

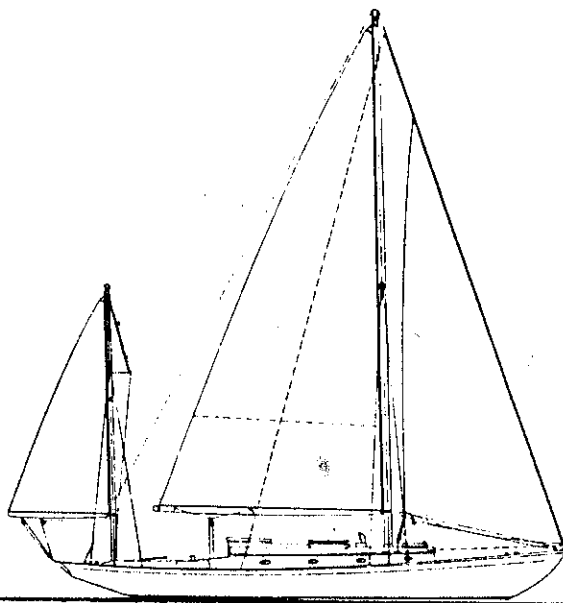
Concordia Yawl Newsletter

NUMBER 2 OCTOBER, 1986

A perfect day to enjoy boating. Light rain in the morning (making it very easy to stay in the bunk an hour longer), giving way to fall sunshine and autumn colors. Kitty is sprawled out on the bridgedeck like she owned the place. A building southerly promises a lively sail home this evening. IRENE has Inati Bay on Lummi Island all to herself. A peaceful retreat from a hectic week. Having the fall varnishing and annual maintenance list completed makes it all the more enjoyable!

Now that IRENE is back together after new decks and a complete exterior refinishing I should have some time to catch up on the newsletter. I've enjoyed the response from the first issue last February and since the object is to communicate amongst Concordia owners I'll pass the news as it comes in.

Many were interested in the decking project on IRENE. I'm happy to say they turned out most satisfactory and most importantly, they don't leak. She was put in a covered boat-house in October and by November we had the toerails, coamings, deck hardware and old canvas removed. The canvas was in good condition except over the deck to covering board seam where it had split in many places. Most fastenings were in excellent condition and so were cleaned and reused. Most smaller ones, specifically around the cabin moulding, had been sanded smooth and needed to be drilled out. In December and January (this was pretty much a weekend project), $\frac{1}{4}$ " panels of Bruynzeel plywood were fitted and then glued and screwed into the subdeck of 1" mahogany. This bridged the offending and leaking joint. The fastenings and joints were then faired smooth. In late February we applied the 2 layers

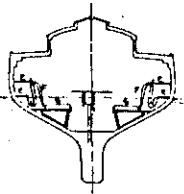


of Dynel cloth and epoxy. We put both layers down the same day so as to avoid the cleanup twice as well as to keep the crew together. This took 5 people about 8 hours. One person did all the mixing and was kept rather busy. The cloth was laid in place dry and the epoxy poured on top and squeegeed out. The following day while the epoxy was still green the edges were trimmed and the deck painted to avoid dirt buildup. Next the toerails were rabbeted 5/16" so as to bury the edge of the new deck. Then, to make a long story short, everything was put back together and refinished. An interesting feature of the Dynel cloth is that without sanding it sets up with a very uniform and durable nonskid finish. Estimated cost of materials: 8 sheets Bruynzeel plywood - \$500. Dynel cloth - \$200. Epoxy, 6½ gallons - \$235. Fastenings, adhesive, paint, misc - \$350. Boathouse - \$1,200. Labor is obviously a major consideration. After spending four days removing the genoa track I stopped keeping track of the hours. On the other hand, the Concordia is a pleasure to work on as everything is accessible (it helps to be a midget) and made to take apart. There was always inspiration to carry on and do one's best. With this and countless other projects completed IRENE is in nearly new condition. Not bad for being 20!

