



The Concordian

A NEWSLETTER FOR OWNERS AND ADMIRERS OF CONCORDIA YACHTS



SPRING 2022, NUMBER 72

Musings from the Mizzenmast

JAY PANETTA

Readers may recall that the cover story of Issue 69 (Fall 2020) documented the launch of Concordia #104 KATY, a 39 yawl built single-handedly by Mark Webby in Whangarei, New Zealand. Although at that time I lacked detailed information regarding the particulars of construction, I have since come upon this helpful passage, which was sent along by Mr. Webby and published in Issue 4 of *The Concordian* (Fall 1987). The gap between issues underscores the fact that this highly impressive building project extended across several decades.

Construction methods are traditional, with no plywood and the use of glue kept to the bare minimum. The wood for the backbone is pururi. It is from the teak family and is tough like greenheart with the same durability and worm-proof properties. You have to cut large quantities to get it in a clear grade. For the ribs kowhai was used, which bends like white oak when green. This is tough and the most durable of all the local woods which steam well. Planking is kauri, a wood used in every boat down here. It is durable and can be obtained in any dimension free of sap, knots, and shakes. The chap I bought my kauri from has a plank 15' long by 9' by 6" as a wall ornament in his workshop. There have been ships built where they cut the keels in one piece from this tree. One I know of was 100 feet long. Because of this plastic age most of my wood has to come directly from the bush. Much time is lost finding it, hauling it out, and milling it. I work alone because I can do a better job more efficiently, and also I don't have a gold mine to back me. Because I plan to do a lot of ocean cruising, I've strengthened up the hull in areas. Two-thirds of the floors from the rudder to the forward end of the mast step are grown. The stem is grown from the keel up. The hull is riveted, and all fastenings are copper and silicon bronze.

At one time or another, all of us have been faced with the necessity of carrying out repairs in remote venues, without outside assistance. Essential to success in such endeavors is a full range of tools, of the highest quality possible. Well made tools are priced accordingly but pay for themselves quickly, and they typically give fine service for decades. Cheap tools tend to balk and fail precisely when they are most needed.

When it comes to just what to carry on board, and just how to organize things, there is no single correct answer—though there is most definitely an incorrect answer, namely the mildewed canvas sack bearing a chaotic jumble of rust-bound orphans. Though my way is not the only way, I've decided that it would be useful to describe my own approach, which has worked well over the years.



First of all, do bear in mind that hand tools are at times available in stainless steel. When you can find these, purchase them without fail, as they will be lifetime companions. Yet not every desirable tool can be had in stainless. How, then, to keep things in the kit from corroding? And how best to stow everything efficiently? I've managed successfully with these heavy-gauge compact tool bags, which can be obtained at any big-box home store. Two bags live aboard, and they fit easily into the port-side seat locker in the forward cabin, with plenty of room left over for other items.



The primary bag, which sits on top for immediate access, holds all the hand tools that are most commonly called upon: several crescent wrenches, many varieties of pliers and screwdrivers, ball peen hammer, bronze pin wrench, wire nippers and strippers, allen wrenches, and so on. The second bag holds items that come into play less frequently, including slip-joint pliers in the largest size, punches, pry bars, breaker bar, rigging tension gauge, long screwdrivers, chisels, standard and mini hacksaws, ratchet crimping tool, quick-grip clamps, strap wrench, and more. It's safe to say that every one of these implements has proved essential on multiple occasions. Our sturdy bags have numerous inner pockets that allow for efficient organization of tools, with everything readily visible and accessible. I do not use the outside pockets, as protruding tools could easily become gouges and scrapers in the tight confines of a Concordia. Because they zip up tightly, the bags have kept corrosion at bay. Sacks of silica gel placed in each one have done no harm.

Moving onward from there, one also needs a reasonably complete array of socket and combination wrenches, in both standard and metric sizes (the latter being essential if you have a Yanmar engine, as we do). Three-eighths and quarter-inch drive sockets are sufficient for most shipboard situations. My standard and metric sets are each kept in separate plastic storage tubs with tight-fitting lids. Advisable also are socket extensions (3", 6", and 9" at minimum), along with adapters and universal joints. Though I might not use them again for some while, those longer extensions were key allies in a starter replacement that I had to accomplish several seasons ago. Only two bolts were involved, but they were exceptionally difficult to access.

Rounding out any proper tool array would be a cordless drill (preferably of the right-angle type), along with standard and countersinking bits. An inexpensive digital volt-ohmmeter is a must for troubleshooting, as is a simple auto test light (furnished with an extension wire on one side that can be clipped to a ground). A clamp-on ammeter can be extremely useful as well in diagnostic work, especially for issues involving charging systems (including solar), and such meters are no longer as expensive as they used to be. A cordless rechargeable Dremel tool, along with a generous assortment of bits, can be a truly handy device. One example from a recent summer: when the positive stud on my new alternator was larger than the existing hole in the cable lug, I was saved by the Dremel tool equipped with a conical grinding stone.



Each owner will inevitably settle upon various additional items, like the stainless mini-pliers and mini-screwdrivers that see frequent use aboard OWL. I also carry a small butane-fueled soldering pencil, which proved the hero recently when an over-eager guest jerked the wire right out of the autopilot ram. Optional extras aside, however, having all the basics on hand and ready to go is a genuinely wise policy. Knowing that you possess the proper tools to cope with most repair scenarios brings heartening peace of mind. Moreover, after carrying out just two or three substantial repairs on your own, you will likely have saved enough to cover the cost of the entire kit described here.

A bright-finished Concordia was duly chartered to appear in this print ad for the 1968 Buick Sport Wagon, and the yawl was deftly placed by the art director. The land yacht's faux-wood appliqué, however, is of questionable aesthetics. Might anyone know just which Concordia is hovering in the background? The name Graham Brown does not appear in fleet ownership records. Double spreaders provide a clue, as do the rectangular ports. The wags at Autoweek.com offered the following wry take on the advertisement—and this is the first time I have encountered a “Yacht Rock Rating.”

1968 Buick Sport Wagon

The marketing imagery for the “Sporto” always had a whiff of nautical themes, and Buick seemed eager to exploit them to their full potential. The Sport Wagon of 1968 really sells the yachting lifestyle, even though sailing had yet to hit its peak. But combined with a spacious interior and a generous exterior, complete with woodgrain siding, the Sport Wagon seemed destined to capitalize on sailing themes.

Yacht Rock Rating: 10/10. This wagon gets bonus points for openly likening the wood sides of a yacht with the wood sides of the wagon, and also for parading some sailing-appropriate clothing and gear.



THE COVER PHOTOGRAPH

Concordia #20 FLEETWOOD, nearing the finish line of the 2021 Kiel Week Classic Yacht Race. Photo by Nico Krauss, used by permission.

Irene's First Chapter

Doug Cole kindly reports as follows:

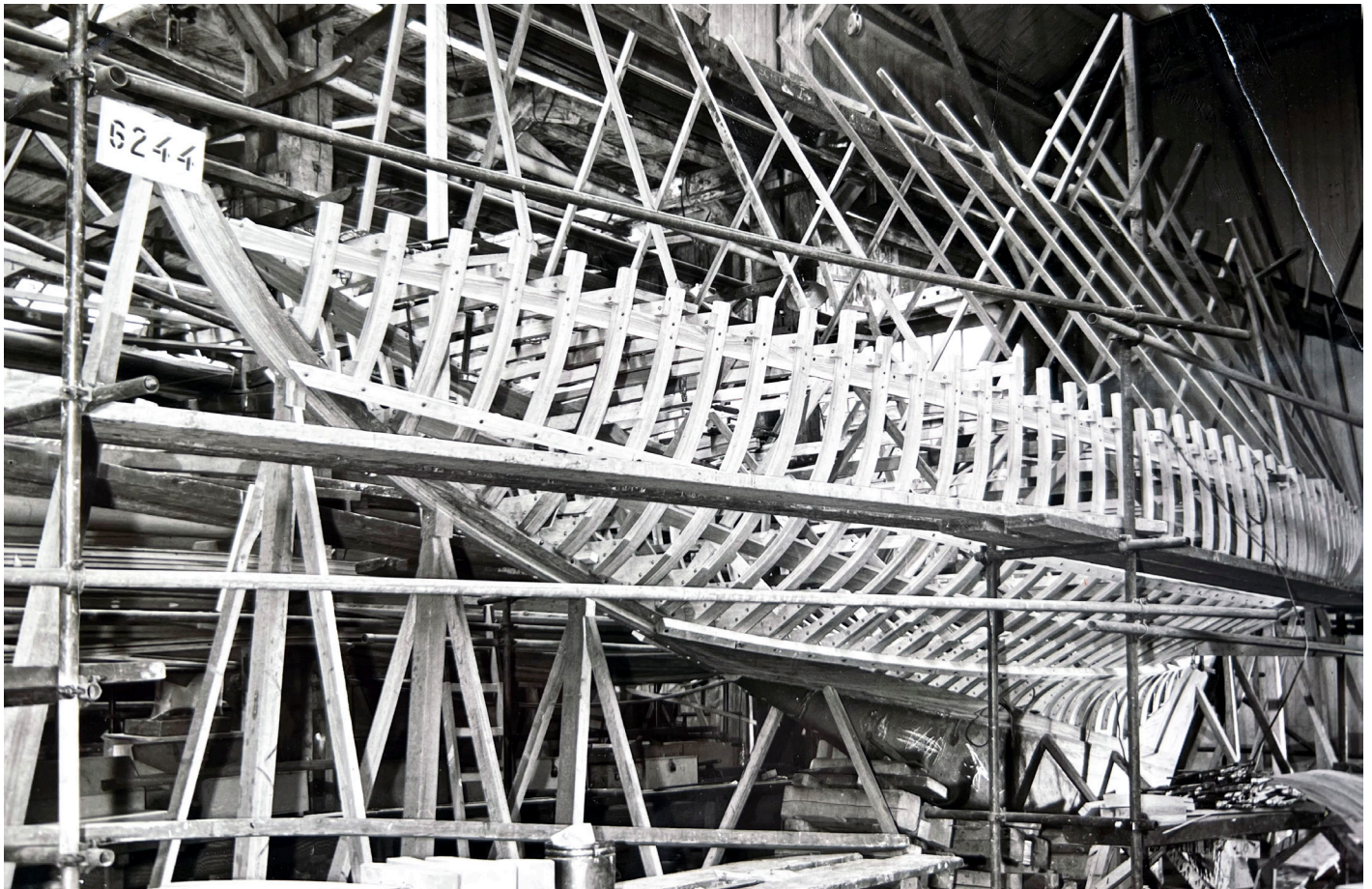
In March of 1965, California yachtsman William Thum sent a letter to Waldo Howland. "I am thinking about getting one of your Concordia 39 foot yawls," said Mr. Thum. "Will you please quote me the price, including duty and freight charges, to San Diego, California?" Thus began a year-long exchange of letters between Thum, Howland, and A&R, with the new boat's correspondence file eventually coming to include 150 documents. I was fortunate to be able to access and copy this file during a 1986 visit to the Concordia Company. Its contents tell a tale of longtime yachtsman Thum, who was grieving over the loss of his beloved wife Irene, but also experiencing the excitement of commissioning a new yacht, to be named after his late spouse. He was deeply involved in the details of the yawl's construction, and he paid several visits to Lemwerder during the construction process, which commenced in November of 1965.

