

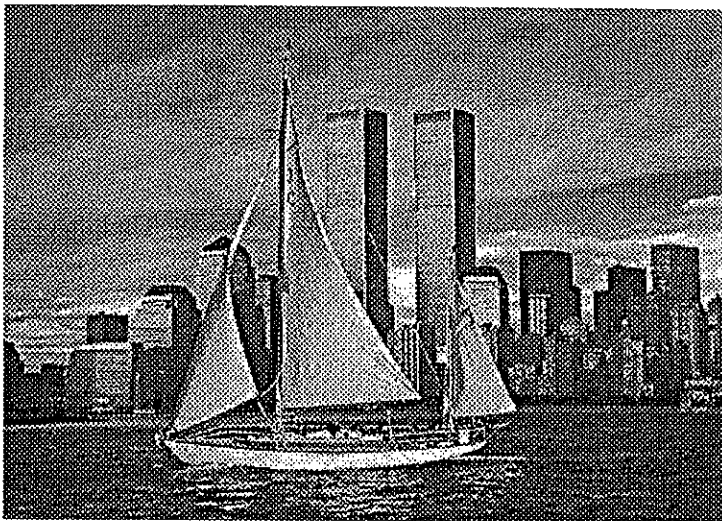
# *The* Concordian

*a newsletter for lovers of Concordia yachts*

**Fall 2001 --- Issue #32**

## **September 11**

What proved to be a wonderful summer sailing season was marred for all of us by the terrorist attacks of September 11. It is difficult to comprehend that the magnificent Indian summer we have enjoyed in the northeast for the past two months could play host to such a heartrending tragedy.



*Jody Dole 1999*

In late September, Ted Danforth sent me the accompanying photograph of *Oriane* sailing in New York Harbor in a time that now seems worlds away. It is printed here as a tribute to those who perished; as a remembrance of a time and world that were far more simple just a few short weeks ago; and as an encouragement that someday, perhaps, all of our lives will return to a more familiar state of normalcy, encouraged by more peaceful images of the past.

## **News From The Fleet**

Inside this issue you'll find reports from fellow owners on summer activities and on-going boat repairs, maintenance and restorations. Read about the Classic Yacht Cruise, organized by the International Yacht Restoration School, that was a great success in July and well attended by six Concordias. Plan ahead and mark your calendar now to join the fleet for next July's event.

## **New and Prospective Owners**

Concordias continue to change hands, albeit at a slower rate this past year. Fewer boats are currently for sale and many are undergoing significant restoration. Interest continues to be strong for the class with buyers looking for "just the right" Concordia.

## **Newsletter News**

*The Concordian* is in the black for this issue and only your continued financial and editorial support keeps us in print! Subscriptions remain at \$10/year, checks payable to Skip Bergmann at 170 Walker Street, Falmouth, MA 02540.

## PRAXILLA #10

*Dom & Deb Champa, Fairfield, CT*

It was the best of times it was the worst of times. (My apologies to Mr. Dickens). Aside from running aground in Woods Hole after my engine stopped and breaking my rudder, it was the best summer of sailing we have had aboard *Praxilla* in a long time.

This year we decided to incorporate the IYRS cruise into the second week of our annual trip. The first week was categorized with lots of wind, from the right direction, blue skies and rendezvous with old friends. The first day was a real winner. A trip from Stratford to Stonington under a screaming northwesterly brought me into that anchorage in record time. The next day's run to Cuttyhunk was just as fast with a huge following sea. From there to Mattapoissett to meet some old friends filled the next couple days.

From Mattapoissett the plan was to sail to Edgartown to join the IYRS cruise and my wife, who was flying there to meet me. I wanted to get there a day or so early to have some time to relax on the Vineyard with Deb before the cruise started . . . that was the plan.

I got an early start from Mattapoissett under a cloudy but totally windless day. I decided to time my trip to coincide with the slack current through Woods Hole. The trip was going well until just at the Red and Green in the middle of the channel in Woods Hole, my engine decided to just stop (air in the fuel line I discovered later). Also, my calculation to transit through Woods Hole at slack was off by about 20 minutes. I was alone on the boat, the current was still running fast, and I quickly decided to turn up current and try to throw out an anchor. However, the current more quickly decided to throw me onto a very large rock in the middle of the channel.

