of plans, one of which is dedicated to creating a sailing version should you desire. The most important information is found in the lines plan and table of offsets, from which five molds can be created. I found some mistakes in the offsets, but I was able to create fair lines nonetheless.



I decided to make my batekas with bright mahogany transoms at both bow and stern, a pleasing alternate to the oak transoms that the plans suggest. Here is one transom in the process of being laid out. Four boards were used in this case, and I elected to insert bronze rods to reinforce the joints and promote long-term stability. The use of fewer and wider boards for a glue-up like this could invite greater cupping down the line, with possible consequences for the joints.



The first bateka that I constructed was traditionally done, with lines taken from those original plans (dated 1950). The frames are white oak, and the lapstrake planks are 3/8″ western red cedar. The five molds were set up on an elevated strongback that allowed access to the interior for riveting. I peened virtually all the rivets with the boat inverted, sitting underneath and striking the rivets in an awkward position while my wife held a five-pound mallet on the outside as a counterweight. This I did mostly out of ignorance, in the process harming both my shoulder and my marriage. If I ever undertake this operation again, I'll insert the rivets from the outside, turn the boat over, and finish the roving in the upright position. Beyond this, however, the build overall was not particularly difficult—though springing in the oak frames, hot from the steam box, was a bit challenging.

Here my son older Mike is creating a gradual half lap joint. This was done at either end of each plank, such that the planks could lie flush where they meet the transoms. Rot-resistant red cedar is quite soft, and is very easily worked with sharp hand tools.

This was our system for creating highly accurate plank bevels. A long dowel running the length of the boat was placed on the molds, at the exact position of the far edge of the next plank. A bronze rod threaded at 90 degrees into the body of low-angle smoothing plane guided the cut.

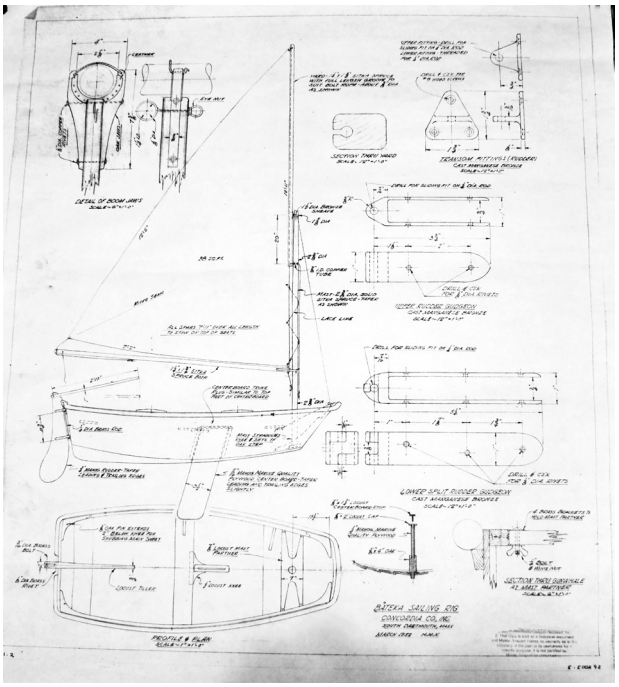
Here my younger son Nick applies himself to the finishing touches. With the first boat, I created a seaworthy and solid pram that certainly looked the part, and rowed with ease from either of the two rowing stations. Yet I also found her to be heavier than I'd expected, despite the fact that I had planked with cedar. I've only been fearful once in her, when a young crew member dropped an oarlock overboard. We had a challenging pull to get back to EAGLE, with building seas and only one usable oar. Make certain that your oarlocks are captive, and keep at least one spare aboard the mother ship.

Since towing a dinghy is a requirement for at least two of the races that we enter each year, I eventually decided to try my hand at a lightweight skin-on-frame version of the bateka design, to be called EAGLET. No plans exist, so I took the lines from my first build and created plywood frames, which I notched for longitudinal stringers let in at locations matching the original strakes of planking.

The stringers were notched into each transom, then screwed and epoxied into position. In this view, gunwales and inwales are in place, and the seats and floorboards have been installed.

Having created the shell of the bateka, I then stretched Dacron cloth over the framework and used stainless steel staples to attach the cloth to the gunwales and transoms. To hide the staples, I glued a thin layer of mahogany over them, creating a seamless look. I also lightened up the floorboards by comparison to the originals. Although I've never weighed either boat, I'd estimate that my lapstrake bateka comes in at around 80 pounds, while the skin-on-frame version weighs around half that.

A word of caution is in order. Three adults in the original bateka is an acceptable payload in moderate conditions. But three adults in the skin-on-frame bateka can be terrifying. That little boat is quite tender, and can only be entered by stepping dead center on the seats or floorboards. All those on board should certainly know how to swim. The skinned bateka ordinarily goes into the water for racing only. For coastal travels, and with an eye to the safety of crew members, I would recommend using the lapstrake version in almost all instances.



If you decide to embark on a bateka build, please let me know. I'll happily do what I can to offer helpful advice.

Dan Smith

Polaris

No. 71 • HEMPSTEAD HARBOR, NEW YORK

This past winter Polaris was stored wet, at Britannia Yachting Center in Northport, New York. The off season was uneventful except for a freeze-up of bilge hose in the lazarette. To address this situation, I installed two low-temp aircraft heaters, one by the engine and one in the lazarette. I removed the fresh water, flushed out the raw water, closed the seacocks, and had no further problems. I also installed an underwater fan below the stern, which raised a current of water around the hull that prevented icing during the extreme weeks. I kept the hatches wide open all winter under the canvas main cover.

