

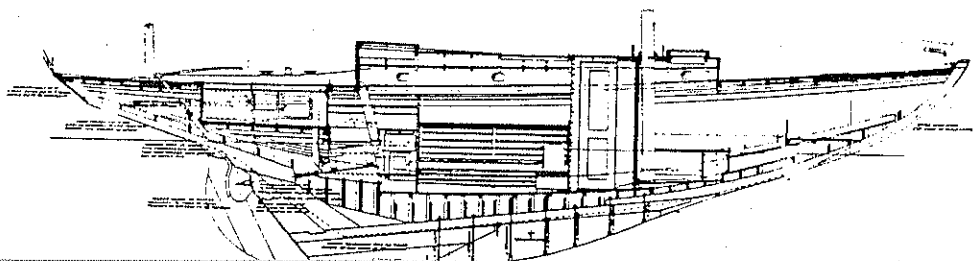
# Concordia Yawl Newsletter

NUMBER 4 OCTOBER, 1987

The Concordia fleet has sailed smoothly through another great and very active season. Both coasts saw lots of cruising and racing and an unforgettable rendezvous. Through the wonders of modern communication the Newsletter will spread the good word world wide as to just what the fleet has been up to. The mail has been running heavy since the March edition so there's lots to report. Keep those letters coming! A two day Fall cruise was required to get this all organized. Having just returned from our favorite cove aboard IRENE with unseasonably warm winds and changing colors I'm sufficiently inspired to begin.

THE BOOK - The 50th Anniversary of the Concordia Yawl, which we hopefully all have participated in, is coming along as planned, according to its publisher and helmsperson Elizabeth Meyer. She reports that the artwork for the cover is completed, a painting by John Mecray of, you guessed it, a Concordia, sailing offshore at night with some subtle but recognizable astronomical features in the sky. The format will be similar to John Rousmaniere's book The Golden Pastime, 250 glossy color pages are planned and she has lined up a most professional staff including editors Joe Gribbons and Peter Gow from the Nautical Quarterly staff and artists John Demers and Jan Adkins. The book should be completed in mid 1988 and Elizabeth says you can order it ahead of time by sending her \$100, which is the target price. We're going to order two as we had a very difficult time trying to track down the 40th book. In fact we had to buy IRENE since that was the only way her previous owners would part with their copy. Obviously the October 1 deadline for sending in material on your boat has past and if you're tardy I'm sure you will be hearing from Elizabeth. Her address: 32 Church Street, Newport, RI 02840. She expects to have the photographs you sent to be returned by June. It took me several months to come up with a story to send in with 150 transparencies so with nearly 100 boats to document I imagine Elizabeth and her staff will be quite busy. Our thanks to you, Elizabeth. We're all waiting with great anticipation!

With the help of Alden Trull at Concordia and many owners we have been able to track down all but three of the 103 Concordias, and one of those we know is cruising ( MARGARET ) and out of touch. If any of you know the location or owners of #2 MALAY I or #16 MAELSTROM please let me know. #2 was last known to be in Cortez, FL and #16 somewhere between Ventura and San Diego, CA. Progress is being made and I have most of you addresses in the computer for mailings. Please advise if corrections are necessary.



THE MAINE CRUISE: Ten Concordias participated in the Eastern Fleet cruise which began in Northeast Harbor on July 17 and proceeded on to Burnt Coat Harbor (Charts 13312, 13318, 13313) for the first night's raft up. Since none of the owners or crew were acquainted with one another there was much mutual eying and suspicion. However it wasn't long until the personalities of the boats took over and soon everyone was having a great time. "It was like hair on a bear after the first day," reports Elizabeth Meyer, skipper of Matinicus and organizer of the cruise. "It was the most fun ever." Instructions had been sent to the skippers in advance so as to prepare them for the main purpose of the cruise: to gather material for the 50th Book. "We will have two photographers - Koren Evans and Benjamin Mendlowitz. They will be on board our boats, in the Elco, up our masts and in the chase boat as they see fit. They will be asking us to sail together, sail apart, put this away, coil that line, etc. etc. We will have to be patient and try to do most of what they request. If people have crew uniforms they should wear them. We will have two tenders to tow our tenders and carry those items our photographers have deemed unsightly. This does not include unsightly personnel, I'm told. I would like everyone to observe flag etiquette. When we are sailing, we should fly the ensign, our club burgee and our private signals or whatever. According to the NYYC handbook, it is okay to leave burgees and private signals flying at night, but never the ensign. The proper size ensign for a Concordia is 40" on the fly, 26" or so on the hoist." The fleet moved on to Seal Bay and Winter Harbor (Charts 13312, 13313, 13305) for a fish and clam spaghetti feed aboard Hank Bornhoffs's MAGIC, a unique 41' with forward galley and unusually large cabin which accommodated 20 hungry sailors. The cruise finished up on July 22 with everyone invited to a lobster feed at Elizabeth's place on Hog Island. Those attending: SONNET, NJORD, MATINICUS, MOONFLEET, MAGIC, THISTLEDOWN, MIRAGE, RAKA, PORTUNUS, HALCYON, PELETREW. (I think that's 11. Apologies to those attending for slight inaccuracies but I didn't get to go and am piecing this together from the sailing directions and rumors from those present. Maybe next year. DC.)