Having spent years around sailboats, Thum was much concerned with strength and longevity, and he insisted that a number of stock aspects be modified. The requested alterations included somewhat heavier scantlings, a thicker rudder post, additional bronze hanging knees for the cabin trunk in the mast area, and laminated cabin bulkheads instead

of the customary knotty pine. The cockpit was made totally watertight by eliminating the locker doors. A one-piece box-type hatch was used forward, with hinges providing for either forward or aft opening. IRENE was given the standard masthead rig, but with double spreaders. In a letter of April 19, 1966 to Alden Trull at the Concordia Company, A&R reported: "As requested, we will cut the letters of the name and home port of this Concordia (IRENE, San Diego) on the transom, and then have the gold leaf properly applied. The extra charges for this job are DM 167."

Though #6244 IRENE (now ENCORE) is officially #103, and thus the final Concordia by number in the A&R build series, she was not in fact the last vessel in the sequence to be completed. Concordia #102 was built alongside her, but since that boat was not as yet destined for a particular owner, the decision was made to move ahead with utmost speed on IRENE, and to delay the completion and shipment of #102. That yawl ended up waiting at Concordia for several years before finding a home with Mark Goldweitz, as ABACO.

The black-and-white photos included here, which Alden Trull referred to as "progress photos," were typical of those sent to Concordia purchasers as reminders to submit payments at various stages.





In a letter to Waldo dated February 12, 1966, Thum wrote, "On a recent Finnair flight I met a hostess who is such a duplicate of my Irene when she was 35 years younger, and who could, I think, be persuaded to christen the yawl." And so it came to pass.

The launch took place on May 20, 1966. In the photo below, the gentleman at left is A&R owner Hermann Schaedla, a grandson of Henry Rasmussen. In the center is A&R general manager Horst Lehnert, and the lady at right is the Finnair hostess, Ms. Huttunen.





After her launching into the waters of the Weser River (complete with a ceremonial garland at the bow), the yawl was towed to the nearby city of Bremen.

Once there, IRENE was loaded aboard the Holland-America steamer SOESTDIJK, bound for America. Following arrival at Boston and the long tow to Padanaram via the Cape Cod Canal, IRENE was rigged and fully equipped at Concordia, and a new Westerbeke 4-108 diesel engine was installed.



William Thum happily sailed his yawl in Buzzards Bay for several weeks, along with his daughter Denise. IRENE was then shipped by truck to her new home port of San Diego. This final snapshot shows a contented captain at the tiller, with Denise on the right. Thum kept IRENE for just a few years before selling her to John and Irene Vincent, a couple living near Seattle. Not surprisingly, they kept the name, as did we for our nearly thirty years of ownership.



Refinished Topsides for Irian



IRIAN is Concordia #70, a bright Concordia 41. Of the 103 Concordias built between 1938 and 1966, twenty-six are Concordia 41s. Eight Concordias were originally completed by A&R with varnished topsides, and all but one of these bright Concordias were 41s; the only bright 39 was #86, DAME OF SARK. There is a legend that Concordias intended to be bright were planked from a single log, such that the wood grain would read as consistent.

IRIAN was built in 1959 for Eugene W. (Bill) Stetson, who in fact specified the very first bright Concordia. Stetson owned no fewer than five Concordias during his racing career, and IRIAN was his second bright Concordia. We are the fifth caretakers of IRIAN, and we have owned the boat since 1979, longer than all previous owners combined.

When we bought our yawl, her hull had recently been wooded and revarnished. This first of the three full varnish jobs of which we're aware was done in 1978, at Dutch Wharf Boat Yard in Branford, Connecticut. In the forty-three years since then, we have wooded her twice. IRIAN has wintered at Rockport Marine in Rockport, Maine since 1985. That yard refinished IRIAN's topsides in 1995, and this winter the process was repeated after twenty-seven seasons. If exterior gloss varnish is well maintained, it is a notably durable coating. Each year, Rockport carries out any necessary touchups, then applies one or two coats of varnish to the hull and to all bright surfaces above deck. Over time, however, ultraviolet light bleaches the color of mahogany from brown to light yellow, and gradually degrades the built-up varnish film. Water can and does penetrate through dings, abrasions, and

open seams, which reduces adhesion and causes the coating to blister and peel. Bare spots that have been duly attended to show up as unbleached darker mahogany. At a certain point, one must start over from bare wood.

For this latest refinishing operation, Rockport's co-owner Taylor Allen volunteered to be the project manager. Taylor has known IRIAN (and us) for thirty-seven years, and he managed IRIAN's bottom job two years ago. Keith Bush led the actual varnish crew, which at times included as many as six skilled workers. The principal project questions were scope, choice of varnish, and whether to use stain. In terms of scope, the endeavor grew well beyond our initial projections and came to involve more than just the topsides. The brightwork on the coach roof had last been wooded when the hull was redone in 1995. Although these bright components add up to far less area than the hull, stripping and recoating them is detailed and time-consuming work. While we had initially planned to undertake this operation as a separate project, Rockport convinced us that doing the hull and the coach roof brightwork at the same time would be ideally efficient.

Over the years, we have tried many different brands of varnish. Dutch Wharf applied Regatta Plus-5, a product no longer on the market. About five years ago, Rockport created a test board with several of the leading marine varnishes, and left it out in the weather for an extended time period. Pettit Flagship performed at least as well as any other formulation, and it is the varnish we have used for many years. At one point we did try Epifanes for topside maintenance coats, but that product crazed along the waterline. We accordingly reverted

to Flagship, and the problem disappeared. For the current program of recoating, Flagship was used throughout. Our spars were wooded several years ago, and spar maintenance coats are done with Epifanes, the yard's preference for that purpose. Captain's Satin Varnish (also made by Pettit) is used on our cabin sole.

Over the past five years or so, Rockport Marine has stripped and revarnished our cockpit well, cabin sides, and companionway surround, and these projects provided opportunities to test various choices of stain. Stain slows the yellowing of mahogany, and also covers marks of age and use. If it is applied too thickly, however, the pigment can build up like shoe polish and obscure the beautiful mahogany grain. In our topside refinishing of 1995, we tried using an aniline dye instead of stain. Although the dye enhanced the grain nicely, it did not hold up well to UV. Rockport had since demonstrated to us that they could apply stain delicately, allowing the handsome wood grain to show through. So this time around, we decided to use stain. There aren't many brands of marine sealer stain left. Forty-four years ago, Dutch Wharf used Interlux #42 Brown Mahogany Interstain on IRIAN's topsides, and we turned to it once again this time.

The first step in the entire process was to identify any needed carpentry repairs. Taylor noted discoloration around the two exhaust ports, and he recommended removing the ports and routing out and replacing the discolored wood. He also oversaw the installation of a small spline in the port topsides, in order to remedy an open seam. The refinishing work itself is fully described by Keith Bush on the following page.

The project began in January of 2022. We visited Rockport Marine in February, just after the yard had finished stripping the hull to bare wood. We and they were struck by the fine condition of the hull planking after sixty-one seasons of use. Once a very thin layer of bleached wood had been removed, restoring the mahogany's natural color, a coat of stain was applied immediately in order to prevent oxidation. The crew then applied a second coat of stain, followed by the first sealer coat of well-thinned varnish. Successive varnish coats were laid down using the standard roll-and-tip method. The final varnish was applied in late February, and the photographs here show the highly impressive results. IRIAN is as beautiful as she has ever been.