I'd like to share the happy news that Polaris now has a fresh and crispy new suit of sails, which were made by OneSails North America in Huntington, Long Island. The boat is also sporting a new rectangular Sitka spruce boom, built by yours truly, which has replaced the original round and heavy fir spar. Polaris was carefully measured last fall by veteran sailmaker Mark Washeim. The new suit consists of three working sails: an 83% working jib with three battens, a 130% Genoa, and a main with four battens. Next fall I'll likely add a new spinnaker and a Yankee #1, along with a staysail, storm jib, and main trysail.

I first took her out in early April, singlehanding on a raggedy, sideways-rainy northeast day of 20-30 knots. Polaris flew along before one catspaw after another, double reefed and crackling fast in the protected and empty Northport Harbor, where I could tack wherever I wanted. The second April sail was also a solo outing, in a steady northwest breeze of 15-20. This provided a better opportunity for trying out all points of sail, under working jib and main. I'm pleased to report that the differences in response, speed, pointing, and overall handling are significant. Particularly noticeable is how well the club jib performs. Finally, a jib that fits that club! And the main is so much more efficient than anything in my past collection of used sails. The new boom and reefing system represent notable improvements as well. I believe it has been more than forty years since Polaris has had a new dress to wear, and I could hardly contain myself. It's truly exciting to see her sailing so much closer to her potential, and I now look forward greatly to racing this year.

To all this I have added two custom awnings, for use at anchor on both sunny and rainy days. Polaris has never been more ready to go. My running to-do list is still long, but I don't plan to undertake anything major this year. To attend to annual maintenance, I'll likely haul out later this spring for a week, after the rush is over.

I wish everyone the best of health and good luck in these challenging times. Each day I am truly thankful for the blessing of Polaris being in my life, along with all the lessons and history that she brings to these confusing and disconnected times. On a social level, I've never felt more compelled to be a part of the solution wherever I can. My plan is to keep connecting wherever I can, with whoever will have me. I send my regards to all, and hope to see some of you down my way this year. By all means keep me posted if you are passing through the western end of Long Island Sound. I'd be pleased to come out to meet you.

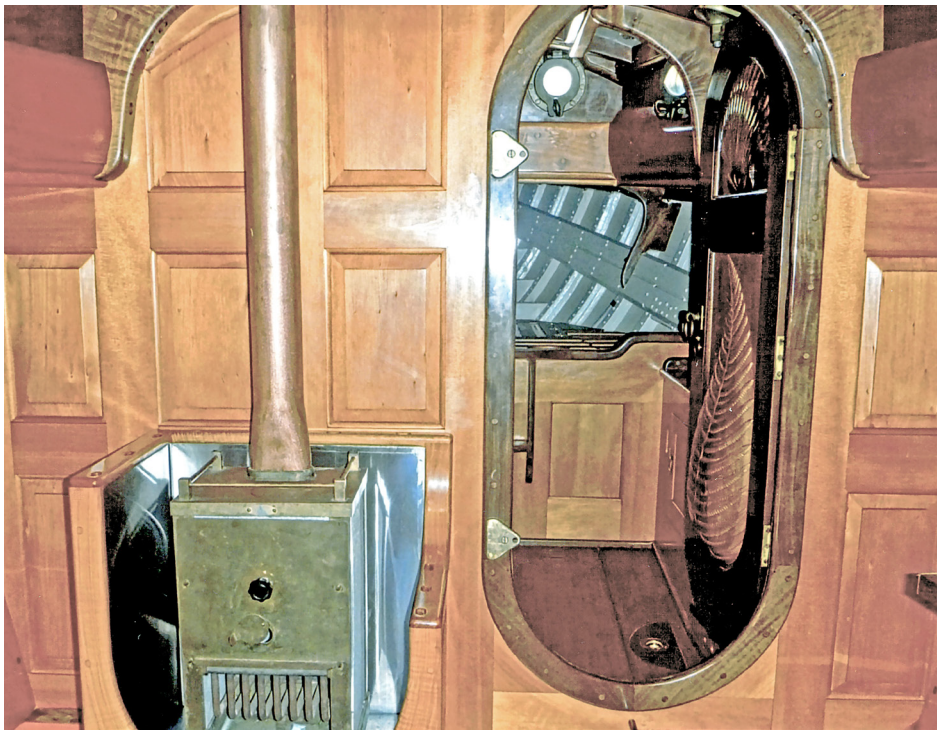
Leif Arntzen

Katy

No. 104 • WHANGAREI, NEW ZEALAND

It is a pleasure to be able to share these interior photos of Concordia #104 Katy, which were most kindly sent along by builder/owner Mark Webby. While not everything is as executed by A&R, it is more than clear than a great deal of care has been lavished on the arrangements and detailing. Admirable joinery is on display, and the New Zealand hardwoods that Mark carefully selected and juxtaposed make for considerable visual interest. Note as well the elaborate bas-relief carvings mounted on the door leading to the forward cabin.

One feature in particular stands out in the main saloon: deck beams have been carried across the opening that receives the skylight. This provides considerable reinforcement for the fore-and-aft carlins, and contributes strength and rigidity to the structure overall.



RIGHT: An interior element familiar to us is clearly missing, namely the traditional bulkhead separating the galley area from the engine space. Judging from the laced-in canvas seen here, Mark apparently decided to locate quarter berths both port and starboard, on either side of the engine. These will presumably feature mattresses placed over the canvas and slats, and the berths should be workable for sleeping as long as the power plant is not in operation. The galley is located to port, and includes a sink with hand pumps for both fresh and salt water, along with a Taylor kerosene cookstove.

BELOW: Though mattress cushions are not in place in this photo, it appears that Mark elected to create a full-width double berth in the forward cabin.

