



The Concordian

A NEWSLETTER FOR LOVERS OF CONCORDIA YACHTS



FALL 2021, NUMBER 71

Musings from the Mizzenmast

JAY PANETTA

What a joy it was to return to regular cruising along the Maine coast this summer. OWL was in use for 85 days in total, and we covered 1100 miles. All this represented our attempt to make up for the lost season of 2020. We did not launch during that pandemic year, and OWL remained in the shed at Rockport Marine for a full 18 months. Despite the generally excellent storage conditions that the boatyard provides, our yawl not unexpectedly experienced a certain degree of drying during that period. Over the first several weeks following our May 2021 relaunch, the bilge pump was running every two hours, many times more than our typical rate. This was moderately concerning, but we resolved to wait out the situation in hopes of gradual improvement. That outcome happily materialized, and by the end of the season the pump was running just once every five days. Along the way, however, there was a bit of an adventure.

Like many owners, I am highly attuned to the sounds of my boat. Back in June, on a night when I was fortunately aboard, I heard the bilge pump start up well after midnight. Yet something was clearly awry, as the pump spun on and on, not shutting down after the usual 10-15 seconds. I quickly determined that one of the “flapper” float switches had failed. While those particular components are not renowned for longevity, this malfunction was of a sort that I had never considered. Years ago we had two switches mounted in our bilge, one higher than the other. The thought was that if one failed to actuate the pump, the other would do its duty and all would be well. This time around, however, the defective switch did in fact start the pump, but then failed to shut it off once the water level had gone down. Had I not been aboard, the pump (now running dry) would almost certainly have come to a bad end, burning itself out eventually and taking down the house battery voltage in the process.

I have never been a fan of those float switches, which rely on an internal moving ball that can perversely decide to jam after a certain amount of use. We therefore replaced both switches with “Ultra” brand units, which are reputed to be far less prone to malfunction. We have also added an inexpensive and highly informative bilge pump cycle counter, which supplies precise information about just how things have gone when we’ve been off the boat over a period of days.

Yet we are not yet quite where we wish to be with this entire setup. While dual switches do supply one level of redundancy, there is in fact no true redundancy unless there are two pumps in the bilge, each one wired to a different battery bank. In that scenario, even if one pump fails to run, or a runaway pump succeeds in exhausting its bank, the other pump and bank should remain operational. In a dire situation, that could well save the boat. Rockport Marine has installed just such an arrangement on #67 CROCODILE, and we will likely have them do the

same for us over the coming winter. Rather than discharging through a newly added through-hull, the output of CROCODILE’s second pump is led to the cockpit through a soldered copper line. Any discharge would drain through the cockpit scuppers.

Presented on pages 29-34 of this issue is the first installment of the complete specification document for the Concordia 39, dated 1958-59. I am grateful to Christina Spellman and Juan Corradi, owners of #79 WESTRAY, for supplying scans of this item, along with other vintage materials that will be shared in future issues. This Concordia Company specification was drawn up as a supplement to the design and construction drawings, for the purpose of providing a wealth of explicit guidance to Abeking and Rasmussen. I do not believe that this document has previously been published, and many fascinating aspects are spelled out in its dozen pages—even down to the detailed enumeration of standard-equipment items that include deck swab, dust pan and hand brush, nippers, and “universal spanner.”

It is a pleasure to be able to present this Concordia 39 specification to our readership. Since it is 12 pages in length, it will appear in two parts, the first half in this issue and the remainder next spring. I should also explain just how this spec sheet came to its present form. The faint fourth-generation copy that Juan and Christina generously shared with me was unfortunately not suitable for reproduction. I therefore made the decision to reconstruct the entire document by transcribing it in full, using an Adobe font (12 point Courier) that exactly duplicates the font of the typewriter that had been used at the Concordia Company. Thus the version presented here corresponds very closely to the original in typography, layout, and pagination.

A similar specification was drawn up in due course for the Concordia 41s. I have in fact perused a copy dated 1963-64, which was kindly passed along to me by wooden boat savant Tom Kiley of Rockport, Maine (owner of the Aage Nielsen sloop SNOW STAR). Tom’s father was the original purchaser of #68 BELLE ONE, and Tom reports as follows: “Dad was given the Concordia 41 specifications by Waldo back in the mid-1960s. Dad was always looking for a bigger, better, faster boat, and he would check in regularly with Waldo, Ted Hood, Aage Nielsen, and anybody else who would chat up yacht design, better construction, and speed. It was fun to be a kid in the back seat on those trips.” There is considerable overlap between the 39 and 41 specs, though the scantlings for various components are increased here and there for the 41s. There is one notable difference: although oak is specified for the stern timbers and deadwood of the 39s, the 41 document calls for those members to be fashioned from “Gambala Teak.”

THE COVER PHOTOGRAPH

Leif Arntzen, the owner of Concordia 41 sloop POLARIS, took this photo on October 9, 2020. POLARIS was enjoying her last sail of the season, en route from Hempstead Harbor, Long Island to her winter storage berth in Northport. The Manhattan skyline is just visible under the clew of the genoa.

I regret that I must communicate a change in policy at an anchorage long known to Concordia owners. Across a great many years, Elizabeth Meyer (former owner of #78 MATINICUS) made it known that Concordias were welcome to pick up the guest moorings at Hog Island, a lovely and tranquil anchorage in Penobscot Bay. Many of us greatly appreciated that courtesy. Elizabeth is no longer connected with the island, however, and those now in charge have made it abundantly clear that Concordias are no longer welcome: in several separate incidents during the past season, owners were tersely commanded to depart forthwith from the cove. Most fortunately, such behavior remains quite uncommon, and the happy fact is that our yawls and sloops seem to make friends for us in nearly all the venues that we visit. Those ashore who truly understand boats and boating frequently go out of their way to extend kindnesses to cruisers. Maine-based Concordia owners who were notably generous to us during the summer of 2021 included Peter Castner (OFF CALL), Robin and Dan Smith (EAGLE), Kathy Bonk and Marc Tucker (WHIMBREL), Sally and Charlie Stone (ARIADNE), and George Gans (SNOW FALCON).

The photo below was taken on June 22 of this year, on the occasion of a pleasant raft-up and gam in Benjamin River, Maine (a fine harbor off Eggemoggin Reach). On the left is #32 MIRAGE, and on the right is our #31 OWL. As their hull numbers suggest (and as a period photo confirms), these sister yawls were built side by side at Abeking and Rasmussen, and they seemed happy to be reunited. MIRAGE's owner Ric Quesada is at left, and your editor is at right. The photo was taken by yet another member of the Concordia family, namely Ford Reiche, the former owner of #66 MISTY. Ric is a retired architect, and both he and Ford have been much involved in historic preservation efforts. Of late they have taken a particular interest in the repair and restoration of Maine's significant church steeples. Though they were certainly enjoying their sailing on this particular cruise, they were also making site visits ashore to assess various grant applications. For more details on this noteworthy endeavor, see the website of the Maine Steeples Fund. Though not everyone is in a position to combine coastal sailing with keen attention to our architectural heritage, Ric and Ford were doing just that, and in admirable fashion. There are positively no bats in the belfries of these gentlemen.



Early Publicity for the Concordia Class

On the pages immediately following is an article taken from the March 1943 issue of *The Rudder*. Here we have what is likely the very first published commentary on the design of yawl #1. The author is Llewellyn Howland Jr., the brother and business partner of Waldo Howland. I am much indebted to my good friend Maynard Bray, who located the article and kindly provided scans. It is notable that Llewellyn makes no mention herein of Raymond Hunt. He also remains coy regarding the "original client," who was in fact his father, Llewellyn "Skipper" Howland (Sr.).

Readers may find themselves bemused by the characterization of the standard Concordia as an "Old Man's Boat"—an untypically awkward bit of marketing language from a firm otherwise known for its highly effective promotion of the class. Yet once #2 MALAY went on to win the 1954 Bermuda Race, it became utterly clear to all that the Concordia 39 was far more than a geriatric's dream yacht, and was in fact a swift and highly seaworthy race machine, one capable of besting all opponents across a variety of conditions. Cruising in style and at gratifying speed came as a distinctly attractive bonus. Suddenly everyone had to have one, and no fewer than 33 new Concordias were delivered to United States buyers during the three succeeding years.

This surge in business seems to have been driven primarily by word of mouth rather than any concerted marketing campaign. In fact, during the entire production run of the Concordia class, the famously parsimonious Howlands appear to have run only two print advertisements for the boats, both of them in *Yachting*. The first was published in August of 1954, not long after MALAY's triumph. This ad does not touch upon two salient points that were likely not lost on discerning skippers: MALAY was the smallest boat ever to win the Bermuda Race, and the feat was accomplished with a 16-year-old design that could hardly have been characterized as "cutting edge." Furthermore, and as the copy here is at pains to underscore, it was until then unheard of for a stock production boat to win a race of this caliber. The abundant virtues of Ray Hunt's original conception carried forward exceptionally well in the postwar era—though centerboard designs that combined speed and significant rating advantages would very soon be providing stiff competition.

The second of the advertisements placed in *Yachting* by Concordia Company appeared in August of 1955, following the victory of #17 ACTAEA (the first of the 41s) in that year's New London to Annapolis race. The fact that owner Henry Sears was at that time the Commodore of the New York Yacht Club most certainly helped to raise the profile of the class. ACTAEA's role as the NYYC flagship came as something distinctly novel for the club, as previous commodores had traditionally skippered yachts that were considerably larger and more grand—with a prime example being John Nicholas Brown's 73-foot S&S yawl BOLERO. Sears had previously been the first owner of Concordia 39 yawl #4, built by Casey in 1947 and also named ACTAEA. That boat later became TEMPO (see page 12).

CONCORDIA YAWL "MALAY" WINS BERMUDA RACE

Congratulations are due to skipper Daniel D. Strohmeier and the crew of *Malay*, 1954 Bermuda Race winner. *Malay* is the first stock boat ever to win this greatest of all ocean races. She is one of our fleet of 23 "Concordia" yawls. Essentially a cruising boat she wins races in the keenest company. She provides this unique combination at the price of a sound investment.

*For details on a
sister ship of Malay
write to:*

CONCORDIA COMPANY, INC.
So. Wharf, So. Dartmouth, Mass.



L.O.A. 39'10", L.W.L. 28'6", Beam 16'3"
Draft 5'8"; Sail Area 671 sq. ft.

CONCORDIA'S TWO GREAT WINS



*Malay (left) measures: 39'10"
L.O.A., 28'6" L.W.L., 10'3"
Beam, 5'8" Draft and has 671
sq. ft. of sail.*



*Actaea (right) measures: 40'4"
L.O.A., 29'6" L.W.L., 10'3"
Beam, 5'10" Draft and has 763
sq. ft. of sail.*

The victory of Commodore Henry Sears' Concordia 41 ACTAEA in the 1955 New London-Annapolis Race, marks the second consecutive year that a stock boat produced by Concordia has won the major East Coast ocean race of the year. Daniel Strohmeier's MALAY, 1954 Bermuda Race winner, is one of the Concordia yawls.

These two major victories prove beyond question that with a Concordia one can, at reasonable cost, have a comfortable, able, small cruising auxiliary capable of winning races against the keenest competition.