Concordias were well represented in Northwest boatshows this year. George and Lorna Cook on SOVEREIGN spent a week at the Expo 86 Wooden Boat Show in Vancouver. Stewart and Denny Mc Dougall on KODAMA attended the Victoria Classic Boat Show and IRENE and SOVEREIGN dazzled the folks and the Port Townsend Wooden Boat Festival. Many visitors wanted to see first hand how those bunks worked that they had seen in WoodenBoat. More than a few came back several times with serious looks into lockers and bilges: "You say there are some for sale in the East?" (SOVEREIGN is for sale, but we're trying to keep it a secret.)

Doug and Susan Adkins on CORIOLIS rendezvoused with IRENE and SOVEREIGN at Stuart Island in the San Juans in August. It seemed everyone had a tide or ferry to catch so no regatta was held this year. We had perfect weather and comraderie instead.

This April Demaris and I visited the Concordia Yard at So. Dartmouth. Alden Trull showed us around briefly then gave us run of the yard to check out the details. 23 Concordias were there for storage and maintenance. There are many other boats there as well. Much spring work was underway and it was great to see all the loving care these yachts receive. Not exactly a good place for the do it yourselfer, however. Alden was very generous in allowing us to see the file on IRENE's evolution and construction, complete with photos and sailplans. One note of caution for the first time visitor: Be sure your spouse is well fed and has a distraction or two



before arriving as the yard has enough items of interest to last the skipper all day. Thank's again, Alden.

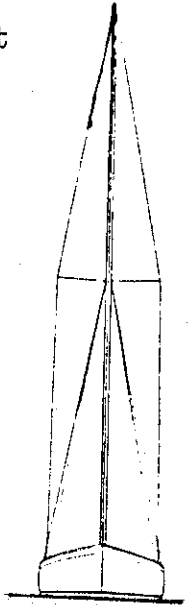
Up the road at Dion's yard in Salem we came across two more Concordias in winter storage, WHITEWAVE and CHRISTIE. Even before spring maintenance these two were in pristine condition. Oh, to have covered moorage.

Steven Otton of Page Marine Services, 26 Sea St., Camden, ME 04843, has offered to keep us informed of the Concordias listed for sale with his firm. The current list includes: JAVA (1939), MOANA (1951), WINNIE of BOSTON (1952), CLAIRE de LUNE (1955), FLEDERMAUS (1956) and YANKEE (1956).

COMMUNICATIONS

Donald McNary, WESTRAY, Westport, CT: Westray was built in 1960 and has a taller mast for the light air of Long Island Sound. The mast tangs are galvanized. Last summer our starboard lower tang broke. It's made of two plates, and one of them let go above the pin holes. We were lucky, and we didn't lose the mast. Alden Trull at Concordia sent down a replacement, that to our amazement fits perfectly. He also reported that this was the first report of failure to this part. We replaced the other side also.

Stewart McDougall, KODAMA, Seattle: Of interest to Concordia owners might be the details on a improvement I made to KODAMA this past summer, that is the installation of a 24" round Baier flush hatch to the cockpit floor. Not only does this greatly improve access to the shaft stuffing box but this hitherto before inaccessible area offers a wealth of storage space. I've used this area to locate our batteries, battery charger 110V. A previous owner had opened up the cockpit floor and installed a totally inadequate hatch which was leaky and structurally weak. I removed all the deck planking back to the cockpit seat fronts. Trimmed all three deck beams to the same abbreviated length and added a carlin to support these ends. A rabbet was milled into this carlin and their supporting deck beams. Into this rabbet was laid a layer of $\frac{1}{2}$ " mahogany ply, bedded and sealed with epoxy. Upon this I laid new 1" teak, leaving a 24" diameter hole for the cast aluminum flush hatch. The hatch was let into the teak to be completely flush at the king plank. The teak was caulked with cotton and seams filled with Detco Thiokol. The hatch was set in Sikaflex.