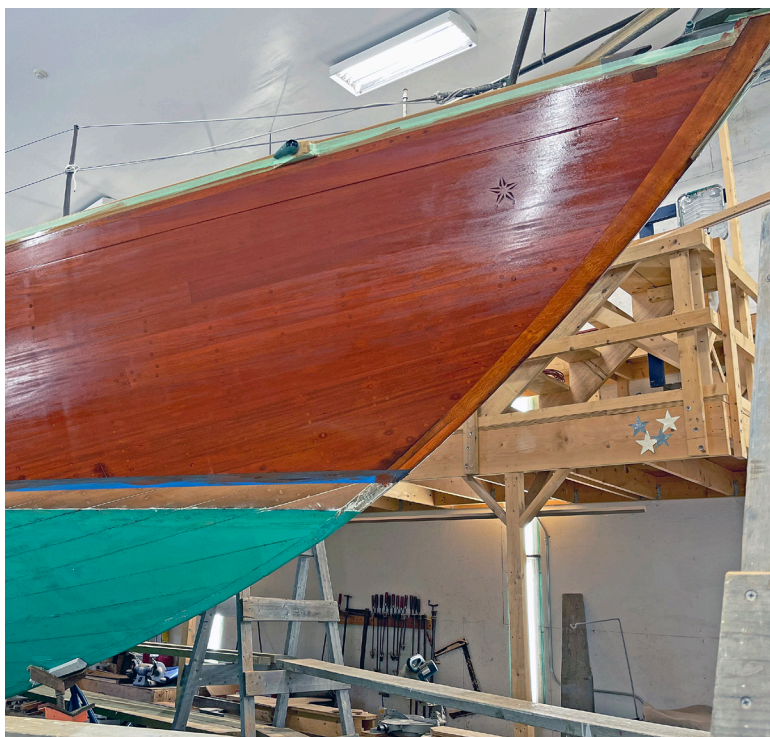
Darrow Lebovici



Comment from Project Leader Keith Bush,
Rockport Marine

IRIAN has always been one of the more eye-catching of the Concordias that we maintain, thanks in large part to her bright topsides. So I was excited to hear that we would be stripping and refinishing them this year. The patina that the existing varnish had developed was admittedly beautiful, and spoke to years of good care. Yet professional varnishers know that starting from scratch affords a fresh opportunity to achieve striking results, without having to work around degradation from UV, inconsistent color, and other all-too-common issues. With IRIAN we would begin with a clean slate.

The main concern when stripping any finish is to avoid damage to the substrate during the removal. Given that IRIAN's hull is stained and varnished, we had positively no room for error, since any scratches or flecks of varnish left in the grain would show disastrously under the new finish. We carefully heat-gunned and scraped away the old coating, which revealed that the yawl's mahogany planking had been bleached almost white by the sun. This thin layer of sun-damaged mahogany also needed to be removed, which proved a delicate operation because the lignin in the wood was degraded and therefore prone to tearout with scrapers.



After meticulous scraping, the hull was board-sanded using 80 grit and then 120, with rigorous checking throughout for fairness and errant sanding scratches. This painstaking procedure restored the rich natural color of the mahogany planks. The success of the entire project hinged on getting the early steps right, for once the stain is applied, there can be no going back. The staining process itself is also critical, as any residual stain left on the wood will be highlighted under the varnish. Therefore care has to be taken in keeping the application consistent, with the stain worked thoroughly into the grain and all excess removed.

After the stain had fully dried, it was sealed with thinned varnish. Then the actual coating process began. We sanded quite carefully between the first several coats so as not to break through to the stain, and these initial sandings were done by hand with 220 grit. After sufficient build-up had been achieved, we moved on to 320 grit and orbital sanders. Here is where the project became most rewarding and the pains taken earlier truly began to bear fruit, as the wood's character was steadily accentuated under a deep and lustrous gloss. After applying nine buildup coats, rolling and tipping, we were ready to give IRIAN a thorough sanding and move on to the final coats. From there, application of the boot stripe and gold leafing supplied the finishing touches. A varnish undertaking of this scale is always a challenge as well as an endurance test. We were determined from the outset to be methodical in each successive phase, with an understanding that every step is foundational to the success of the next. This project provided an excellent opportunity to breathe new life into IRIAN.

Malay and the 1972 Bermuda Race

The 1972 Newport to Bermuda Race was the most difficult on record in terms of prevailing conditions. As Tropical Storm Agnes churned its way up the Atlantic seaboard to the westward, competitors battled against steep breaking seas and headwinds of 40 to 50 knots. As one sailor later reported, "It was like driving a truck into a stone wall three times a minute for two days." Many vessels in the fleet suffered damage, and fourteen boats withdrew from the competition. Among them was Concordia #2 MALAY, a 39 yawl built in 1939 by Lawley and sailing in her ninth Bermuda Race, under the command of owner Daniel Strohmeier.

On the fourth day of the race, after confronting a series of failures, MALAY broke off from the contest and limped into Bermuda, with partial assistance from her Gray Marine engine. In due course, Dan prepared the following account and submitted it to the Bermuda Race Committee. Although his report appeared in the Concordia 40th Anniversary book, that publication is unfortunately rather scarce, and many owners have never seen a copy. Since this year marks the 50th anniversary of the 1972 race, it seems an appropriate moment to share Dan's lively chronicle with current readers of *The Concordian*.



Dan Strohmeier aboard #2 MALAY in the mid-1950s. Photographer unknown.

Letter Submitted to the Bermuda Race Committee in July 1972

At 0237, 21 June 1972, Malay withdrew from her ninth Bermuda Race by discretion and not by necessity. Position at the time was 33°36' N, 65°40' W, or about 95 miles from finish, 10 miles west of rhumb line. Events leading to decision were as follows.

At 0745, 20 June, in the third day of strong easterly with confused seas, masthead tangs carrying headstay and jib halyard block carried away. At the time we were carrying No. 3 genoa and single-reefed main, which seemed just right for strength of wind. Because of increasingly uncomfortable motion involving considerable acceleration forces aloft, we had set forestay ten minutes before. That saved the mast. We then set forestaysail on forestay and rigged both parts of spinnaker halyard to stemhead, one part bitter-ended to stemhead and the other through heavy snatch block on stemhead and back to weather genoa winch. Weather backstay was also set up. As long as heavy weather lasted the rig was secure and efficient. Light air could be dealt with by setting masthead jib flying on spinnaker halyard. Moderate air would be a problem with nothing to hank jib to.

At about 1200, 20 June, we shot out of a wave and fell into a hole that must have had the lines of our boat. We hit all over at once with enough force to break Coke bottles well stowed in the bilge and break the starboard diagonal tie rod connection to the underside of the mast step, which on Malay is a six-foot-long welded box girder of bronze plate.

There was apparently enough of a transient deformation of the hull to relocate some non-structural interior joinerwork. Also, the vertical tie rod between mast step and cabintop mast partners followed the step down enough to spread the house sides and crack the trunk on the starboard (leeward) side in way of the forward stateroom window.

We set a placard speed of 5 knots to ease the motion, but could not avoid further hull punishment without abandoning the possibility of doing reasonably well in our class. By midafternoon we began to make unacceptable amounts of water, as we found caulking had been lost over four short lengths (less than 12") of seams — one forward of stem on waterline, and three at upper garboard on port side in way of after end of mast step. Three of these could be reached from inside but the fourth was behind ceiling and was dealt with later in Bermuda.

We dewatered rapidly, using a large Edson lever pump, a Henderson diaphragm pump, an automatic electric Lovett, and an engine-driven Jabsco. The latter consumed gasoline at battery-charging rate. Rate of leaking slowed to where the electric pump could handle it at the rate of about one on to four off. In other words, it could handle about five times as much as it was eventually called upon to do.

At about 2300, 23 June, the strong easterly quit abruptly, leaving us with bare to non-existent steerageway. The sea subsided rapidly. However, the barograph did not seem to think anything significant had happened as it remained at its lowest for the entire race, having reached that point in a series of steps. Radio reception was so poor that we were without weather reports for more than two days. Bermuda radio contained a lot of maddening music but we got nothing remotely useful out of it.

After nearly four hours of calm we had a Quaker meeting and decided that with —

1. No headstay
2. No jib halyard
3. Spinnaker halyard fitting under more stress and in a different direction from normal
4. Starboard tie rod anchorage having failed
5. Seams having lost caulking with prospect of losing more
6. Very low barometer
7. Possibility of running out of fuel to save manual pumping, and
8. Need to save crew for handling crippled rig . . . good seamanship called for reaching Bermuda in the shortest time. This decision by our six-man crew was the product of 34 years of Bermuda Race experience.

We therefore reluctantly decided to clutch in the propeller while charging batteries. We ran the engine thus for about 5 hours at not much more than tick-over speed to conserve fuel. However, a nice breeze out of the WSW and later SW sprang up almost immediately and we found we could sail faster than we could power.

The remaining 96 miles were handled almost entirely under sail and we entered St. George Town Cut at 2100, 21 June. The decision to power in was the right one, I believe, but as it turned out it did not get us there any faster and cost us the satisfaction of finishing. It was strictly a matter of judgment and not necessity.

A sequel might possibly be of interest as it bears on metal fatigue. After being buried in the basin at St. George by a lot of boats much larger than we, we cleared about 1100 on 22 June for Hamilton. It blew gale force from the SW and South Channel was a very nasty patch of water. We tacked up under forestaysail, mizzen, and power. Midway the ½" stainless through-stem rod holding the forestay at the deck let go, but the doubled spinnaker halyard to the stemhead saved the mast. Quite a piece of revolving redundancy.

