

# The Concordian

*a newsletter for lovers of Concordia yachts*

Spring 2001 --- Issue #31

## A New Season

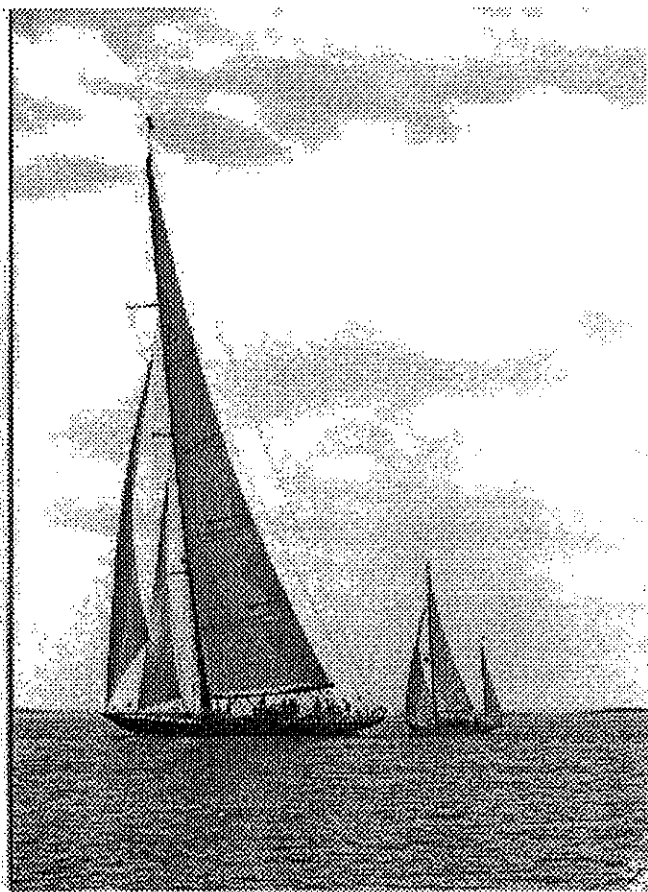
It's the Friday of Memorial Day weekend and just yesterday friends and I sailed *Paramour* back across Buzzards Bay to Quissett Harbor for the summer. It was a rainy, overcast, blustery, cold day . . . but a great sail! A chilly start to the season to make us better appreciate summer when it arrives.

## Inside This Issue . . .

. . . you'll find articles about insurance, replacing teak decks, restorations, the Classic Yacht Cruise, what may prove to be your next mode of transportation to the harbor, sources for replacement parts, and general information on the fleet.

## Newsletter Status

This past year has been a good one for the newsletter with 58 owners pledging their financial support! We are in the black and I appreciate everyone's interest. If you haven't sent in your \$10 for the year, please join your fellow owners and friends in supporting *The Concordian*. Checks to be made out to Skip Bergmann at address below.



Ric Quesada

## Newsletter Articles

Of equal significance is the great information you have been sending in, so it's possible to have something to print. Information about many of the boats, however, has not appeared in the newsletter for a number of years, so if you are one of the missing . . . please make it a point this fall to tell us how you and your boat are doing. Fall material should be sent to me by October 15. Over a period of a few years it would be great to have all the boats in the newsletter.

## David and Goliath

The photo on the left (which was in the March flyer) shows *Raka* about to take *Shamrock's* wind!

Skip Bergmann  
170 Walker Street  
Falmouth, MA 02540  
[bergmann@cape.com](mailto:bergmann@cape.com)

## FOR SALE

### Waldo's 1941 Plymouth

It's the green Special Deluxe Business Coupe that Waldo used in the 1960s, '70s and '80s and was a familiar sight to Concordia owners who frequented Padanaram during those years. A portion of it shows on page ten of the book *Concordia Yawls, The First Fifty Years* and it appeared in the video of the 50<sup>th</sup> Reunion.



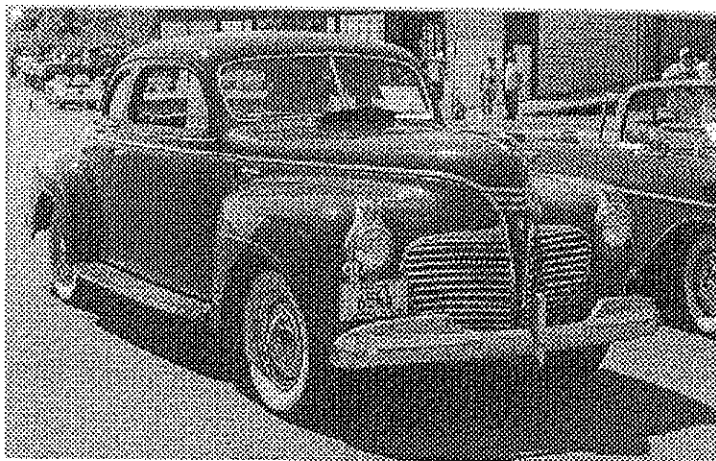
*Waldo and his "Faithful 41" Plymouth*

The condition is original with very little rust and a reliable engine that purrs but burns some oil. The trunk is huge and the jumpseats astern of the driver can be folded back to convert for carrying cargo. I believe the front seat has always been protected by covers and the steering wheel is wrapped with tarred marline, in true Howland fashion.

Waldo always kept the car in utilitarian condition through his friend and local mechanic, Len Tripp. In the ten years that I've owned it, I have also had it regularly serviced with a gradual upgrading each fall by Steve Robbins, a mechanic friend who specializes in antique cars. I've deliberately kept it essentially original, but did fit it with new (but authentic) whitewall tires and wheel trim rings. Other repairs include new brakes, a salvaged manifold and left rear spring, patching some minor rust spots, and a rechromed back bumper and parking lights.

Driving is a pleasant surprise, as this car is quiet, smooth riding and can keep up with most traffic. I cruise at around 50 mph, but it will take 60 in stride. Its high gear torque is really amazing; it can climb most hills without downshifting, even at slow speed.

The related literature (repair manuals, etc.) that I have collected will be included. There is also a letter from Waldo about the car's history. He called it his "Faithful 41." I renamed it "Waldo."



*Old "Faithful 41" (renamed "Waldo") looking 60 years young and looking for a new home*

It seems most fitting that this wonderful machine should go to an appreciative Concordia owner. The price is \$10,000.

Maynard Bray, Box 52, Brooklin, ME 04616  
207-359-8593 or [bray@hypernet.com](mailto:bray@hypernet.com)

#### **TOSCA #73**

*Bill and Trudy Fitzgerald  
St. Anthony, Newfoundland*

Last year the Fitzgeralds sailed en famille to the tip of the Great Northern Peninsula of Newfoundland to participate in the Viking Millennium celebrations at L'anse Aux Meadows. We had quite variable weather en route but a great family time and saw lots of pilot whales and several pods of humpbacks, who really do put on a fantastic display when feeding.

*Tosca* is over-wintering at Cape Breton Boatyard and getting a refurbished engine (Volvo 29 HP) and having the spars wooded and varnished. I also plan, finally, to recover the settee cushions along the lines suggested by Doug Cole (see page 3). The mainsail after many years of service also requires repair/replacement.

As for this summer, plans remain fluid.

## STREAMER #21 and SUNDA #33

*Brodie MacGregor, Concordia Company*

*Streamer* and *Sunda* are presently undergoing extensive restorations at the Concordia Company and are scheduled to be commissioned in June.

In order to facilitate these restorations, Rusty Aertsen (owner of #59 *Snow Bird* and a Concordia 31 footer named *Kestrel*) put together separate partnerships to own each of the boats. In addition to Rusty and Concordia Company, the partners in *Streamer* are Roger Burke of Ipswich, MA and Jim Crawford of Brookline, MA. Our partners in *Sunda* are Clark Abt and Charles Ansbacher, who both hail from Cambridge, MA.

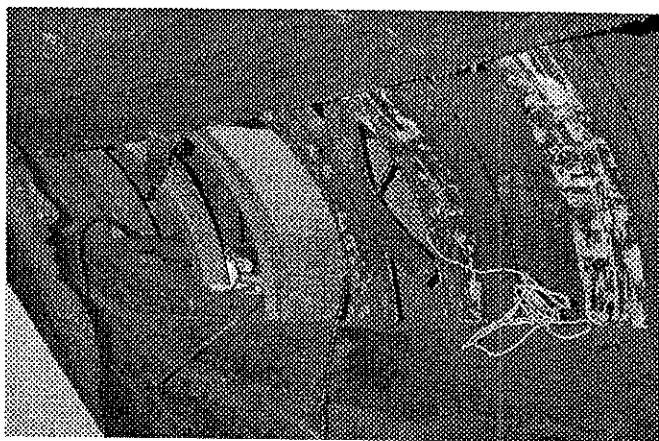
At the time of purchase both boats suffered from significant deferred maintenance and our primary mission has been to "save the boats," concentrating initially on the structural issues.

The *Streamer* restoration has included 18 complete frames and 20 sister frames, 13 floors, 17 planks, new sternpost, new deadwood, new bridge-deck and main cabin bulkheads, and a complete rebuild of the galley and main cabin areas. The mechanical, electrical and plumbing systems have all been checked and upgraded.

In the case of *Sunda*, we have repaired 19 frames, replaced 10 floors and 23 planks, stem bolts, and built a new rudder. The cabin sides and coamings have been stripped (of white paint) and refinished with varnish. Mechanical, electrical and plumbing systems have been upgraded.

We believe that the partnership model for *Streamer* and *Sunda* has the potential to be used successfully with other yawls in need of restoration. Please contact Rusty or me if you are interested or have questions. 508-999-1381

Photos of the work in progress follow.