In the last issue of *The Concordian*, I mentioned that the creation of KATY was inspired back in the mid-1980s, when Mark Webby watched an older gentleman sail his Concordia singlehanded into the inner harbor at Boothbay, Maine. Just who might that sailor have been, and which boat was it? Peter Castner, the owner of #58 OFF CALL, commands an impressive fund of Concordia lore, and he had the likely answer: the yawl sighted in Boothbay was almost certainly #14 SAXON, and the solo skipper would have been the original owner, Dr. Graham Pope. Many thanks to Peter for sharing this nugget of information.

Coriolis

No. 82 • ORCAS ISLAND, WASHINGTON

This summer will mark our fortieth season with Coriolis. When she came into our lives we were in our thirties, without children and living a lively existence in San Francisco. When she was delivered to us at the end of her first transcontinental truck journey, amid torrential Christmastime rains in 1982, we found her a bit too big. As our daughters arrived, we found her perfect for four—if two of us were small. As the girls grew, we found her increasingly crowded, and we also learned that a Concordia is pretty small for two couples. We looked for more room. But her charm and beauty kept us from making a change. Our daughters grew up, and we became accustomed to sailing comfortably as a couple. The issue of size was settled—for a while. Then the boat began to grow again as we adjusted to our own growing years. If you start in your thirties and continue on for forty years . . . well, you can do the math. It has been four wonderful, adventurous decades.

As all Concordians know, we like to compare. Each of our yachts has small differences and unique added features, and none of us ever miss the opportunity to discover these as we visit our sister ships. It's all an accumulation of "minor matters," and these fuel our planning and winter dreams as we look forward to the next season.

Over the years we have added to Coriolis such flourishes as a full flag locker, additional bookcases, a crystal and decanter rack, and table extensions. In the last issue of *The Concordian*, I described the engineering challenges of adding a cockpit table to our yawl. Stewart McDougall, a talented boatwright and the long-time prior owner of #46 Kodama, had already brought to life many of my ideas, including the Port Orford cedar extension to our saloon table. His suggestion that this be used as the basis for a cockpit table led us to imagine ways to locate it securely in place. The result is seen here.

The folding table extension is fitted over a Sitka spruce leg reinforced with bronze, which screws into the existing port for the fuel gauge in the cockpit sole. The aft end is slipped into a "whale's tail" fixture, which slides over the steering shaft once the wheel is removed and hung on the mizzenmast bell. A connecting support is attached to the "whale's tail" and latched to the helm seat.

For safety reasons, it is imperative to keep the steering shaft free to rotate—and to be extra careful, we mount the emergency tiller when the table is in place and the wheel is stowed. All the pieces are removable, and the only evidence that remains when the table is not installed is the 3/8″ bolt receptacle on the helm seat box. The table is very solid laterally. We probably cannot stand on it, but it will be very pleasant for a meal or cocktail *al fresco*. Another of our new additions is a removable seatback. Often seen on Scandinavian yachts like Dragons and Folkboats, the slatted seatback was again designed by Stewart McDougall, and several remain aboard KODAMA under Michael and Gale Gropp's ownership. I had always wanted one, and it came as a lovely gift from Stewart. Made from black locust, it fits in various locations and makes for luxurious and comfortable seating.

On to further refinements. On page 113 of the Fiftieth Anniversary book, there is a photo of a locust cradle for a winch handle, placed near the mainmast. While I find that my handle is happy being slipped into the cowl for the Dorade, I did want to create a way to secure the pike pole. A block of mahogany and a locust keeper did the trick. We found two lovely "Snapsglases" in Sweden, and they needed a storage container. A block for their tube fits nicely next to the other crystal. Finally, a rustic miniature half-model of a Concordia needed a home, and it found one on the door to the forward cabin. It fits just right.

Those were the refinements, large and small, of the past season or so. More is to come, as I attempt to create an iPad holder by the helm for navigation. With so many rapid advances and newly released apps, the device seems a perfect choice as an easily upgradeable chartplotter. Projects like these are all great fun, and also fun to share when fellow Concordians come aboard.

Douglas Adkins

Swift

No. 68 • ALEXANDRIA, VIRGINIA

I've converted Swift from tiller to wheel steering—and I trust that this news will not inspire a barrage of cranky mail. The new Edson pedestal centers in one location the engine controls, a B&G system display, a wind indicator, and the autopilot controller. The wheel is 24″ in diameter, which is too large. Yet it was the smallest wheel I could find that had a varnished teak rim.

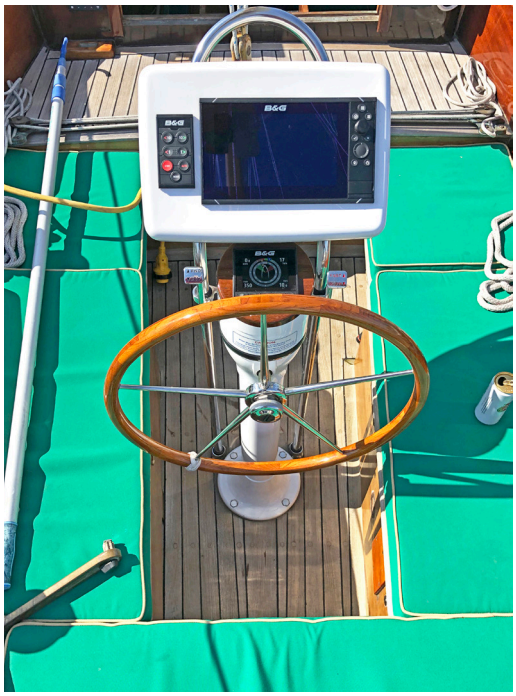
To employ a cliché, this setup is a "game changer." Many and perhaps most of you are of course still fine with the game as it's usually played. But I'm 79 now. I don't race, and I often sail shorthanded in fluky conditions on the Chesapeake. Moreover, my wife has had surgery that limits her mobility, and she absolutely never could have managed the tiller. So, you might say, why did you buy a classic and modify it as you have, if that's not what you wanted in the first place? Good question. I had already bought Swift before tiller steering became a challenge and before the surgery, and I had dropped a lot of cash on extensive refitting—which included all new ribs and a refastened bottom, along with new rigging, sails, cushions, winches, anchor and windlass, and more. Besides, I did want a classic wooden sailing yacht. Swift in fact has an "older brother" named Angelina, a 50-foot wooden California trawler launched by my father and grandfather in 1944 and converted to a modern trawler yacht twice, in 1958-1964 and then again in 2004-2008. The urge to own a boat like Swift was kindled by a visit to the 2009 Herreshoff Regatta, when Angelina was invited to participate as one of the spectator boats.