THE NORTHWEST FLEET RENDEVOUS: (Reported by Wayne Overland, skipper of LOON.) Things went smoothly (in other words, little wind) at the rendezvous of the Northwest Concordia Yawls at Reid Harbor, WA on August 22 and 23. Fortunately just at "magic hour," that brief period early or late in the day when the lighting is just right for photographs, a slight ripple appeared on the water and the fleet of five yawls were able to fill their sails for about an hour. Noted photographer Neil Rabinowitz was present in a hijacked (politely) Whaler to gather material for the upcoming Elizabeth E. Meyer extravaganza, also known as the 50th Anniversary Yearbook, a production as eagerly awaited as the sequel to Gone With the Wind.

In a pre-sail pep talk Rabinowitz had urged the fleet to "stick together as closely as possible." LOON and CORIOLIS took these pleadings literally and for a brief moment actually stuck together. This might be alright in a raft up but is not recommended at five knots, especially when your yawl is finished bright as is the case with CORIOLIS. Surveyors and boat yards will be disappointed to

know that damage was limited to a chip out of the toe rail of CORIOLIS and a bit of scratched paint on LOON. Had Rabinowitz captured the incident on film it could have made an interesting contribution to the 50th Yearbook under the caption: West Coast Concordia owners practice repelling borders in preparation for cruise to Persian Gulf. The three other yawls, IRENE (Doug and DeMaris Cole), SOVEREIGN (George and Lorna Cook with Jeffery and Jennifer) and CANDIDE (Phil and Beverly Brazeau) returned to raft up without incident and politely refrained from remarks such as: "Would anybody like the address of the nearest Steve Colgate Sailing School?"

With the sailing out of the way, the rendezvous got down to the really important subject of food. With typical foresight it was decided to hold the potluck dinner on CORIOLIS, she being the only boat with teak decks to get stained. The dinner was notable for both quality of food and discovery of a new treatment for teak decks. (Are you listening Giffy Full?) The formula is simple. Kick over a pot of clam sauce (DeMaris has the recipe if Waldo Howland is interested) and then scrub well into the teak. Do not allow the tears of the boat owner dilute the sauce or his oaths to dissuade you from your task. The entire operation is best done in darkness because then the sauce is more likely to be evenly tracked around the boat. After consoling the CORIOLIS crew (Doug and Susan Adkins and daughters Caitland and Blakely) it was decided to board CANDIDE (fiberglass decks) for dessert, also a DeMaris concoction. At this point it became True Confession time and George Cook recounted how he managed to get SOVEREIGN'S picture on the front page of the Vancouver Daily Province by the slick trick of getting stuck under the bridge at Expo 86 for six hours. (A detailed report on this for our readers has not been forthcoming. Ed.) This picture surely belongs either in the 50th Yearbook or the next issue of Yaachting.

Phil Brazeau brought up the subject of his recent letter in response to the Sailing Instructions issued for the East Coast "Cruise" by Elizabeth E. Meyer. A copy of the letter appears elsewhere, so it will suffice to say that when a vote was taken on resumption of the annual West Coast Concordia cruise to Alaska, half the skippers present, perhaps inspired by Phil's pear brandy, voted to weigh anchor immediately. Fortunately those skippers in favor of a midnight departure were in the center of the raftup and as this would disturb sleeping wives and children, it was decided to wait until dawn and pass the interval with more stories of high adventure. As a gesture to how outstanding each Concordia in the Northwest Fleet is, Phil issued a perpetual trophy to each skipper who would in turn dedicate said trophy and award it back to the most deserving at future rendezvous.