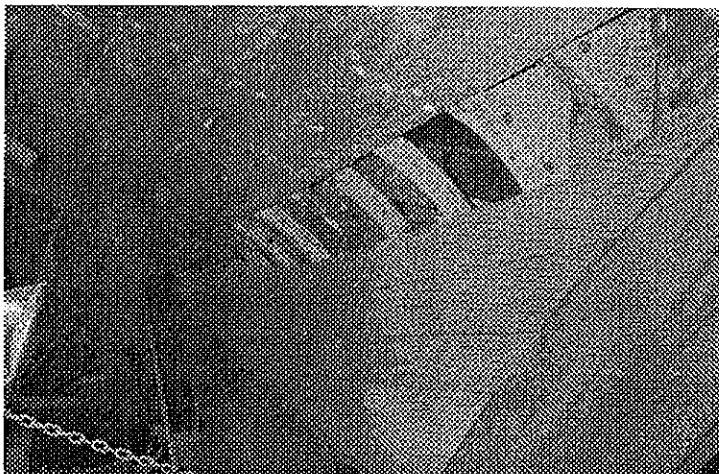
*Restoration of Sunda and Streamer at Concordia*

## Interior Corduroy Cloth

*by Steve Kratovil*

On *Savu* we utilized with great success a lead published in a previous edition of the Concordia newsletter with regard to replacing the corduroy cloth in the cabin. As suggested by Doug Cole (Spring 1999 *Concordian*), we contacted Soft Coverings, 323 West Galer Street, Seattle, WA 98119 Tel (206) 286-7638/ Fax (206) 286-0139; e-mail [carol@softcoverings.com](mailto:carol@softcoverings.com); web site: [www.softcoverings.citysearch.com](http://www.softcoverings.citysearch.com).

They sent out samples of a great corduroy cloth (which we were told is manufactured in Canada) in a variety of attractive colors. The LA Tuxedo #4450 "Juniper" is very close to the original Concordia green. We were told by Bob Steele (Steele & Rowe: 508-993-6413), who is making all the cushions, etc., for *Savu*, that the cloth is the highest quality he has seen and he has purchased extra cloth to have on hand for his Concordia customers.



## SAVU #92 and SAKALA #39

Steve Kratovil, New York, NY

Peter Sharp, Providence, RI

As summer approaches we anticipate having both boats in the water. *Savu* has been on the beach since the fall of 1999 in the tender loving care of Triad Boatworks in Mattapoisett, MA. She will be relaunched with new frames, new planks up to the water line, new teak decks (see article on deck installation, page 6), keel bolts, engine and electronics.

### *Savu*

The new *Savu* will debut on the NYYC cruise. She will be a much stronger, stiffer boat with the new frames and planking and also a new mast step, tie rod system and stronger decks. Next winter the restoration will continue when the cabin top is replaced. We feel at that time that we can apply for hull #104 designation. We are already talking about the 2002 Bermuda Race, the 48<sup>th</sup> anniversary of *Malay's* great win.

It has been a long and sometimes difficult process with many surprises along the way. Without the expertise and magic of Triad, Peter Sharp and I would have been lost. As much as we think *Savu* is ours, she is really the offspring of Peter Costa and his great crew.

### *Sakala*

Ready for her second summer with us, *Sakala* was launched in late May and will serve as the honeymoon vessel for Peter and his new bride, Dimity. Although no major work was done on her this winter, her rig, reefing, running gear and winches (including the addition of secondaries in the cockpit) were all updated by Triad and Rigging Only in Fairhaven, MA.

When she was purchased she had been sailed primarily with jib and jigger (not a bad way to go at all), but with the anticipation of sailing in a few casual events, including the Opera Cup, we thought we should at least be able to raise the main. Now we will even be able to set the spinnaker.

*Sakala* will participate in the IYRS 2001 Classic Yacht Cruise starting in Edgartown on Sunday, July 8<sup>th</sup> and finishing in Newport on Saturday, July 14<sup>th</sup>. Then she will join the NYYC cruise to sail against *Savu*. When in Edgartown she will be sailing when Peter is on the island and in August will be in Nantucket for the Opera Cup.

We look forward to the summer and hope to see many of you enjoying these fabulous yachts.

*The Concordian*

## OFF CALL #58

Peter Castner, Boxford, MA

Wow, another spring coming!

We had another totally righteous sailing season in 2000. The weather behaved and my boys and I did our usual month-long cruise along the coast of Maine and discovered a few more new spots to drop our hook, either for an afternoon picnic or overnight. Never did get all the way to Canada, just did not seem that important.

*Off Call* was tighter than ever with the new extended mast step. Seems crazy but the boat honestly just does not leak at all. In fact, I jam a plastic knife in beside the float switch and shut the bilge pump off when I leave the mooring. I think the care they take at Stroud's Point Wharf humidifying the inside storage area and the interior of the boat during winter has really paid off. Plus, the topsides stay tight.

This winter we pulled the Graymarine out and had Van Ness remake it. I just did not want to go through the process of converting to diesel, plus I'm spoiled motoring at 6 knots. I truly look forward to a summer free of changing and cleaning plugs every evening before my cocktail. Once started it USUALLY ran well, but that time last summer when it quit (and refused to restart) when we were motoring into Camden Harbor with the wind at our back convinced me it was time.

I'm probably going to pull the keel bolts next year and have stainless installed. . . . mine are still iron, just about 15 years old, but I've found that with boat maintenance its best to get these projects done before it's an issue. Plus it helps spread the expense of ownership out over a number of seasons. It's a shame they chose to use so much iron when they built these boats.

## Oil Lamp Parts Supply!

By Doug Cole

The original brass kerosene cabin lamp on *Irene* was kaput, since the device on the burner which elevates the wick had broken. Lamps currently on the market were either cheap, ugly, or cheap *and* ugly. I discovered a name stamped on the adjustment wheel: Kosmos - Brenner. Knowing that most anything can be found on the internet, I gave it a try. Bingo! Southern Lamp and Supply ([oillampman.com](http://oillampman.com)) in Sylva, NC (828-631-3088) had just what I needed: A #8 burner. Only \$20, wick included. (*Ed. note:* I also ordered one and it is an *exact* replacement.)

## TABAKEA #6

Peter and Lynne Killheffer  
North Hampton, NH

Thanks for publishing *The Concordian*. We look forward to and appreciate every issue. I've been meaning to write a piece for the last five years but never seem to get it to paper. A couple of projects completed this winter might be of interest to the readers, plus a little background on an early Concordia.

*Tabakea* was the second boat built at A&R, also the second by Draytie Cochran. She includes a number of Cochran experiments, according to a very nice letter I received from Waldo Howland. Fortunately, some didn't continue with following boats, such as plywood bulkheads. When we got her she needed extensive interior restoration, but the hull was as fair as when built and had had the major upgrades of new floors, keelbolts, Yanmar diesel and lengthened mast step. In general, a fun boat for someone that likes to do most of their own work.

The first project was to build a boat barn. It's 50' by 22', behind our house and close to my basement shop. It allows for twelve months of pleasure from our boat and for little and big projects to move along well. If anyone is considering a barn, please give me a call for my experiences.

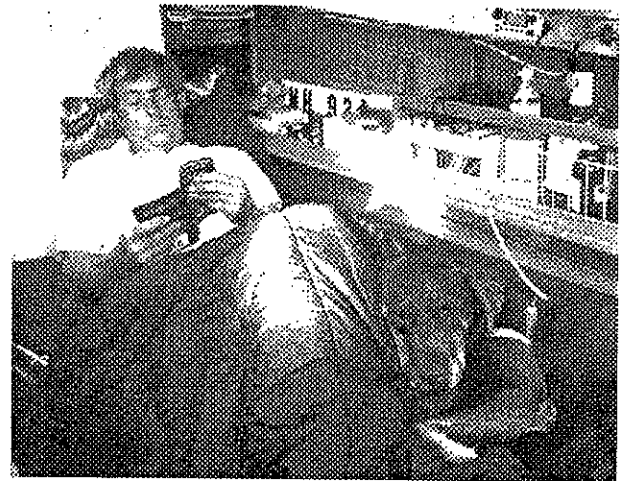
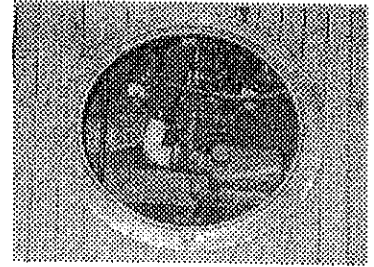


*Peter has access to Tabakea all winter long in barn just outside his back door*

This winter the projects were a new icebox, a rebuilt cockpit and installation of a deck hatch in the cockpit. The original icebox was small, bronze and with 1/4 inch of asbestos for insulation. Ice certainly didn't last very long. Since I couldn't afford the high tech thin and super efficient insulation used at Concordia, I went for a design and method detailed in *WoodenBoat* #99, *The Concordian*

March/April 1999. It uses epoxy and 1/8" marine plywood with solid foam insulation. I was able to use the original icebox exterior and hardware. So it looks fine, increased the size by 40% and should keep a block of good ice for a week.

Some of the pictures in the 50<sup>th</sup> Anniversary book showed bronze deck plates for access to the shaft and the aft end of the engine. Traditional Marine Outfitters in Nova Scotia was able to find one for me, and Bud Fisher, a local boatbuilder, installed it. I don't think that space had been seen by a human eye in many years, especially the broken frame that saw the light of day.



*Relaxing with a friend*

We're looking forward to a Memorial Day weekend launch at Rye Harbor, NH. We should be back for another season in Robinhood, Maine the following weekend. When you are sailing Downeast, please stop in. It's a great stopover and an excellent yard.

## SOVEREIGN #15

Dennis Gross, Olympia, WA

*Sovereign* is looking for a new owner this season, after being competed last year. The price is \$106,000 and she is now completely restored to pristine condition. No expense was spared. (See Fall 2000 *Concordian* #30)

I am *not* selling the boat through a broker and can be contacted at 360-866-7991 or at 7408 Manzinita, Olympia, WA 98502 for photos and a complete listing of the work done.

Check *Sovereign* out at [concordiayawl.com](http://concordiayawl.com)



## Teak to Go!

### Are New Teak Decks In Your Future?

*Peter Costa, Triad Boatworks, Mattapoisett, MA*

A number of Concordias were built with teak decks, which generally have stood the test of time well. When A&R built the boats the finished deck thickness was almost 1", so it's unlikely that normal wear and tear will wear the deck down to the fastenings. All Concordias have at least teak on the cockpit sole and we have yet to see that high traffic area wear down to the fastenings.