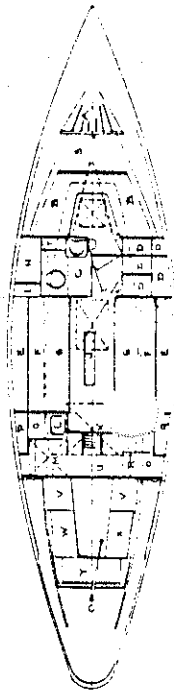
Ed Hobson, CRESCENT, Annapolis: We bought Crescent in Oct. 1985. She is #18, the second 41 built. She was in run down condition as no one was looking after her. We have begun extensive refinishing and have installed a new Perkins 108 diesel and renewed all upholstery. She is looking much better. She is all original below but some modifications have been

done in the cockpit. She has no bridge deck. Has mast head rig and wheel steering, built in 1954. We keep her at our dock on the Severn River just above Annapolis. She is one of 3 wooden boats of about 80 on the creek. She is our second Concordia having owned SAZERAC, #34, from 1974-80. Also our fourth A&R boat, having had two Dragons from that yard. There is nothing equal to their work. Our daughter and son in law, Patti and Richard Navatto also bought a Concordia last summer, MEMORY, #35. They keep her in Kittery, ME where we hope to "swap" for some summer cruising.

Wayne Overland, LOON, Victoria, B.C.: Immediately on purchasing the boat in November I trucked it from Maine to San Diego. I am working on single handed sailing and the mild California climate and wind and sea conditions are ideal for gaining experience without crew. I've previously owned a 63' A&R S&S motorsailer which we cruised though the Virgins and Bahamas and a Camper Nicholson which we cruised through Europe. I got tired of the crew problems with bigger yachts and decided to move down to a boat that had character and could be singlehanded. So far the Concordia has provided me with more enjoyment in nine months than all of my other boats combined. Needless to say it causes a sensation among the plastic condos that fill the California marinas.

Mrs. Frederic Camp, THISTLEDOWN, East Bluehill, ME: The Woodenboat 67 & 68 articles were done on my boat in my doorway one fall several years ago. The teak decks look better in spring and summer than they do in fall when the peanut butter, mayonaise, and sunburn cream seem to show up. Had I known the photographer was coming, I would have cleaned her up, but I was away at the time. I've done nothing spectacular in all these years. I don't race her at all. I ordered her after I caught on that sailing was more fun than racing. It took 39 years of racing to teach me, and I've been making up for lost time ever since. THISTLEDOWN comes out in May, before the Memorial Day rush, and doesn't go to bed till the end of October. I do lots of gunkholing and a great deal of day sailing. My cruises last 2-7 days and my crews are good friends, some young, some old. I know that I love THISTLEDOWN, and I believe that she loves me.

Elizabeth Meyer, MATINICUS, temporarily of Southampton, England, where she is restoring the 1934 America's Cup challenger ENDEAVOUR: Since 1983 I have had the pleasure of sailing and racing my Concordia with an all woman crew. We haven't done too badly in New York YC cruises - 2nd in class and Rear Admiral's Trophy in '84 - and in some IOR eventd we've finished 5th and 7th and 9th and etc. but never got any silver for it. Oh well. Also, classic yacht events are always good for us - we enjoy them and love seeing so many other boats. One thing that seems a shame to me is that so few Concordias race in the Buzzards Bay Regatta



Concordia Race. One year I think there were 18 boats, but attendance has dwindled considerably since then. I think through your newsletter you should be able to bring it back to being an exciting and populous event. (sounds good to me. DC) I will never sell my Concordia. She is really a good boat. Easy to sail by myself and an incredibly comfortable boat to cruise in. I've been in lots of offshore lousy weather and the boat is the only boat I've ever sailed that actually seems to get bigger not smaller in a storm. I have ever increasing respect and affection for my boat. I feel so very lucky to own her and know her. Any Concordia is welcome to stop by at my family's island, Hog Island, (Maine, I presume, DC) the one closest to Buck's Harbor, the west end of Eggmoggin Reach. Tell Lew Black, our caretaker, that I sent you. Ask him to show you around.

Lloyd Moulton, WHITEWAVE, Marblehead: Don't assume those of us in the East get to exchange ideas and news that often. How about a Concordia equipment swap/sale section - winches, sails, fittings, etc.?