With Everdur and Monel straps obtained from Bert Darrell and the use of his tools, we replaced the fore and aft mast tangs that carry the headstay, jib halyard, backstay, and topping lift. Fitting that assembly from a bosun's chair is not the preferred way, but the fix is a permanent one. One is indebted to Bert, an old blacksmith apprentice, for advice in exact bending so that the pair of straps nested perfectly and at the same time fitted the mast and accepted the through stainless bolt to which the spinnaker block is attached.

There being no railway available for hauling (too many young boats bound for Spain had priority), we careened at Glencoe in a 2.2' tide. We found a perfect bottom contour inside a couple of coral heads and careened on a sandy bottom. The offending seam could not be bared but with snorkel and face mask we dealt with about 8" of it and tacked on a neat canvas patch. The split cabin trunk was dealt with by 3/8" mahogany marine plywood inside and out, through-bolted.

Return trip to Nonquitt, Massachusetts was as scheduled and accomplished in 4½ days, with a stop for breakfast in Cuttyhunk. I have been asked by geography flunk-outs if we drop anchor on the way back. I can now truthfully say, "sometimes."

What is the lesson?

1. Hull damage came from faulty tie rod connection design. I disagreed with the yard doing it (not Concordia) but to the usual no avail.
2. Masthead tangs were not up to it, although they are standard steel fittings that have proved satisfactory in countless Concordias, the most widely represented class in recent East Coast ocean racing.
3. The traditional vertical tie rod between mast step and mast partners is suspect, at least by me. We would not have damaged our house if it had not existed.
4. Large capacity bilge pumping should be available on all small boats going offshore. This applies equally to non-wood boats. One new fiberglass boat from a reputable builder suffered a divorce between the port and starboard sides. ORC rules should cover bilge pump capacity as well as number of pumps.
5. Fatigue. Malay's masthead tang and forestay deck fitting failures were not associated with the boat's age. They were both less than ten years old.
6. Slamming. How much punishment should one expect a hull to endure? Where is the reasonable dividing point between driving and easing? We had the distinct feeling we were doing well for our size, having found the favorable meander in the Stream, and perhaps our driving was a mistake. However, if one were 100% prudent he would not go ocean racing.



MALAY on a broad reach. Photo by Norman Fortier.

Design No. 14
Standard Specifications -- Part II
Concordia Company, Inc.
South Dartmouth, Mass.
1958-1959

VIII SPARS

Spruce, mizzen and jib booms solid, all others hollow, of rectangular section with rounded corners. Halyard sheaves bronze, double grooved for wire and rope so that rope tails can render through. Mast walls to have doubling pieces in way of fittings. Tracks to be set on battens, to extend down to goosenecks at lowest position, and to be fitted with hinged gates. Goosenecks: sliding type, bronze. Mainmast to have mast coat at house top, with bronze casting, mizzenmast stepped on deck in bronze casting. Spreaders and jumpers solid spruce, arranged as shown. Mastheads to be fitted with cheek blocks for flag halyards. Tangs to be galvanized steel, similar to those of previous yawls. Boom downhaul jigs, cleats, and bronze halyard winches to be fitted. Masts to be wired as specified under Lighting and Wiring.

Booms to be fitted with tracks fastened directly without battens, 7/8" on main boom, 5/8" on mizzen boom. Outhauls to be arranged so that sails can be hauled out to extreme ends of booms. Outhauls and goosenecks to be fitted where possible with toggle pins instead of cotter pins. All booms to have the usual sheet bails and bridles as required, topping lift fittings, cleats, etc., and special gooseneck fitting for jib boom. Spinnaker pole with bronze fittings and track.

IX RIGGING

1. Standing: (furnished and installed by Concordia)
 - 1 x 19 stainless steel with bronze turnbuckles
 - A. Mainmast
 - 1 headstay, 1 turnbuckle
 - 4 lower shrouds, 4 turnbuckles
 - 2 intermediate shrouds, 2 turnbuckles
 - 2 upper shrouds, 2 turnbuckles
 - 1 permanent backstay, 1 turnbuckle
 - B. Mizzenmast
 - 4 lower shrouds, 4 turnbuckles
 - 2 upper shrouds, 2 turnbuckles
 - 1 jumper stay, 1 turnbuckle
2. Running: (Furnished and installed by Concordia)
 - 6 x 19 stainless steel and dacron
 - Jib halyard - rope tail, cleat and winch on mast

Main halyard — rope tail, cleat and winch on mast
Mizzen Halyard — rope tail, cleat on mast
Main topping lift — rope whip on boom
Mizzen topping lift — rope whip on boom
Sheets, etc: (Furnished and installed by Concordia.
Spun Dacron yacht rope, unless otherwise specified by
agreement)
Main sheet, mizzen sheet, jib sheet, genoa sheets
Main and mizzen boom downhauls
Rig for hauling runners forward and aft
Spinnaker sheets, guys, lift, and halyard
Mizzen staysail halyard and sheet

3. Blocks: (Furnished and installed by Abeking and Rasmussen)

Ash shell generally, small blocks bronze

Jib —

Halyard: single bronze, sheave to take both wire and rope

Sheet: two snap shackle snatch

Main —

Sheet: three 3" single with front shackles, 1 to have
becket. 1 ash shell block on boom stem fitting.

Outhaul: bronze, 1 cheek, 1 plain for whip.

Topping lift: 1 splice block, 1 cheek block.

Gooseneck downhaul: 1 single, 1 double, ash shell.

Mizzen —

Sheet: three 3" with front shackles, 1 to have becket.

Outhaul: 1 bronze cheek.

Gooseneck downhaul: 1 single, 1 double, ash shell.

Genoa sheets —

2 snap shackle snatch blocks.

Mizzen staysail —

1 snap shackle snatch block.

4. Cleats:

Locust per detail plans.

1 - 15" mooring on forward deck

1 - 15" mooring on after deck

4 - 8" on winch pads at cockpit, 2 port, 2 starboard

2 - 6" on side of winch pads at cockpit, 1 port, 1 starboard

2 - on main boom, 1 outhaul, 1 topping lift

2 - on mizzen boom, 1 outhaul, 1 topping lift

5 - on mainmast, 4 halyard 8½", 1 downhaul 5½"

3 - on mizzen mast, one halyard 3½", one sheet 5½", one
downhaul 5½"

- 1 - on jib club, outhaul
- 2 - on bridge deck bulkhead for mainsheet

5. Track Slides:

- 4 with set screw and eye for snatch blocks
- 2 with set screw and fairlead for loose footed jib

X SAILS

Dacron, supplied by Concordia
Mainsail
Jib
Mizzen
Main and mizzen halyard straps, sail stops

XI PLUMBING AND TANKS

1. Toilet:

Toilet to be of type specified in Equipment List, supplied by Concordia and installed by A&R, with discharge line looped above waterline and seacocks on inlet and outlet.

2. Fresh Water Supply:

Pump and lavatory in wash room, sink and pump in galley as listed. Sink pump to draw from tanks under transoms, lavatory pump from forward tank, with drains at low points in lines.

3. Engine Piping

Fuel lines to be ample size copper tubing from strainer to engine, and from tank to strainer, with a shut-off valve at tank. Strainer to be well supported in an accessible location. Line from strainer to engine to be looped to avoid breakage from vibration, but in such a manner as to avoid air locks.

4. Cooling Water:

To be piped with suitable size hose from inlet seacock to water pump on engine. Hose to be securely clamped to tailpiece of seacock, and to water pump. Cooling water may be run through either brass pipe or hose from engine jacket to exhaust water jacket.

5. Water Tanks:

Tin lined copper, properly baffled and fitted with filler plates and vents, and cleanout plates. Total capacity approximately 70 gal.

- 1 under port cabin transom
- 1 under starboard cabin transom
- 1 under starboard seat in forward cabin

6. Fuel Tank:

Tin lined copper of approx. 30 gal. capacity located under port cockpit seat. Vent to lead from central position in top of tank to loop aft of cockpit coaming. Shutoff to be provided at tank.

7. Cockpit Scuppers:

Located as shown, connected to through-hull fittings

8. Bilge Pump:

Installed under port hinged seat in cockpit, with discharge spout extending through hole in forward end of seat structure, such that hose can be attached.

XII PAINTING AND FINISHING

A. Exterior:

Bottom - Green

Topsides - White

Covering boards and toe rail, handrails, etc. - varnished

Main deck - Aluminum Gray

Teak cockpit deck - bare

Trunk sides and coaming - varnished

Spars - varnished

House top and canvas on companion hatch - Aluminum Gray

Boot top - Blue

Cove stripe - Blue

B. Interior:

Underside of trunk top and deck - white

Inside of trunk sides - white

Bulkheads, lockers - bright varnish, rubbed

Cabin floor - painted underside only

Ceiling - varnished

Bilge - painted red lead

Inside of hull - varnished

XIII LIFE LINES, STANCHIONS, AND PULPIT

Six Concordia type removable bronze stanchions each side, with bronze foot plates through bolted. Life lines rubber or plastic covered stainless steel flexible wire.

Pulpit of brass pipe to be shaped and fitted as shown, and to have a 3/8" hole for shackle in web at junction of top rail and center stanchion.