However, teak decks have other problems, as some owners can attest as water drips on them while sleeping. The conventional decks are caulked with cotton and then payed with a rubberized compound. Given proper care, these decks remain leak free for a long time. However, the desire for "like new" looking decks or oiled teak, plays havoc with the compounds. Once decks are oiled, they tend to collect dirt and then must be cleaned with a two-part acid and caustic solution. Chemicals make the decks look great, but shorten the life of their water integrity. The best care for any teak deck is regular saltwater baths and occasional cleaning with a soft bristle brush across the grain, using a mild dish detergent. Your decks won't look freshly sanded or glow with an oil finish, but their silvery appearance will keep you dry below.

### What To Do When The Deck Goes Bad?

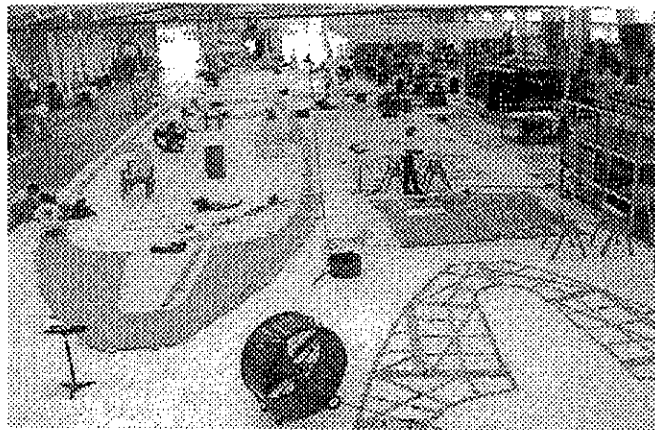
In the past, the only solution for leaking decks was to reef out all the seams, recaulk with cotton and repay the seams with compound. On a forty foot boat this is incredibly labor intensive, particularly if bungs are loose and much of the deck must also be refastened. If decks have not been maintained, the planking may also be cupped, requiring considerable sanding, perhaps down to the point where there is little wood left to hold the fastening bungs.

### Teak Decking Systems

Complete deck replacement has always been an option, but laying a new deck plank-by-plank is an enormous job. Teak Decking Systems (TDS) of Sarasota, Florida saw a need for a more practical solution and has developed a teak decking system we have used on Concordias and other boats.

New teak decks are milled and laid out at the plant, assembled, and then either installed at their facility or shipped to a yard for installation. The company has been making teak decks since the

mid-80s and has redecked cruise ships, megayachts, and supplies many builders with original construction decks. In their present manufacturing facility they can lay down a completely pre-assembled deck for a 250 footer, as well as have a number of other jobs under construction at the same time.



*Teak Decking Systems' manufacturing facility in Sarasota, Florida. Decks up to 250 feet can be pre-assembled and then shipped in sections*

### Starting The Process

Replacing the deck begins with cutting off the old deck, removing all the fastenings, and epoxying spiles in the old fastening holes in the deck beams. Next we make accurate 1/8" plywood templates of the entire deck, which, along with diagrams and special instructions, are sent off to Teak Decking Systems.

At TDS the templates are used to lay out a new deck, complete with kingplanks, margin boards, cabin corner and hatch detail, etc. The deck is then assembled with full-depth caulking seams and shipped back to us in sections for installation.

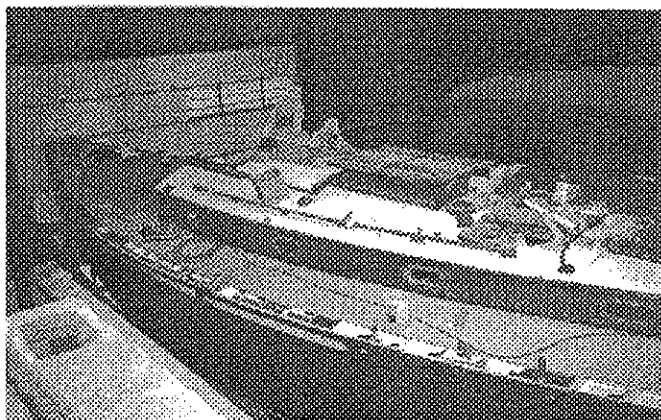
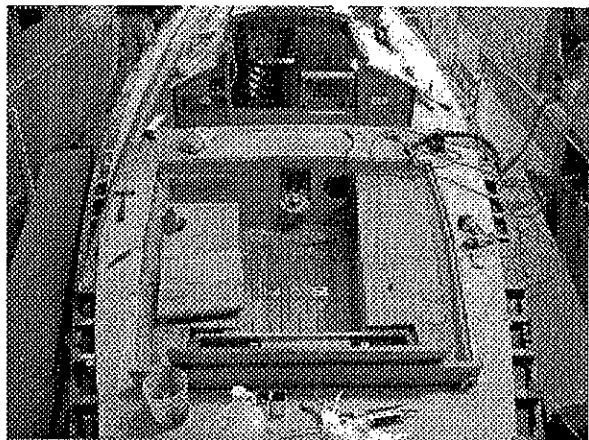


*Old deck removed, fastening holes in deck beams spiled, plywood templates made for TDS deck*

## Deck Installation

The first step in installation is to screw and glue down an underlayment deck of marine grade plywood, with the exterior side epoxy saturated and the interior side prepped and primed for finish painting. While the deck is wide open, deck beams are also prepped and primed for finish painting.

The TDS deck is then dry fit and we have found that very little adjustment has to be made if we have provided accurate templates. Once we're satisfied with the fit, the bottom surface of the pre-cut and fit deck is lathered with a proprietary polyurethane adhesive that tacks up in an hour and cures in a day. We temporarily screw the deck to the sub deck in a few places (through the caulking seams) and vacuum bag the entire installation for a 100% bond.



### *Plywood subdeck installed, epoxy saturated*

Once the deck is down and cured, margin and detail pieces are individually fitted. The finished deck is permanently bonded with no mechanical fastenings. A very clean installation.

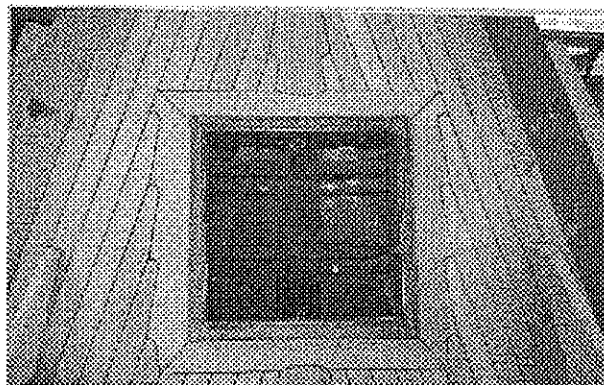
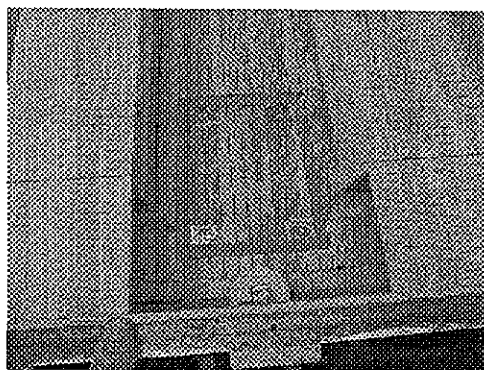
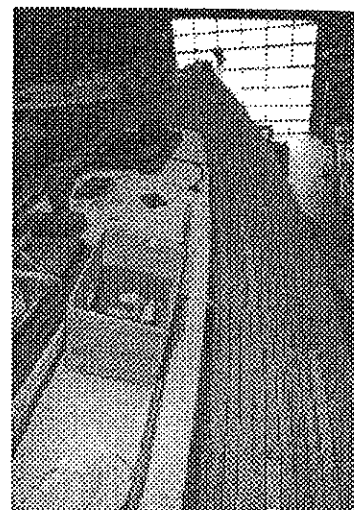
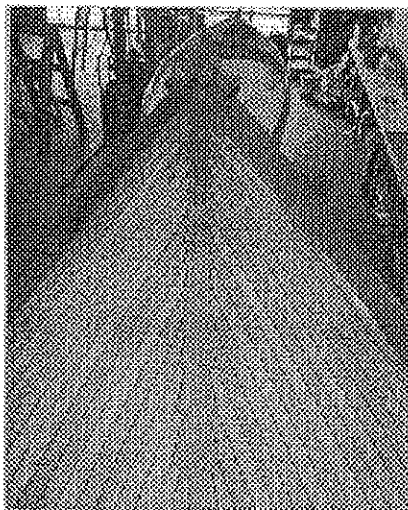
### **Custom Decking Detail and Cost**

One of the advantages of the TDS system is that you can design detail work to your own taste around hatches and carry plank lengths longer than the originals to avoid a number of short nib

ends. Care of the deck is the same as for conventional decks.

The cost of a TDS deck is considerably less than having a yard lay a plank deck and is a better finished product that will remain watertight and add structural integrity to the boat.

I have also replaced a Concordia canvas deck with a TDS system. Additional costs to make the change, rather than doing a plywood/Dynel upgrade to the deck, are the cost of the TDS deck, teak toerails and margin/waterway boards, plus painting the interior underside of the new subdeck.



*Finished decks on Concordia 41 Savu with no fastening woes*

## IRENE, #103

*Doug Cole, Bellingham, WA*

Our spring cruise in early April was a circumnavigation of Bainbridge Island. We spent several blustery nights anchored snugly in Port Madison, *Irene's* former home, and then went through the Chittenden Locks into Lake Union and downtown Seattle. I used to do this fire drill every weekend in the old days, but I don't think I could return to life in the big city on a regular basis. Especially not the locks. Too much potential for dinged topsides.

Much of the winter was spent working on the installation of a new diesel engine. The original Westerbeke 4-107 was running nicely, but this block is notorious for spewing oil. Last time the transmission had been overhauled I'd been warned that next time finding parts would be problematic. And, I was getting tired of nursing an old engine.