Just to prove how unique each Concordia is, it was noted that each had a distinct method of preparing their main hatch for the night. LOON: Hatch closed, both drop boards in. SOVEREIGN: Hatch open, no drop boards. CORIOLIS: Hatch closed, one drop board in. IRENE: Hatch closed, no drop boards. CANDIDE: Hatch closed, curtain in place, towels on life lines. A discussion on the benefits of each



will be held at the mid winter rendezvous in January. After all, if we Concordia owners all wanted to be alike we'd own a fiberglass boat. Breakfast was enhanced by a delightful aroma from CANDIDE followed by fresh cinnamon rolls for all baked by Beverly with her new Force 10 oven. After breakfast the fleet began to disperse, all documented by photographer Rabinowitz in the bosun's chair. His wife Beth summed up the event: "compared to racing sailors you people are sure easy going."

A PROCLAMATION: re: Elizabeth E. Meyer letter of 7/13/87.  
 Dear Fellow Accordians: The soft Eastcoast doeskin sailing glove has been whisked across our cheeks. The Northwest Concordia Fleet is in danger of being relegated to the foggy damp back pages of the beautiful and memorable book. Why? Lack of a CRUISE. Jo Bobb says, "Ya gotta do to be." I suggest a resumption of our annual summer cruise to Glacier Bay, Alaska. Now, don't jump and buck over your schedule. We can hold off until October when the southerlies can get out knowmeters off minus two and make it FUN. Rendezvous will be at Cape Beal. (Skippers have met before and the crew won't want to eat.) Leave Canada to starboard. Sunrise...when you see it. Sunset...when you don't. Now, for fun. Several Indian villages up the coast want to know how many dogs to roast. I will host the arrival dinner as usual. DeMaris does desserts. (Bring your own boat.) Bear steaks all around and remember the fat is good on track slides. I recommend a flag size adequate to cover the deceased and for heaven sakes get your survival suits striped. See you the 22nd. Sincerely, Phil Brazeau, Skipper, CANDIDE.

NEW OWNERS: Ben and Ann Niles purchased #87 ALLURE at the Concordia Yard in May and trucked her to Seattle. The Northwest Fleet now numbers 7. After the above report they wouldn't dare miss another rendezvous! David and Barbara Wheat purchased #97 TAMBOURINE last winter. They live in Boston. Weld Henshaw acquired #1 JAVA this spring. He lives in Boston. Charlie and Posie Dana recently purchased #53 PRETTIMARIE. They live in So. Dartmouth. Kenneth Brittle recently purchased #71 POLARIS. He lives in Gloucester Point, VA. John and Margaret Haskins recently purchased #89 WOODWIND. They live in Keene, NH. Welcome Aboard!

RACING NEWS: SONNET was second in class and MATINICUS fifth in the Halifax Race on July 5 which started in Marblehead. Elizabeth reported gentle breezes and flat water for the 360 mile race which she finished in 100 hours. Eight Concordias competed in the Classic Yacht Regatta at Newport on Labor Day. The Concordias have their own division and first place was taken by MAGIC, SONNET was second and HARBINGER third. The crew of MATINICUS reportedly enjoyed the previous evening a little too much and placed eighth. Six Concordias participated in the WoodenBoat Regatta sponsored by WoodenBoat Magazine in Brooklin, ME in August. MOONFLEET was the first Concordia to finish (3rd in fleet) thereby winning the Concordia Trophy. MATINICUS was the second Concordia. There were 89 boats racing. Bill Rich was second aboard GOLONDRINA for the second year in a row in the 14th Annual Foxy's Woodenboat Regatta at Jost VanDyke Island near Tortola. IRENE raced in the Ancient Mariner's Regatta in May

and the Woodenboat Regatta in September at Port Townsend, WA. We had lots of fun in both races. In the coming season we would be happy to report more details of racing news. Just send in the information. Jim Brown on SONNET is always at the front of the fleet so perhaps he can furnish us with the latest theories on how to make these Concordias move out.