On a normal day now, whoever is working the jib can stand in the cockpit and release the sheet on one side with one hand, then begin tailing with the other hand, all without any conflict with the tiller. If necessary, the main can be centered at the same time during a controlled jibe. The helmsman can also tack using the self-tailing spinnaker winches, which are "right there" just a few feet aft of the primary winches. The helmsman does not need to raise the tiller and duck under it to complete the tack. Guests on the thwartships seat aft of the helmsman no longer find themselves at times compressed against the coaming by the tiller.

Another benefit is that we now have a "proper" autopilot, with the works below deck, rather than a Rube Goldberg feature taking up the bulk of the cockpit. For motoring this is great, and it's also great when under sail. If the wind is steady and the trim is proper, one can simply put the boat on auto and enjoy a beer. Our new autopilot also has a "sail to the wind" mode, which allows the helmsman to put the boat on the desired apparent wind angle and dial this in. When raising or dropping the main, the helm can be locked or the autopilot engaged on a course into the wind, or the "sail to the wind" mode can be used to keep her head to wind. This means that the helmsman can leave the helm to assist, tailing the mainsheet while the crew furls and tends to the halyards.

Yes, the wheel is a game changer. Is it sensitive, and can you still sail by feel? Yes. I'm sure it's not for everyone, but it's for me. As those of you may know who follow such things, I have listed Swift for sale. Although Susie can steer at the helm, setbacks in her agility have made sailing problematic overall, and I'm now limited to the occasional daysail.

Chuck Lindwall



Fleetwood

No. 20 • KIEL, GERMANY

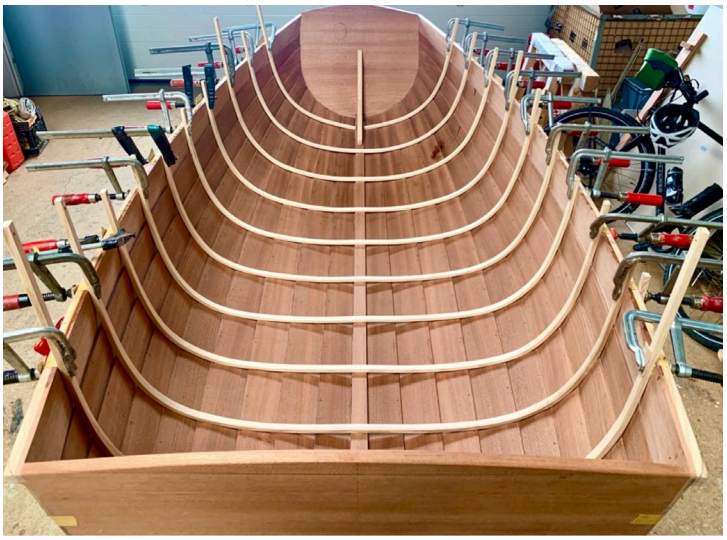
Fleetwood went back into the water on Saturday, March 27. My project for the winter was to strip the varnish on the cabin sides and in the cockpit area, followed by recoating. It was no surprise that the mahogany had faded over the past 25 years. I applied three coats of stain to restore the original color, and followed that with ten coats of varnish. Over the course of the project, several minor repairs were also undertaken. I would guess that this job required around 200 hours of my time. I hope the work will hold up for at least 20 years, with annual maintenance of course.

Owing to the pandemic, travel restrictions are still in force throughout Europe at the time of this writing. Nonetheless, the situation is not as bad as it was last year. I am currently permitted to sail, and to stay on the boat in our home port with family as crew, and one additional person if desired. These rules may be modified later in the spring, if enough people have been vaccinated by then. At this time vaccination is going very slowly in our country; from my point of view, the German thoroughness has been a big stumbling block. We are planning our summer vacation for the second half of July, and we hope to head for the Baltic Sea.

Kersten Prophet

Hero

No. 22 • MUNICH, GERMANY



Owing to Covid-19, the Robbe & Berking shipyard in Flensburg had a lower workload than usual in 2020. Thus there was an opportunity to commission a new bateka dinghy for our Concordia yawl Hero. This decision was also inspired by the fact that Hans did not like our former rubber dinghy. In our travels this summer, the new tender proved to be a complete success. Denmark's harbors, in wonderful Caribbean weather, were uncrowded as never before. The fjords were magnificent, with the possibility of reaching the mainland at any time. Our wonderful replica of the original bateka design has been a superb addition. And it has also served as a fine and inspiring example for the young boatbuilders of the future.

