



39' (11.89m) 1963 Concordia Lincolnville Maine United States

# OVERVIEW

Manufacturer:
Engines:
Engine Model:
Engine HP:
Beam:
Max Draft:
Water:

Concordia Hull Material: Cruise Speed: Max Speed: Cabins/Heads: Fuel Type: Fuel:

\$120,000

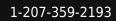
Wood

Diesel

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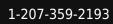




# **Data Sheet**

Category: Yawl Condition: Used Model Year: 1963 LOA: 39' 10'' (12.14m) Fuel Type: Diesel Hull Material: Wood

# **Engines/Generators**





## Summary/Description

"The Concordia Yawls were never made to fit any racing rules. They were made to fit the ocean." So said Waldo Holland, who contributed to the famous 1938 design by Ray Hunt.

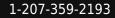
"The Concordia Yawls were never made to fit any racing rules. They were made to fit the ocean." So said Waldo Holland, who contributed to the famous 1938 design by Ray Hunt.

It's true that no one rule was followed in the Concordia design, though Ray Hunt looked at the rules he found useful. Good racing is just a by-product of good design, according to Waldo Howland. "Yes, they are fast, and fast in a lot of different conditions, but that's because they are a wholesome, seaworthy design and just a good little boat. I claim it's much like a good apple pie: you can't improve on it."

The Concordia 39 yawls, first built 76 years ago in 1938, have cruised and raced themselves into the imagination and emotions of their owners to remain the biggest one-design of large boats in the world, with all but one of the 103 boats still in existence. The curvaceous spoon bow, sweet sheer on a slim hull accentuated by a midships tumblehome, yawl rig and sexy counter stern have led many good sailors to succumb to the Concordia charm over the years.

## **Principle Dimensions and Information**

Designer: C. Raymond Hunt / Waldo Howland Builder: Abeking and Rasmusson Year Built: 1963 LOA: 39', 10" LWL: 28', 6" Beam: 10', 3" Draft: 5', 8" Displacement: 18,000 lbs. Ballast: 7,700 lbs. Sail Area: 690 sq. ft. Auxiliary Propulsion: 2016, Beta Marine 4-cylinder, 35-HP, freshwater-cooled, inboard diesel Engine Hours: 1,379 Hours as of March 2024 Fuel Tank Capacity: 20 Gallons John Maxwell brokerage@brooklinboatyard.com





Freshwater Tank Capacity: 60 Gallons

#### **Hull and Deck Construction**

Mahogany trunk cabin, toe rails, taff rail and cockpit coamings

Spoon bow with oak stem, back bone and deadwood

Steam bent oak frames and floor timbers  $1 \frac{1}{2}$ " x 1 5/8" on 9" centers.

Oak deck beams 1 3/8" x2 3/8" on 9" centers.

Bronze screw fasteners

Cast bronze deck hardware.

Bronze thru hull fittings.

Large opening skylight hatch above main saloon and opening hatch in forward cabin provide natural light and ventilation

Additional natural light provided by fixed ports in the cabin sides

Additional ventilation by way of a single dorade vent forward, two dorade vents aft and a solar-powered fan vent mounted on inspection hatch on stern.

Topsides are painted White

Boot stripe (single) is painted Red

Cove stripe and signature Concordia moon and star are painted Red

Decks and cabin tops are painted a traditional Buff color

Toe rails, taff rail, cockpit coamings, house sides and eye brows, handrails and other non-painted deck features are varnished finish.

Bottom is coated with Green anti-fouling paint

#### **Deck Hardware and features**

Cast bronze stem iron with integral dock line chocks

Bronze fabricated bow pulpit

Bronze fabricated lifeline stanchions with double (upper & lower) coated wire lifelines

Varnished Mahogany bow cleat

Storage box and chocks for Danforth anchor, chain and rode.

Bronze chain plates port and starboard for main and mizzen shrouds

Bronze genoa tracks and adjustable cars / blocks port and starboard on toe rails

Bronze opening ports in cabin front (2)

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Bronze opening ports in head and passageway forward Fixed Bronze portlights in main saloon (4) and forward cabin (2). Opening hatch with fixed oval lights above forward cabin Opening "Butterfly" hatch above main saloon Varnished Mahogany dinghy storage chocks. Varnished Mahogany handrails port and starboard on cabin top Bronze Dorade cowl Bronze "Charlie Noble" cabin heater exhaust stack Varnished Mahogany cockpit coamings, winch islands, cockpit seating Laid Teak deck cockpit sole Varnished Mahogany seat backs Varnished Mahogany stern cleat Bronze back stay tang Bronze deck ventilator Bronze ensign staff holder / socket Bronze chocks for aft running lines (2)

## **Interior Accommodations**

Sleeping accommodations for four persons in a traditional Concordia layout described as follows fore to aft.