So there I sat on a rock in the middle of Woods Hole. A towboat was luckily right there and managed to tow me off very quickly and brought me into the harbor, so that I could see if there was any damage done. A friendly visit by the Coast Guard, who seemed more interested in a classic yawl than what could have been a very serious incident, concluded that all was fine with *Praxilla* with the exception of a missing rudder.

So . . . as I was being towed from Woods Hole to the Concordia Yard my wife was being flown to Martha's Vineyard to meet me on the boat. This story all ended very happily for four very important

reasons: Tom Bosworth at Howland Insurance, Brodie MacGregor at Concordia, The Hob Knob Inn on Martha's Vineyard, and Jon and Dorothy Goldweitz aboard *Abaco*.

### First: Tom Bosworth

In over 25 years of sailing, and many more years than that paying insurance premiums for all types of things, I have never had a more positive experience, with what could have been a much more painful incident, than I did with Tom Bosworth. He was the first person I spoke with (while on the rocks in Woods Hole), he was the first one I saw once *Praxilla* and I arrived in Padanaram, and he made the entire experience an easy one from both an insurance perspective and otherwise. For those of you contemplating a change in insurance agent, I can't say enough about Tom's help during this incident. You can't go wrong having Tom and Howland Insurance of Padanaram on your side. (See article on towing and salvage, page 9.)

### Second: Brodie MacGregor.

While on the rocks I became painfully aware that probably both my cruise and sailing for the summer were over. Both my wife and I were looking forward to the IYRS cruise, the weather looked promising and we had lots of friends joining us along the way. The prospects of getting the boat repaired quickly, given the nature of the damage, seemed next to impossible, until I got to the Concordia yard.

I can't thank Brodie and his guys enough for making this repair a priority, not to mention my thanks to the owners of *Streamer*, which was luckily undergoing a restoration at Concordia at the exact moment *Praxilla* was being hauled from the water. *Streamer* just happened to have a rudder in perfect condition, a group of owners who didn't mind giving it to me, and a yard full of hard working people willing to do whatever was necessary to get me back in the water quickly.

Padanaram was the second stop on the IYRS cruise and by Tuesday the switch of rudders had been made and the boat was back in the water ready to go sailing with the fleet. Again, my thanks to all the guys at Concordia for the swift work.

### Third: The Hob Knob Inn

My wife has never been particularly fond of a Concordia bunk. While she was horrified about the little incident in Wood's Hole, I can't say she was particularly upset with the fact that we had to stay at the Hob Knob Inn on Martha's Vineyard.

A great little place, very sympathetic to a cruising family now without a boat and, more importantly, supplier of the best shrimp curry hors d'oeuvres that won an award winner on the first night's gathering of the IYRS cruise.

#### **Fourth: Jon and Dorothy Goldweitz.**

As the guys at Concordia were busily switching a broken rudder for a good one, I took the ferry from New Bedford to Martha's Vineyard to meet my wife, who was enjoying the Hob Knob Inn. Thanks to Jon and Dorothy on *Abaco*, we were able to participate in the events on the Vineyard, win the Concordia race from Edgartown to Vineyard Haven, and sail from the Vineyard to Padanaram.

#### **Back Aboard**

Once back in Padanaram the sight of *Praxilla* going back into the water was more than anyone expected. From here on out Deb and I were back on our own boat for the balance of the cruise.

The rest of the cruise was great. The weather could not have been better, as was the company, both boats and people. With five other Concordias all sailing in company, as well as a host of other beautiful sail and powerboats, this cruising event is a real winner.

The Concordia raft pictured at Third Beach was great fun and the night was highlighted by a BBQ on the beach. How large a Concordia raft should we plan for next summer?

From Third Beach we had a very windy and bumpy ride into Newport, where we enjoyed being rafted up at the IYRS dock and a spectacular party to complete the cruise.

Next year's IYRS cruise is being planned for the week after the 4<sup>th</sup> of July. It includes stops at Greenport, Gardners and Fishers Islands, Stonington and Newport. I highly recommend this event. Great boats, great people, great fun.