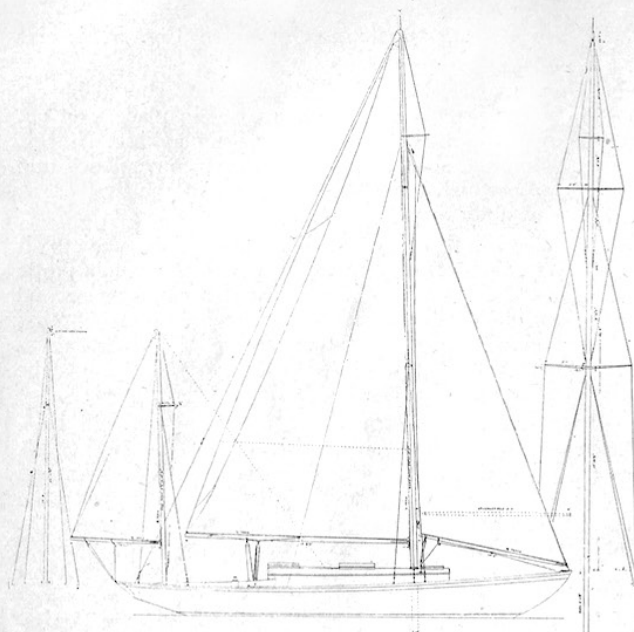
CONCORDIA COMPANY, INC.

SO. WHARF

SO. DARTMOUTH, MASS.

Escape—An Old Man's Boat

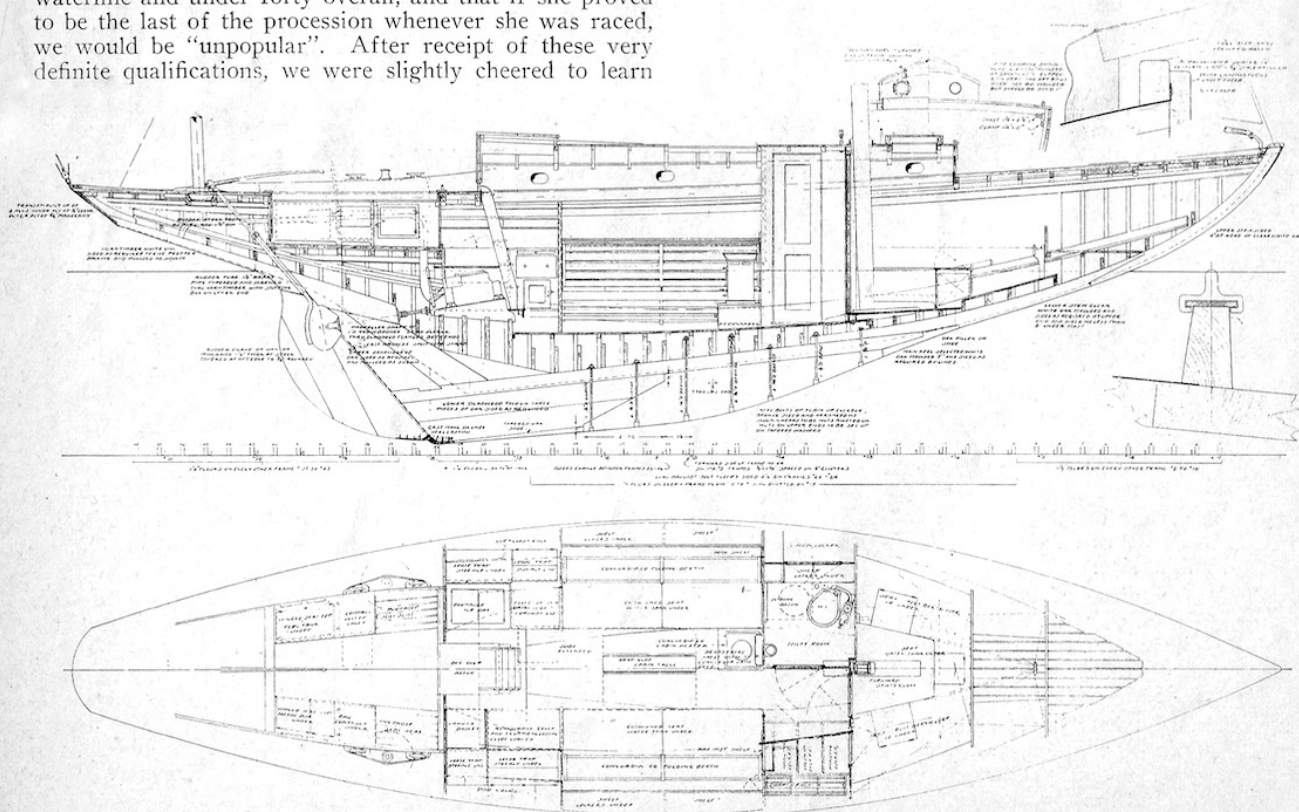
By LLEWELYN HOWLAND
of the Concordia Company, Inc.

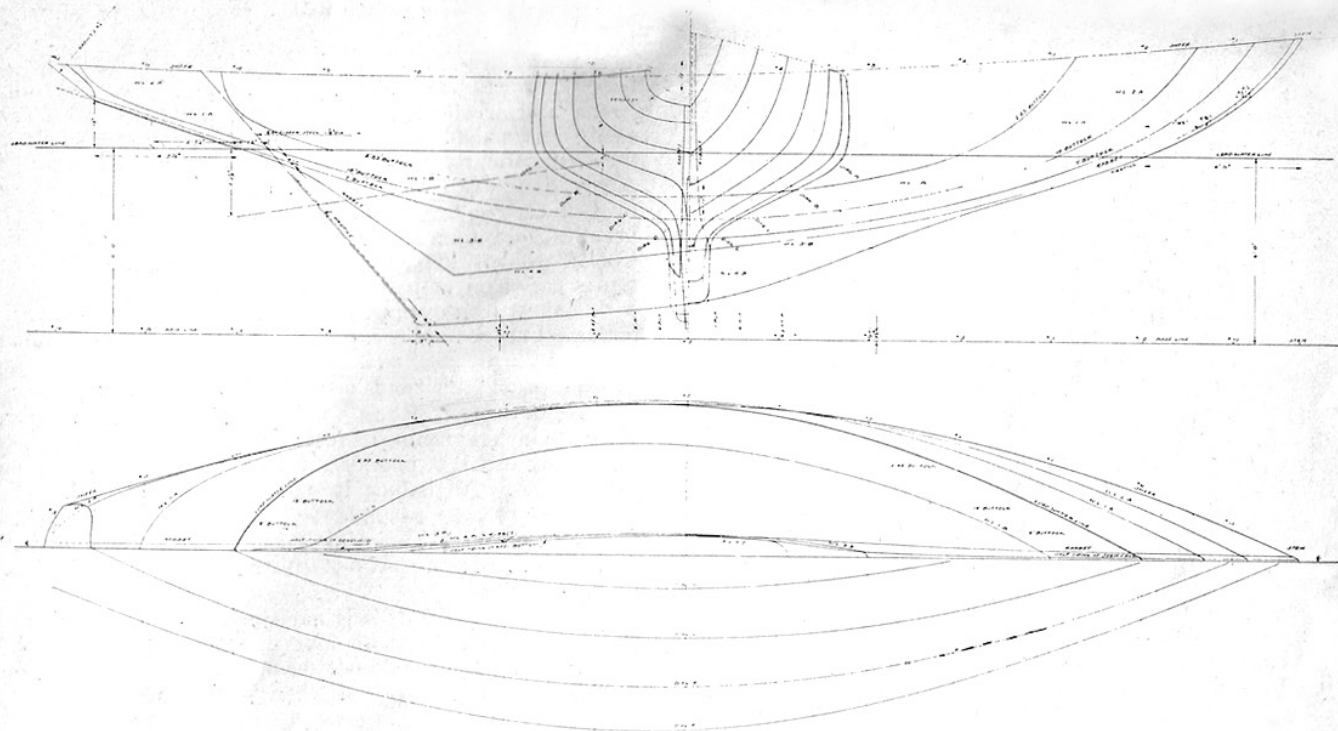


WHEN we were commissioned to design the auxiliary cruising boat herewith illustrated it was made plain that she must sail on her *bottom*, not her *topsides* for, as the gentleman for whom she was to be built explained, "I've arrived at the age when I get tired after bracing all day against a severe angle of heel." We were also told that she must be under thirty feet on the waterline and under forty overall, and that if she proved to be the last of the procession whenever she was raced, we would be "unpopular". After receipt of these very definite qualifications, we were slightly cheered to learn

that, so far as the accommodations below went, we were not expected to provide for more than four persons, and that above all else ventilation, accessibility to every nook and cranny, absence of gadgets with metal springs or catches to rattle or get out of order were prime requisites. Our client's parting injunction was to keep enough buoyancy in the stern to prevent "squatting" when running in strong winds and heavy seas—so on our preliminary sketches and specifications besides the design number we added For Old Men.

Two boats varying in minor details were built from these lines in 1938 and commissioned early in 1939. They have fulfilled the above general requirements. The extremely hard bilges and unusually generous beam give them noticeable stability when pressed. The very considerable tumble home of the topsides prevents any tendency to dig permanent graves when beating to windward in heavy going. The moderate draft, five feet eight inches, allows a wide choice of water as cruising territory. In the case of one of the two—the *Escape*—we know from experience that the shape of the stern, which approaches that of a well designed double ender, keeps this part of her out of water when running before a troublesome threatening sea; that the elimination of permanent bulkheads, partitions and lockers below decks has resulted in excellent ventilation from end to end; and that the deck

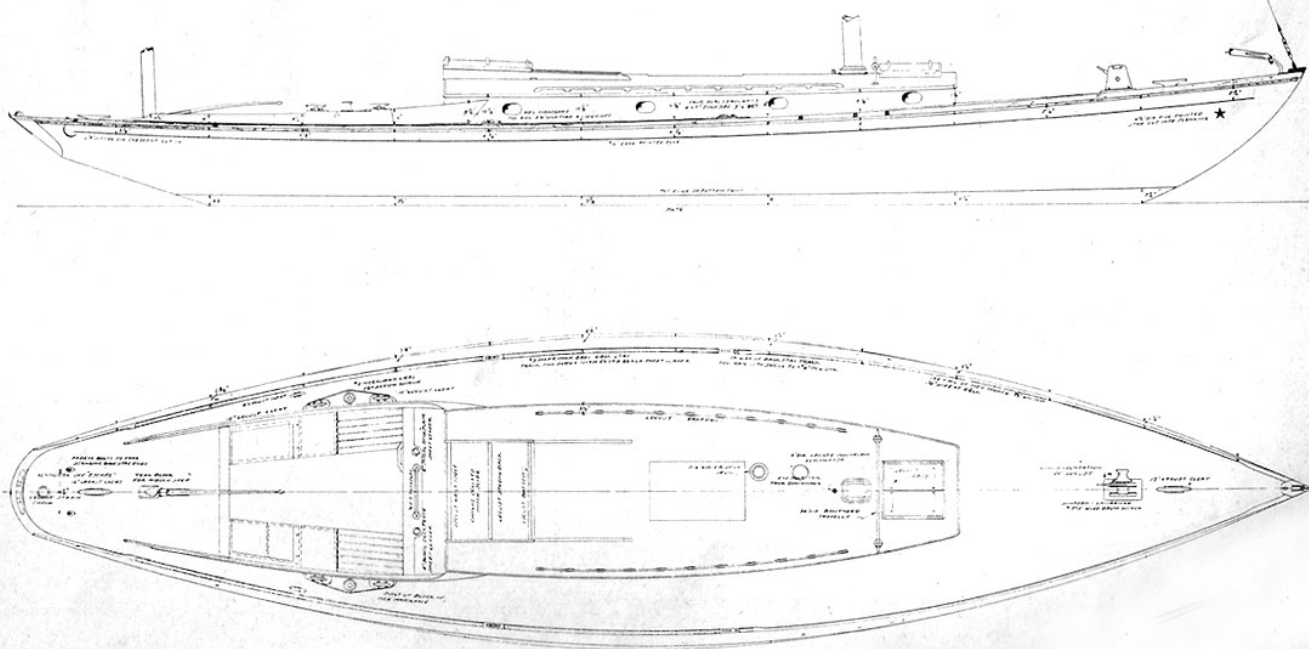




planking of light cedar with painted canvas over it has proved tight and saved unnecessary weight. By narrowing the cabin floor and giving the trunk roof a good camber, ample headroom below was obtained in spite of unusually low house coamings. A companionway three feet wide has proved very convenient for the handling of bulky bodies—animate and inanimate—using this opening; while the fore hatch built primarily for easy handling of light sails from and to the sail locker in the extreme forward end has by means of a special design

proved watertight under all conditions. We are very proud of this detail.