The replacement was a choice between Yanmar and Westerbeke. Patriotism won out and I went with the latter, a model 44A-Four. This is built on a new Mitsubishi block (well, I can wave the flag a little) and meets the latest pollution standards. Unfortunately, except for it being painted red and having four cylinders, similarity with the 4-107 ended. This engine is rated at 40 horsepower at 3600 RPM. At 416 pounds, it is 125 pounds lighter than the 4-107. Most of that difference seems to be in the transmission, as the new one, a "JS" model, similar to the Hurth, is quite tiny, and I am told, contains no serviceable parts. I'm not sure if that is good or bad.

Being a do-it-yourselfer, I plugged away at the installation one step at a time. The new unit is about the same height and width, but nearly a foot shorter, so a new shaft was required. The prop direction was also different and the transmission is a different ratio, so both shaft and prop were replaced with the aid of a diver -- and an assistant on the bilge pump, just in case I goofed. New prop is a 16 x 14 two blade Michigan Sailor. (Westerbeke warranty is void with folding or feathering props, as if I could fit one on anyway.)

I was a bit peeved to discover that none of the hose clamps on the cooling system, 18 of them, were "all stainless" type. Nor were the metal "anti-collapse" coils inside the hoses. All this was upgraded and the bill sent to Westerbeke.

I was surprised to tally up my invoices and discover, despite doing my own labor, that the cost of the engine was only about 70% of the total

installation. To have the work done it would probably be more like 40%.

A nice feature of this engine is the self-priming fuel system. No more bleeding. It started right up. Runs much smoother than the old one and more important, no soot on the topsides! We seem to cruise along nicely around six knots and 2200 RPM. Even though it's a little quieter (under a lead foam insulated cabinet), conversation between cockpit and galley is still with a cupped mouth, cupped ear or sign language. With 50 hours of use my only complaint at this point is a minor oil leak from a low pressure alarm switch, which will be replaced.

I modified all the linkages to use the original bronze controls and shifter. The latter is now way oversized as the new transmission, which can lock the prop while sailing, requires only about one foot/pound of shifting pressure vs. 25 for the old Paragon transmission.

The old instrument panel and bronze bezel was also modified to accept a new panel. And best of all, my slip neighbor purchased the old engine, meaning I had a good place for thousands of dollars worth of spare parts.

Two years ago we replaced the green corduroy cabin cushions (see CNL #27 and page 3 of this issue). This year we replaced the original sleeping futons. Douglas MacQuarrie at Soaring Heart Futon & Natural Bed Company in Seattle (206) 282-1717, did both projects and his work is highly recommended. Being a sailor and appreciator of wooden boats, he has just the right blend of art, practicality and craftsmanship. The new futons are a blend of cotton, wool and latex. They are slightly thicker than the original, but still fold nicely when the bunk is stowed. We found a lovely, and modestly priced, green and gold stripe Scotchguarded fabric for the cover, and added zippers for easy washing. Both Margie and I can attest to a wonderful improvement while sleeping on board.

We're looking forward to a little classic boat racing, a month of summer cruising in northern British Columbia, and then taking in a local CCA cruise in the fall.



## SARAH #27

Margo and Dave Geer, St. Augustine, FL

Ah, where to begin? Our love for *Sarah* continues unbounded, but how she must feel about us by now is another matter. After the publication of the last issue of *The Concordian*, we received several calls and e-mails with encouraging and kind words. Even the day Dave discovered eight more broken frames was made better by a call from a fellow "Concordian." I've also located two of *Sarah's* former owners, who kindly shared their sailing memories and her history.

Once Dave discovered the additional broken frames, we acknowledged we would be out of the water for at least a year. After the initial shock and disappointment, I think we were relieved to have the pressure off and have the time to do things right.

We've erected a 45' x 20' x 14' tarp shed (this was *Sarah's* Christmas present). "Boys and girls, do not try this at home" and especially not in 20 knot winds. After we both nearly had spills carrying gear down the ladder provided by the marina, Dave spent New Year's Day building a set of stairs -- complete with a handrail -- and I have a 4' x 8' work table tucked under her stern that is the envy of the yard.

There are never enough hours in the day, but we continue to be hopeful that we'll start to see some sign of progress. Current projects: reef all deck seams (60% done); refasten deck (10% done); recaulk deck seams (0% done); replace 15 broken frames (5% done); strip and varnish all exterior wood (5% done); strip, varnish and/or oil all interior wood (0% done), and then there's the engine, electrical, plumbing . . . well, you get the picture and I'm making myself depressed.

In March we had the opportunity to visit the folks in Padanaram. Seeing *Beauty*, *Desperado*, *Niam* and *Arapaho* was inspiring. And looking at the work being done on *Streamer* and *Sunda* showed us that we're not alone when it comes to big projects. Peter Durant, whose can-do attitude put us immediately at ease, gave us the guided tour. No matter what heinous problem I told him about -- and we have no shortage of things that have rotted off, broken apart, or crumbled in our hands -- his response was, "No worries, that can be fixed."

In April I flew to Seattle, WA and had the opportunity to attend a couple of workshops at the Center for Wooden Boats. I also had the opportunity to meet Dennis Gross and see his beautiful *Sovereign*. Just being aboard a Concordia in the water was a milestone!

Dave says we might get a little more work done if we weren't gallivanting all over the countryside, but I'm hoping we can make it back to New England for the Classic Yacht Cruise in July.

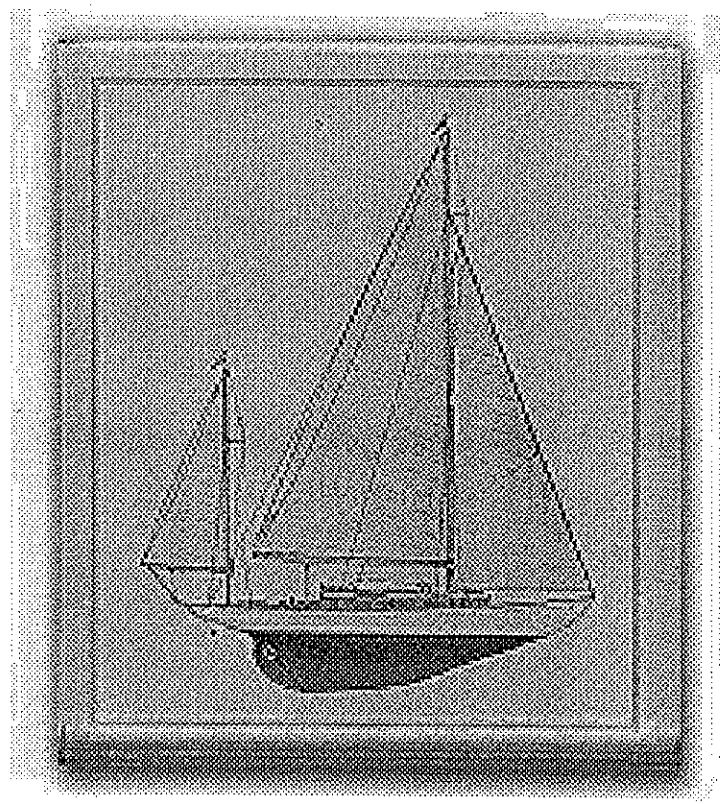
Everyone agrees these boats have a soul and I hope *Sarah's* is buried away somewhere as we saw and chisel and scrape and gouge our way through her. I talk to her constantly and ask her forgiveness each time I get too carried away with the heat gun or scraper or drop a tool through my clumsy fingers and ding her deck. I only hope that she'll forgive me someday when we raft up next to *Beauty*, *Desperado* or *Niam* and she holds her bowsprit high. Proud and beautiful as any Concordia in the fleet!

## Improve The Look Of Your Refrigerator!

All the grace and perfection of your favorite boat is colorfully captured on this 1/4" thick acrylic magnet for your refrigerator (mine is moored there along with a Herreshoff 12 1/2 and a Beetle Cat).

Measures approximately 2 1/4"w x 2 1/2"h, full magnetic back.

\$5.99 from [www.fridgedoor.com](http://www.fridgedoor.com)



## **FLEETWOOD #20**

*Kersten Prophet, Heikendorf, Germany*

I took out the main cabin interior from *Fleetwood* for the planned paint and varnish work and have just started painting the inner side of the cabin roof (February). Two coats of primer

are done and the weekend will bring the final finish. After that I will wood and varnish the bulkheads and the lockers.

I hope to be ready with this by mid-March and plan to paint the topsides and bottom by the first of April.

Launching is scheduled for April 7<sup>th</sup>!



This photo was taken during the Kiel Week Classic Race in June 2000. In the background is the west side of the Kiel Fjord. During that race we had to go out approximately ten miles from the Kiel Yacht Club to Kiel Lighthouse and back.

We were one of the smallest boats, grouped with all the larger competitors. In front of us there were two 12 Meters, one 9 Meter, and one 8 Meter, but with our handicap we placed third! I am very proud on that.

### **Concordia Burgees**

I have a limited supply of Concordia burgees in heavy duty, blue and white nylon, 16" x 24".

Dress up your Concordia for the season for \$35. Checks payable to Skip Bergmann, 170 Walker Street, Falmouth, MA 02540

### **Fall 2001 *Concordian***

Keep your camera handy so you'll have some good shots for the next issue. Please send articles and photos by October 15th, e-mail and JPEG images to [bergmann@cape.com](mailto:bergmann@cape.com) or regular mail and prints to address at left.

## HORIZON #54

*Bob and Valerie Grindrod, Barrington, IL*

**Fall 2000** Greetings from the Great Lakes fleet. A good season of sailing, despite an unusually cool and wet summer. Perhaps the biggest news out here is the continued falling level of the Great Lakes. Four years ago *Horizon's* slip had thirteen feet of water. At haul out this fall, depth was down to seven feet and the lake level has dropped another eight inches since.

In addition to concerns about going aground, the fixed piers of the marinas have become a real problem. It's now a seven-foot climb down a vertical ladder from pier level to the deck. Oh how I wish we could be set up with a mooring instead! Hopefully the global climactic weather patterns will adjust themselves and give us cold weather, a frozen lake and lots of snow up north to begin to reverse this perpetual "low tide".

Sailing, although restricted by a busy work schedule, was a pleasure as always. Time was short, but we did manage to squeeze in a few long weekend cruises to other spots on Lake Michigan. Hopefully, more time will be available next year during the summer months.