CONCORDIA #104: Mark Webby from Whangarei New Zealand reports on the progress of the Concordia he is building. "Construction methods are traditional with no plywood and the use of glue kept to the bare minimum. The wood for the backbone is pururi. It is from the teak family and is tough like greenheart with the same durability and worm proof properties. You have to cut large quantities to get it in a clear grade. For the ribs kowhai was used which bends like white oak when green. This is tough and the most durable of all the local woods which steam well. Planking is kauri, a wood used in every boat down here. It is durable and can be obtained in any dimension free of sap, knots and shakes. The chap I bought my kauri from has a plank 15' long by 9' X 6" as a wall ornament in his work shop. There have been ships built where they cut the keels in one piece from this tree. One I know of was 100 feet long. Because of this plastic age most of my wood has to come directly from the bush. Much time is lost finding it, hauling it out and milling it. I work alone because I can do a better job more efficiently, and also I don't have a gold mine to back me. Because I plan to do a lot of ocean cruising I've strengthened up the hull in areas. Two-thirds of the floors from the rudder to the forward end of the mast step are grown. The stem is grown from the keel up. The hull is riveted and all fastenings are copper and silicon bronze. Please keep me on the mailing list. It's great to know what's happening and it boosts my energies!" A comment from Waldo Howland: "Mark is a young man who has for some time been working with a Barrington, NH boatbuilder Jeff Foggman. He went back to his native country to build a Concordia Yawl for himself." Mark sent several photographs taken in February showing the vessel fully framed and he reported in April that planking had been completed to the top of the rudder. We look forward to hearing about the progress on #104.

JAVA #1: New owner Weld Henshaw reports: "It had always been the dream of my brother and me to someday own a Concordia Yawl when we were through with such things as tuitions. Fortunately for us, an old ratty painting that my mother gave us a quarter century ago turned out to be a valuable American impressionist work, and it was promptly gobbled up in the New York art market. As a result, Jack and I have acquired JAVA. Jack has been down to the Chesapeake sailing her around in the spring gales. We plan to bring her north Memorial Day. Her home port will be South Freeport, ME at the Har-rasseekt Yacht Club. I plan to have her with me in Hingham during June so she should cover all of the New England coast every summer. A former owner, Tuck Elfman, has been a big help is helping us learn about JAVA as has the previous owner, Marc Scott. I have a helpful and interesting correspondence with Mr. Howland whose sons and nephew are personal friends. I wonder how many Concordia sailors have read A Boat is Born by JAVA'S original owner, Llewellyn Howland. I would



be happy to send copies for anyone who has not read this moving tale of the genesis of JAVA and all her sisters." (Exchange Place, 53 State Street, Boston, MA 02109).

VINTAGE #51: Stephen Arian reports: "Yes, we still own VINTAGE. She was for sale in 1985, but nothing came of it. Last year we did substantial upgrading to the boat, mostly by way of a new electrical system, the addition of a Loran, auto pilot and things of that sort. Of general interest, I had a dodger and wind cloths made for the boat and they work quite well. Starbuck Canvas of Sausalito made these and also a couple of jib bags which mount on the bow and fix to the life line stanchions. The idea was to have all headsails available right up in the bow and, also not coincidentally to clear the forepeak for greater use. Perhaps the biggest change made was the removal of the Edson steering system which has been in since we had the boat. We put the tiller back in, and I have to confess I prefer it. The boat is easier to steer and there is more room in the cockpit when at anchor or in the berth." (VINTAGE sails on San Francisco Bay and has aluminum spars. Ed.)

KODAMA #46: Denny McDougall writes: "Greetings from Westport, WA, home of the thickest fog so far in our 3,000 mile journey. Stew, KODAMA and I arrived here today at 0400 in a real pea-souper after a 48 hour motor from Coos Bay, OR. Oregon?? We didn't quite make it to Hawaii. To make the story short, we just ran out of time. 9 days to San Francisco, a week there, a horrendous storm between S.F. and Monterey, then 7 days becalmed between Monterey and Santa Barbara and then we would have had only one week to "enjoy" Hawaii while we frantically prepared for our return sail. Haaa! That's not what we had in mind for vacation. We worked like crazy to get ready for the cruise and we wanted to be able to kick back and enjoy it and the summer. So we cruised So. California instead, getting as far south as Catalina and Newport (where KODAMA first lived). We've been in nearly every port between there and Coos Bay. We look forward to telling you about the trip and praising even more highly these wonderful Concordia s that we're fortunate to own. What a boat! We've been in three gales and one sea and wind condition that put us to a stop (motoring). KODAMA has been pounded hard and has met every test - we've even been pooped twice. The only water in the bilge was either from the anchor or from green water that we took in under the main hatch. We've lots to tell you." (KODAMA left Seattle in early June and returned September 15. Before leaving Stewart installed a wind vane steering system on the transom and reported that it worked quite well. Denny also devised some ingenious stowing systems. We should be hearing more about this later or in their story for the 50th book. Welcome back! Because they were off on the high seas they were granted special permission not to attend the summer rendezvous.)

