



FABRILE

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



OVERVIEW

Manufacturer:	Concordia		
Engines:		Hull Material:	Wood
Engine Model:		Cruise Speed:	
Engine HP:		Max Speed:	
Beam:		Cabins/Heads:	/
Max Draft:	"	Fuel Type:	Diesel
Water:		Fuel:	

\$120,000



Data Sheet

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

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

1-207-359-2193

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 ½" x 1 5/8" on 9" centers.

Oak deck beams 1 3/8" x 2 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)

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

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 companionway 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 separator 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



