We raced a buoy race series on Wednesday nights and did reasonably well, given the conditions and competition. But *Horizon's* chance to shine came during the annual Waukegan – Montrose Race, which turned out to be a 35-mile close reach in a 20-knot breeze. I'm happy to say that our 1957 Concordia took first in section and first in a fleet of almost approximately 50 boats, correcting over quite a number of the "go fast" boats. All that due to the perfect "Concordia weather" and the Hunt/Howland design, certainly not the skills of the skipper. *Misty* also did well in the Chicago – Mackinac race this year (as always).

Fall and winter projects for this year have begun. I've started the long and tiresome task of scraping down and repainting the interior of the boat. The interior of the cabin sides and roof are in good condition and should not present a problem, but the underside of the deck will be a chore. I can see from my efforts so far that this portion of the boat has not been stripped and refinished previously. Also on the project list is reefing and recaulking the cockpit, bridgedeck and a portion of the main deck aft of the cockpit. Given the slow progress on the interior, it looks like the deck work will be a spring project.

*What follows is a rather painful update to my late-drafted fall letter.*

**Spring 2001 -- A Cautionary Tale** At the close of the 2000 season, I had *Horizon's* engine inspected as it was running a little rough. It was decided that it was time to recondition the injectors, so the yard removed them just before Thanksgiving, 2000.

The weather in the Midwest was very cold and snowy in November and December and I did not visit *Horizon* again until January 19. What I found was not a pretty sight: she was on her cradle surrounded by a pool of diesel fuel. Further investigation revealed that the fuel tank had drained, through improperly secured fuel lines and shut off valves, into the bilge of the boat. Presumably, this happened in late November when the engine work was done. Fortunately, I had removed the bilge drain plug for the winter, so most of the fuel eventually drained out onto the shed floor.

Much of my time since has been spent with insurance inspections, discussions on what damage has been done and how the damage will be repaired. To their credit, the yard admitted their error from the first and has assumed full responsibility for repairs. However, wooden boat expertise for a project of this magnitude is scarce in these parts and I fear *Horizon* may spend the summer ashore under repair, either here or at a suitable hospital on the east coast.

All analysis indicates she is completely restorable, which will only take time and some insurance company's money. But I face the summer season with a sense of considerable sadness at the prospect of being without her, particularly as changes in my business life could make this my last season of sailing for some time.

But there is always a bright side to any situation. I'll sail with friends on their boats this year and better appreciate *Horizon* when I have her back. And I'm starting a list of all those little (and not so little) projects that need to be done aboard, but never seem to get done because we went for a sail instead. Perhaps we will get the underside of the deck stripped and repainted this season after all.

Lessons learned? Always close all fuel shut-off valves at the end of the season and wire them in the closed position. Always remove the bilge drain plug and if you don't have one, get one installed. Have a good insurance agent, one who understands Concordias and can make the insurance company understand our issues as well (my thanks to Tom Bosworth, W.&L. Howland Insurance). Finally, keep your composure and draw upon the resources of the extended Concordia family for information, advice and moral support. After all, those are the very reasons that Doug Cole began the newsletter in 1986.

## WHITE WAVE/SKYE #40

Wayne & Kim George, Marblehead, MA

After finishing a seven year complete restoration of a 1926 Herreshoff 12 1/2, we were enjoying a leisurely September sail in Marblehead Harbor, basking in our accomplishment and admiring the sensation of sailing -- in my humble opinion -- the best little ship ever designed. The thought of sailing instead of sanding was just so stimulating!

Then . . . unexpectedly, we noticed a FOR SALE sign on *White Wave* (A&R 5101, Concordia #40, 1956), one of the four Concordia Yawls moored in Marblehead Harbor that we had always noticed. Both my wife, Kim, and I had always admired these beautiful yawls and were faithful followers of Hunt designs. I had just devoured *Concordia Yawls - The First Fifty Years*, which Kim had given to me for my birthday.



*White Wave for sale on her mooring*

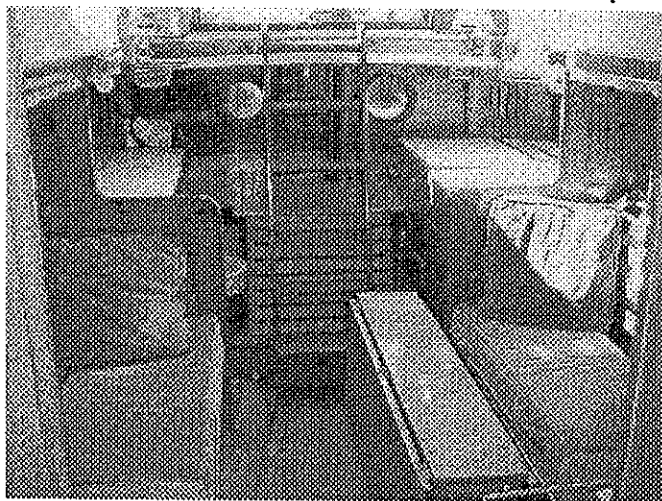
We have owned a number of Hunt designs and become friends over the years with many of the fine folks down at C. Raymond Hunt and Associates, and do still own one of our Hunt designs. Now I understand from Concordia-centric sailors like Dick Zimmermann that the Concordia family is a closely knit bunch that shares many secrets . . . so I'm going to get it out right up front -- they have all been Hunt powerboats. But that's all changing now.

With absolutely no interest in acquiring any additional wood -- or additional boats for that matter -- Kim and I looked at each other and said, "This would be a good chance to get on *White Wave* and see what Concordias are like down below." Like stopping in at an open house to see inside -- just because you could! Well, to make a long story short, we now own two Hunt designs --

*The Concordian*

and the old Bertram is for sale if you know anyone interested!

*White Wave* was built for the Macleods as *Skye*, they sailed four Bermuda Races (1960-1966) and kept her in the family for many generations. They sold her to the Moultons, who were downsizing from their larger wooden yawl, *Glide*, and have kept her in Marblehead Harbor for the past 25 years or so. While the Macleods and the Moultons likely had many things in common, one thing is for sure, they were both very committed to keeping this Concordia as original as possible.



*White Wave's original interior*

After getting on board I would have to say that the originality of this boat is what got us hooked in the end, and we hope to keep her that way. Like many, she needs the basic face-lift projects and with the help of carpenter extraordinaire Dick Zimmermann (*Safari* #28), we are getting a few accomplished for this season.

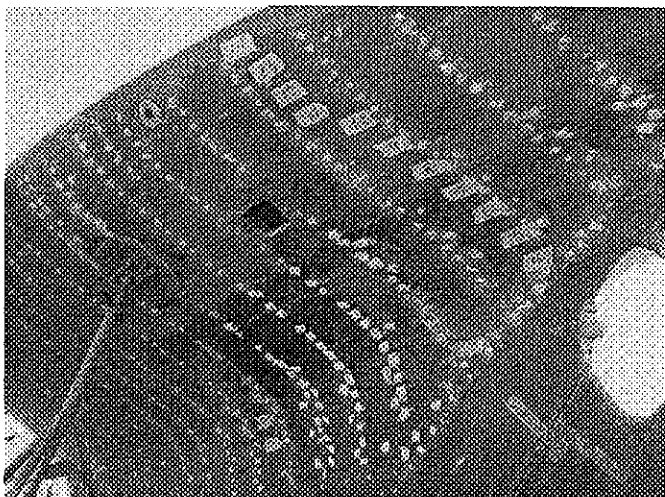
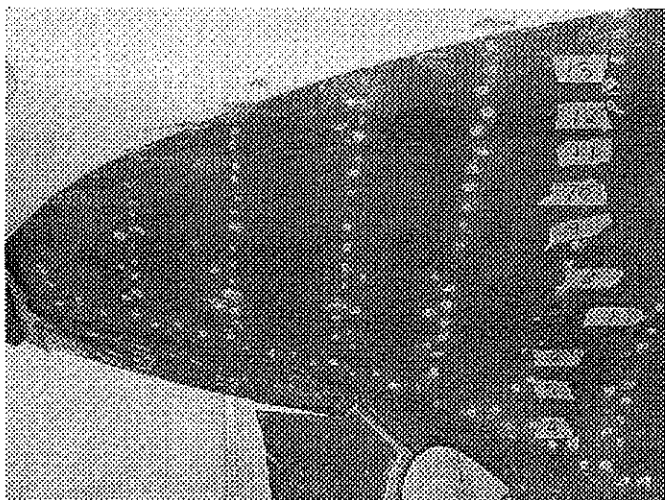
This winter we completely stripped and re-fastened the bottom from the boot down. It could have gone for a few more years, some of the screws were just fine, but others were shot and many times they were right next to each other! I would say that 70% were pretty good and 30% were shot -- so they did pretty well for 45 years.

Most of them came out pretty easily, which would not be the case later. Our goal was to stay with the same size screw (14x2) to avoid removing any wood. As Zim would often say, "The idea is to put more wood in than you take out, not the other way around." So where the 14x2s would not take up (frame ends and rabbit mostly), we plugged the hole in the frame with an oak dowel dipped in epoxy and re-drilled the hole



for a 14x2. This was a bit time consuming, but worked really well.

This project turned out not to be as overwhelming as we expected, and after close to 3000 screws I would have to say that we are pretty good at it. Here is the process we used: every other frame, pull all the bungs with an awl, back out the screws with a big bit brace, re-drill the holes with a Fuller bit for 14x2 screws to clean them up, dip new screws in linseed oil, stick in hole, bring up snug with power drill with clutch set low, pull up tight with big bit brace, dip new bung in putty and reinstall (we found pre-made bungs from Hamilton Marine in Maine that worked great and saved the time to make them, \$70 per thousand.) For the tough ones we used the extractors advertised in the back of *Wooden Boat* – they worked awesome.