Christine and Hans Nickl

Concordias in the News

Bay State Boat, Skipper Capture Bermuda Race

By JOHN AHERN

That Massachusetts boats and the men who sail them still rate among the best in the world was proven once more at 11 last night.

At that moment a New Bedford-owned and designed and Dorchester-built 39-foot yawl officially became the winner of the Cruising Club of America's biennial Bermuda Race, outstanding marine event on the Eastern seaboard.

By then Daniel D. Strohmeier's Malay, 40th boat to finish in the long drifting match over the 635-mile route from Newport, R. I., to St. David's Head, had saved her time on the record fleet of 77 starters.

That accomplishment—about a 100 to 1 shot in view of the competition—gave Strohmeier, a Bethlehem Steel vice president in charge of ship building, the distinction of: A. Being the first Massachusetts skipper to take the Bermuda Trophy since John Alden's Malabar X won in 1932; B. The first skipper to win the Samuel Pepys Trophy in the newly established Class D; and C. The skipper to sail the smallest boat to victory since 1906.

Designed by Hunt

Designed by C. Raymond Hunt and Waldo Howland of Concordia and built at Lawley's Neponset Yard, Malay had compiled a good local reputation, sailing in competition out of New Bedford Yacht Club at South Dartmouth. She had won the club's Whaler Race, and many short distance hauls in Maine, Nantucket and Long Island waters.

But she wasn't rated among the class favorites in the 19th race to the Onion Patch, never mind an overall winner. The big boats like John Nicholas Brown's Bolero, Good News, Sea Lion, Royono, Cotton Blossom II and Escapade, all Class A entries, were favorites.

In that early stretch the wind was light and the bigger boats made the best of it. They climbed out to early leads with Bolero and Good News leading the parade, carrying just enough air to keep them in the van. At that point it shaped up as a two-boat race, the only question being whether Bolero could save her time on the second boat. That reasoning was based on the fact the wind had been light for two days and it had to freshen as the island came nearer.

Once more the experts were wrong. The breeze, as they said, picked up. But it was for only a short period, no more than four hours. Then it left them in the doldrums; sails slatting from side to side and movement through the water hardly discernible.

Smaller Boats Close In

When that happened the smaller boats began to close in. After 10 hours it was conceded a Class B boat would drift through and take it all. For many hours yesterday, long after Bolero struggled across the line, Circe looked like the winner. Then boats came in to usurp Circe's hold on the trophy.

At nightfall, with boats crossing in log jams, Strohmeier steered Malay home. Her time put her in a lead expected to be short lived. Strung out astern were yachts that could make it. This time they couldn't get in. And at 11 p. m. Malay was safe.

It was an outstanding job of sailing on the part of Strohmeier and his crew, none of whom is reported as being from this state. For hours the little yawl drifted with barely any steerage way. Yet, he managed to hold course and inch toward the objective, finally making the grade.

Malay is the second yacht of that name to win the trophy. In 1930, Strohmeier's father-in-law, R. W. Ferris, sailed his schooner to victory in one of the slowest races on record. Malay's time for the passage this year was even slower. Bolero, first boat in, covered the 635 miles in 105 plus hours.

Eighth Bay State Victor

The New Bedford Y. C. yacht is the eighth Massachusetts entry to win. John Alden won it in his various Malabars in 1923, 1926 and 1932. H. A. Morss' Dervish took it in 1907; E. J. Bliss' Venona won in 1908; Russell Grinnell's Rugosa II out of New Bedford was the 1928 winner. The closest a local boat came to winning the big prize in recent years was in 1948 when Malabar XIII won Class B.

While this was Strohmeier's first crack at the Bermuda Race, he is an old hand at sailing, having learned the fundamentals sailing model yachts in Buzzards Bay when he was a child.

In past years, he raced in the Marblehead-Halifax and Monhegan Island Races on Arthur Homer's Salmagal and he also sails a 12-meter yacht, largest class in existence, on the New York Yacht Club's annual cruise.

Bright's Safari Wins In Edgartown Regatta

EDGARTOWN, July 20—The usually dependable breeze which helps make the Edgartown Regatta so popular failed to co-operate today as light airs and a shift plagued the 137 starters in the first day of sailing in the Edgartown Yacht Club's annual event.

Alex Bright's Concordia yawl, Safari, sailing from Beverly Yacht Club across the sound posted the best elapsed time over the 15-mile course sailed by Class A and B to win in B, taking Ed Kelley's Departure by almost three minutes.

In Class A, Paul J. Grimes' Dauntless, out of New York, edged Dr. B. B. Whitcomb's Neurone from Bar Harbor, Me., by a scant five seconds on corrected time.

Class C winner was Charles A. Ernst Jr.'s Bonne Amie, while C. Francis Loutrel's Stardust topped Class D.

Most of the 210's were becalmed in the light southwesterly on their way over from Falmouth this morning. Their starting time was delayed 50 minutes. Dick McCusker's Full House had a margin of 1:25 over Dr. F. C. Kelley's Like Sixty. Mike Trumpi's Spook led the Nantucket Yankees home, while Pete Moore of Beverly Y.C. topped a fleet of 16 starters in the 110 class.

Edgartown Y.C.