WINDSHADOW #21: Don Lockhart: "We acquired WINDSHADOW in 1978 and have spent the better part of these past nine years restoring and maintaining her. The only professional help I've had was to have Jim Archer at Concordia install our Westerbeke 33 diesel in 1981. Since my wife and I do a lot of cruising alone, we added a roller

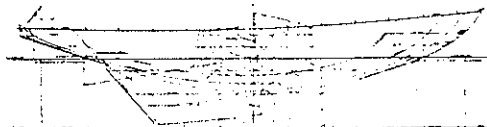
furling jenny as a "third mate." Maintaining WINDSHADOW in all her beauty has truly been a work of love and pride throughout the years and I very reluctantly make the decision to put her up for sale. As "time and tide" wait for no man, we plan to retire soon to warmer climates where the care and upkeep of WINDSHADOW (our wooden beauty) would be more than I can handle! She is in Bristol condition from stem to stern with many extras. Of course, no Concordia owner needs to be convinced of their beauty, grace and performance. If you know of anyone who might be interested please have them get in touch. It is very important to me that the person who buys her maintains and loves her as we have." (143 old Dyke Road, Trumbull, CT 06611)

CROCODILE #67: Mrs. U. Haskell Crocker: Just a short quip on boat names. One late afternoon at anchor when cruising in Maine, while my husband was tinkering below and I was working on my needlepoint sitting out of the wind on the cockpit sole, I heard two small boys rowing about reading off the names and home ports of the various yachts anchored in their small harbor. I noticed one writing it all down in a notebook, so this must have been a daily event for them. Coming from CROCODILE'S stern and duly taking note of the name and port one said, "What a terrible name for such a lovely boat." To their surprise I jumped up and called to them, "If your name was Crocker, like mine, you would want a Crocodile too." They rowed off in gales of laughter.

VERITY #7: John Anderson: "#7 is doing very well after a major refit which included refastening of the larch planking, new canvas deck, new toe rails and countless other improvements. VERITY is now much stronger and in better condition than ever. We have done everything ourselves with much good advice from our friends at Concordia. She is free from leaks since we wet store her in winter. We have found this to be worth the extra effort as the boat does not dry out and move around. The original planking is in excellent condition even after 36 years of sailing. VERITY is one of two boats ordered by Drayton Cochran, the other was SHEILA and we see her now and then on Buzzard's Bay. This boat is one of the most original boats afloat. Very few changes have been made and she was constructed to the original JAVA plans. Her rig is the tall 7/8ths rig so rare now. We prefer the small working jib and large mainsail combination since we cruise single and short handed. The boat is really plain vanilla, very simple to sail and maintain. We are careful to reef in time and have learned to adjust sails to current conditions. This flexibility allows us to make passages in horrible weather in comfort and safety."

Llewellyn Howland III, dealer in rare nautical books, reports: "Your readers may be interested to learn that Yankee Books will be reissuing my grandfather Howland's first book, Sou'west and by West of Cape Cod this summer. I don't have a price yet but will have copies in store for anyone interested." (100 Rockwood St., Jamaica Plaine, MA 02130.)

SNOWBIRD #59: Stevens Peale: "SNOWBIRD is having a major facelift





this year at my brother's Milford Boat Works in Milford, CT. Brightwork wooded and refinished, topsides refinished and the bottom was wooded and refinished last year. We try to keep the boat and equipment simple as it was designed. Great sailing last year in Block Island Sound and Buzzards Bay area. We had a great sail to Block Island in the face of a rising Northeaster where the boat really showed her stuff. All other boats ran for cover. Also dropped our colors to the destroyer escort USS Miller in Rhode Island Sound and received a salute in return - very thrilling."