Great pains were taken to keep the deck clear of pad eyes, winches and cleats—those tripping traps for dark nights or emergencies. This was accomplished by bolting a heavy bronze track along the inner edge of the covering boards on which slides with eyes could be threaded and held in any desired position fore and aft by thumb screws. These slides take care of runner tackles, boom guys, sheet blocks and fair leads while the track furnished a toe rail.





ESCAPE—Here she is completed. Note clean wake and absence of quarter wave

By careful planning six cleats and two winches on the cockpit coamings, all within reach of the man at the helm, take care of the runners, jib and main sheets and spinnaker boom guy.

The sail plan was worked out so that by hauling the jigger a deep reef is effected without loss of time. Well

spread double forestays make for speed in shifting headsails.

On the Escape all equipment below decks such as table, ice chest, water tanks, pumps, stoves (a coal burning heater and a cooker), etc., are as simple as possible and easily removable. There are two standing transoms in the main cabin narrow enough to give comfortable seating. Above these are two Concordia folding berths seven feet by two feet, enough sleeping space for the longest and beamiest old man. The cooking stove—a Concordia Cooker—burns kerosene in two Primus burners. The top is cast iron with two lids. The base is monel metal with a sheet iron oven between the burners in which, with but one burner alight, a temperature of 450° Fahrenheit can be built up quickly.

The principal dimensions of this design are:

Length overall, 39 feet 4½ inches; length on the water, 28 feet 6 inches; beam, 10 feet; draft, 5 feet 8 inches; displacement, 18,314 pounds; working sail area, 697.85 square feet. All ballast is outside in a lead keel.

A four cylinder gasoline Gray marine engine furnishes auxiliary power. Tank for engine fuel is in the after port side corner of cockpit with shutoff at cockpit floor level.

In the case of our original client referred to above, after two seasons of both long distance and day racing, we can report that we do not seem to have forfeited whatever popularity we enjoyed when he first approached us.



Grace

No. 72 • HINGHAM, MASSACHUSETTS

This summer GRACE introduced many new people to the joys of sailing, and reminded her custodians and friends of the thrills and satisfactions of life afloat. GRACE carried dozens of never-sailed-before explorers out on the water, to Boston Light and further into Massachusetts Bay and Cape Cod Bay. The Corinthian Classic Yacht Regatta in Marblehead provided the venue and pageantry for introducing an entire family from Wisconsin to sailing, while reconnecting GRACE with her Lake Michigan roots under prior custodians Skip and Anne Bergmann (then of Waupun, Wisconsin).

With Labor Day came cruising with dear old friends and lovely stopovers in Scituate, Onset, Padanaram, Martha's Vineyard, and Cuttyhunk. Already sporting a new genoa and mizzen, GRACE looks forward this winter to receiving a new mainsail for next year's adventures.

We continue to express our deep gratitude to Stuart MacGregor and the entire team at Concordia Company, for their loving care of GRACE and their consistent support.

Nancy and Michael Herde

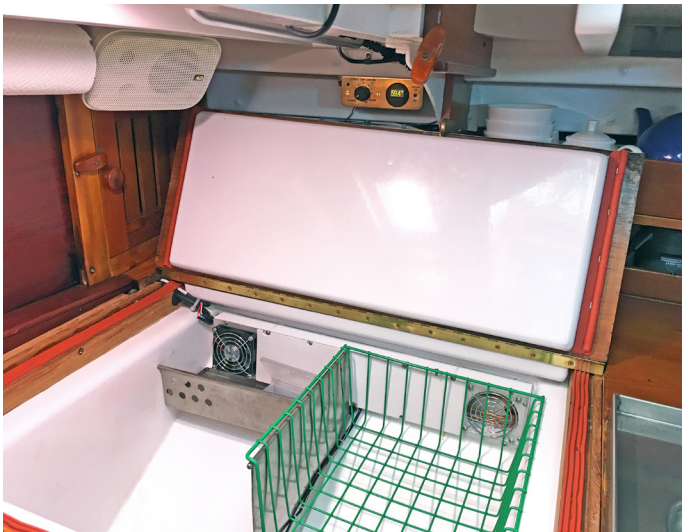


Kodama

No. 46 • BELLINGHAM, WASHINGTON

Since the US-Canada marine border was closed until late this summer, KODAMA remained in home waters for the second consecutive season. Nonetheless, we enjoyed several cruises in the San Juan Islands. Over the past winter and spring, amidst Covid lockdowns, we took on several improvement projects.

After deciding that we wanted a smaller tender that was easier for two people to haul up beaches, we approached the Northwest School of Wooden Boatbuilding in Port Hadlock. They agreed to build us a non-sailing Joel White Nutshell Pram (7' 7" overall), as a student learning project. With the outbreak of the pandemic, the process was interrupted for several months, so we did not take delivery until last autumn. I installed the hardware and gunwale fender over the winter. Bronze hardware was supplied by Port Townsend Foundry, and the oars came from Shaw and Tenney. On our cruises this summer, we found our tender to be well behaved under tow and a pleasure to row. The new Nutshell was often remarked on by passersby. And we very much enjoyed working with the students and faculty of NWSWB.



For some years, we have wanted to extend our ability to keep fresh food. Last winter, we installed a 12-volt DC refrigeration system in our existing icebox. It was made by Sea Freeze of America, now Frostline Marine Refrigeration. The custom-made evaporator panel and fan assembly fits along the outboard side of the icebox compartment, under the outer hinge of the lid. The compressor is fixed to mounting brackets in the forward end of the port cockpit locker, and can be accessed either through that locker's door or through the louvered door in the galley under the bridge deck. I made a custom temperature controller and temperature display that is mounted above the icebox lid. The first real test of this system occurred during a cruise that happened to coincide with the record-breaking Pacific Northwest heat wave in June. It was a real treat to enjoy cold drinks and fresh food throughout our cruise.



Each time that we relaunch KODAMA after a haulout, I am struck by the initial inflow of water, and ponder what things could be like in an emergency. Although we have a large cockpit-mounted Whale Gusher manual pump, as well as a conventional 12-volt automatic bilge pump, I've long wanted to have an auxiliary pump for backup and emergency use. We've accordingly installed a dedicated circuit and outlet for a dismountable electric pump, with a capacity of 3000 gallons per hour. The pump and its discharge hose are stowed in the forepeak, and the pump can be placed in the aft-most bilge floor bay if needed.

When riding at anchor or on longer sailing passages, we carefully monitor our electrical consumption, as we prefer not to have to run the engine solely to recharge our batteries. This past spring, we installed a charging circuit and a flexible 110-watt solar panel. When in use, the panel is laid across the housetop, dodger top, or main boom. Its power cable is connected to a socket in the forward face of the port cockpit settee (under the lift-out panel). An ammeter in the circuit displays the amount of current being generated, and allows us to "tune" the orientation of the solar panel for maximum output (up to 8 amps). The panel stows under a berth cushion when not in use. This setup allows us to keep the refrigeration switched on even when we are at anchor, which is a great convenience.

Given all the modifications above, we required additional circuits and circuit breakers. We installed another small panel immediately below

the existing breaker panel, in the galley to starboard of the engine. The power supply socket for the auxiliary bilge pump and the solar panel ammeter display are adjacent to this new panel.

Several years ago, we revised the existing flue for our Maitland soapstone solid fuel cabin heater, in the hope that we could improve its performance. Unfortunately, we continued to have problems with difficult lighting and smoke in the cabin. This winter we finally installed a propane-fired Dickinson "Cozy Cabin" heater in its place. That required running a new propane line and adding a two-stage regulator and valve to the existing galley stove propane tank, which is fixed on deck abaft the mizzenmast. This Dickinson heater incorporates an oxygen depletion sensor, which would automatically shut down the unit if oxygen levels in the cabin dropped too low.

Although these amenities were not available 65 years ago, we have tried to incorporate them in ways that are compatible with and sympathetic to Waldo's original vision, and also in keeping with what Abeking and Rasmussen might have done.

We are now preparing to put KODAMA into storage for the winter. This year's projects have helped to make the boat all that much better prepared for the arrival of spring. We hope for an abatement of the pandemic and a wider range of cruising next year.

Gale and Michael Gropp



Allure

No. 87 • SOUTH FREEPORT, MAINE



Concordia participation in the Eggmoggin Reach Regatta and the two races that precede it was back to a normal level this year, despite the lingering pandemic. There were at least 100 boats racing in the ERR—and the beer, barbeque, and band were back and once again in fine form.

Thursday, August 5 brought the Castine Classic Yacht Race to Camden. That day's combination of light air, fog, and occasional showers did not make for exciting competition, and many boats elected not to complete the course. OTTER won the Phalarope Trophy as the first (and only) Concordia to finish. Other starters from our fleet were EAGLE, PHALAROPE, and DAME (formerly DAME OF SARK).

Owing to insufficient breeze, the start of Friday's feeder race to Brooklin was postponed and moved to a buoy east of Goose Island, where a weak southerly eventually filled in. As is often the case, much of the final outcome was decided as the fleet approached Burnt Island in the lee of North Haven, where the wind appeared to be coming from several different directions at the same time. Once boats cleared Sheep Island, they encountered a variable southerly breeze that held up sufficiently for the remaining trip to Brooklin. As usual, OTTER got out ahead early and led the rest of the way. EAGLE, JAVELIN, and ALLURE traded places more than once and finished in that order, followed by PHALAROPE and SPICE. There were certain issues with Friday's race committee this year: they were not present at the finish to record times, and the Concordia yawls were scored in two different classes, based on the division assigned with their CRF ratings. In the results as posted, SPICE does not appear, DAME and KATRINA are listed as retired, and ALLURE is scored DNF—though we most certainly did finish.

On Saturday, twelve Concordia yawls made up fully half of the Reach Regatta's Classic B class. OTTER, followed by SNOW FALCON and ALLURE, led the first leg to Egg Rock, and the three yawls rounded Halibut Rock in that order. This year, the windward leg generally favored boats that stayed west toward the middle of the bay. OTTER was first to finish. SNOW FALCON suffered on the run and final leg because she was racing without a spinnaker. ALLURE took the Concordia Cup for first on corrected time, owing in part to the 5% penalty handicaps assigned to OTTER and SNOW FALCON for their successes in prior years. Results on corrected time: ALLURE, SNOW FALCON, OTTER, JAVELIN, EAGLE, DAME, RAKA,

PHALAROPE, SPICE, MATINICUS, and IRIAN. KATRINA was scored DNF, and the Concordia sloops FREE SPIRIT and VITAL SPARK raced in other classes. MISTY joined the fleet but did not race.