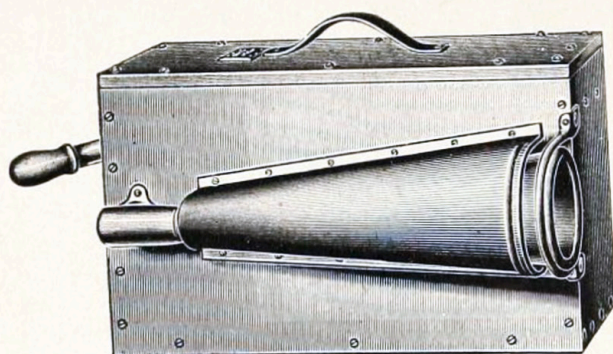
Stanchions and pulpit to be furnished and installed by A&R.

Life lines to be furnished and installed by Concordia.

EQUIPMENT - STANDARD LIST

	Furnished By	Installed By
1 anchor weighing about 50 lbs., A&R type	A&R	A&R
1 anchor warp, Manila 175 feet	"	"
1 deck grating for warp	"	"
3 dock lines, Manila	"	"
4 fenders	"	"
1 deck swab	"	"
1 canvas bucket	"	"
1 boatswain's chair	"	"
1 boat hook	"	"
1 flag staff	"	"
2 pennant staffs	"	"
2 17" diameter life rings with rigging straps	"	"
1 cover for fore hatch	"	"
1 cover for skylight	"	"
3 chocks for anchor	"	"
1 canvas mast coat	"	"
1 fog horn, mouth type	"	"
1 fog bell	"	"
1 universal spanner	"	"
1 screw driver	"	"
1 nippers	"	"
1 dust pan	"	"
1 hand brush	"	"
1 marlin spike	"	"
1 hammer	"	"
1 key for deck plates	"	"
3 shackle openers	"	"
1 copper container for alcohol	"	"
1 copper container for kerosene	"	"
1 funnel for gasoline with strainer	"	"
1 funnel for kerosene or alcohol - small	"	"
1 kerosene anchor light	"	"
1 ventilator in stern deck	"	"
1 ventilator, 3" A&R type, over toilet room	"	"
2 round opening ports in forward end of house	"	"
2 oval opening ports in house sides	"	"
6 oval fixed lights in house sides	"	"
1 8" diameter opening port in forward end of cockpit	"	"
2 towing chocks aft	"	"
2 bow chocks and stem head fitting	"	"
2 #3 top action winches on cockpit coaming pads	Concordia	Concordia
1 #2 top action winch on mainmast for jib halyard	"	"
1 #2 top action winch on mainmast for main halyard	"	"

1 boom crotch, beveled and padded	A&R	A&R
1 bronze rod traveler for jib	"	"
1 bilge pump, A&R type, under cockpit seat	"	"
1 supply pump for sink	"	"
1 supply pump for lavatory	"	"
Seacocks as required	"	"
2 Concordia folding berths in main cabin	"	"
2 Concordia pipe frame berths in forward cabin	"	"
1 medicine cabinet	"	"
2 mirrors	"	"
1 folding cabin table	"	"
1 Concordia type ice box	"	"
1 Stainless steel lining in stove space	"	"
1 bronze water deck iron with cap, installed	"	"
2 locust cockpit seatbacks on aft deck	"	"
1 heater platform with lined coal drawer	"	Concordia
1 kerosene cabin lamp	"	"
2 chocks for dinghy on house top	"	"
1 monel or stainless steel galley sink	Concordia	A&R
1 lavatory in wash room	"	"
1 toilet in wash room, Wilcox-Crittenden	"	"
2 electric running lights	"	"
1 electric bow light	"	"
1 Wilcox-Crittenden 2 burner alcohol stove	"	"
1 CO2 Fire Extinguisher, 5 lb. size	Concordia	Concordia
1 CO2 Fire Extinguisher, 2½ lb. size	"	"
1 ensign	"	"
1 Wilfrid O. White & Sons 6" spherical compass	"	"
4 life jackets, Coast Guard approved	"	"



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From Yachts and Yachting Magazine, Devoted to the Upbuilding of the Noble Sport of Yachting, 1911

The Travels of The Plate

Most Concordia owners are aware of the existence of The Plate, a handsome sterling silver platter that has been handed along from one owner to another over the past seventeen years. Engraved on its surface are the names of the 103 Concordias as they stood in 2005, the year that The Plate was generously donated to the fleet by Elizabeth Meyer. This rarefied item travels in a sturdy mahogany case, artfully fashioned by John Eide and lined with wide-wale green corduroy fabric in the historically correct shade. The Plate is accompanied by a hardbound book into which inscriptions can be entered. The introduction to that volume, written by John and reproduced just below, outlines the relevant background and offers sage advice to recipients. Keep a close watch at all times, as The Plate may well be coming your way in the future.



The Plate

Congratulations. You are the current keeper of The Plate.

The Plate was originally given to the Concordia fleet at the 2005 International Yacht Restoration School's Classic Yacht Cruise, for "the incredible enthusiasm of the Concordia class as a whole during the Cruise." The Plate was donated by Elizabeth Meyer, author of *Concordia Yawls*, *The First Fifty Years*, past owner of *Matinicus*, perpetual friend of the Concordia fleet, and organizer and Admiral of the original IYRS cruises.

Domenic Champa, *Praxilla*, hull 10, received The Plate for the fleet and took it upon himself to have engraved on The Plate all the names of our boats, accurate as of 2005. Dom, Jon Goldweitz, then owner of *Abaco*, hull 102, and Jeff Boal, then owner of *Feather*, hull 29, created an informal "deed of gift" for The Plate, indicating that it be passed on to "as many Concordia owners as possible at every possible occasion."

You are the current caregiver of The Plate. Enjoy it. Show it off. Invite your family and sailing friends to dinner, on board or at home. Serve your favorite hors d'oeuvres from it, brag about your honor, then quickly pass it on to another member of the fleet who has somehow gained your attention. After cleaning off the caviar, of course. Keep it moving.

The pages that follow are to log the recipient of The Plate and the reason it was passed on. Enter your choice and the reason and pass The Plate on.

Do not alter The Plate. Remember, the names engraved on it are the names as registered as of 2005. If you changed the name of your Concordia, live with the fact that the boat's previous name is on The Plate. Accept it. Or change your boat's name back to what it was in 2005. Furthermore, attempting to change a name will ruin The Plate. It can't be done.

Bask in the honor of receiving The Plate, then honor another well deserving Concordia owner.

The following pages present some of the most recent entries in the inscription book, and these will afford a fine sense for the sorts of sentiments that have accompanied transfers of The Plate. Eunice and I certainly enjoyed the company of this elegant platter during the past winter. In April of this year, we happily passed it along to Lisa and Dick Zimmerman, neighbors and good friends who are the longtime custodians of a Concordia 39. Here are the words of sincere esteem that we entered into the book:

To Lisa and Dick Zimmerman, devoted keepers of #28 SAFARI for a remarkable 37 years — and counting. An early issue of *The Concordian* offered a memorable description of your starting point: "a bare hull and a pile of rubbish." Working as partners, and bringing to bear your exceptional skills and seemingly inexhaustible energies, the two of you have succeeded in creating a showpiece boat that is immaculate both above and below decks. You have cruised widely, and enliven every anchorage you visit. Of special note is the extraordinary generosity you have extended to other Concordia owners, on many occasions and over a great span of time. Bravo and very well done!

On Jan 2018 Ben & Anne Niles

passed The Plate to

JOHN EIDE

of boat GOLONDRINA

because of his many years bringing the Concordia community together as Editor/Publisher of the Concordian, his decades of cruising Maine and the Caribbean, successful racing, and single-handedly sailing and caring for Golondrina

On July 21 John Eide

passed The Plate to

Doug & Susan Adkins

of boat CORIOLIS

because THEIR LONG TENURE WITH CORIOLIS, RAISING GREAT CHILDREN ABOARD, CHEERLEADERS FOR THE PNW CONCORDIANS, AND THEIR UNWAVERING COMMITMENT TO CORIOLISTAN FINE/BRIMSTONE. A TOAST TO DOUG FOR ALL HIS SHENANIGANS AND ANOTHER TO SUSAN FOR PUTTING UP WITH HIS SHENANIGANS.

On 25 AUG. 2018 WE

DOUG & SUSAN ADKINS

passed The Plate to

ROBERT ALSDAIR 'BRODIE' MACGEOIR of boat JAVELIN, FEATHER, STRECHER, STABLE & OTHERS

because OF HIS FOUR DECADES AT THE HELM OF THE CONCORDIA COMPANY, FOR HIS DEVOTION TO THE CARE & IN SOME CASES SAVING OF SO MANY YACHTS & SCHOOLS, FOR HIS SKILL & PATIENCE AND KINDNESS TO THE FLEET AND ITS OWNERS AND FOR BEING THE BEST SHIPMATE ANYONE, ANYWHERE COULD ASK FOR. HE CELEBRATES HIS 50 YEAR ALONG WITH THE CONCORDIAS HE LOVES.

On JAN '19 ^{WE} BRODIE & MADDY MALCOLMOR passed The Plate to
DAN & ROBIN SMITH of boat EAGLE

because BECAUSE OF THEIR LOVE & ENTHUSIASM FOR EAGLE
AND EVERYTHING RELATING TO THE CONCORDIA FLEET
AND ITS PEOPLE, ESPECIALLY FOR PROPERLY INTRODUCING
THEIR CHILDREN & GRANDCHILDREN TO THIS SPECIAL WAY
OF FAMILY RECREATION THAT WE ALL LOVE & ENCOURAGE.