MAGIC #36: Henry Bornhofft writes: "MAGIC is alive and well. She is normally wet stored in commission here in the winter, but we hauled in late December for a "upper GI series." We replaced three forward keel bolts and all of the stem bolts forward to the water line. She has an unusual aft cabin layout with a forward galley so this project was more involved than a normal 41 - the whole galley had to be removed along with the metal mast step for access. Regarding spring cleats, SARAH has substantial locust spring line cleats mounted on her covering boards amidships which seem to be out of the way. On MAGIC, I mounted two Schaeffer sliding cleats directly on the genoa tracks. This works well and doesn't interfere with anything and I can quickly remove them when racing using the 170 genoa to avoid the sheets fouling. Please let "the fleet" know that they always have a berth here (at Gloucester - Yankee Marine Services) in Gloucester Harbor."

Brion Toss, Rigger and author of the The Rigger's Apprentice writes: "It's great to see that so many people can appreciate the sound, exciting beauty of Concordias, despite the overwhelming marketplace propaganda for absurdly expensive, unseaworthy and uncomfortable IOR inspired vessels. Have you seen Marchaj's Seaworthiness? It's a thorough, dense, often amusing look at exactly why some vessels are safe and able at sea and some aren't. At last we have someone with impeccable NA credentials who refuses to go along with the delusion that a bow-burying, rudder-showing, frightening-to-steer, unstable, jerky-motioned freak represents the ultimate sailing vessel evolution. As you might be able to tell, Marchaj has me excited. At the moment I'm working on a new book, A Rigger's Notebook. The outline is at the publishers, but I'd be glad to see ropework and rigging wrinkles from Concordia owners. Have any of you come up with innovative gear, new knots or maintenance procedures? How would you feel about replacing worn out standing rigging with spliced-instead of swaged- 1x19? Any notions or comments would be appreciated." (461 S. Shore Road, Guemes Island, WA 98221.)

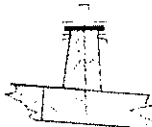
Speaking of books, have any of you seen the new book Offshore Yachts by the CCA and edited by John Rousmaniere? Included is a chapter by fellow Concordian Dan Strohmeier on the subject of decks. He discusses the importance of a bridgedeck for strength and also for keeping water out from below. Anyone that has taken a close look at his MALAY will note some major changes in the cockpit with the fuel tanks moved outboard and sail lockers installed in their place. This has also reduced the volume of the cockpit by replacing the



slats with a solid locker. Perhaps we will hear more about some of the changes Dan has made to MALAY.

Dr. Arne Strassberger, our new A & R correspondent in Germany writes: "I don't know if I'm an A & R expert or not but all my life I have been a boat lover and especially those built by Henry Rasmussen. I was born in Bremen, across the river from Lemwerder, and grew up in the neighborhood of A & R. As a young boy around 1949 I often saw Henry Rasmussen, but for me he was only a very well known old man. In 1968 I bought an 11.64 m sloop designed and built by A & R. It was a wonderful yacht, ship shape and Bristol fashion. During this time I became friends with Mr. Holm Peterson in Svendborg, Danmark. He was a friend of Henry Rasmussen, who was also born in Svendborg, and the owner of a private museum with an entire section on A & R. I also became good friends of Brunhilde Krause, the youngest daughter of Henry Rasmussen. From this I became very interested about A & R and began to assemble material to write a book about the shipyard. I have collected all the issues of Die Yacht founded in 1905, 2 years before A&R was founded and have access to the book that Henry Rasmussen published for limited circulation in 1956. So far the book has not been published as there is little interest. By the way, the name "Lemwerder i.O." means Lemwerder in Oldenburg. Oldenburg is the historical name of the area and since 1946 is a part of the federal country Niedersachsen."