A special note of thanks is due to Brodie and Stuart MacGregor (joined by Doug Adkins of CORIOLIS), for bringing JAVELIN all the way from Padanaram, along with their great good cheer. Let's hope that others from Buzzards Bay and points west will make the trip to Maine next year. It was nice to see both RAKA and MATINICUS back at the ERR, and for the usual suspects to be joined by DAME.

Our season followed a familiar pattern: Rockport to Freeport in early June, followed by frequent day and evening sails in Casco Bay before a return to Penobscot Bay in late July. The two days of racing in early August were followed by two weeks of cruising, and there were a couple of shorter trips in September. Although we didn't get east of Swans Island, we still found one anchorage that was new to us. Lots of eagles, pogies, and porpoises were seen. There was some fog and light air, but thankfully no tropical storms. Though we undertook no truly major projects last winter, we did replace a 30-year-old radar, and added reefing hooks and lazy jacks that make sail handling easier. We're now anticipating another winter of mostly routine maintenance. We would be interested to learn about how others have deployed solar panels to charge the house battery bank, as we like to cruise without having to run the engine. Also, we'd like to hear from anyone who has installed a traveler on the bridge deck and would be willing to part with one or more of the original mainsheet blocks. We can be reached at 207-865-0145. ALLURE has been in the shed for several weeks now, and we're already looking forward to next season.

Ben and Anne Niles



ABOVE: DAME close hauled

BELOW: OTTER on an upwind leg

PREVIOUS PAGE: Stuart MacGregor at the tiller of JAVELIN

All photos by Doug Adkins



Streamer

No. 21 • SOUTH FREEPORT, MAINE

The long and ongoing saga of STREAMER's restoration began in the summer of 2000. My good friend Roger Burke and I had just returned from an afternoon sail on Buzzards Bay, aboard my #59 SNOWBIRD. Concordia yawls had naturally been a major topic of our afternoon conversations. In the prior year, Maynard Bray and *WoodenBoat* magazine had inaugurated a series featuring boats that were noble in pedigree but problematic in condition. Under the title "Save a Classic," the final page of each issue was devoted to a worthy vessel in need of attention. When Roger mentioned all this, I responded, "Well, we certainly won't be seeing any Concordia yawls on that page." To this Roger replied, "Not quite so fast." He then showed me that Concordia #4 TEMPO had in fact been presented as the "Save a Classic" boat in a recent issue (#151) of the magazine.

We resolved then and there that something had to be done to keep Concordia yawls from terminal deterioration. We did not wish to compete with other buyers, but we decided that when a tired boat was on the market and there were absolutely no takers, we would step in. We knew that given their age at that point, most Concordias needing restoration would require at least 2000 hours of labor, plus materials. At the then-standard yard rates, the total cost of any such restoration would far exceed the vessel's market value. A solution to this dilemma was kindly offered by Brodie MacGregor at Concordia: he was willing to proceed at a labor rate that would make the restoration math work, with the understanding that his crew would plug away at project boats over an extended period of time, during slack periods at the yard.

Thus encouraged, we decided to form a syndicate dedicated to the salvation of Concordias. Our first acquisition was #21 STREAMER, built in 1953. When we found her, she had spent too much time outside on hot tarmac without a cover, and major issues were apparent throughout. There were no other buyers in sight. STREAMER had been the inspired creation of the remarkable Rose Dolan, her first owner. Rose somehow managed to convince Waldo Howland to permit more than the usual number of adjustments to the standard 39 yawl. First and foremost, STREAMER has a bowsprit. Down below, she features an accommodating V-berth in a spacious forward cabin, as well as an enlarged head. The galley runs down the starboard side of the main cabin, where a Concordia berth would ordinarily be located. Opposite to port are lower and upper berths. Lockers are located forward of the galley area. A prominent topside item is the Charlie Noble standing proud on the starboard side deck, an uncommon feature that requires careful footwork when moving toward the bow.

Though STREAMER's overall condition was discouraging, we inhaled a collective deep breath and took the leap. Why not, for her hull was still fair and she had all her parts. And so the work began. During many long months of intensive surgery, our yawl received 18 new frames, 20 sister frames, 13 floors, 17 planks, a new sternpost and deadwood, a new bridge deck, new cabin bulkheads, and a reworked galley. She was treated to new bronze bow and stern pulpits, and a refurbished mainmast was stepped. All systems were upgraded, and we also added a Raymarine GPS/Radar. We kept her powerful Westerbeke diesel and also—in a fit of sheer dementia—her original non-self-tailing primary winches. After two years of dedicated efforts by a talented crew, STREAMER was proudly recommissioned at Concordia Company.



SAVE A CLASSIC

TEMPO Concordia Yawl No. 4

by Maynard Bray

Only four of the 103 yawls of this famous class were built in the United States—two before World War II, and two more after the war ended. Of the four, TEMPO, whose original name was ACTAEA and original owner was Commodore Henry Sears of the New York Yacht Club, was the last. (The subsequent ones came from the German yard of Abeking & Rasmussen.) This past summer, the design celebrated its 60th year with a race and get-together at Concordia's Padanaram boatyard in South Dartmouth, Massachusetts. TEMPO, however, was not one of the 35 or so celebrants, having spent the past few years out of the water and gradually weathering away at Knapps Narrows Marina on Tilghman Island, halfway down Maryland's eastern shore.

Despite the current owner's well-intentioned plan to "save" TEMPO after he discovered her basking in the Florida sunshine, brought her to the Chesapeake, and moved aboard for three years, this hasn't worked out. "TEMPO needs some major rebuilding for which I have neither the time nor the resources," he says. But he dearly loves the boat and fully supports the idea of featuring her on this page, although desires some assurance "that she would be restored properly" before letting her go.

With operational Concordias selling for \$80,000 to \$100,000, TEMPO presents possibilities over and above less-well-known designs priced correspondingly lower on the used-boat market. Besides there being a steady demand for good Concordia yawls, TEMPO comes with virtually all her expensive and hard-to-get metal fittings, along with all her equipment—including a little-used Westerbeke diesel, and an intact rig. So skilled labor is the basic need here, along with basic materials like wood and fastenings—opening the situation to good boatbuilders short on cash.

Many *WoodenBoat* readers are already familiar with just how fine a boat a Concordia yawl is, but just in case you've missed reading about this great design, there are two fine books (*A Life in Boats: The Concordia Years*, by Waldo Howland, published by Mystic Seaport Museum, and *Concordia Yawls: The First Fifty Years*, published by Dreadnought Company) that tell the story. There are many magazine articles about this design, too. For example, here are references to the major ones published in this magazine: Issues Nos. 67 (pages 100 and 101), 68 (pages 70 and 71), 80 (pages 2 and 64-77), 105 (pages 72 and 73), and 143 (pages 33-35).

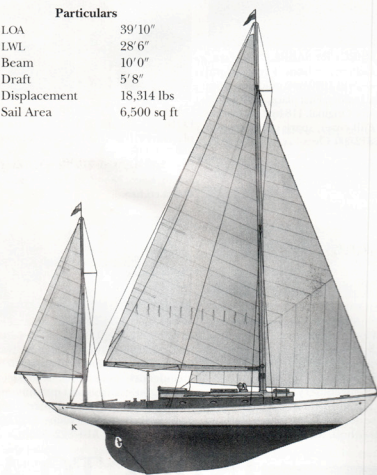
Concordia yawls represent the classic of classics among the wooden boat cognoscenti, and one of their greatest virtues, besides being stunningly beautiful, is how well they behave at sea. As Dan Strohmeier, who has owned three Concordia yawls during the past 50 years, all named MALAY, puts it, "A vessel that makes her way across the sea without fuss and without fluster will deliver her crew to her destination unfussed and unfustered."

Miraculously, all 103 Concordia yawls still exist and most are still sailing. TEMPO, however, needs a miracle to keep her from being the one that breaks this unparalleled record. The International Yacht Restoration School in Newport, Rhode Island, has taken on JAVA, Concordia yawl No. 1. Here's a chance for someone else to have a go at No. 4!

For more information, you can contact owner James Beggins, P.O. Box 84, St. Michaels, MD 21663; 410-886-2720.

Particulars

LOA	39'10"
LWL	28'6"
Beam	10'0"
Draft	5'8"
Displacement	18,314 lbs
Sail Area	6,500 sq ft



TEMPO, Concordia yawl No. 4, needs some tender loving care. Designed by The Concordia Co., Inc. (Harris, Howland, and Hunt), she was built by Casey Boat Building Company, of Fairhaven, Massachusetts, in 1947.



The aim of this department is to put potential buyers in touch with present owners of tired-but-restorable boats. We have no interest in brokering any of the subsequent sales. Helping save a worthwhile boat is our only goal. We're after sizable boats having fine pedigrees—and ones whose restorations are beyond average means. We welcome reader suggestions. Photos of the current appearance should be included, as should contact information for the present owners. Send candidates to Maynard Bray, *WoodenBoat*, P.O. Box 78, Brooklin, ME 04616.—MB

With the boat based at Islesboro, we soon discovered was that we had a truly great coast of Maine cruiser on our hands. The cabin configuration worked very well once we got used to it, and the CQR plow on a bowsprit roller made for easy and reliable anchoring. STREAMER also proved quick around the marks, owing in part to the large foretriangle afforded by the bowsprit. In 2003, we took her to the Eggemoggin Reach Regatta to see how we would match up against comparable boats. The results were gratifying: STREAMER placed first in the Concordia class and finished third overall. The original partners took great pride in bringing STREAMER back to life. For many years she was moored in Gilkey Harbor, and we the partners always held our “annual meeting” in the late autumn, capping it off with a brisk frostbite sail in Penobscot Bay.

By 2012, the STREAMER syndicate had moved on to other things, and the boat was now in my hands alone. That spring she relocated to a new home, namely the Strout’s Point Wharf boatyard in South Freeport. With restoration of the hull and rig having been completed, attention now turned to other areas. The teak deck was refastened, rebunged, and recaulked. The port and starboard sheer planks and various topside plank segments were replaced. The toe rails were removed, rebbed, and refastened. The bowsprit and bobstay were restored, and all deck-mounted hardware was removed, thoroughly cleaned, and reinstalled.

The mahogany cabin trunk was veneered, and replacement eyebrow moldings were fitted. The companionway and its hatch slide were rebuilt, and the cabin top was redone with fiberglass sheathing and an Awlgrip finish with non-skid. The winch block bases were rebuilt, new cockpit coamings and seat backs were installed, and the deck framing in the fantail was renewed.



The interior cabin sides were stripped and repainted. A new gallows frame (an original and unused A&R gallows acquired from Concordia’s inventory) was installed. All deck and cabin varnish was renewed, the hull was repainted, and the magnificent Danforth Constellation compass was reconditioned. Capping off the project, a new suit of sails was supplied by Doyle Manchester of South Dartmouth.

I thought that STREAMER was just about done—finally! Yet Roger Burke’s fateful words once again proved apt: “Not quite so fast.” In 2020, it was determined that STREAMER needed a new timber keel, additional floors, and (as always) “more.” Thus Phase Three of her restoration began in June of 2021, with the work once again being carried out by Cym Hughes and his skilled staff at Strout’s Point Wharf. A full accounting of this latest refit will be published in the next issue of *The Concordian*.

Rusty Aertsen

“Save a Classic” reprinted by kind permission of Maynard Bray and *WoodenBoat*

Coriolis

No. 82 • ORCAS ISLAND, WASHINGTON

While a cessation of the pandemic did not materialize, sailing in the Northwest fortunately resumed this season, albeit without access to our beloved Canadian waters. CORIOLIS spent her first winter in many decades in salt water, rather than splitting her year between Portage Bay in Seattle (fresh water) and West Sound on Orcas Island (salt water). Varnishing was left to the questionable skills of her owner, given the inability to go north to Bent Jespersen's yard in Victoria, British Columbia. But CORIOLIS nevertheless made it through. At the end of the season, a licensed Canadian delivery skipper collected her at Roche Harbor and brought her to Canoe Cove, where her spars were unstepped and she was put into a shed for the varnish and touchup she needed. Watching her being driven away with someone else at the helm was a little like watching your eldest daughter leaving on her first date and saying to yourself, "What in the world is that guy going to do with her?"