On Aug 18 2019 C. DANIEL SMITH & ROBIN
TOM & GRACE ASTON (FANN) of boat PHALAROPE

because BECAUSE OF THE JOY & SENSE
in their ownership of Phalarope
& establishing a racing trophy
in her honor. For establishing
A spirit of competition with class.

On May 6 2021 I Thomas G Ashton passed The Plate to
Kersten & Birte Prophet & Family of boat Fleetwood #20

because of the friendship that has developed
over the years between the Ashton & Prophet
families as a result of the Concordia yachts.
I have enjoyed getting to know Kersten and
his family over the years and their deep
affection for Fleetwood! You are always welcome
aboard Phalarope and look forward to seeing you
once we can all travel again after the Covid 19 pandemic.

On Sept 3, 2021 Kersten Prophet + family passed The Plate to

Marc Tucker + Kathy Bouk of boat Whimbrel #36

because of the incredible hospitality and generosity of Kathy + Marc! We were invited on a "real vacation" to their home in Maine several times. We sailed ERR together. Marc cooked for us and loaned us Whimbrel! We are very grateful for the times we were able to spend with Marc + Kathy, their children + grandchildren!

On Oct 2021 I ~~MARC TUCKER AND KATHY BOUK~~ ^{TUCKER OF WHIMBREL #36} passed The Plate to

CHARLIE & SALLY STONE of boat ARIADNE (#47)

because, LIKE KERSTEN, THEY INTRODUCED US INTO THE MYSTERIES OF OUR NEW BOAT AND ENVELOPED US AS DID KERSTEN, IN THE FELLOWSHIP OF THE WONDERFUL FAMILY OF WHICH WE HAD BECOME A PART. WHEN KERSTEN ^{PUT} THE PLATE IN OUR CARE, HE SUGGESTED THAT, AFTER A BIT, IN THE TRADITION, WE CONSIDER PASSING IT ON TO JAY PANETTA, OWNER OF OWL (#31), JAY IS KNOWN TO US ALL AS THE EDITOR OF THE CONCORDIAN, GATHERER OF OUR TALES AND KEEPER OF OUR FLAME. SO, WE WERE DELIGHTED TO GIVE THE PLATE FIRST TO CHARLIE AND SALLY WITH THE SUGGESTION THAT THEY PASS IT ON TO JAY.

On Oct 2021 ^{We} Charlie & Sally Stone passed The Plate to

Jay & Eunice Panetta of boat OWL (#31)

Sally & I welcomed ARIADNE (#47) into our family in 1979 and have cruised because with our two children (now 41 and 38) ever since. Our Concordia has continued to be a magnet for them and our friends to join together in countless adventures from Virginia to Canada, during which rendezvous with other Concordias were always a highlight. We were indeed fortunate to meet Marc & Kathy through our Concordias & have been best of friends, on & off the water, ever since. At the beginning of this season, I called Jay to thank him for his generous & talented stewardship of the Concordian and invited them to visit us in Orritt Harbor, Brooksville, ME, which they did. We discovered that they, like us, are cruising sailors who feel that the essence of sailing is "dancing with Nature" and communing with friends along the way. In his words, they like to "follow the wind." With much appreciation to Jay & Eunice for the magical way they have been weaving us all together.

A New Keel For Streamer

In a typical year, one can walk to the end of the Strouts Point dock in South Freeport and behold three mesmerizing white hulls, pivoting slowly with the tides. Season after season, the very best seats in the house (moorings 101, 102, and 103) have been reserved to showcase Rusty Aertsen's immaculate collection of beautifully maintained Concordias: KESTREL, SNOWBIRD, and STREAMER. Last season, however, mooring 103 was empty of STREAMER, its usual resident. This Concordia 39 yawl, built in 1954 by Abeking and Rasmussen, has been undergoing an extensive restoration here during the past 18 months. The first two phases of her "ongoing saga," as her owner terms it, were covered in the previous edition of *The Concordian* (Issue 71). With winter now drawing to a close, the final stages of STREAMER's revival are playing out.

While the hands-on work for this project commenced in June of 2021, the endeavor itself was born in the summer of 2020, when the urgent necessity for a new keel became evident after STREAMER suffered an abrupt structural failure while under sail. As Rusty later recalled it, "We were close hauled, in big wind, and I could feel something give." Water inflow was substantial, and an immediate haulout was organized. Then came the question of what to do next. Unless an owner possesses a rare level of passion and commitment, a compromised keel is usually a death sentence for a vintage yacht. Rusty, who has sustained a long love affair with wooden boats, is no stranger to restorations. To his great credit, he concluded that there was only one option in this case: STREAMER must be brought back to life.

In the late autumn of 2020, Cym Hughes, the general manager of Strouts Point and a veteran wooden boat expert, began drafting a plan for the installation of a new keel. With the uncertainties that came during the first winter of the global pandemic, the undertaking was put on hold for several months. As summer 2021 drew closer, and as economic and social stability appeared to be on the horizon, the project was revived. This would be the third major refit for STREAMER, and the second since Rusty rescued the boat in 2001.

Before actual work on the keel could begin, an extensive list of preparatory tasks needed to be completed. Establishing access to the keel and floor timbers required that nearly everything inside the boat be removed, including the engine. All loose items from life jackets to lampshades were gathered up, inventoried, and stored away. The V-berth and head were dismantled and labeled for future reassembly. During this process, it was found that some interior components had been built without the intention of future removal, which would introduce various complications during the reinstallation phase. The lower sections of the bulkheads were cut away, and entirety of the sole was removed. The engine was delicately craned out from under the bridge deck, by way of the companionway hatch, and the shaft and propeller were withdrawn after the rudder had been detached.

With the assistance of the boatyard's hydraulic trailer, Streamer made her way into the large work bay that would be her home for the next nine months. Once the yawl was in position, a custom wooden cradle was designed and built. This clever structure, well secured to the floor with large-diameter concrete anchors, was capable of supporting the entire boat without the use of blocking on the centerline. The robust support system allowed both ballast and keel to be removed at the appropriate points in the work sequence.



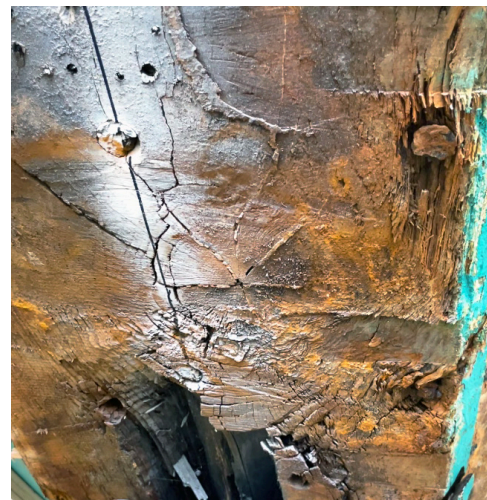
Another cradle, this one made of steel, was fabricated to accept STREAMER's ballast. The hydraulic trailer and steel cradle were then backed under the 7,700 pounds of ballast. Following a certain amount of jolly cussing and banging, the ballast bolts were successfully loosened or otherwise "neutralized," allowing the mighty iron casting to be safely lowered into the cradle and rolled away.



The mast step came out and was found to be in need of replacement, and a template was created so that the heel of the mast could be accurately positioned in the new step. Several bottom planks were then removed on both port and starboard sides, allowing for full access to the keel and floor timbers. Given all the required planning and preparation, 340 hours of yard time were logged before the “real” project actually commenced.

Now that the working area was fully exposed, the floor timbers were removed one at a time, to be carefully inspected and either repaired or replaced, using white oak. It was discovered that a series of frame ends beneath the motor mounts would need to be renewed. To repair these, strips of white oak were laminated over custom patterns to take shape of the hull. The damaged ends of the old frames were then removed, and the newly fashioned pieces were scarfed into the existing frames. Much of the damage to the keel and floor timbers had been caused by “iron sickness,” with resultant deterioration in the surrounding wood. In several cases in particular, the floor-to-keel connection was seriously compromised. All the iron was removed, and silicon bronze was used for the new floor bolts and other fastenings.

In due course the old keel came out of the boat, and an original flaw in the timber was all too evident: a very large knot. Next began the fabrication of STREAMER’s second keel. Planks of iroko in 7/8" thickness were laminated together to create a strong and uniform slab. Measurements from the old timber were transferred, and the new keel was cut and carved from the laminated baulk. While the crew waited for keel bolts to be fabricated, attention was shifted to the power plant and to various carpentry projects.





The tired early-80s Westerbeke had done its work, and Rusty decided that this was an opportune time to repower with a fresh Yanmar 3YM30. A mockup of the engine was made and temporarily mounted to the shaft, which allowed engine beds to be fabricated and installed, along with the stuffing box. A new mast step, laminated from white oak and somewhat longer than the original, was completed and set aside for later installation. Plank scarfs were accomplished to address faulty butt joints.

Once the keel bolts (fashioned from Aquamet 22) arrived on site, the ballast was repositioned and secured. As the deadwood and other major components were put back into position, STREAMER at last began to look like a boat again. As this article is being written, Peruvian mahogany planks are being hung and the cabin sole is being put back in place, to be followed by a great many other interior components.



Installation of the Yanmar diesel is well under way. Later this spring, the regular cycle of annual maintenance (including topside painting and varnishing of exterior brightwork) will be carried out. Then all the many inventoried items will be pulled from storage and relocated to the boat. Soon thereafter, STREAMER will be relaunched and moved back to her regular home, front and center at our mooring 103.

