

MALAY

LOA 39.8', LWL 30', Beam 10', Draft 6', Displacement 20,000 lbs

Designer: Concordia Company

Built 1960 by Abeking and Rasmussen.



Malay anchored in Seal Bay, on Vinalhaven Island in Maine. The blue sheer stripe and storm cloth are distinctive features. The sail number 169 was first assigned to her predecessor, an earlier Concordia yawl built in 1939.

Malay is the second of two Concordia yawls with the same name, sail number, and owner. The first, hull number two in this class, was built by Lawley in 1939. The present *Malay* is the 77th, built by Abeking and Rasmussen in Lemwerder, Germany in 1960. 103 Concordias were built between 1938 and 1966, all but the first four by A&R. Most of them are still sailing. There are 11 in the CCA Fleet, the largest number of boats of one class owned by CCA Members.

The Concordias are distinguished by many details. A crescent moon and star grace the sheer stripe, and the transom is small. The beam and freeboard are small and the ends are long, all contributing to the classical beauty and seaworthiness. The hulls are planked with mahogany on oak frames. The cabin trunk is narrow, with oval portlights. The companionway is unusually wide. Hardware is bronze, with the notable exception of the locust cleats. Many unique features of the design were inspired by the collaboration between Ray Hunt and Waldo Howland, including the 'Concordia berths' which fold up to form backrests in the main cabin, and folding backrests for use in the cockpit.

Her owner has raced and cruised both *Malays* for over 50 years, including 18 Bermuda Races and several Mablehead-Halifax Races. The first *Malay* was the overall fleet winner on corrected time in the 1954 Bermuda Race. In 1978 the present *Malay* finished second in the MHS Division, behind her sistership *Babe*.



The bulkheads and trim are of hard pine, and show the loving maintenance which *Malay* receives. The second knotmeter mounted on the main bulkhead is an indication of the owner's concern for performance in ocean races. Chart work is performed on the large 'easel' mounted above the port settee. Numerous plaques are reminders of her extensive racing and cruising history.



The main cabin is fitted with two settees. The curved back rests fold down to form comfortable berths suitable for sailing offshore. The white canvas bag provides a safe accessible locker for the sextant.



View of the forepeak and folding pipe berths in the forward cabin. The hull is planked with mahogany over laminated oak frames.



The owner has designed and built numerous fittings and equipment. This parallel rule has an extended width which minimizes the number of separate steps required to use it.



A proper locker for signal flags is mounted on the main bulkhead in the head.



The leaves of the cabin table can be set at an angle to facilitate use offshore.



The gimballed alcohol stove is mounted on the starboard side of the companionway. The integral tank is filled by a special hose with gravity feed from a larger tank aft.



The port side of the galley includes a fitted stainless sink with a large manual pump. The faucet provides positive shut-off to conserve water. The ice box is refrigerated by a Sea Frost engine-drive compressor.



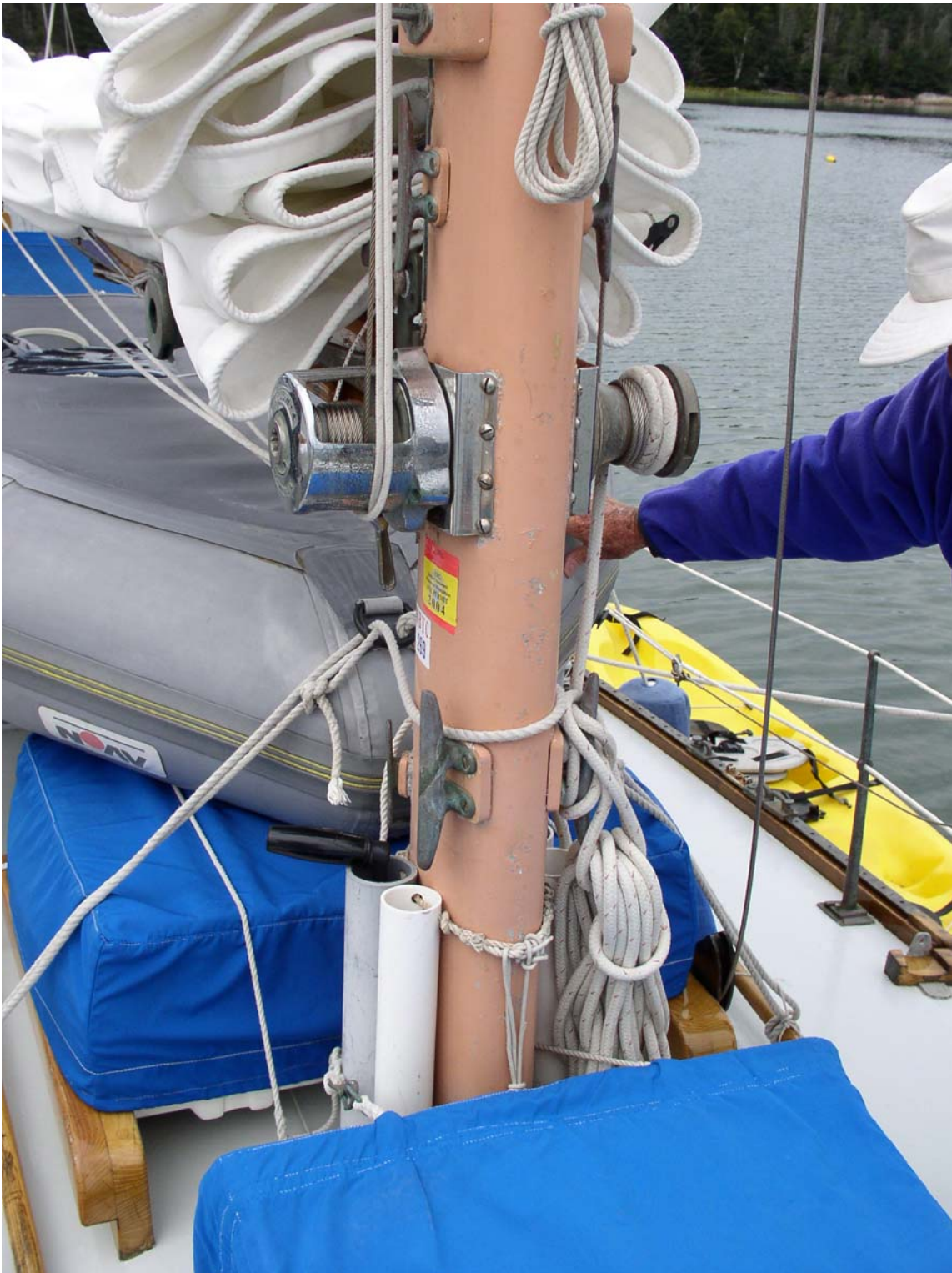
The aft end of the engine can be accessed through a heavy water-tight hatch in the cockpit sole which is gasketed and dogged by a special screw lock. The engine is a 27HP Yanmar. Note the neatly reeled rode for the storm anchor. The fuel capacity is 46 gallons. Three water tanks hold a total of 39 gallons.