Our cruising was not extensive, but we spent two separate weeks in the harbors of Admiralty Inlet and the nearby San Juan Islands, each time as part of a CCA cruise. Now that we have moved permanently to our Orcas Island home, it was nice to have CORIOLIS out in front all the time. There is always something to attend to, and our new seat backs and cockpit table were put to good use (see the Spring 2021 issue of *The Concordian*).



A highlight of the season was a short trip to Maine, where I joined Stuart and Brodie MacGregor aboard #57 JAVELIN for the classic boat races in August. On two successive days, we sailed in the Camden to Brooklin Feeder Race and the Eggemoggin Reach Regatta. Brodie is seen at left, ably trimming the chute. We had great fun together, and Stuart's son Noah found the rigging much to his liking.





ABOVE: EAGLE (blue spinnaker) and ALLURE (red and white spinnaker) sneaking through the “parking lot.”

BELOW: The NY40 MARILEE (Herreshoff, 1926) and the 68-foot yawl BLACK WATCH (S&S, 1938) work their way upwind in grand style.



Concordias are always well represented in these races, and no fewer than eleven were on hand this year. The “Egg Reach” is the big event, and we battled with EAGLE, ALLURE, and OTTER in generally light winds. Things were going well for us until the final downwind mark, where we found ourselves “parked” amid a gaggle of competitors, unable to free ourselves to catch a breeze. Ben Niles on ALLURE kept mostly clear of other boats, and he successfully made his way to the finish to take the Concordia Cup, followed in the corrected results by OTTER and by Dan Smith’s EAGLE (with his two great sailing sons serving as his crew). It was enjoyable racing, and as always it was wonderful classic yacht viewing. If all goes well and my Covid test is negative, I will retrieve CORIOLIS in late October and bring her back to America. It will be good to have her home.

Douglas Adkins

Saltaire

No. 9 • PORTSMOUTH, NEW HAMPSHIRE

It has been a year and a half since my last submission. Back in the spring of 2020, I was busy working on deck beams. Though I still had high hopes of installing the entire deck prior to SALTAIRE's upcoming journey by truck to the East Coast, the timeline sped up with the sale of my building in Arkansas. I did, however, manage to get all the deck beams installed and finished forward of the bridge deck. First the carlins were varnished, and then the beams were painted and bolted in. At that point, it was time to wrap up my Arkansas adventure and begin preparing the boat for its long road trip to the workshop of shipwright Rob Blood in Standish, Maine.





The trucker showed up with a 40-foot flatbed trailer, and getting the boat loaded was a nerve-wracking operation. The night before, I had turned around the jackstands and lowered the hull so that the trailer could be driven underneath. But as it turned out, I'd lowered it at least a foot too low, so I had to jack the whole thing back up again. Since the boat still lacks its ballast and deadwood, securing it to the trailer was relatively easy. Yet it was peculiar to see *SALTAIRE* heading down the road with her stern so high in the air. No problems arose during the trip to Maine, though the trucker was bombarded at every stop with questions about his haul. He felt like a rock star! Although *SALTAIRE* is now at Rob's shop in Standish, nothing has been done with her of late, since moving and trying to get resettled have been the first priorities for me. It takes a lot to transfer 4,500 square feet of hoarding halfway across the country: moving all the boat parts and shop tools alone took two 40-foot containers. Though I am not yet fully settled in, most of the pieces have fallen into place. Some who have followed my journey with #9 probably didn't think that she'd ever leave Arkansas, especially after all the pictures of old-parts bonfires that I've submitted in the past. She is closer to the ocean now, and I am taking encouragement from that fact.

Rob DesMarais



Lara

No. 48 • CAMDEN, MAINE

With apologies to John Updike, this is a LARA Redux of sorts. It has been several years since I've written. LARA is no longer my Concordia yawl, and I do regret that. But I'm 83 years old now, and I don't get around quite as well as I once did. Perhaps more to the point, I could no longer afford a Concordia, thanks to various financial reversals.

In a depressed market for wooden classics like ours, I was extremely fortunate to find a buyer who clearly loves LARA, and will care for her as well as I have. He is Dr. Brian Leaker, and we first met several summers ago when we both sailed out of Belfast, Maine. Brian is a 66-year-old nephrologist (kidney specialist) from London, England. He also owns the SADIE G. THOMAS, a 47-foot gaff-rigged schooner that was designed and built in Wisconsin by Ferdinand "Red" Nimphius. SADIE, it turns out, would play a major role in this story.

Brian had hoped to cruise LARA on the Maine coast this year, and also to participate in the annual race series that commences with the Camden Classics Cup and culminates at the Eggemoggin Reach Regatta. LARA had in fact been victorious at Eggemoggin under a previous owner, Larry Warner. Alas, owing to the persistence of Covid and its variants, none of Brian's hopes for 2021 came to fruition: he was unable to obtain a visa owing to our country's travel restrictions, and he was therefore compelled to remain in London all summer—the same unhappy scenario that he had faced in 2020.

Notwithstanding, Brian's love for LARA has inspired him to keep her in the water and active during each of the past two seasons. She was moored in Camden Harbor this summer, in company with SADIE. And in his absence, Brian kindly granted sailing privileges to me and my good friend John Flanzer. John, you may perhaps recall, is the shipwright who restored and modernized LARA for me between 2014 and 2016. The two of us happily teamed up this summer to put the yawl through her paces. Yet it all began rather inauspiciously.



John, who also restored the SADIE G. THOMAS in 2012-13, now teaches at a community college in Florida. He flew up to Maine in July, and found LARA in disarray after her emergence from storage. The worst of the problems was that her house batteries would not hold a charge. John enlisted the help of Bruce Cook, his lieutenant when he was building and restoring boats. Bruce gave LARA a good cleaning up, but he could not solve the mystery of the uncooperative batteries. LARA has a dedicated start battery for her diesel engine, and that one was fine. But the three house batteries (which power the refrigeration, pressure water system, lights, electronics, and so on) would not maintain voltage. Nevertheless, the game was on!



John was already in Camden when I arrived from Pennsylvania on July 28. I took the Lyman-Morse launch out to LARA. Once I'd been welcomed aboard, John informed me that he, like Bruce, had enjoyed no success in diagnosing the problem with the house batteries. We therefore resolved that we'd sail LARA by day, then enjoy SADIE's comforts when day was done. Thus our lives became a series of launch trips between LARA and SADIE, and between both boats and the shore. Some who shared the launch with us wondered aloud just how many boats we owned!

So began what was to become another truly magical summer of sailing in Maine. Wow! What a wonderful time it was to be in Camden. Our visit happened to coincide with the classics races, and some of the finest sailing yachts in the world were rafted dockside or moored in the harbor. Among them was an inspiring complement of Concordia yawls.

During one of our trips on the launch, I met Concordia Company president and general manager Stuart MacGregor, his father Brodie, and Stuart's son Noah. They were in Camden with JAVELIN, the Concordia Company yawl. It was Stuart who sold me LARA (originally HARBINGER) in 2014, and it was Brodie who sat in on the closing and then brought her to the dock in Marion with me. From there she was transported overland to John and his crew in Maine. What a pleasure it was to see the MacGregors again, after seven years. Though we had hoped to spar with JAVELIN during one of our day sails between the races, we never did encounter her. We like to think that we'd have shown her our name and hail.

The weather was glorious, with only one rainstorm during an entire fortnight. We took LARA out almost every day, sailing her in conditions that ranged from gentle breezes to winds of 18-20 knots. She performed like a trouper on all points of sail. We sailed her as a sloop at first, while awaiting a new mizzen topping lift. Later on, and at Brian's insistence, we flew her mizzen staysail. He calls the staysail the "secret weapon" when sailing off the wind (though it's a bit challenging to set and trim for a crew of two, Brian.)

I had never before experienced race week in Camden. The sights and sounds are delicious: the assembly of magnificent sailing yachts

there for the races (or just there to be seen), the boats parading in full regalia, the booming cannons of the Camden Yacht Club, and the blaring air horns of the motor yachts along the parade route. Under sail but not competing, we shadowed some of the racers, in particular the 60-foot Aage Nielsen sloop HOUND (built of aluminum by A&R in 1970). Overall, it was an almost transcendent experience. I've written here previously about the magic of summers on Penobscot Bay. As Brian would say (and as I can attest), there can indeed be "day after day of ideal sailing conditions, with blue skies above." Add to that the camaraderie of all who share with us a love of sailing.

I think that Brian will be more inclined than I was to race LARA. I had dreamed of cruising her among the tropic isles of the Caribbean, and possibly even to the South Pacific. Those dreams have unfortunately not come true, but my memories of Camden in the summer of '21 will warm me for the rest of my days. How much did I enjoy it all? John sent Brian some photographs that he took, and Brian has asked that *The Concordian* print the one below, which he says illustrates my "infectious" (I call it silly) grin. You be the judge. Coronavirus or no, watch out for Concordia yawl LARA in the summer of 2022!

Steve Weeks



Fleetwood

No. 20 • KIEL, GERMANY

In the spring and early summer we enjoyed fine family weekends aboard FLEETWOOD, and there was an outing each Wednesday with my regular crew of pals. Weekend sailing still had to be carried out under stringent Covid restrictions. Spending the night on the boat in the home marina was allowed, but overnighing in other marinas was not—though daytime visits to other marinas were permitted. As an example, on one occasion things worked like this: we sailed to the nearby village of Eckernförde, entered the marina, went to a restaurant for dinner, and then left the marina as required and anchored for the night on the opposite side of the harbor.

In July we had a wonderful three-week vacation in Denmark. The sailing there was splendid, and there were no Covid precautions in effect. On the third weekend in August, we competed in the German Classics series at Laboe, our first races since June of 2020. Here in the Baltic, this regatta is quite comparable to the ERR in Maine. Unfortunately, the field was only half its typical size in normal years. We raced very well, taking first place in our class—and we were also calculated first ahead of all boats in the next higher class. Unbelievable! The prevailing light winds were perfect for us. In September we competed in the Kiel Week Regatta, and this was an ideal race for us also. We sailed as the smallest boat in the group of large cruising yachts, and we would in fact have taken second place if not for a minor mistake in following the course. As the regatta report stated: “There was great applause for Kersten Prophet of Fleetwood, who self-reported a course error and thus gave up second place in this group.” Though Kiel Week is ordinarily held during the last full week of June, it was shifted to September this year owing to pandemic restrictions. The usual events that accompany the races (concerts, theatrics, a fun fair) were not staged this year.



All three competition photographs by Nico Krauss.
Used by kind permission.



In June we were delighted to receive “The Plate,” which was very kindly passed along to us by the Ashton family, owners of #13 PHALAROPE. It was a major honor to hold this wonderful item in our hands, and I happily showed it to my friends when I celebrated my 60th birthday at the end of August. It was not easy to decide just which owners should next receive this hallowed token, as we have been the recipients of so much friendship and generosity on the part of various members of the fleet. After careful deliberation, the fine specimen of sterling silver was passed along to Kathy Bonk and Marc Tucker, owners of #96 WHIMBREL—this in recognition of the extraordinary hospitality that they have extended to me and my entire family on several occasions, including a memorable lobster dinner at their home on Eggemoggin Reach.