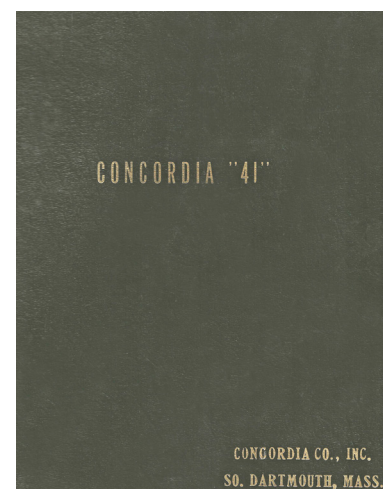
The word “saga” is ordinarily defined as: 1) a tale of heroic deeds; 2) a long and complicated story. There could be no better term in the dictionary to describe Rusty Aertsen’s admirable quest to preserve the grace, charm, and heritage of the 68-years-young sailing yacht STEAMER.

Laura East
Strouts Point Wharf Company
South Freeport, Maine



Waldo Howland Sells a Concordia 41

When the editor of *The Concordian* generously sent along his year-end surprise, the facsimile of the wonderful Concordia brochure from 1952, I was delighted—but also ashamed. When we purchased CORIOLIS in 1981, a similar brochure was aboard, and I had never thought to share it. The folder in our keeping is from 1965. It was laid out in much the same way, though with particular focus on the 41s. Gifford Ewing, an experienced yachtsman and potential buyer, had made a serious inquiry, and in response this folder was prepared for him by Waldo Howland. It includes a selection of black-and-white photographs by Norman Fortier, a then-current list of Concordias and their owners (up through #101), eight pages of construction specifications for the 41s, a relevant article from *The Skipper* magazine, and a letter from Waldo offering information on pricing and the market overall.



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*Jim Archer
Lead Mechanic*

Mr. Gifford C. Ewing
57 Mt. Vernon Street
Boston, Massachusetts

Dear Mr. Ewing:

I am enclosing herewith a loose leaf booklet on our Concordia Yawls in the hopes that it may add some useful information for your consideration. If it appears that one of these boats might fit into your boating plans, I hope you will be able to find time to pay a visit to our yard. We have 50 Concordias here in winter storage, several of which are for sale.

Standard new Concordia Yawls currently sell for \$34,000. Used ones have been changing hands at prices varying from \$20,000 to \$28,000.

In the back of the booklet you will find listing on three used Concordias.

Ex-"Madrigal" is a 1952 boat that we have put into Al condition, with new engine, rig, sails etc. Price \$23,500. This boat belongs to Concordia.

"Cannoneer" is a 1960 boat which belongs to Basil Stetson. Although the asking price has been \$27,500, I believe Basil now has really come to the conclusion that due to a bad knee he can not do much more sailing. A figure in the \$24,000 range would I believe be considered and I feel that this would make her the most interesting of the used boats.

"Windward" is a Concordia 41. She did belong to Bill Stetson, but is currently owned by Mr. Taliaferro of Oyster Bay. She has been tuned up for racing in that she has a new aluminum spar and a number of new sails. She is sloop rigged which has to me some disadvantages for cruising compared to a yawl. Otherwise she is just as practical for cruising as any of the boats. — *Actually she has a complete sloop rig which I had forgotten for the moment.*

There are two other older used Concordia Yawls for sale--"Swan III" and "Racquet II". With the exception of "Windward", all the boats mentioned are here at our yard. As a general comment, our Concordias have held up, marketwise very well. Now that the class numbers some 100 boats, it is surprising that about 5 % of them now come up for resale.

Sincerely,
Waldo Howland
Waldo Howland

WH:vh

Waldo was a gifted salesman, and he was also direct and candid about how things looked at the time for both new and used boats. In his letter, he informed Mr. Ewing that a brand new standard yawl would be priced at \$34,000 (equivalent to \$306,250 in present-day dollars), and that used Concordias were selling for between \$20,000 and \$28,000. He referenced several examples of boats then available, and he also referred to listings, though unfortunately those were not in the brochure when we acquired it. He pointed out as well that it should not be considered unusual that around 5% of the boats in the fleet were currently available, given that in 1965 the class numbered "some 100 boats." Waldo did not elect to mention that at this point in time, orders for new boats were slowing markedly: only three Concordias were built by A&R in 1965, and the final two were constructed in 1966 (one of them on spec). Although that was not quite the end of the story, yawl #104 KATY represents the only instance in which the Concordia Company has subsequently authorized a new build from the plans of the standard 39.

Curiously, some of the Fortier photographs in our brochure were later marked up using colored inks and white-out (as you see in the image of #52 BANDA at right). This peculiar retouching was carried out by Eduardo Gatti, the fifth owner of CORIOLIS, who was experimenting to see what a Concordia might look like with painted house sides. And sure enough, when we acquired our boat, the house was painted celadon green! Although I was able to chip off some of the additions to the photos, I could not address all of the damage. Gatti was an Argentine architect, and apparently a man of definite tastes. After a short period of ownership, he sold the boat to a broker and left everything aboard—including animal-print sheets and an 8-track tape featuring “The Girl from Ipanema.”



Inspired by the attractive brochure and Waldo’s legendary persuasiveness, Gifford Ewing ended up buying #82 CORIOLIS, then named STARSIGHT. The seller was Middlesex School in Concord, Massachusetts. Ewing was a wonderful man, a scientist and oceanographer who worked out of Woods Hole and La Jolla, California. He was a member of the New York Yacht Club, the Quissett Yacht Club on Cape Cod, and the modest but friendly Sorrento Yacht Club in Maine. A teenaged John Correa was a CORIOLIS deckhand one summer, and on his first day aboard he laid out all three burgees. “Shall I hoist the New York Yacht Club burgee, sir?” “Oh no,” Ewing replied, “I only fly that when I’m trying to borrow money!”

When Susan and I were considering the purchase of CORIOLIS, I called Mr. Ewing to discuss the boat. As we spoke, it soon became apparent that we enjoyed a unique connection. He had at one point built a Kettenburg sloop, which was sold in due course to the Pacific Northwest—and that very boat had been sailed down to San Francisco by my father in the 1950s, on its way to competing in the Transpac Race. The sloop in question was named GOSSIP, and I asked why. Ewing replied, “She was a racing boat. Do you know anything else that travels as fast?” We currently own a Shields Class one-design, also named GOSSIP, that we keep here on Orcas Island.

When we sailed into Sorrento in 2004, after CORIOLIS had been rebuilt by Concordia Company, several dinghies emerged from the sparsely settled shoreline and circled us, welcoming back the bright yawl they had known over the many summers that Ewing made his way down east. Thus the Gifford Ewing “41” brochure is a treasure for many reasons. Several more Norman Fortier photos from that folder follow, with captions by our editor.

Doug Adkins



Concordia #52 SAGOLA (formerly BANDA), built in 1957. The original purchaser of this 41 sloop was Eugene W. (Bill) Stetson, who later owned another BANDA (#70), the 41 yawl now named IRIAN. By the time this splendid photo was taken in the 1960s, the original bright topsides of #52 had been painted over.



Above: Interior view of #32 PRISCILLA (now MIRAGE), built in 1955. Along with the endearingly droll “sad puppy” pillow, details of interest include the spatter-painted cabin sole, multiple beanbag ashtrays, and vintage electronics. There is no cabin heater.

Right: Cockpit view of #52 SAGOLA, then owned by George Hinman. The New York Yacht Club burgee adorns the pillow. A small cushion fills in the opening affording access to the throttle.

Below: Looking aft aboard PRISCILLA, then owned by John B. Hopkins. The boat appears to have retained one of the original-equipment galley items specified by Waldo: a “gurry bucket.”



All photos on pages 27 and 28 by Norman Fortier, reproduced by kind permission of the New Bedford Whaling Museum

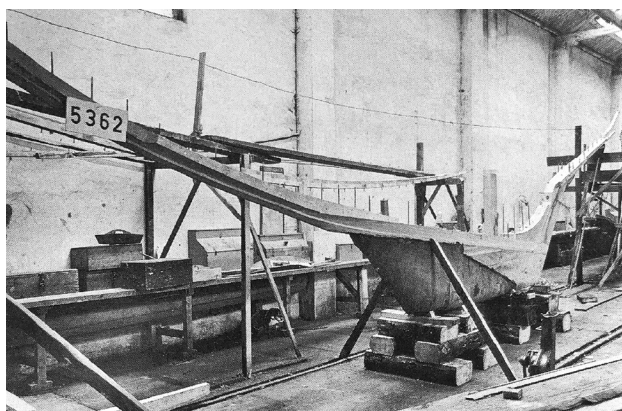


Abeking & Rasmussen Lore

This 400-page book by Klaus Auf dem Garten, which was published in 1998, is a truly valuable resource. Thanks to my friend Maynard Bray, I encountered it last summer in the extensive nautical library at the headquarters of *WoodenBoat* magazine. I have since obtained my own copy (from a dealer in Bremen, via AbeBooks), and I'm glad that I did. I should note at the outset that this book exists in a German-language edition only, and it is unlikely that a version in English will ever be issued. If your high school and college German is still in working order, however, you might be tempted to seek out this useful volume.

Seen in the photos below are Georg Abeking (top), and Henry Rasmussen. Also shown here is the in-house milling department at the yard. The substantial lumber carriage, rolling on rails, passed logs through a horizontal band mill, whose narrow kerf minimized waste. The general concept was tree to yacht, with all steps carried out on the premises.