The balance of the summer was mostly just day sails, with an overnight thrown in every now and then. I participated in Pequot Yacht Club's classic yacht race on a very windless day in late September, always a fun event. Maybe next year I'll get to finish the race.

The boat goes back to the yard soon ... no big projects planned and I'm hoping to see lots of Concordias out there next summer.

### **3<sup>RD</sup> ANNUAL CLASSIC YACHT CRUISE JULY 7 – 12, 2002**

**July 7, Sunday - Greenport/Shelter Island**  
5 – 9 pm Reception aboard IYRS yachts

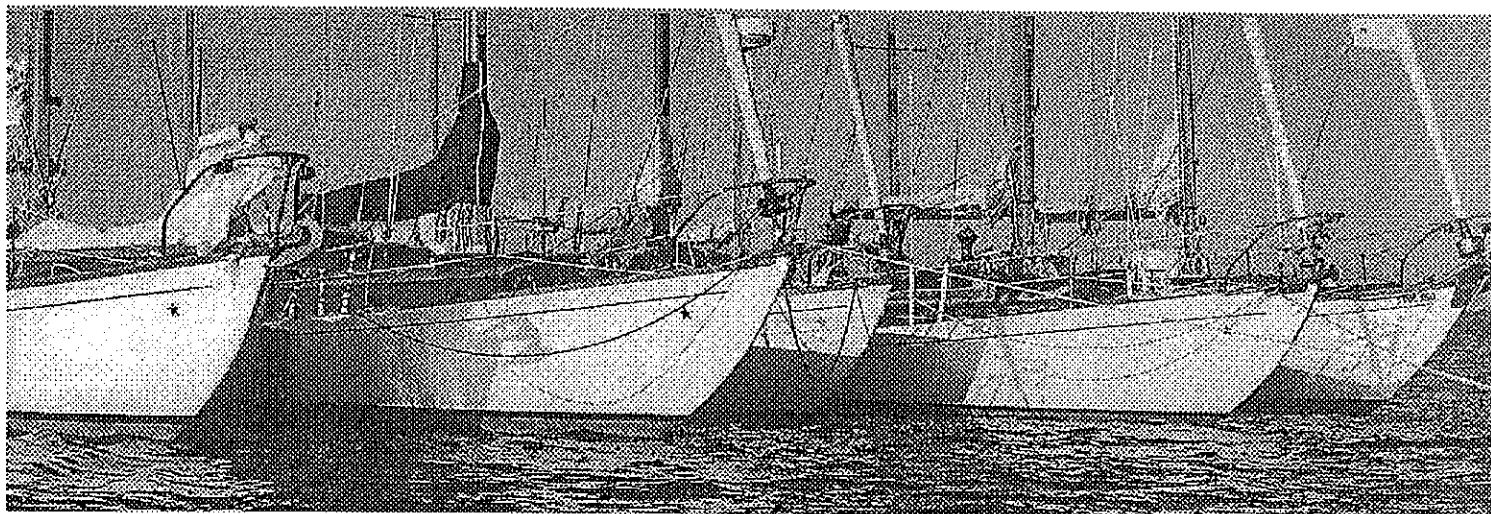
**July 8, Monday - Gardners Island**  
6 – 9 pm Evening on the beach (planning stage)

**July 9, Tuesday – Fishers Island**  
6 – 10 pm Fishers Island Yacht Club event

**July 10, Wednesday – Stonington Harbor**  
12 – 5 pm Visit historic downtown Stonington  
6 – 8 pm Art exhibit at 8 Pearl Street

**July 11, Thursday - Newport, IYRS**  
6 – 8 pm Evening cocktails on board *Coronet*

**July 12, Friday - Newport, IYRS**  
8 – Noon Shopping in Newport  
1 pm Beetle Cat Regatta (\$500 IYRS members)  
8 pm - Midnight Loose Lips Save Ships Party



*Concordia raft-up, Third Beach, Sakonnet River, (l-r): Oriane, Praxilla, Abaco, Captiva and Madrigal. Let's see if we can double the number of Concordias for the July 2002 Classic Yacht Cruise.*