FLEETWOOD is now scheduled to come out of the water on November 6. The mast needs varnish work, and the topsides and brightwork will receive their usual maintenance. Beyond that, the engine needs to come out, because there is leakage at the stern tube that cannot be investigated and addressed with the engine in place. I will report about all this in the spring newsletter. I certainly hope that I can pay another visit to New England next year.

Kersten Prophet



FLEETWOOD and the 60-foot yawl PETER VON SEESTERMÜHE, designed by Henry Gruber and built in 1936

Westray

No. 79 • NEWPORT, RHODE ISLAND

Time and tide wait for no man. This phrase has been with us for many centuries: its first known appearance is in the Prologue to “The Clerk’s Tale” by Geoffrey Chaucer (ca. 1395). Countless mariners, if wise, have used the tide to their benefit, while others have had it work to their sorrow when they were not sufficiently attentive. As for time, it certainly does not wait, and thus it behooves us to make the most of it while we can. Here another well-known expression certainly seems apt: “The Gods do not deduct from our allotted span those hours spent in sailing.”

Though many boats lead useful lives that are relatively brief, it is often different with the classics. They tend to span generations as they are passed from one owner to another, in a kind of curatorial exercise. Concordias are surely in that category. What is true for individual yachts is also true for our fleet as a whole: nearly all the 103 original boats have endured through time and tide. To own one is to be the guardian, and every owner must judge just when and how to turn over the helm. It is in this spirit that Christina and I, as present co-owners, have begun the process of seeking the next skipper of WESTRAY. We are in no rush, but time and tide mandate that we commence the search. Although “on the market” does not fully capture the spirit of our quest, WESTRAY is now offered for sale by Artisan Boatworks of Rockport, Maine. In the meantime, over this past summer we once again had a great deal of fun with our yawl, Covid notwithstanding.

WESTRAY was launched in June, in time to celebrate her 61st birthday on July 4. But prior to that date, and a little too soon after going in the water, we decided to enter an early-season race series. The Tiedemann Classic Regatta returned to the sailing schedule following a multi-year hiatus, and it was offered this year as part of the NYYC Classics Series. The event promised to bring together many beautiful yachts from Narragansett Bay and beyond, and we were eager to join in. Perhaps too eager, as on the second day of the regatta the wind speeds exceeded 30 knots—a bit too much for a boat launched only a week before and not yet fully taken up. The photo below gives a sense of how bracing it was that afternoon. Given such conditions, we determined that prudence was the better part of valor, and we retired to avoid potential stress to the boat—especially in light of our plans for a busy cruising summer. The racing crew, a fantastic set of competent sailors who had helped bring WESTRAY to podium finishes many a time before, were in full agreement and cheerful about the decision. We always enjoy marvelous times together.

Over the following two months we cruised up and down two spectacular bays: Buzzards and Narragansett. We explored several lovely coves and frequently anchored in them. Hurricane Henri made an arrival in our waters, but luckily the storm turned out to be fairly tame. Nonetheless we hauled WESTRAY for the occasion, then relaunched her as soon as the threat had passed.



Photo of WESTRAY by Outside Images

Most of the time we were three on board: Christina, myself, and Cory Skrzypiec. Cory is a young and able seaman who comes from the line of Concordia sailors who once owned #74 WIZARD (featured in the Fall 2020 issue of *The Concordian*). He is living proof of the intergenerational character of these boats: one afternoon several years ago, when WESTRAY was anchored in Mackerel Cove on Swans Island, Cory's grandmother, mother, and sister (all of them accomplished sailors) came aboard our yawl for a pleasant visit.

I have several items of good news to report. First, after a twelve-year wait, WESTRAY now has her own Newport mooring quite near to our home, which is in the section of town called The Point—across from Goat Island and catty-corner to Newport Shipyard. Second, our recently acquired bateka dinghy, built by Abeking and Rasmussen in 1956 and now named LUNA, has been restored to perfection at Ballentine's Boatshop on Cape Cod. Third and last, though hardly least, WESTRAY's prior owner John Melvin found in his basement a treasure trove of documents and drawings detailing many aspects of our boat's life, from the initial commissioning and correspondence up to the present—including all surveys performed, and also the technical manual for her original Gray Marine gasoline engine (now replaced by a more reliable Beta diesel). John also found a photograph of WESTRAY's first owner Glenn MacNary, posing with members of his crew after they had sailed the boat to Norway in the summer of 1969. Glenn truly loved WESTRAY, and after 28 years he passed her along to the next guardian—as has been done successively over the decades.

We are looking forward very much to next season. We plan an earlier launch in 2022, and we will be doing much sailing in Maine, where WESTRAY will be kept (and brokered) by Artisan Boatworks. Time and tide wait for no man, but our yawl is in fine shape and continues to sail along through them.

Juan Corradi



A Conversion to Propane

During our first 25 years of ownership, the cooking fuel aboard OWL was compressed natural gas (CNG). Our stove, a handsome gimbaled unit with two burners and an oven with broiler, was manufactured in Australia by Broadwater. The principal advantage to CNG is that it is lighter than air, meaning that any leaking gas would presumably rise upward and out of the boat. Yet a cloud of disadvantages served to darken the picture. The hefty CNG cylinders were difficult to manipulate and stow, and swapping out an empty tank constituted a major project requiring time, tools, and patience. A single cylinder did not last all that long in use, meaning that it was necessary to carry three for extended cruises. Locations where tanks could be exchanged dwindled steadily in number over the years. And refilling the empties grew ever more alarmingly expensive: first \$55.00, then \$65.00, then \$75.00—and it didn't stop there. During the 2019 season, our Broadwater stove began to display various quirks, and with the manufacturer by then out of business, parts were no longer to be had. The following year brought the final blow: CNG in small tanks became entirely unavailable in the Northeast, apparently owing to insufficient demand. Thus it was time to move on. But in which direction?

Over my decades of cruising, I had experienced melancholy interactions with both kerosene and alcohol stoves, and I wished no further acquaintance with either species. Flareups, smoke puffs, pronounced combustion odors, and unforgiving priming regimens are all deeply unwelcome in the galley. Brewing a cup of Darjeeling should not involve a fifteen-minute tussle with a malevolent device

bent on frustrating every honest effort. Origo alcohol stoves were said to represent an improvement, and although they won their share of fans, they are no longer on the market. Solid fuel? One could perhaps consider that possibility for a few fleeting seconds. Yes, our sailing elders happily lined their flues with flapjacks, hash, and savory biscuits turned out on Shipmate stoves fired by coal, charcoal, or wood (all thanks to the paid hand in many cases). After a long hiatus, the Shipmate brand has been revived in recent years and the venerable 211 model is once again on offer, made in America and priced at \$4000 and up. Yet coaxing such units into life can require elaborate rituals, as we learn in this passage from Roger F. Duncan's timeless cruising classic *Eastward* (1976): "Because the stovepipe was on the weather side, it was difficult to establish a draft. A hearty dose of kerosene, a spill of paper burned in the pipe, and a bucket over the smoke head did the trick." Such are the vagaries of solid-fuel stoves.

Thus by process of elimination, propane emerged as the cooking fuel of choice for us. At present, the sole manufacturers of smaller propane-fired marine stoves seem to be Dickinson and Force 10 (a subsidiary of the French company Groupe ENO). Fortunately, Force 10 offers a gimbaled two-burner stove with oven (the Euro Compact model) that is a good fit in a standard Concordia galley. While larger models are available, including three- and four-burner versions, those would call for more extensive modifications to the galley area, including fabrication of a new stainless-steel heat shield liner for the stove opening. We were able to make use of our existing liner.



The Shipmate Model 211, once again in production. While this stove would fit in a Concordia galley, ample supplies of solid fuel would have to be procured and stowed. Preparing dinner on a sultry July evening could give rise to torrid temperatures inside the boat.



The Force 10 Euro Compact stove, as installed aboard OWL. The lever under the oven door actuates the gimballing feature. The door itself locks securely, and retracts as it opens thanks to a clever hinging mechanism. All burners feature electronic ignition.



Glenn Pease, an expert craftsman at Rockport Marine, oversaw our entire installation. Given space constraints, we decided that we would carry only a single cylinder of 10-pound capacity, one designed for horizontal mounting. The tank that we selected is manufactured by the Trident Corporation, and was purchased from Defender Industries (as was the new stove). This propane cylinder is 100% aluminum, since a steel tank would be a poor choice in the marine environment. Glenn created a sealed enclosure with a removable lid, located in the after portion of the starboard cockpit locker. The box is vented at the bottom as required, via a line that leads to a bronze fitting let into the hull at the boot top. Though another boater warned darkly that with this arrangement we would experience backflow of seawater into the tank enclosure while sailing on port tack, such has not come to pass.

The flow of gas is managed by a Xintex controller system, via a small display panel that is easily mounted in an inconspicuous spot. The panel indicators are illuminated only when the stove is in use. This setup incorporates a remote solenoid valve at the tank and two carefully located “sniffers.” These diligent guardians sample the air continuously whenever the stove is in use,

and they are designed to cut off the propane supply immediately should a leak be detected. It is suggested that sniffers be tested on a regular basis, by treating them to a puff of gas from a butane lighter. The ABYC recommends that sniffers be replaced every five years. When leaving the boat, we take a moment to burn off the gas remaining in the supply line after the tank valve is manually closed.

The pressure gauge mounted at the tank reveals little about the level of gas on hand, and serves primarily as a leak detection device: with the tank and solenoid valves open, the pressure noted at the gauge should remain absolutely steady over a period of hours. How, then, to determine the amount of propane remaining? Lifting the tank and shaking it offers only a vague clue. While others with greater propane experience may have different methods, my inspiration was to purchase a simple spring scale, made from stainless steel and designed for the weighing of gamefish. Our tank weighs 12 pounds when empty and 22 pounds when full, and intermediate readings provide an accurate indication of the supply on hand.



In terms of consumption, here are the preliminary results. We do not ordinarily use the stove at lunchtime, but breakfasts and dinners aboard OWL often involve serious cooking. Based on the first season’s experience, we typically consume one pound of propane for every four to five nights spent aboard. That means that a full tank is good for at least 40 nights, representing roughly half of our typical cruising season. Refilling an empty tank involves an expenditure of \$9.00, a genuinely welcome contrast to the ever-increasing price of CNG.

The Force 10 stove does have two shortcomings that should be mentioned. One frequent application for the oven broiler is to prepare toast in the morning, and our former Broadwater stove had a large broiler element that made the task easy. The Force 10 broiler, however, measures a mere 3” x 6”, and it is therefore ill suited to toasting operations, and in fact to broiling in general. Worse yet, the upper rack position brings items into direct contact with the broiler, while the lower rack position places them too far away for any real broiling action to occur. Thus our morning rolls have to be carefully positioned on an inverted skillet for toasting. We’ll refine our techniques in due course.

While there is no real fix for the suboptimal broiler situation, another problematic aspect of the stove has been successfully addressed. The cooktop of the Broadwater stove easily accommodated a 10-inch pan on one burner and an 8-inch pan on the other, and that combo was the ticket to all manner of memorable repasts. As originally supplied, however, the Force 10 stove would not even accept two 8-inch pans simultaneously. Use of a 10-inch skillet, the standard for many meals, meant that no other pan of any size could be employed. This dilemma was solved by modifying the 3/16” retaining rod that originally surrounded the front and sides of the stovetop (as seen in the photo at left). Although that degree of constraint would be desirable when preparing food in running seas offshore, we no longer undertake that sort of voyaging. In fact, we rarely use the stove when under way. Removal of the rod at left and right (keeping the front segment) greatly improved the usability of the cooktop, while leaving an existing lower rim all around that is more than adequate to keep cookware securely in position.