Anchor rode area forward followed by the forward cabin, with port and starboard pipe berths, and a pine seat.

Aft of forward cabin is passageway to Main Saloon

To starboard of the passageway is a hanging locker and an additional storage large locker with shelves.

To port of the passageway is a fully enclosed head area with manually operated head, sink basin and storage lockers.

Next aft is the Main Saloon with port and starboard settee seating and drop down Concordia sleeping berths. Outboard of the settees (port and starboard) are storage lockers and shelves.

A varnished drop leaf table is mounted on centerline provides dining space for the ship's crew.

A Concordia solid fuel cabin heater is mounted on port forward bulkhead.

Continuing aft the galley is located to port and starboard of the companionway leading up and aft to the cockpit.

To port is a stainless steel sink basin sink with manual pump, the (under counter) top-loading Monel ice box and storage

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1-207-359-2193

for dry goods, cutlery and tableware in lockers, shelves and racks.

To starboard is a Taylors two-burner pressurized alcohol stove with oven, additional counter space and storage areas.

Centered aft below the companionway is additional counter space above which when removed allows for easy engine access.

Cabin sole throughout the boat are natural (bare) teak

Locust and pine paneling and mahogany trim are satin varnish finished.

Interior cabin sides and cabin overhead are painted semi-gloss White

#### **Spars and Rigging**

Fractionally rigged yawl rig configuration.

Varnished hollow box constructed, single spreader with double jumper struts and stays Sitka spruce main mast Varnished hollow box constructed, single spreader with single jumper strut and stay Sitka spruce mizzen mast Varnished Sitka spruce box constructed main and mizzen booms.

Stainless steel 1 x 19 stranded wire standing rigging with bronze turnbuckle adjusters at shrouds and backstay.

#### Sail Trim and Sail Control Equipment

Hood Seafurl roller-furling headstay

Bronze genoa tracks and adjustable lead cars / blocks port and starboard on toe rails Bronze Lewmar #43, 2-speed, self-tailing sheet winches on port and starboard cockpit coamings Bronze Barient #8, single-speed, furling line winch located on port cockpit coaming Bronze Barient captured-wire-reel, single-speed main halyard winch (main mast starboard) Bronze Lewmar #16 single-speed genoa & Spin halyard winch (main mast port side)

## Sails and Canvas

Main sail and main sail cover Mizzen and mizzen cover 130% Roller-furling genoa Mizzen staysail Spinnaker



## **Electronics and Navigational Equipment**

Danforth Constellation helm compass Garmin GPSmap chart plotter on swing-out bracket in companionway Standard Horizon depth sounder on swing-out bracket in cpnway with new transducer and fairing block (2017) Standard Horizon know meter Apleco VHF radio Manhattan Marine barometer Seth Thomas ship's clock

#### **Auxiliary Propulsion and Fuel**

# **NOTE:** Repowered in 2017 with new engine, engine beds, new shaft log, new shaft, new prop, new engine battery, new engine electrical system wiring and connections, new fuel filtering and hoses.

2016, Beta Marine 4-cylinder, 35-HP, freshwater-cooled, inboard diesel

Engine Hours: 1.379 Hours as of March 2024

Engine panel with tachometer, amp / voltage meter, oil pressure and water temperature gauges

Beta Marine ignition key switch and shut-off in lazzerette

Double lever throttle and transmission controls in cockpit

Last Drop stuffing box

Stainless steel shaft tube

1" Aquamet stainless steel propellor shaft

Bronze 3-blade, fixed-blade propeller

Fuel Tank Capacity: 20 Gallons

Racor fuel/ water seperator filter

Groco raw water filter / strainer

#### **Steering System and Equipment**

#### NOTE: New rudder and steering system parts installed 2017

Sippo (Mahogany) rudder with inlet bronze trailing edge

Bronze rudder post



#### Cast Bronze pintals and gudgeon (heel fitting

Varnished Ash tiller

### **Electrical System**

#### NOTE: Engine starting and charging systems replaced new in 2017 as a part of new engine installation

12-Volt DC ships systems Separate battery banks for engine start and ship's systems Engine and ship's systems batteries stored in secured battery boxes Blue Seas rotary type battery selector switch with emergency parallel Blue Seas circuit panel for control of ships DC systems Solar power charging system Batteries charged by engine alternator and solar system

#### **Freshwater Plumbing and Sanitation Systems**

Freshwater Capacity: 60 Gallons Freshwater (cold only) supplied to manually operated pump / faucets in galley and head area. Stainless steel galley sink Porcelain head area sink Manually operated marine toilet

## **Ground Tackle**

Danforth anchor with appropriate chain and rode

## Additional Equipment

Varnished Mahogany and bronze boat hook