Llewellyn Howland III, proprietor of Howland and Co. Books, Prints, Paintings: One Concordia related book your correspondents may not be aware of is The Middle Road by my grandfather and namesake, Llewellyn Howland. Published 1961, this is a final collection of 14 stories by Grandpa, most of them originally published in The Atlantic, Yachting, Rudder, etc. It features his accounting of the creation of the first Concordia, JAVA, with a pen and ink sketch of her by artist Lois Darling. The book is handsomely printed by the Storiethour Press. I have a very few copies here at the admittedly stiff price of \$30.00 ppo, if any of your readers have any cash left over after paying their yard bills. 100 Rockwood St. Jamaica Plain, MA 02130

Waldo Howland, Captiva, FL: It seems that over the last nearly half century, these boats have proven themselves in a number of ways, and that therefore ~~news about them~~ should be helpful to many new and old time sailors. My own efforts for the past seven years has been to put together another book, this one to be primarily about Concordia Yawls, how they were started, their history so far, etc. As far as I know every one of the 103 built is still in existence. We have made up a pretty complete list of owners, past and present, which I believe will be published in this book, Vol. II, which itself I am hoping will come out this winter.

While I couldn't expect to equal Mr. Howland's efforts, it would seem that the Concordia's 50th anniversary in 1988 would be a good time to publish a roster of Concordia owners. There have been many changes since Elizabeth Meyer's 1978 edition. If you know any Concordia owners that are not

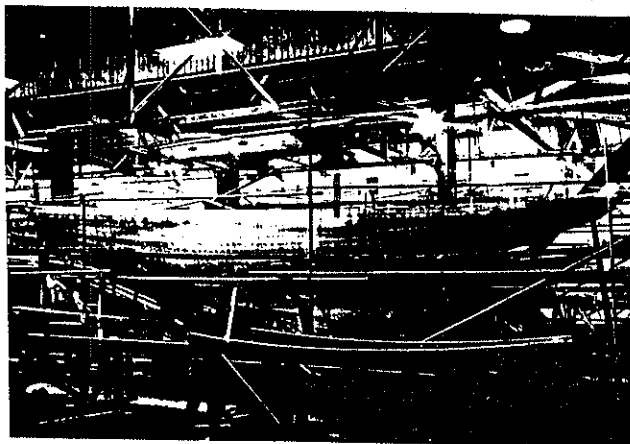
included on the following list and would like to receive the newsletter and participate in the roster project, please have them contact me. As for the newsletter, I'm still soliciting contributions and suggestions. Early spring would be a likely time for the next issue. Just send a self addressed stamped envelope. Again, feel free to make copies and pass them around.

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|-----|--------------------|-------------------|--------------------|
| 3 | Halcyon | Frank Walker | Ellsworth, ME |
| 15 | Sovereign | George Cook | Seattle, WA |
| 18 | Crescent | Walter Hobson | Annapolis, MD |
| 20 | Fleetwood | Bob Scott | Miami, FL |
| 23 | Starlight | Francis Loutrel | Wellesly Hills, MA |
| 29 | Feather | Concordia Co. | So. Dartmouth, MA |
| 35 | Memory | Richard Navarro | Kittery, ME |
| 40 | Whitewave | Lloyd Moulton | Marblehead, MA |
| 44 | Lacerta | Steve Loutrel | Carlisle, MA |
| 45 | Loon | Wayne Overland | Victoria, B.C. |
| 46 | Kodama | Stewart McDougall | Seattle, WA |
| 53 | Prettimarie | Hugh Bullock | New York, NY |
| 62 | Thistledown | Alida Camp | E. Bluehill, ME |
| 78 | Matinicus | Elizabeth Meyer | Edgartown, MA |
| 79 | Westray | Glen McNary | Norwalk, CT |
| 82 | Coriolis | Doug Adkins | Seattle, WA |
| 100 | Haven of Padanaram | John Bullard | So. Dartmouth, MA |
| 103 | Irene | Doug Cole | Bellingham, WA |

For those that are still in the water, Smooth Sailing!

Doug Cole

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IRENE AT ABEKING +
RASMUSSEN - 1966