Cooking with propane is far superior to cooking with CNG, as propane fuel has substantially greater energy content. Our Force 10 stove has one large and one small burner, and this has proved advantageous: pans can be switched from one to the other as needed, and both offer a true simmer. Though preparation of a full dinner on a two-burner stovetop involves a bit of juggling, it can be managed readily enough. Give the rice a head start, then begin poaching the halibut. Set both pans aside on hot pads and allow the cooking to complete itself via residual heat. Then use the freed-up burners to prepare the corn and the green beans. Voilà! Finish by ringing the ship’s gong that summons all hands to the table.

Sarah

No. 27 • ST. AUGUSTINE, FLORIDA

I have unfortunately been an absent correspondent over the past few years, as there has been little to report. SARAH has been hauled out at Oasis Marina here in St. Augustine for almost a decade. I've worked on her over time, but owing to bad hurricanes in 2004 and 2005 (which destroyed most of the local dockage), and also to my life being taken up with work and with caring for an elderly parent, I have accepted the fact that the boat will never see the water again under my stewardship.

I was down there just a few weeks ago, to check on SARAH and make sure that the tarps were still in place. It appeared that I'd have several weekends during October and November when I could head down to the boatyard and get a few things accomplished. Yet as I started thinking about what to do and in what order, I realized that there were only seven weeks until Thanksgiving. Thanksgiving is big for me, and while we didn't celebrate it in 2020 because of Covid, I hosted 30 friends and family in 2019. The planned repeat this year meant there was now much to do, with several weekends needed for finishing projects around the house prior to the holiday. I also realized that two of the upcoming weekends were committed to travel and two more would bring house guests, with still another being lost to further plans.

These are all good problems to have, but this is basically how work on SARAH has gone (or not gone) in recent years. Whenever I think there's going to be a block of time for getting something done, it usually fails to materialize. And even when it does, so much time then goes by between work sessions that any ground I gain is subsequently lost. With somewhere between three and eight years before I retire, I just don't see any way that I'm going to be able to get SARAH into the water, much less use and enjoy her as she should be enjoyed.



The boat has been listed for sale for several years, but my broker is less than enthusiastic, and we all know that the market for wooden boats is spotty at best. Over the years I've run ads in *WoodenBoat*, and also on Craigslist and eBay. Although I've turned down inquiries from people who wanted to use SARAH for a charter or daysailing business, I've now concluded that these might in fact be possible options. Frankly, any option would be preferable to having her sit. Well, enough for now of "woe is me" and "woe is SARAH." I simply put this all out as an update in case anyone reading this is interested in SARAH, or knows someone who might be.

On another note, I have a few extra copies of *Concordian* issues that were published during my term as editor. I would be happy to mail these off to anyone who would like to have them. I can be reached at 904-669-7410, or via email at margogeer@aug.com. Available are:

#38 – Fall 2004 (1), #42 – Fall 2006 (10), #44 – Fall 2007 (1), #46 – Fall 2008 (3), #47 – Spring 2009 (8), #48 – Fall 2009 (2), #49 – Spring/Fall 2010 (22)

Anyone reading this entry knows what a wealth of useful information each issue of *The Concordian* contains. I would love to pass these copies along to folks who might wish to have them, and at no charge. Take care and happy sailing!

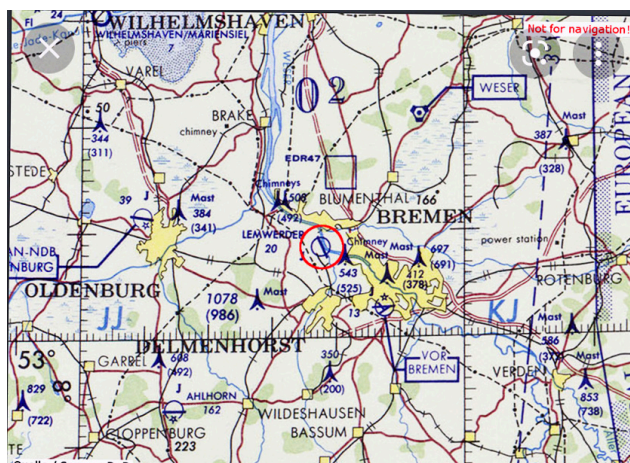
Margo Geer

A Surprise Visit to Abeking and Rasmussen

During a year away from college in the early 1970s, I spent some time crewing on a 60-foot Dutch-built motorsailer in the Mediterranean. The American owner-skipper was very boat-minded, and one fact that he impressed upon me was the high quality of the yachts built by the firm of Abeking and Rasmussen. That name was new to me, and I developed a curiosity about the company and its history.

In September of 1983, a few years before we purchased our Concordia yawl IRENE, I was visiting my good friend Reinhard in Hamburg. He was a private pilot, and at that time I was flying for a small commuter airline. One day Reinhard asked me if there was any place to which I'd be interested in flying. How about Lemwerder? The Cessna 172 that we rented covered the distance in just under an hour. In contrast to typical procedures in America, in Germany one doesn't simply launch into the air on a whim. A flight plan is mandatory, along with a pre-departure phone call to the destination airfield. When I consulted the aeronautical chart, I was surprised to see that Lemwerder's airport had a sizeable runway. Upon landing we learned why: it was a storage and delivery site for Airbus, which at the time was building the A-300, a twin-engine wide-body passenger jet. Otherwise, however, we saw no other field operations or light aircraft.

Since A&R was less than a mile from the airport, we had planned to walk there. As we approached the main road, we spotted a vehicle displaying the A&R logo. We thought this was quite a coincidence, and Reinhard asked the driver if we might get a ride to the shipyard. He declined, saying that he was waiting for an important customer who was flying in. A bit sheepishly, we told him that the "important customer" was very likely us. The airport had alerted A&R about our arrival, and they must have assumed that we were more than just tourists. Looking a bit dejected, the driver told us to climb in, and he delivered us the short distance to the yard. Owner Herman Schaedla greeted us, and after we explained the nature of our visit, he arranged for a brief tour—with no cameras allowed.



Business was apparently slow, as the only yacht being built was the 60-foot aluminum ketch PALAWAN VI, designed for Tom Watson by Sparkman and Stephens. Other projects seemed to be either military or commercial. Although our visit was brief, we did get to see the renowned shipyard where most of the Concordia fleet had been constructed.

Judging from a recent photo, the runway at Lemwerder is now closed, and composite wind turbine blades line the perimeter. A&R branched out into blade manufacturing 25 years ago, under their Rotec division. The A&R builder's plates on our boats state "Lemwerder I.O." On the aeronautical chart, you will see that Lemwerder is located in the region of Oldenburg. Thus I.O. stands for "in Oldenburg." The 1996 book *Abeking & Rasmussen*, by Svante Domizlaff, seems to be available from a number of online sources. Be sure to specify the English-language version.

Doug Cole



Sumatra

No. 76 • NEWPORT, RHODE ISLAND

SUMATRA was built in 1960 as hull #76, and I don't know an iota of her history prior to 1991. Hurricane Bob rumbled through in mid-August of that year, and the powerful storm sent hundreds of boats ashore or to the bottom along the southern coasts of Connecticut, Rhode Island, and Massachusetts. At that time SUMATRA was kept at Padanaram, and the story goes that a larger yacht got loose and took her along for a truly nasty ride: she bounced, banged, crunched, and smashed her way through other boats, docks, and rocks on her way up into the marshes.

The Concordia Company happened to be conveniently located nearby, and they were recruited to restore #76 to like-new condition. She received brand new cabin sides, coamings, toerails, stem, rig, and much more. SUMATRA emerged in 1993 as a reborn boat.



Her next owner brought her to Port Townsend, Washington, where a mumu-like canvas cover protected her from the elements, and also from the pesky sea lions that like to make themselves at home around undefended sailboats. Thorpe Leeson, my longtime partner in nautical adventures, had had his eye on SUMATRA for some while, and when she became available he contacted her owner. An agreement was reached to acquire the boat, with my wife and I participating as partners. In September of 2015, we flew out to Seattle to meet up with Thorpe and view our new joint purchase. We started by lighting the cabin heater to drive out the damp northwest chill. Puget Sound is like Maine on steroids, with countless islands, harbors, coves, and ledges. We had never sailed in that region, and I had never sailed a Concordia yawl. Our first outing amazed me: as we broad reached in a 15-knot breeze, the tiller stayed right on the centerline. I was thoroughly impressed with SUMATRA's fine balance and ease of handling. That's when I began to understand just why these boats have earned themselves such a loyal following, over so many decades.

SUMATRA was trucked across the continent the following spring, and Newport has been her home ever since. I have often sailed her solo off the mooring and back, without needing to start the Westerbeke. She's well behaved! We have not raced her yet, but last year our friend Barbara Kranichfeld bought the bright-hulled Concordia 41 KATRINA, and this summer she invited us aboard her boat for the Newport Classic Yacht Regatta. KATRINA ended up taking first place in her class, and also won the Sappho Trophy for best overall performance! Perhaps SUMATRA will be given a chance to frolic with the classic fleet next year.

Casey Fasciano

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

I IN GENERAL

It is the purpose of these specifications and the plans to which they apply to indicate the type of construction and finish, and to cover the equipment and delivery of an auxiliary yawl rigged yacht of the following approximate dimensions:

L.O.A.	39'-10"
L.W.L.	28'-6"
Beam on Deck	10'-0"
Draft	5'-8"
Displacement	18,314 lbs.
Sail area	650 sq. ft.

Any omission in either the plans or the specifications that should be included to make the yacht so conform shall be considered as included in the intent of these specifications.

The builder is to construct and complete the yacht, furnish all labor and materials, except items of equipment supplied by the owner as listed herein, and ship same to Boston as provided for in agreement between the builder and the Concordia Company.

II MATERIALS AND WORKMANSHIP

All materials that enter into the construction, finish, or equipment of the yacht shall be of the best quality for its particular use. Details and methods of construction employed by Abeking and Rasmussen in previous yachts built for the Concordia Company have proved to be entirely satisfactory. For this reason, detailed descriptions of construction methods have been omitted in the following paragraphs.

III HULL CONSTRUCTION

1. Stem: Oak, sided and moulded as shown on plans.
2. Keel: Oak, 5" in depth, sided as required.
3. Stern Timbers and Deadwood: Oak, shaped as indicated on plans.
4. Transom: Laminated and glued, with outer surface of mahogany.
5. Frames: Oak, steam bent, approx. 1½" x 1½" on 9" centers, with bilge frames between through middle portion of hull.
6. Floor Timbers: Oak, bolted to keel, stem, and frames.