MATINICUS #78: Elizabeth Meyer: MATINICUS is the apple of my eye and has been since I bought her in 1975. I am the second owner. She was previously on the Chesapeake and sailed very lightly. I have been somewhat rougher on the boat, racing her steadily since 1982. Most of the time I race with an all women crew and I have set up the boat with Barlow 35 primaries and #27 secondaries to make sail handling easier. I also have a Harken mainsheet track running across the bridge deck. Even though it seems this track would be too short to do much for sail trim, it actually does a lot for controlling the power and shape of the main. The main is a four part system for trimming with a 12 part fine tuning cam as well. I've added Barlow self tailing winches on both sides of the boom for jiffy reefing and have four self-tailing halyard winches on the spar. Concordia built two pretty locust winch handle holders on the house top so I didn't have to put those ugly white rubber holders on the spar. I also have a Harken slotted forestay which can be turned into a roller-furler by adding a roller. The system works fine but I hate to use a low performance dacron roller furling jib and seldom use it, even when cruising. Instead I use mylar #1's, heavy and light, a dacron #3, a blade jib and a storm jib. I've found that going from the heavy #1 with two reefs in the main at 28 knots maximum to the #3 with a full main or one reef obviates the need to carry a #2. I have used Doyle sails but have now switched over to Concordia's own Manchester Yacht Sails and I am delighted with them. I carry  $\frac{1}{2}$ ,  $\frac{3}{4}$ , and  $1\frac{1}{2}$  oz spinnakers all dacron and all different sizes. I love scream reaching with the  $1\frac{1}{2}$  oz chute. We've carried it in 25 knots at 65 degrees. It's amazing what these boats can do in conditions like that! Since the boat is 7/8ths rig, the spinnakers



and jibs are nice and small. When racing I stow them on the cabin sole in the saloon in turtles. Manchester built me a beautiful radial clew mizzen stays'l which is so powerful that I had to add mizzen running backstays to keep the top of the masthead from bending too much. These are just stays with 3 part tackles and cams with a shackle at the bottom. I lead them to the stern mizzen sheet pad eye. I added a bronze manhole-type hatch in the cockpit sole. This is good for access to sea cocks and stuffing box. It allows me to grab the shaft coupling and line up the prop too. On short races, I just leave the engine in gear to lock the prop - in reverse because once when it was in forward the engine jump started. I know it sounds unbelievable, but I swear it happened. The A&R pump was replaced with a 2 1/4" Edson diaphragm pump in the same location. MATINICUS is my home to me more than anywhere on earth. Oh God, the way she smells, the gleam of her paneling, the feel of that bleached teak sole under bare feet, the way the engine cover creaks as I descend the companion-way, the way it feels to lean back in the cockpit, gaze up at the sails and steer with bare toes, the sound of the water close over my shoulder as she heels and gets down to business, the way her gorgeous little tail kicks up over each wave, the sunsets, the sunrises and afternoons and rain on the water offshore and oh I don't know.

See, I don't only go racing with a band of hooligans, although that is more fun than should be legal, I also cruise melodically in the best cruising grounds in the world - Maine. As we go down east past the fog factory at Monhegan, I always think, hello fog, goodbye jerks. Loran and radar notwithstanding, Maine is nasty enough at its nastiest to remain free of the crowds and amazing feats of lubberliness one sees in more temperate climes. Way down east to the Bay of Fundy and out to Newfoundland are amazing sights and wild tides, but I always re-enter Penobscot Bay feeling like I am returning to the basis of all comparison.

The fact is, a Concordia yawl can provide a tremendously wide variety of the ultimate in sailing experiences. We all continue to marvel at their ability to bring home the silver through myriad ratings. Think of it - CCA, Off Soundings, IOR, MHS, IHS, PHRF, Larchmont and every classic yacht rating system, all favor Concordias. And as for cruising, well we've all done it a lot and I ask you, which 40 footer or for that matter anything-footer would you prefer for a rough passage? It's weird - Concordias must be the only boats in the world that seem to grow bigger not smaller as the wind increases. And as for beauty, well I am reminded of the time, way off the Cow Yard I sailed past an early morning lobster fisherman. The old Downeaster tipped his hat and said, "Now aint that a pretty boat!" And so they are, none prettier.

As we approach the fiftieth (!) anniversary of Ray Hunt and Waldo Howland's design, we should, no must, realize what we have and what we owe it to the world to preserve. Wholesome, thoroughly good things are not common. I wish our country and the world could still produce such pure magnificence.

Amen brothers and sisters, 'ecuse me.

I APOLOGIZE FOR THE SUDDEN CHANGE OF FORMAT BUT I JUST COULDN'T EDIT SUCH GREAT PROSE ANY FURTHER. ANOTHER PAGE WOULD DOUBLE THE COST OF POSTAGE - AND I DIDN'T EVEN HAVE ROOM TO TELL YOU ABOUT OUR SEASON ON IRENE. IT LOOKS LIKE WE'RE AT THE POINT WHERE A SUBSCRIPTION FEE IS NEEDED TO COVER...

Doing Fine  
 4344 King Avenue  
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 Smooth Going to All