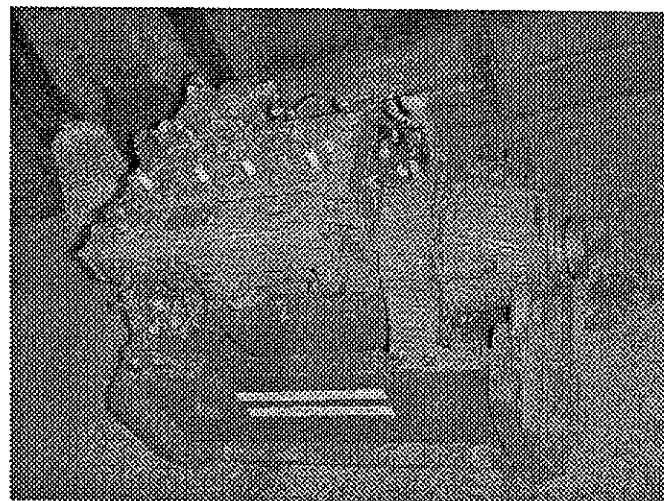


### *Refastening gone wild*

As far as the bottom goes, this boat seemed almost waterlogged when we hauled her. The 45

years of bottom paint had created pockets behind the old flaking paint that held pools full of water. After stripping the bottom, we soaked the wood with a 50/50 mix of linseed oil and turps. We fed her this mix until she would take no more, 4-5 coats. Then we primed her with red lead paint from Kirby's, a thinned coat first, then a second full coat. Then she will get two coats of bottom paint. The way she took up the oil, you could tell that she now had one happy bottom. Hopefully she is now good and supple for another 45 years. We also stripped the years of red lead paint from the bilge and again used the oil mix to soak the keel and as much other wood as we could get at, including the entire inside of the hull aft of the engine. It was very interesting crawling way up there with a can of oil. ...

We also upgraded the very tired oil-blowing Graymarine with a newly rebuilt one of the same vintage -- yes, its gas, but that's the way she came, so that's the way she will stay. Eventually the canvas decks will need attention, as will the keel bolts, but that's for another year.



### *Newly rebuilt 4-112 ready for re-installation*

Outside of the big projects, we have been doing some solid maintenance for this year, rebuilding all the through-hulls and backing blocks, varnish work, and sanding and painting the topsides.

Ode to the distant hum of random-orbital sanders! Much to our surprise, we are back on the wooden boat program, and how sweet it is!

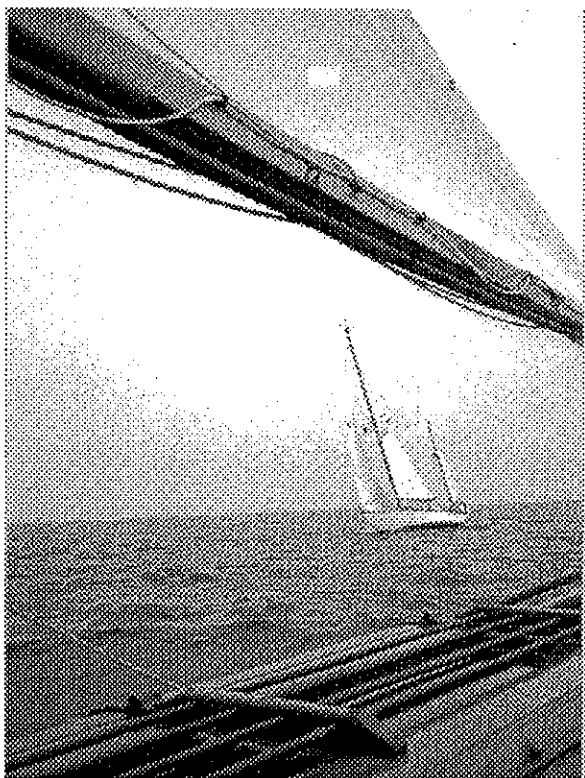
If your travels take you down to Marblehead, drop us a line or come raft up. We are looking forward to getting these old girls together once in a while.



## ABACO #102

*Jonathan & Dorothy Goldweitz, Stamford, CT*

After a long winter in the shed at Cove Landing Marine in Hamburg Cove, *Abaco* was finally launched in late April. After a few weekends of cleaning sanding dust, loading gear and bending on sails, we sailed her back to Stamford on May 11<sup>th</sup>.



*Abaco beating into Huntington Bay, as seen from aboard Feather*

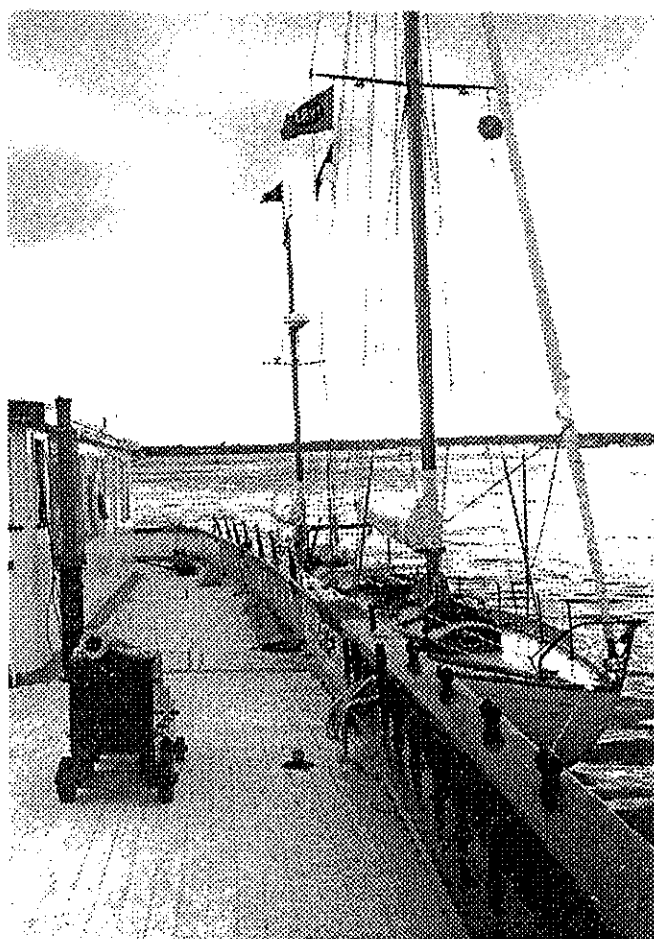
This winter's maintenance began with a full survey by Paul Haley, a routine we started doing every five or six years upon acquiring *Abaco* in 1988. No surprises this time, but Paul agreed that a plank at the engine seawater through-hull needed replacement and this was done. He also suggested replacing the entire wheel steering cable system; I had planned to look into that after shearing off a pin on one of the sheaves during the IYRS Classic Cruise last July. This project was easier than expected as the Edson Corporation had all the parts to match what Concordia Company originally installed in 1968, including chain, wire rope, sheaves, pins and clamps. Once I mastered the art of hanging upside-down in the starboard cockpit locker to access under the steering pedestal, the project went pretty quickly. I hope the new system lasts another 33 years.

The only other major project was scraping, sanding and repainting the red lead in the bilge. Despite staying pretty dry, especially forward of the galley area, this needed attention after being restored only six years ago.

A new mainsail and new dodger, replacing ones from the late '80s, complete the "extras" this year. Of course, new topside and bottom paint and two coats of varnish all around were expertly applied by John Leonard and his crew at CLM.

This season's sailing plans include joining the IYRS Classic Yacht Cruise again in July, then heading to Boston, Gloucester and Maine with the Stamford Yacht Club Cruise later in the month. If all goes well, I will again get out to the Pacific Northwest in early September and sail on Doug Cole's *Irene* in the fall CCA Cruise and in the Port Townsend Wooden Boat Festival.

We hope to continue meeting other Concordia owners in our summer cruising travels.



*Abaco tied up alongside IYRS flagship Coronet, during 2000 Classic Yacht Cruise*

## FEATHER #29

Jeff Boals, Stamford, CT

Here's the latest on *Feather* for the file, the record and the newsletter as her owner and crew are on the eve of her spring delivery from Padanaram to Stamford, CT.

This winter's maintenance schedule was thankfully light with the only out of the ordinary item being a full repaint below decks. I've used Doug Cole's recommendation for the "original" Concordia berth corduroy fabric -- Juniper from LA Tuxedo (see page 3). The cushions are being made ready for early May. Thanks Doug for the sources and recommendation.

The photograph was taken after the fall delivery to Concordia on December 4th. The kilts make for especially cool weather sailing. Alas, it has become a tradition of sorts aboard *Feather*.

Greetings to my Concordia family for a safe and fun filled sailing season.



*Even shorts would be too warm for the kilt-clad delivery crew of Feather in December.*

### Concordias For Sale

Halcyon	# 3	Maine	\$ 75,000
Memory	#35	Mass.	\$100,000
Arapaho	#85	Mass.	\$125,000
Tamborine	#97	Mass.	\$ 65,000

### Boats Sold Since Last Season

Tempo	# 4	John Heubi
Streamer	#21	Restoration Partnership
Sunda	#33	Restoration Partnership
White Wave	#40	Wayne & Kim George

## Marine Insurance

Thomas E. Bosworth, CIC

### Endorsement Deletes Machinery Depreciation

Preparing your boat for an early spring launching can prove to be challenging. This year I was determined to get in the water early and removed the cover in late March; the following week we got ten inches of snow. Predicting the weather may be a challenge, but understanding your marine insurance should not be that difficult of a task.

A good marine policy will be written on an "Agreed Value" basis. This means that in the event of a total loss the company will pay the amount listed on the policy declarations without deduction for depreciation. In the event of a partial loss the company will pay the reasonable cost for repair or replacement.

However, most marine insurance policies *will* depreciate the following items:

- Sails
- Protective covers consisting of fabric, plastic, canvas or similar materials
- Carpeting, upholstery, cushions or fabric
- Outboard motors
- Outdrive units
- Machinery (including inboard engines and equipment) over 10 years of age
- Batteries
- Trailers
- Personal property
- Dinghies

Howland Insurance is now able to offer an endorsement that eliminates depreciation on your machinery. It simply removes machinery from the list of depreciated items. This endorsement does not broaden your coverage, it just changes your loss settlement. The annual cost is \$100.