III Hull Construction (continued)

7. Mast Step: Oak, notched over floor timbers.
8. Bilge Stringers: Fir, in two strakes, each $1\frac{1}{4}"$ x $3\frac{1}{2}"$.
9. Clamp: $1\frac{1}{2}"$ x 5" fir, tapered toward ends, bolted to frames.
10. Shelf: $1\frac{3}{4}"$ x $3\frac{1}{4}"$ fir, tapered toward ends and bolted to clamp and frames.
11. Engine Bed: Bearers $1\frac{3}{4}"$ oak, notched over floors and braced transversely.
12. Planking: African mahogany of 1" finished thickness, fastened with silicon bronze screws.
13. Ceiling: $\frac{3}{8}"$ mahogany, extending through living quarters.
14. Deck Beams: Oak, crowned as shown. Main beams $1\frac{7}{8}"$ x $2\frac{3}{4}"$, others $1\frac{1}{2}"$ x $2\frac{3}{8}"$.
15. Carlins: Oak, about 1" x 4", let into side deck beams in way of cabin trunk.
16. Knees: Lodging knees, oak, sided $2\frac{3}{8}"$. Hanging knees, bronze.
17. Mast Partners: Oak, sided $1\frac{1}{2}"$.
18. Breast Hook: Oak, sided $2\frac{3}{8}"$.
19. Deck Blocking: Oak, located in way of deck fittings and pipe openings.
20. Chainplates: Bronze, through bolted $\frac{11}{32}"$ x $1\frac{3}{8}"$ for main shrouds, $\frac{1}{4}"$ x $1\frac{1}{4}"$ for mizzen shrouds.
21. Headstay Fitting: Bronze casting for single forestay.
22. Main Deck: Gaboon mahogany, canvas covered.
23. Covering Boards; Mahogany, approx. 1" thick, of ample width for rail stanchion sockets.
24. Toe Rail and Rail Track: Locust, 1" wide, increased in way of track. Height $2\frac{1}{4}"$ forward, tapering down to 1" at after end of house, then raising to $1\frac{1}{4}"$ at stern. Track, $1\frac{1}{4}"$ x $\frac{3}{16}"$ bronze, bolted through bronze angle bar under deck as shown. Track to extend forward to chainplates and to be fitted with slides as listed and drilled for set screws along entire length.
25. Trunk Sides: $1\frac{1}{8}"$ mahogany, rabbeted into corner posts and set on deck.
26. Trunk Beams: Oak, of sizes shown on plans.
27. Trunk Top: $\frac{3}{4}"$ tongue and groove white pine, canvas covered.
28. Companion Hatch: Mahogany, canvas covered.

29. Skylight: Mahogany, fitted with bronze protecting rods and raising devices.
30. Fore Hatch: Mahogany, with hinged covers having gutter under center seam. Hinges to be all bronze or stainless steel. Cover to have Lucite oval lights.
31. Hand Rail: Locust, securely fastened on house top.
32. Cockpit: Height and width as shown on starboard plan. Watertight, built on beams extending across the boat, sides and ends mahogany, floor laid and caulked teak, coamings mahogany, curved and sloping as shown on plan. Sides to land on rabbeted sills on cockpit floor, and to have removable locker doors in the forward portion, one port, one starboard with high sill as shown. Seats to be flat, of solid teak. After seat hinged, with solid mahogany vertical front on which are installed engine gauges, ignition switch, and starter button. Hinged portions of side seats to have slat risers of locust. Forward portions of side seats removable, without risers. Fuel tank under port seat to have large cleanout plate. Copper box under starboard seat to take special copper alcohol and kerosene cans, gasoline funnel, etc. Compass 6" spherical Constellation recessed into bridge deck bulkhead. 8" dia. opening port in starboard side of bridge deck bulkhead as shown.
33. Rudder: Shaped as shown on Standard Plan. Blade to be fitted with bronze trailing edge and bolted to bronze rudder stock.
34. Tiller: Locust with bronze rudder head companion fitting.
35. Ballast: One piece cast iron ballast keel weighing about 7700 lbs., fastened through wood keel with galv'd bolts.
36. Water Ways: All floor timbers to be suitably provided with limbers.

IV JOINER WORK

1. In General:

All bulkheads $\frac{3}{4}$ " knotty pine, paneled. Locust trim, dresser and table tops. Except for thwartships bulkheads, practically no built-in furniture extends down to the floor, but terminates somewhat above it, as shown on plans. Knobs and turnbuttons of wood to be used where practicable, instead of metal.

2. Forward Cabin:

All furniture to be pine and locust, varnished and rubbed. To contain two side seats, locker under port seat, water tank under starboard seat. One thwartship seat with locker under. Slat shelf in forepeak for sail stowage. Two Concordia type forward berths of folding pipe frame type, with suitable hinges. Slat bottom space between forward shelf and locker for anchor stowage. Narrow shelf port and starboard over after portion of berths. Paneled door to passage aft to be fitted with flush type handle and to be hinged on starboard side.

3. Toilet Room:

To be arranged as shown on Standard Plan. Bulkheads and lockers painted white. To contain toilet, lavatory, and pump as specified in Equipment List. Toilet to be installed with discharge loop extending above waterline. Linen locker outboard of toilet with hinged slatted doors, bottom shelf, and one shelf above. Locker under to have paneled door hinged on bottom edge. Clothes hamper between linen locker and lavatory to have hinged lid and holes for ventilation in top and bottom of after face. Medicine cabinet with mirror over lavatory. Paneled door to open into passageway and to have flush type door handle.

4. Hanging Lockers:

Two clothes lockers with slatted doors and one oilskin space between without door, opposite toilet room. Hanger bars and pegs, oilskin retainer bar, doorknobs, and turnbuttons of wood to be fitted.

5. Main Cabin:

Bulkheads as in paragraph 1, with varnished and rubbed finish, panels arranged to fit locker openings, placing of clock, barometer, shelves, etc. Cabin to contain two transom seats about 6' 7" long and 18" wide, sloping downward to the outboard edge $\frac{3}{4}$ ". Lip faces to keep cushions from sliding off. Fronts to slant outboard as shown, with locust battens arranged to permit maximum size of water tanks. Two Concordia berths, made up of three arms with slots for battens and two galvanized pipes for each. Heavy canvas approximately 30" wide, lashed to a fixed pipe and to the upper pipe of the Concordia berths, forms the bottoms. Two pine shelves, one port, one starboard, outboard of each Concordia berth, as shown. Each shelf to have a retaining lip only in forward portion, a book rack in middle, and lockers with slatted doors on after half, as shown on Standard Plan. Tops of lockers and book rack to form a shelf with lip under deck beams for storage of sail battens, etc. Loose shelf each side at height of Concordia berths when down. Shirt locker recessed into forward bulkhead, starboard side, extending through outboard of the hanging lockers, with a slatted door opening over cabin shelf as shown. Open locker recessed into toilet room bulkhead for radio. Two water tanks with cleanout plates, one under each transom seat, to be made with sections as large as possible for capacity of at least 20 gallons each in lengths of about 4' 6", leaving a storage space about 2 ft. long forward of each tank, accessible through traps in seat platforms. Cabin sole Burma teak, painted underside only.

6. Galley:

Dresser fronts and tops locust, varnished and rubbed. Stove space as detailed, with stainless steel lining and removable wood front and top. Utensil lockers outboard and aft of stove space, with loose traps in top. Dish rack above dresser top, with partitions installed by Concordia. Sink and pump, per Equipment List, to be installed on port side, with overboard sink discharge through seacock. Drawer and locker under sink, locker outboard with hinged trap. Glass shelf above, with holes arranged by Concordia. A Concordia type icebox of size shown to

be installed in a recess aft of sink, on a framework platform permitting ventilation. A copper drain tank with a hole in top to receive drain hose from icebox, and a draw-off cock in lower forward face to be located as shown. Engine box of pine to have slat front and sides set on a platform, and solid top set on rabbeted cleats on dresser front so as to be readily removable without jamming. Batteries to be installed in a lead-lined removable box set on platform between starboard side of engine box and dresser front, with fuses and sealed switch mounted on a panel set about 4 inches outboard of dresser front. A hinged door dropping onto engine box top to provide access to fuses and switch. Companionway steps of mahogany to be hung on brackets at top so as to be removable. Corner shelf of pine at after end of cabin trunk each side to have 3" lip with opening to permit cleaning.

V UPHOLSTERY

1. Transom Seats:

Two cushions approximately 6'-6" long, 18" wide and 3" thick, each made in two sections with boxed edges and strap handles. These to be filled with kapoc, buttoned, and covered with light green corduroy, unless otherwise specified. Two triangular shaped cushions with similar covering.

2. Concordia Berths:

Two 6'-6" pads approx. 33" wide, filled with kapoc and covered with a suitable fabric.

3. Forward Berths:

Two pads filled with kapoc, shaped as required and covered with a suitable fabric.

4. Cockpit Cushions:

Five in number, filled with kapoc and covered with canvas, color to be selected by owner.

VI LIGHTING AND WIRING

8 cabin fixtures, 2 in forward cabin, 1 in toilet, 4 in main cabin, 1 small dome light over stove area for chart work, located as per plans. Mainmast to be fitted with radio aerial and wired for masthead and spreader lights. Bow light to be located on forward side of mast. Outlet for compass light to be located on forward side of bridge deck bulkhead. Running lights to be installed on pulpit.

VII MACHINERY

1. Motor and Gauges, etc:

Gray 4-112 direct drive engine with 20" support centers, 1-1 propeller shaft coupling, 10 ampere CV-12V generator and voltage regulator, oil gauge, ammeter, electric tachometer, ignition switch, waterproof starter button, water temperature gauge.

2. Shaft:

1-1/8" dia. Tobin bronze, fitted to coupling inboard, tapered and keyed for propeller.

3. Propeller:

Bronze, 2 blade solid, 15" dia. x 10" pitch.

4. Stuffing Box:

Rubber necked type.

5. Stern Bearing:

Cutless rubber type. Note: Shaft, propeller, stuffing box, and stern bearing to be supplied by Concordia and sent to Abeking and Rasmussen for installation. Motor to be installed by Concordia.

6. Stern Tube:

Copper sleeve between stern bearing and stuffing box flared to receive both.

7. Exhaust Pipe:

To be water jacketed copper stack from exhaust manifold to bronze T fitting under forward end of cockpit. From T to two outlets, one port, one starboard. Edson type exhaust hose. Exhaust outlets to be fittings with inside and outside flanges.

8. Muffler:

None required.

9. Instrument Panel:

Oil pressure gauge, electric tachometer, ammeter, temperature gauge mounted behind glass deadlight in center of bulkhead at after end of cockpit. To be boxed in to protect from water or damage. Ignition switch to be located under aft seat. Instruments to be installed by Concordia.

10. Controls:

Starter button: brass waterproof type, located outside on aft cockpit bulkhead, starboard side as shown. Throttle and choke to be bronze quadrant type, located as shown on plan. Reverse control bronze with vertical shaft and hinged horizontal lever, located forward of gas tank and inboard of bilge pump.

11. Ignition:

To be from heavy duty marine batteries, 12 volt, 2 in number, connected so that either battery can be used or cut out as desired. To be suitably connected to starter, generator, ammeter, and switch. Heavy cable thoroughly insulated and protected from moisture to be used for connection to starter. Lead-lined battery box to be located inboard of the galley, starboard side. Batteries to be furnished and installed by Concordia.

12. Engine Pan:

Copper, fitted with drain at forward end.

Proper Distancing



While traveling up to the boat in July, I came upon this unexpected tableau at the West Gardiner Service Plaza on Route 295. The State of Maine and City of Portland initiated this public service campaign in an effort to encourage appropriate distancing. The banner shown here appeared on billboards in the Portland area, and was also featured on the sides of that city's municipal buses. For those not in the know: the oddball spelling of "Fah Apaht" represents an effort to evoke a certain accent often encountered in the New England states. And yes, the adjective "wicked" is liberally employed in our region. The original image was made by Olga Merrill, a visual artist based in Maine. She took the photo in South Freeport, and the two Concordias shown are #21 STREAMER and #59 SNOWBIRD, both belonging to Guiliaem "Rusty" Aertsen. Although Olga's original photograph was cloned to create the banner, high-quality prints of her original image are available through olgamerrill.com.



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The Concordian

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ARIADNE as seen from OWL in Orcutt Harbor, Maine. Photo by Eunice Panetta, August 14, 2021