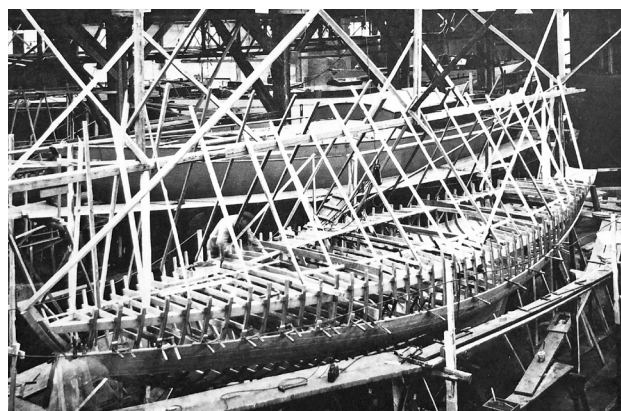
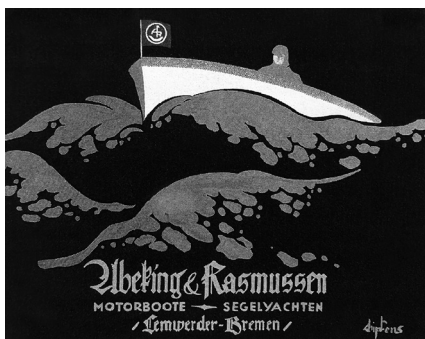
The backbone for #60 (originally WINDQUEST, now PRINCIPIA) is set up. Photo from 1958.



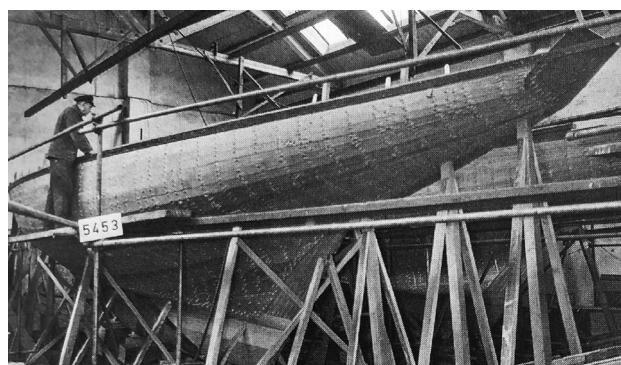
The planks of #60 are now being faired, and high spots requiring further attention have been marked with chalk.



A&R was renowned for sourcing and properly seasoning boatbuilding woods of the very highest quality.



Planking and deck framing of #60 are proceeding. Elaborate bracing ensured that the entire structure remained rigid as successive components were added.



Planking of #69 (HOURI) is complete, and bungs have been inserted—after the job foreman's confirmation that a tightened screw was present in each hole. Photo from 1959.

Please See the Page to the Right ➡

One of the most valuable aspects of this A&R history is that it includes a complete facsimile reproduction of the firm's building register for the years 1907 through 1999. The sample leaf reproduced on the following page, from the year 1956, affords a sense of the information that was recorded for each vessel constructed.

Near the top of this page are build numbers 5096-5099, each one identified as a "Concordia Beiboot." These were bateka dinghies, fashioned by the yard's apprentices and destined to accompany Concordias built in the same year.

The following eight entries record Concordia 39s, denoted here with the term "Concordia 14"—a reflection of the fact that the 39 was Design No. 14 of the Concordia Company. Although these particular boats are also designated as numbers 32-39, these are not the hull numbers familiar to us; they instead represent a running tally of all boats constructed by A&R for Concordia (not including dinghies).

The eight 39s in this sequence were powered by Gray Marine 4-91 gasoline engines, which are noted as having "25 PS"—meaning 25 horsepower (Pferdstärke). Near the bottom of the page, three Concordia 41s are entered: #36 MAGIC, #37 YANKEE, and #38 NEFERTITI.

Bau-Nr.	Bezeichnung	Name der Yacht	Name u. Adresse des Besitzers	Bau-Jahr	Segelmacher	Dimensionen				Segel-fläche	Yacht Tons	Motor	Bemerkungen
						Länge über alles	Länge in C.W.L.	größte Breite	größte Tiefgang				
5092	Segelmotorboot	BANDAKA Bangkok	Indland Motor Yachts - Port of Spain, Burma	1957	30.3.57	39.40	37.60	8.50	1.83	2.32		250 National- Diesel-Motoren Typ 24 AM 8 2,388 PS bei 3000 UPM	250 Passagiere
5093	"	RAYINAWANG Bangkok	"	"	20.8.57	39.40	37.60	8.50	1.83	2.32			
5094	Motor-Frachter	Braunfeld Hamburg	Reed. H. Krüger Hk.	1956	29.12.56	29.00	28.00	11.40	1.90	0.86			
5095	Radlenboot	Wopac 141	B.T. Hochmuth & Co. Hamburg	"	16.4.55	8.85	5.70	1.96	1.20	0.86	20.00		
5096	Concordia Frachtboot	Concordia m. Segel	M.H. Reisinger	1955	30.10.55	2.63		1.12		0.45			2 N 22640
5097	"	"	Concordia - Comp	"	18.11.55	2.63		1.12		0.45			" 22640
5098	"	"	"	"	18.11.55	2.63		1.12		0.45			" 22640 S
5099	"	"	"	"	18.11.55	2.63		1.12		0.45			" 22640 S
5100	Concordia Frachtboot	Land's End Glasgow, Conn.	Mr. Okie	1955	16.3.56	12.44	8.68	3.04	1.78	1.94	60.38	Gray Four 91 25 PS / 2000	
5101	"	Skye West Halmouth	Mr. Macleod	"	16.3.56	12.44	8.68	3.04	1.78	1.94	60.38	Gray Four 91 25 PS / 2000	
5102	"	Auda Glasgow	Mr. Livingston	"	4.4.56	12.44	8.68	3.04	1.78	1.94	60.38	Gray Four 91 25 PS / 2000	
5103	"	Arundel	E. J. Ragan	"	30.6.56	12.44	8.68	3.04	1.78	1.94	60.38	Gray Four 91 25 PS / 2000	
5104	"	Priscilla	Mr. Saunders	"	13.7.56	12.44	8.68	3.04	1.78	1.94	60.38	Gray Four 91 25 PS / 2000	
5105	"	Shadow	Mr. Robert	"	11.10.56	12.44	8.68	3.04	1.78	1.94	60.38	Gray Four 91 25 PS / 2000	
5106	"	Venture	J. Klein	"	30.11.56	12.44	8.68	3.04	1.78	1.94	60.38	Gray Four 91 25 PS / 2000	
5107	"	Josephine	Mr. Collins	"	18.11.56	12.44	8.68	3.04	1.78	1.94	60.38	Gray Four 91 25 PS / 2000	
5108	Y.N. Motorboot	"	Adelung & Remmenen	1955		6.55	6.40	2.00	0.50	0.95			
5109	Frachtboot	Stambi	Skandinav. Linies	"	2.12.56	8.85	5.70	1.96	1.20	0.86	20.00		
5110	Frachtboot	Pegasus 3676	N. Jørgensen Helsingør	1956	28.2.56	6.92	4.75	1.73	1.00		26.02		
5111	Frachtboot	Old Vic II	K. Jørgensen Helsingør	"	29.3.56	8.85	5.70	1.96	1.20	0.86	20.00		
5112	Motor Frachter	Kermoy	J.B.B. Høvring	1957	20.3.57	59.20	54.25	9.25		5.34			
5113	Motor Schlepper	Tide	Wassers. R. Høvring	1956	6.11.56	20.85	18.50	5.75	1.90	2.50		Deutz 250 PS / 500 UPM	Head of redempt. Passagier Kapitän R. Høvring Befehlsh. Høvring
5114	24 Hk. Frachtboot	Fair Winds	Mr. Rørdal Los Angeles	1956	30.6.56	23.10	8.83	3.42	1.91	1.83	26.40		
5115	22.6 Hk. Frachtboot	Gray Lady	Nicholas Høvring	"	23.6.56	23.03	8.99	3.58	1.90	1.85	23.40		
5116	Concordia Frachtboot	Magic Hamburg	Mr. Nichols	"	29.6.56	12.50	8.99	3.04	1.77	1.90	69.70	Gray 4 - 162 42 PS / 1800	
5117	"	"	Mr. Jørgensen Helsingør	"	17.5.56	12.50	8.99	3.04	1.77	1.90	65.86	Gray 4 - 172 30 PS / 2000	
5118	Frachtboot	Clambambers N.Y.C.	Ben. Jørgensen Helsingør	"	8.5.56	6.92	4.75	1.73	1.00		26.02		
5119	"	Kiebits N.Y.C.	Høvring, Helsingør	"	14.5.56	6.92	4.75	1.73	1.00		26.02		
5120	"	Tris N.Y.C.	A. Høvring, Helsingør	"	8.6.56	6.92	4.75	1.73	1.00		26.02		
5121	Concordia Frachtboot	Concordia	Mr. Jørgensen	"	17.5.56	12.50	8.99	3.04	1.77	1.90	66.88	Gray 4 - 162 30 PS / 2000	
5122	Frachtboot	Baylag 220 VII N.Y.C.	Mr. Jørgensen Helsingør	"	17.5.56	8.85	5.70	1.96	1.20	0.86	20.00		

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The Concordian

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Concordia 39 Misty (#66), owned by Queene Hooper Foster, at rest in a peaceful cove on Eggemoggin Reach. Photo by Eunice Panetta, June 30, 2019.