DIVISION 1

CRUISING CLASS A

Pos.	Boat and Owner	El. Time	Corr. Time
1	D'ntless P. J. Grimes	3:37:36	3:14:41
2	N'rone, B. Whitcomb	3:54:11	3:14:46
3	Saracen, C. W'rb'rt'n	3:59:41	3:15:39
4	Temptation, T. Boyd	3:55:35	3:17:34
5	Maane, D. W. Kent	4:02:45	3:20:51
6	Ch'e Ch'e IV, H'l'm'n	4:09:11	3:21:27
7	Mogul, C. Catherw'od	3:52:07	3:26:44
8	Caribbee, S. Stanton	4:07:16	3:31:50
9	Contessa, J. Willson	4:19:23	3:34:32
10	Enchanta, R. Stiegler	4:09:27	3:37:42

CRUISING CLASS B

1	Safari, A H Bright	3:50:52	2:56:23
2	Departure II, E S Kelley Jr.	3:52:26	2:59:18
3	Niam, J T Ryan	3:54:55	3:00:16
4	Criterion, H Villard	3:59:40	3:04:50
5	Arbella, William G Saltonstall	4:01:28	3:06:18
6	Tabakea, William M Taussig	4:00:00	3:07:11
7	Cwene, J W Sinclair	4:03:34	3:09:56
8	Blixtar D Miller Jr	4:11:15	3:21:05
9	Gay Gull II, Robert M Love	4:11:10	3:26:51
10	Sea Lady, John C Kiley Jr.	4:22:08	3:27:49
11	Partner's Choice, Joseph C Whitney	4:18:44	3:28:32

DIVISION 2

CRUISING CLASS C

1	Bonnie Amie, Charles A Ernst Jr.	2:57:00	2:12:37
2	Si Bon IV, William H Snow	3:04:44	2:16:02
3	Venona, E J Bliss Jr.	3:07:07	2:22:08
4	Carina II, C B Crockett	3:16:42	2:29:41
5	Hoot Mon, J Todd	3:23:45	2:38:55
6	Cricket II, Harvey C Knowles	3:36:19	2:48:09

CRUISING CLASS D

1	Stardust, C Francis Loutrel	3:13:43	2:31:51
2	Kahala, H Fox	3:16:42	2:40:35
3	Pretty Marie, Hugh Bullock	3:26:00	2:45:29
4	Waupi, F G Dupont	3:29:53	2:49:03
5	Bobwhite, James G Hinkle	3:36:20	2:53:39
6	Holly Gee J Holland Beal	3:30:28	2:56:43
7	Roaring Seal, L H Rogers 2d	4:09:47	3:24:39

All stories from the *Boston Globe*
LEFT: June 25, 1954
ABOVE: June 21, 1956
BELOW: February 20, 1955

There are ten Concordia auxiliariees building at Abeking and Rasmussen's yard, Lemwerder, Germany, for 1955 delivery from the co-designs of Waldo Howland and C. Raymond Hunt. Seven are 40-foot yawls and sister ships to the 1954 Bermuda Race winner, Malay. The other three are 41-foot Actaea-types, two being sloops and one a yawl. . . . One sloop is for C. Raymond Hunt and will be named Harrier. She is, of course, a sister ship to the New York Y. C. flagship Actaea, owned by Commodore Harry Sears, former Bostonian.

Golondrina

No. 65 • PORTLAND, MAINE

Jay has asked me to jot down some notes about my thirty years of experience in restoring, cruising, and racing Golondrina, and making offshore passages. He requested that I focus on the rig in particular. What follows is personal, opinionated, and perhaps biased, but all of it is based on those thirty years of seriously sailing Golondrina. My love affair with Concordia yawls began long before I purchased Golondrina in 1991. That story is related in issue 13. In issue 27 and also issues 34 through 37, you can find my tales of sailing her to the Caribbean, in 1998-99 and again in 2002-03.

When I decided that it was time for me to get my priorities straight and acquire a Concordia, one of my first acts was to contact Ric Quesada, who owns #32 Mirage with his wife Strandy. I called Ric one Sunday, politely demanding a sail on Mirage and telling him that I wanted to pick his brain thoroughly about the boats and the fleet. His response was: "Let's go, right now." Ric's first lesson was how to avoid the rock north of the island called Pound of Tea, when leaving the Harraseeket River in South Freeport, Maine. The second lesson was how a rising tide lifts a Concordia off a rock. I must confess that I've used that information a few times. I sail in Maine, after all.

After hoisting and sheeting in the sails, we settled into leisurely tacking around Casco Bay. Ric outlined his philosophy about the yawls, what I should look for and look out for, and why. His first rule was to avoid any of the four American-built boats. Too old. I should also avoid the first dozen or so of the German-built boats, because A&R hadn't yet worked out the fine details of their construction process. Nor had Concordia finalized the deck, cockpit, interior, and rig plans, which they did not do until Fenwick Williams codified the "Concordia Standard" in 1954. I should avoid any of the late boats built with laminated frames. They were starting to delaminate, even back in 1990.

Ric also said that I should take a pass on the 41s: while they were nice, they just did not look as beautiful as the 39s. The sheer, the curve of the bow, the delicacy of the counter—Ray drew all these elements to perfection for the 39, but they're not quite the same on the 41. Why not? Ray drew the 39 to sail well. He drew the 41 to rate well. Big difference. (I'm going to lose a couple of friends after those sentences.) Ric was firm that I should get a boat with a fractional rig, because the 39 with the 7/8-rigged 50-foot mast is the most proportionally beautiful of all the variations. No question about it. Ric's final lesson of the day was how to follow the buoyed channel south of Pound of Tea back to the mooring. Ric was indeed correct about the fractional rig 39. It is the best.