W. & L. Howland Insurance Agency has spent considerable time over the years making sure that our underwriters understand Concordia owners and their boats. Recently our underwriter and I visited the Concordia Yard and he was able to get a hands-on feel for the pride that Concordia owners have in their vessels. Our agency insures approximately half of the Concordia fleet.

W. & L. Howland Insurance Agency, Inc.

Phone: 508-992-7731 / 800-848-7731

[www.wlhowland.com](http://www.wlhowland.com) [tom@wlhowland.com](mailto:tom@wlhowland.com)

## ACTAEA #17

Tony Harwell, Del Ray, FL

The last time I wrote I had just bought *Actaea* and was working hard to finish my Hinckley Sou'wester 34. Well, the Hinckley is finally finished!

I have worked on the *Concordia* on and off and have been fortunate enough to find and use the services of a very good ship's carpenter, Andrew Barnett of "Wooden Boat Specialist." He has put about eight laminated white oak sisters in place and about six new planks.

As the work progressed it soon was evident that the floor bolts were bad and would need to be replaced. I was sure if the floor bolts were bad that this would mean the keel and deadwood bolts were probably bad, so I promptly began to remove the lead ballast keel.

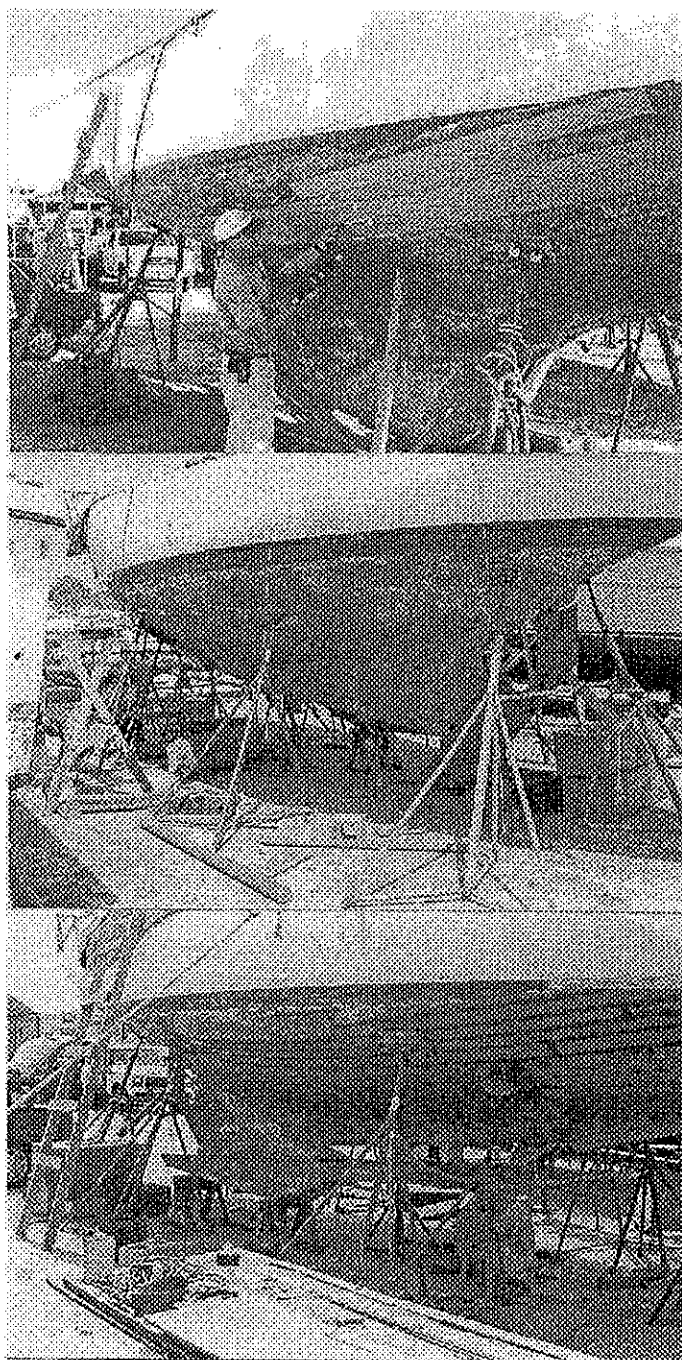
This was no easy task at first. After struggling to remove the nuts on the bronze keel bolts, I tried pounding the bolts down through the ballast. This did not work. Then I noticed that I could get a metal cutting blade between the ballast and the deadwood because of the bedding between. I believe the bedding is red lead putty. I was able to cut all the keel bolts with little difficulty. I then raised the boat off of the ballast with the use of nine adjustable boat stands.

After removing the keel it was time to remove the deadwood. On this particular 41 footer there is about an 8" thick deadwood above the ballast running all the way to the rudder and bolted to the wood keel. I was able to remove the deadwood in two separate pieces. I hammered wedges into the original joints to get just enough room to get my blade in the joint to cut. This worked great! Now I could access the floor bolts for the entire keel. I tried removing four of the floor bolts but was only able to remove one because the others broke. I plan on replacing them as I remove them. Since I had no luck finding new 7/16" silicone bronze floor bolts with countersunk flat heads, I decided to make them.

We tried pounding the countersunk heads cold into a jig but had a hard time because the bolt kept slipping through the jig. We were able to make a few this way but it is very time consuming and difficult. I think the jig is not meaty enough. If anyone has a better jig or better idea, PLEASE let me know! I would like to keep the bolts as countersunk heads but fear I might have to use threaded bolts and nuts.

Also, the carpenter is putting in about a six foot scarf in the stem just forward of the mast. The condition of the mahogany deadwood (with the

exception of the worm eaten bottom piece) looked like the day it was built. The keel and floor bolts looked like new also. I think the deadwood and keel bolts might have been replaced, but I'm not sure. If they were, it was done prior to the extra lead added to the ballast when the aluminum mast was put on.



*Actaea under repair with ballast and deadwood off and new bottom planking going on*

If you know anything about this boat, please contact:

Tony Harwell  
501 N.E. 7<sup>th</sup> Avenue  
Delray Beach, FL 33483  
(561) 243-0011

## IYRS to Host 2<sup>nd</sup> Annual Classic Yacht Cruise

July 8 – 14, 2001

**Newport, RI** The second annual Classic Yacht Cruise, sponsored by the International Yacht Restoration School (IYRS), is expected to be an even greater success than last summer's inaugural event. More than 40 classic sail and power yachts enjoyed a week of convivial cruising last year along the southern New England coast. Some 50 yachts are expected this year.

The itinerary for this year's cruise begins Sunday, July 8, 2001 at Edgartown on Martha's Vineyard. Kick-off activities there include a Champagne Welcoming Party aboard *Lion's Whelp* and a Bon Voyage Brunch. On the afternoon of Monday, July 9 the fleet will sail to Vineyard Haven for dinner ashore. On Tuesday the fleet will proceed through Quick's Hole to Padanaram where a dinner dance is planned for the

evening. After sailing to the mouth of the Sakonnet River in Rhode Island on Wednesday, participants will enjoy games and a barbecue on Third Beach.

IYRS hosts the fleet at their Newport Harbor campus from Thursday, July 12 to Saturday, July 14. During that time the school will host a Cocktail Reception aboard the 1885 schooner *Coronet*, conduct a classic yacht parade and powerboat race, stage the annual "Loose Cannons" fundraising party and hold their Annual Meeting Brunch. Yachts depart from IYRS on Saturday afternoon.

According to the event organizer, Elizabeth Meyer, the purpose of this invitational cruise is "To promote the restoration, maintenance and enjoyment of classic yachts." If you wish to apply to participate in the Second Annual IYRS Classic Yacht Cruise, please contact J Class Management at 28 Church Street, Newport, RI 02840, 401-849-3060, Fax: 401-849-1642 or [info@jclass.com](mailto:info@jclass.com).

## Boats Signed Up for 2001 Classic Yacht Cruise (As of May 9, 2001)

Name	Make	Length	Draft	Beam
1. ABACO	Concordia	39'10"	5'8"	10'
2. BELLE	NY Launch	77'	3'6"	16'
3. BELUGA	Commuter	45'	3'6"	11'
4. BOUNTY	Huckins	64'	5'	16'
5. BUCKTIDE	Huckins	40'	3.2'	12.5'
6. CAPTIVA	Concordia	39'10"	5'8"	10'
7. DOWNWIND	Huckins	46'	4'	13'
8. DUCHESS	Custom m/y	40'	3'	11.5'
9. HARRIER	Concordia	41'	5'10"	10'
10. JOLIE	Trawler	45'	4.5'	13'
11. KARUNA	Huckins	40'	3'6"	12'
12. KYMA	Huckins	56'	5'	15'
13. LADY CHANCELLOR	Huckins	53'	4'	15'
14. LIONS WHELP	Power	83'		
15. MALAHINI	Elco Cruisette	32'	3'6"	10'
16. MALESH	Huckins	40'	2'	12'1"
17. PRAXILLA	Concordia	39'10"	5'8"	10'
18. SAKALA	Concordia	39'10"	5'8"	10'
19. SEA WAGON	Huckins	50'	4'6"	15'
20. SUMURUN	Yawl	94'	12'	16'
21. TEASER	Herreshoff	36'	5'3"	10'6"
22. TIDE RUNNER	Huckins	45'	3'6"	13'11"

## DOWNEAST ONE-TWO-PLUS

Notice of Race: July 28-29, 2001  
Gloucester, Mass., to Rockland, Maine

Great competition! A great cause! And a great way of getting your boat Downeast for the best part of the Downeast season: the Wooden Boat Regatta, the Gulf of Maine Regatta, the Camden-Castine Race, and the Rockland Lobster Festival! Single-handed, double-handed, and fully crewed categories, with both racing and cruising divisions.