The Concordia companionway is unusually wide. On Malay the opening width has been reduced with neat sloping rails for the cover boards. This also provides extra area for mounting the instruments!



Deck boxes are placed on the cabin top aft for stowing lines. The gallows frame is hinged just above the deck, so it can be folded forward and down. `Perry`, named for Perry Creek, has a special berth on the bridge deck.



The aluminum mast is filled with sound-deadening foam pellets. The wire main halyard and wire/rope jib halyard are typical of this era of boats. The wire outboard of the jib halyard winch is a removable forestay, which is passed around a wood fairlead and secured to a padeye on the cabintop.



The forward hatch is one of the owner's many special creations. Hinged either fore or aft, it is supported on the sides by the quadrilateral panels to provide a strong sprayproof arrangement when open.



An electric windlass is housed in a special box on the foredeck. Ground tackle includes a CQR, the Fortress shown here, and two more anchors.



The Concordia cleats are made of locust. The decks are covered with canvas.

The plans shown below are for the original Concordia yawls, with a 7/8 foretriangle. The next page shows the modified sailplan with a masthead foretriangle which was adopted for many of the later boats including the present *Malay*.

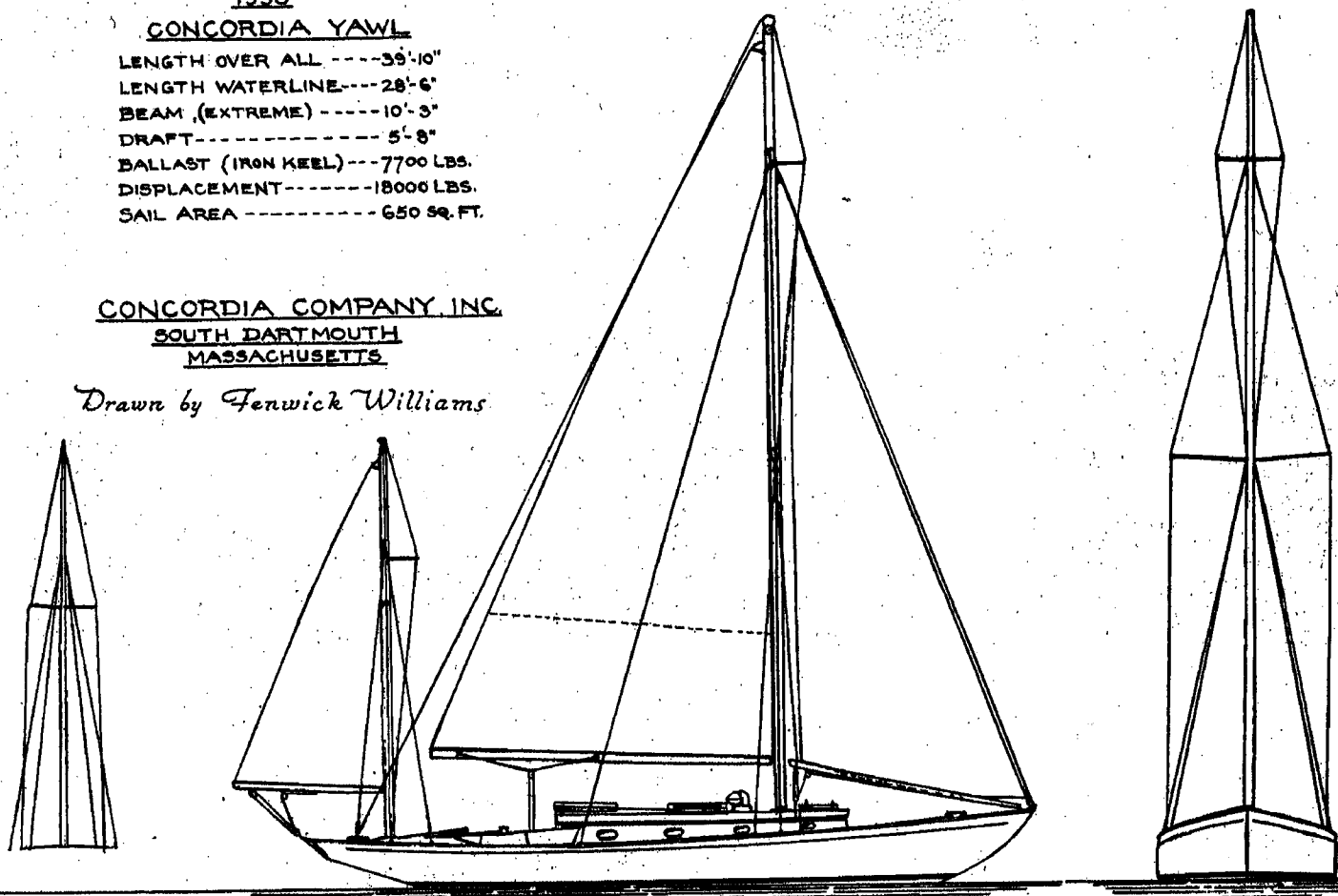
1958

CONCORDIA YAWL

LENGTH OVER ALL ---- 39'-10"
 LENGTH WATERLINE ---- 28'-6"
 BEAM (EXTREME) ---- 10'-3"
 DRAFT ---- 5'-8"
 BALLAST (IRON KEEL) ---- 7700 LBS.
 DISPLACEMENT ---- 18000 LBS.
 SAIL AREA ---- 650 SQ. FT.

CONCORDIA COMPANY INC.
SOUTH DARTMOUTH
MASSACHUSETTS

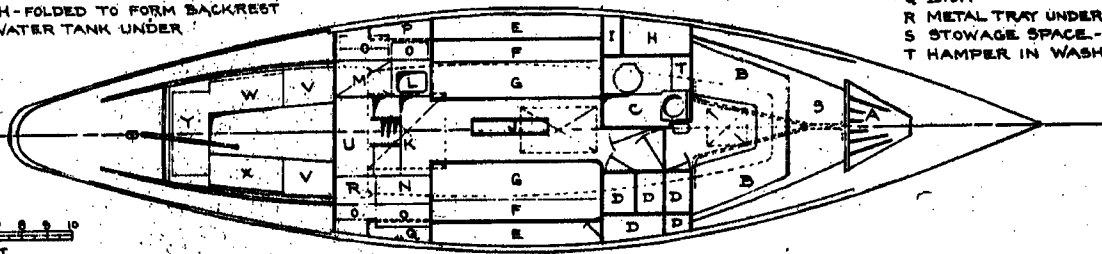
Drawn by Fenwick Williams



0 1 2 3 4 5 6 7 8 9 10
 SCALE OF FEET
 FOR SAIL PLAN

10 9 8 7 6 5 4 3 2 1 0

- | | | |
|---|---------------------------------|--|
| A SLAT, FLOORING FOR SAIL STOWAGE | U REMOVABLE COUNTER OVER ENGINE | L GALLEY SINK - STOWAGE UNDER |
| B FOLDING BERTH WITH SEAT UNDER | V " " SEAT IN COCKPIT | M ICE BOX |
| C WASH ROOM | W HINGED SEAT, FUEL TANK UNDER | N STOVE RECESS WITH COVER |
| D LOCKERS | X " " STOWAGE UNDER | O LOOSE TRAPS IN COUNTER - STOWAGE UNDER |
| E SHELF | Y " " " " | P GLASS RACK ABOVE COUNTER |
| F CONCORDIA BERTH - FOLDED TO FORM BACKREST | | Q DISH |
| G TRANSOM SEAT - WATER TANK UNDER | | R METAL TRAY UNDER COVER - BATTERIES BELOW |
| H LINEN LOCKER | | S STOWAGE SPACE - ANCHOR & WARP |
| I RECESS FOR RADIO | | T HAMPER IN WASH ROOM |
| J CABIN TABLE | | |
| K COMPANION STEPS | | |



0 1 2 3 4 5 6 7 8 9 10
 SCALE OF FEET
 FOR CABIN PLAN