In 1938, main-driven boats were the norm: big main, fractional rig, smaller headsail. Look at the drawings for Java in the Mystic Seaport archives. Java's original mast was taller than the "standard," but just how much taller is unknown. Rumor suggests that it was over 53 feet initially, was then shortened during construction, and was then shortened yet again. We may never know. By the mid-1950s, rig design had moved on to genny-driven boats: smaller mains, with a bigger foretriangle to the masthead. My guess is that this was driven in part by increased understanding of aerodynamics and the slot effect. It was certainly also driven by rating rules, and by the changeover to Dacron sails and running rigging. Remember that until 1953 or thereabouts, sails were cotton. Cotton stretches and loses shape (and is all too prone to mildew). Once Dacron began to be used for sails, sail and rig design were quick to adapt, and much larger headsails could be built. This was a major technology transition that we don't have the space to investigate deeply here.

All three photographs of Golondrina *by Alison Langley, used by kind permission*

Consider also that JAVA was not designed to take advantage of any particular rating rule of the day. Yes, although Ray Hunt was well versed in the CCA rules of the later 1930s, he designed the Concordia 39 hull specifically to sail well in Buzzards Bay waters, and not as a rule beater. Any boat that can handle the average afternoon conditions of Buzzards Bay can handle anything. Full main, 7/8 working jib, drop the mizzen, and our boats just frolic. Way too much fun! Still too much air? Simply raise the mizzen, drop the main, and sail comfortably through almost anything, with a neutral helm.

By the 1950s, when JAVA and the other early boats started doing well on the race courses, the rating rules had changed—meaning that even though our boats remained fast, they owed time to newer designs. To stay competitive, Ray got out his slide rule to see how he could incorporate a masthead genny into the 39s, such that they would rate better under the new rules. Yet changing to a shorter mast with a masthead genny did not in fact make the 39s sail faster. They simply gave less time to the newer boats. Similar factors lay behind the creation of the Concordia 41: tweak the hull specs to rate better, and employ the newer masthead sail plan.

Based on thirty years of sailing GOLONDRINA with her original 7/8 fractional rig, I can verify that the 39 standard rig is the fastest. I've outsailed the 39 mastheads and all the 41s. But what chaps me is that I have to give them all time at the finish, which means that my crew and I really have to outsail them on the race course. The only subpar point of sail with the standard rig is off the wind with the chute up. So no dead downwind for us: sail high, fly the mizzen staysail, jibe often, and never sail into a wind hole. Somewhere in Waldo's writings, he stated that the fastest and best-sailing of all the rigs and hulls is the standard Concordia 39. Experience has taught me that he was right.

Over the last 20 or so years, racing boats have gone back to taller mains with fractional-rig headsails. Wonder why? My guess: better sailcloth and running rigging, therefore better control over the slot effect. Cotton/manila vs. polyester/polyester vs. carbon/Dyneema. No comparison, rotten apples to fresh navel oranges, in sail shape and sail trim. These are the controls of our "engine."

Look at modern mains. The standard Concordia has an aspect ratio (AR) of about 2:1. The mastheads have a lower AR. Modern boats have a much higher AR, around 3:1 or thereabouts. Going to a higher-AR main will reduce drag, which equals faster sailing. It's interesting to me that a few of our sisters that have gotten new masts during the past decade have returned to the original "standard" fractional rig. You don't want sail area lower. Keep it high. Which goes back to the original concept of Hunt and Harris for JAVA and the "standard." Now add a fat roach, which will give you more sail area higher. Faster sailing. It would be fun to put a fatheaded main on a 39 fractional rig. It would need running backs and check stays and would thus not be worth it, but would be fun! And dangerous.

I opted, after a few years of debate with my crews and my sailmaker, to stay with hank-on headsails: the club jib for nearly all sailing, and a 155 for racing only. The hank-on decision allowed me to get a deck sweeper for better racing performance. It also forced me to stay with the club jib for everything else, so that I would never get into trouble whenever things hit the fan, especially when solo. In my opinion, the 39 is too narrow aft for a 155. A 135 is too small. A 145 might be the ideal size, in a hank-on deck sweeper configuration. But—and a big but—the 155 works for us because of the mainsheet traveler on the bridge deck. It did not work with the original three blocks: you simply can't sheet in the main sufficiently with the three-block setup. And please sheet the mizzen to the top of the pulpit, not to the aft deck. Some sail hard on the wind with the mizzen dropped. My philosophy is that if that little mast and sail are back there, they had better be earning their keep, not causing drag. Sheeting to the pulpit allows the mizzen to trim well in all circumstances.

Jay asked about the club jib, reminding me of Rod Stephens' declaration that he would never go offshore with a club. In my experience, however, the club jib is a perfect sail on a 39 fractional rig when offshore. Yet I fully understand why Rod Stephens would do away with the club jib: he had a full crew when offshore to handle the trim. Also, a club jib is a more than perfect sail for cruising the coast of Maine. When things get truly lively, drop the main and sail home jib and jigger.

JAVA was built as a daysailer. Nothing more. Then Dan Strohmeier in # 2 MALAY won it all in 1954, and suddenly everyone wanted to race Concordias. But the rig had to be tweaked to match the current rating rule, which at that time favored genny-driven boats. And because the rule changed every year, Ray and Waldo changed the mast height every year. Cut the top off one year, build up the butt the next. Today almost no one is racing, other than in the ERR and comparable events. It's just daysailing and cruising. So none of the above matters much any longer.

So what's the best rig for a Concordia 39? I'd vote for the original JAVA configuration: a taller, 52+ foot fractional rig, with a club jib or a small genny (110 to 135). Add a 145 hank-on headsail for racing, and both large and small mizzen staysails. When Peter Gallant rebuilt #11 WINNIE OF BOURNE (now WINNIE), he built a 52′ 6″ masthead rig. It was too big, and Winnie was way overpowered. In a weak moment one evening, after a few beers down below aboard GOLONDRINA, Peter admitted that he had made a bad decision. The tall mast was fine, he said, and in fact it could have been even taller. But he acknowledged that he should have gone with a 7/8 rig.