1. **Sponsors** Annisquam Yacht Club, in association with other Cape Ann area yacht clubs, and Pope Sails and Rigging.
2. **Charity** The race is a fund-raiser for Partners in Ending Hunger, based in Camden, Maine. Participants are encouraged to enlist sponsoring contributors.
3. **Rules** The event will be governed by the current U.S. Sailing Association rules.
4. **Skipper's Meeting And Pre-Race Chowder** 1700 EDT, Friday, 27 July, on the deck of the historic schooner, *Adventure*, located in Gloucester's Inner Harbor.
5. **Eligibility And Scoring** The race is open to all yachts with a valid handicap certificate issued by PHRF-New England. Certificates from other regional authorities may be submitted to PHRF-NE for review and normalization. Scoring will be time-on-time.
6. **Start/Finish** Start 1000 EDT, Saturday, 28 July, Gloucester Harbor. Finish off Rockland, Maine breakwater. (Race may be shortened at a gate near Monhegan Island. Navigation aids that must be respected will be announced at the skippers' meeting.)
7. **Categories And Divisions** The race is open to double-handers, fully-crewed boats, and qualified single-handed sailors. (Single-handed entrants must certify completion of a 50 mile solo sail within the previous 24 months. They also must maintain a regular radio watch with an assigned buddy.) There will be racing, cruising, and multi-hull divisions within each category. Breaks within divisions will be at the discretion of the organizing committee.

8. **Equipment and Accommodations** Yachts shall comply with the current Offshore Racing Council "Special Regulations Governing Minimum Equipment and Accommodation Standards" for Category 3. This includes U.S. Sailing requirement for the wearing of personal flotation devices (PFDs). Additional requirements and racing rules may be stated in the official entry form.
9. **Entry** Entries must be made on the official entry form and be received no later than July 23, 2001. The organizing committee reserves the right to limit entries on a first-come basis. Entry forms are available from Downeast One-Two-Plus, PO Box 6052, Gloucester, MA.
10. **Fees** Single-handed \$75; double-handed \$100; fully crewed \$150. Tax deductible contributions to Partners for Ending Hunger (and sponsorships) are strongly encouraged.

## ADMIRAL DIGBY CUP OCEAN RACE

Notice of Race: June 30-July 4, 2001  
Mt. Desert to Annapolis Basin

The Admiral Digby Cup Ocean Race offers racing and cruising yachts on both sides of the Bay of Fundy an overnight race of about 110 miles across this fabled body of water.

The race will start June 30 at Mt. Desert and finish off the entrance of the Annapolis Basin. There will be a Racing Division (monohulls, spinnakers), a Cruising Division (monohulls, non-spinnaker) and a Multihull Division (spinnaker). Following the race there will be a series of around-the-buoy races on July 2 in the Annapolis Basin. In Digby, there will be a complimentary dinner and awards ceremony, plus other social activities.

Although original registrations were due in April, more information can be obtained by sending an e-mail to [digbycup@pointseast.com](mailto:digbycup@pointseast.com) or calling Points East Magazine at 888-778-5790.



## Concordia Owners - June 2001

1.	JAVA	Int'l Yacht Restoration School	Newport, RI
2.	MALAY I	Richard Dzedzej	Charleston, SC
3.	HALCYON	Frank Walker	Ellsworth, ME
4.	TEMPO	John Heubi	Mufreesboro, TN
5.	DUENDE	Charles Adams	Shelbourne, MA / Maine
6.	TABAKEA	Peter & Lynne Killheffer	North Hampton, NH
7.	SUNDAY	David Catlett	Wickford, RI
8.	PAPAJECCO	Salvatore Nicotra	West Haven, CT
9.	WHISPER	Oliver Jones	Avon, CT
10.	PRAXILLA	Dominic Champa	Fairfield, CT
11.	WINNIE of BOURNE	Peter Gallant	Portsmouth, NH
12.	ABSINTHE	Alex Kuli	Castine, ME
13.	PHALAROPE	Tom Ashton	Chester Springs, PA
14.	SAXON	Ron and Pam Cooper	Eliot, ME
15.	SOVEREIGN	Dennis Gross	Olympia, WA
16.	MAGGIE DUNN	Armand Sutton	Alameda, CA
17.	ACTAEA*	Tony Harwell	Del Ray, FL
18.	SPICE*	Tom & Terry Laird	Beverly, MA
19.	OTTER*	Marshall Chapman	Morehead, KY
20.	FLEETWOOD	Kersten Prophet	Heikendorf, Germany
21.	STREAMER	Streamer LLC, c/o Roger Burke	Ipswich, MA
22.	HERO	Jim Sibley	Haddam, CT
23.	STARLIGHT	Ben Mendlowitz & Deborah Brewster	Brooklin, ME
24.	NIAM	John Ryan	Pittsburg, PA / Maine
25.	WILD SWAN	Dave Smith	Weston, CT
26.	MARYANN	Robert & Linda Jones	Boothbay, ME
27.	SARAH*	David & Margo Geer	St. Augustine, FL
28.	SAFARI	Dick & Lisa Zimmermann	Gloucester, MA
29.	FEATHER*	Jeffrey Boal	Stamford, CT
30.	HARRIER*	Jesse Bontecou	Clinton Corners, NY / Newport, RI
31.	OWL	Vincent Panetta	Wellesley, MA
32.	MIRAGE	Ric Quesada	South Freeport, ME
33.	SUNDA	Sunda LLC, c/o Concordia Co.	South Dartmouth, MA
34.	ORIANE	Ted Danforth	New York, NY
35.	MEMORY	Barry Williams	Eagle Nest, NM / Buzzards Bay
36.	MAGIC*	Elizabeth Lamintina	Decatur, GA
37.	YANKEE*	James Cosgrove	Liverpool, NY
38.	NEFERTITI*	John Williams Company	Mt. Desert Island, ME
39.	SAKALA	Peter Sharp & Steve Kratovil	Providence, RI / New York, NY
40.	WHITE WAVE	Wayne & Kim George	Marblehead, MA
41.	SISYPHUS	Jack Towle	E. Falmouth, MA
42.	MARGARET	Robert Hovey	Ferndale, WA
43.	RAKA	Robert Stuart	Hingham, MA
44.	LACERTA	Stephen Loutrel	Carlisle, MA
45.	LOON	Stephen & Bonnie Simon	Washington, DC
46.	KODAMA	Stewart McDougall & Denny Doyle	Seattle, WA
47.	ARIADNE	Charles Stone	Darien, CT
48.	HARBINGER	Larry Warner	Marion, MA
49.	MOONFLEET	Chuck Delamater	New York, NY
50.	JAKARTA	Peter Kieley	South Hampton, MA
51.	VINTAGE	John Foley	Port Townsend, WA
52.	BANDA*	Peter Gottlund	Kutztown, PA
53.	BEAUTY*	Leo T. Chylack	Duxbury, MA

## Concordia Owners - June 2001

54.	HORIZON*	Bob & Valerie Grindrod	Barrington, IL
55.	KIVA	Douglas Hoffman	Fairfield, CT
56.	WHISPER	George & Karyn Henschel	Bedford, NY
57.	JAVELIN	W. Mason Smith III	Cambridge, MA
58.	OFF CALL	Peter Castner	Boxford, MA
59.	SNOW BIRD	Guilliaem Aertsen IV	Boston, MA
60.	PRINCIPIA*	Bruce Flenniken	Cambridge, MA
61.	TAM O'SHANTER	David Soule	Marblehead, MA
62.	THISTLEDOWN	Jean C. Becton	Englewood, NJ
63.	SONNET*	James D. Brown	Syosset, NY
64.	LIVE YANKEE	Nichols & Gruber	Green Lane, PA
65.	GOLONDRINA	John Eide	Portland, ME
66.	MISTY	Tom McIntosh	Long Grove, IL
67.	CROCODILE	Edgar & Robert Crocker	Chestnut Hill, MA
68.	DESPERADO	Rich Uhlig	Summit, NJ
69.	HOURI	John Chatfield	Mt. Kisco, NY / Maine
70.	IRIAN*	Darrow Lebonici	Salem, MA
71.	POLARIS*	Kenneth Brittle	Richmond, VA
72.	PARAMOUR*	Skip Bergmann	Falmouth, MA
73.	TOSCA	Dr. G.N.W. Fitzgerald	St. Anthony, Newfoundland
74.	WIZARD	Anderson & Dane	South Dennis, MA
75.	PORTUNUS	Judy & Pam Parker	Nobleboro, ME
76.	SUMATRA	Stewart MacDougall	Santa Barbara, CA
77.	MALAY	Daniel Strohmeier	South Dartmouth, MA
78.	MATINICUS	Alan Shapiro	Marblehead, MA
79.	WESTRAY	J. Thomas Franklin	Watertown, MA
80.	GOLDENEYE	Greg & Darlene Nulk	Salem, MA
81.	ENVOLEE	Claude Engle	Gibson Island, MD
82.	CORIOLIS*	Douglas & Susan Adkins	Seattle and Orcas Is., WA
83.	CHRISTIE	Richard Robie	Marblehead, MA
84.	SNOW FALCON	George Gans	Louisville, KY / Maine
85.	ARAPAHO*	William J. Lynch	Charlestown, MA
86.	DAME OF SARK	Stephen Donovan	Cincinnati, OH
87.	ALLURE	Ben & Anne Niles	South Freeport, ME
88.	RENAISSANCE*	Charlie Milligan	Boston, MA
89.	WOODWIND	George Hartman	Bethesda, MD
90.	FABRILE	David Godine	Milton, MA
91.	SHIMAERA	Robert J. Snyder	Stonington, CT
92.	SAVU*	Steve Kratovil & Peter Sharp	New York, NY / Providence, RI
93.	EDEN*	Gerald & Lark Millet	Boston, MA
94.	KATRINA*	Jan W. Rozendaal	South Burlington, VT
95.	BOOTS*	Earle & Denise Maxwell	New Orleans, LA
96.	WHIMBREL*	Peter Mimno	Marblehead, MA
97.	TAMBOURINE	David & Barbara Wheat	Boston, MA
98.	MADRIGAL*	Robert Bass	Concord, NH
99.	PORPOISE	David Palmer	Windsor, CT
100.	CAPTIVA	John & Laurie Bullard	New Bedford, MA
101.	SEA HAWK*	Reginald Butler	Marblehead, MA / Maine
102.	ABACO	Jonathan & Dorothy Goldweitz	Stamford, CT
103.	IRENE	Douglas Cole	Bellingham, WA
104.	<i>Under Construction</i>	Mark Webby	Whangerei, New Zealand

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