Second best? The Concordia standard: a 50-foot stick with 7/8 rig, a club jib for most sailing, and a 145 genny for racing. I was told to get that rig and only that rig. And after thirty years, two offshore voyages to the Caribbean, getting beat up in the Gulf Stream a few times, and many racing trophies, I am certain that I made the best decision. Thanks, Ric.

In response to Waldo Howland's design brief, Ray Hunt created a nearly perfect hull form, one that can take almost any sea condition. Bill Harris, who I feel is the unsung hero of the trio, drew up a superb fractional rig to go with Ray's hull. In the standard 39, the three of them together created one of the most perfected boats ever, as well as one of the most proportionally handsome of all sailing yachts. And the standard Concordia 39 is without question the most beautiful production wooden boat of all time. Every change that came after did nothing to improve upon that sublime creation.

John Eide

Editor's note: by way of augmenting John's excellent set of comments, I thought it might be useful to append the essay on Concordia rigs that Waldo Howland contributed to the Concordia 20th Anniversary publication. It appears on the following page.

Waldo Howland on Concordia Rigs

From the Concordia 20th Anniversary Booklet (edited in 1958 by David B. Barker of Marion, Massachusetts)

Rig changes have gone something like this. The original idea [as a design for #1 Escape/Java] was a double head rig cutter. The mast was located well aft so that the boat would remain head to wind with mainsail set. Our 8-meter had sailed beautifully to windward but would not lie at her Padanaram mooring when the main was hoisted. Yet after figuring on the jibs and sheets needed for a double head rig, we gave the whole idea up . . . not enough room for storage, not enough hands for handling.

The mast then went forward to its present standard position, and a mizzen was added to keep the boat head to wind with mainsail set. This works even when hoisting and stowing anchor. With the resulting short foretriangle, a masthead working jib on a club would be too high and narrow. Hence the lowered headstay. Then came the NYYC cruise runs which are often downhill. The low narrow spinnaker resulting from the small foretriangle did not compete with the wider masthead spinnakers that are mostly up above the effect of the main. Racing, like parties, requires special costumes.

The first Concordia Actaea [#4], now Windseye, got a longer main boom and a three-foot bowsprit. Results in the NYYC cruise were very gratifying. First day—first in the fleet. Next came the Concordia 41s, which were modified hulls having slightly more displacement and a lower center of gravity of the keel. Both modifications added to sail carrying ability. Concordia Actaea number 2 [#17] with several different sloop rigs showed up well in racing prior to keel centerboard jobs like Ray Hunt's Shoaler and later famous racers. Other 41s, especially Harrier, started with rigs like the second Concordia Actaea's, but gradually shifted to short bowsprit, shorter mast, and masthead rig. This year Concordia 41 Banda shifted from a masthead sloop without bowsprit to a rig like Harrier's, with shorter mast and bowsprit. Performance has been improved.

Another rig tried includes a standard yawl rig and rigging with the addition of a short bowsprit, with outer jib going to the masthead and working on a roller furling gear. This has worked out well for cruising, in that considerable added sail area can be set and furled with a minimum of effort. It adds too much to the rating if used in racing.

Conclusions. Perhaps the standard yawl with the standard small foretriangle makes a fine family cruising boat and all-around arrangement. A jib on a club is useful at times when shorthanded. Jib and jigger is great in cases of sudden squalls. With a fair sized mainsail the boat will sail and handle like a catboat. Racing experience has shown that the 41s with masthead sloop rig and short bowsprit are the most consistent winners. The final choice of rig has to be up to the owner. I always think of the fact that I personally got better pictures with a Brownie than with a Grayflex. In long distance races or trips, a minimum of mistakes or troubles may mean as much as maximum speed.

Snowy Owl

No. 91 • OSTERVILLE, MASSACHUSETTS

The 2020 season started approximately three weeks later than normal for me, owing to the uncertainties of Covid-19. A planned cruise to Maine was postponed until 2021. With the 2020 safety guidelines in place, my season unfolded within local waters.

Snowy Owl once again served as my summer home, and I lived aboard from June 11 through September 23. During this period I managed several short cruises, to Newport and around Buzzards Bay. I was on the water either cruising or daysailing for 47 days in total. The Concordia Company continues to maintain Snowy Owl in Bristol condition, a tribute to their excellent crew. May the year 2021 provide a better season for everyone.

Richard Taylor

From *The Eastern Yacht Club Ditty Box*, 1870-1900

(Privately printed, 1931)

In all yacht clubs, there is a self-elected committee of great influence known as the "Piazza Committee." Their primary activity is to conduct a post mortem on the nautical conduct of members in regattas, cruises, and general nautical behavior; but they will, if nautical matters are dull, get up an argument on any subject, and the author remembers a vehement contention, in which money became involved, as to the proper way to carve a saddle of mutton. Elderly bachelors are apt to be predominant, and in a wonderfully effective committee of the Eastern Yacht Club in its early days, many a nautical reputation was made or unmade by these gentlemen. When the clubhouse was first opened, man was supreme but, as is usual, the fair sex began to win its way and finally some member under female domination offered a motion that would open the clubhouse to the general use of ladies. Our Piazza Committee was furious, but the motion was carried and what do you suppose happened? Three of the elderly bachelors soon became married! Ah, you sailor men know how it is: 'Tis the old rope that is the easier spliced.

D. B. [Dennie Boardman], 1884

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The Concordian

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Photo by Eunice Panetta, taken aboard Owl in August of 2019. The location on the Maine coast is Hurricane Sound, Vinalhaven. In the background is the eastern entrance to Leadbetter Narrows.