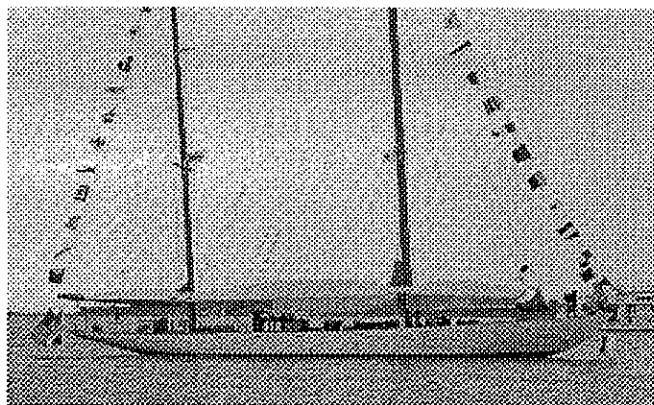
## 2<sup>ND</sup> ANNUAL CLASSIC YACHT CRUISE

Marcia Johnstone Whitney, IYRS, Newport, RI

### Edgartown and Vineyard Haven

The International Yacht Restoration School's Cruise began in Edgartown July 8<sup>th</sup> with the organizer's raft at the mouth of the harbor: *Sumurun* (1914, 94' Fife ketch), *Lion's Whelp* (84' Eldridge McGinnis ex sub-chaser) and *Bolero* (1949, S&S, CCA 73' yawl). It was an overcast day with few boats in the outer harbor, but we had 30 boats signed up for this year's event and a full impact itinerary that was sure to provide fun for everyone.

As I sat on the stern of *Lion's Whelp* waiting for the fleet to arrive, I got antsy. I asked the captain, Dave Thompson, if he would mind taking a tour of the harbor in the launch to see if any of the fleet had arrived before us. As it turned out, we had boats that lined the harbor from the mouth to Katama Bay. A smattering of Huckins arrived and moored on local moorings. We found Legendary Yacht's *Bounty II*, all the way up in Katama Bay. I was thrilled. When I returned back to *Lion's Whelp* more boats were coming in that were part of the cruise. Most of the Concordias chose to gather near the J Class Management raft.



*Sumurun, 94 foot site of the welcoming reception*

The cruise was about to begin and praying it would go off without a hitch, I prepared for the first night. How was I going to remember all these people? How was I going to make sure that everyone got exactly what he or she was promised? Was everyone going to have a good time? Did people remember they were supposed to bring an hors d'oeuvre? Panic began to rear its ugly head.

The boats were rafted and the rain stopped. That was a good sign. The clams arrived from a local fisherman and tasted great with the beer I was having to calm my nerves. People started to arrive on the raft.



*Marcia Whitney, Elizabeth Meyer - happy organizers during welcoming reception aboard Sumurun*

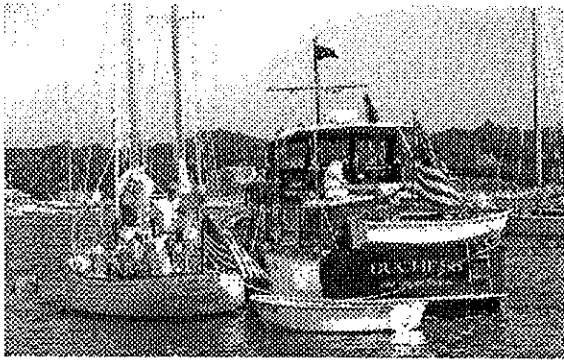
We had Huckins owners, Concordia owners, commuter boat owners and many others all together on the rafted boats, laughing, telling jokes, showing off their hors d'oeuvres and having a great time meeting new people. The champagne was plentiful and the appetizers were phenomenal.

This one evening set the stage for the whole cruise. We raced the sailors from Edgartown to Vineyard Haven with horrible Concordia starts by Jonathan Goldweitz on *Abaco*, followed by an even worse start by Ted Danforth on *Oriane* and even worse was Skip Bergmann on *Paramour* (*ed. note: Don't we get extra credit for being the only boat to start twice??*). It was a painfully long race due to poor planning on the race committee's part (me), wind that went completely flat without a breath of air, and a current change that had boats going backwards and in circles by the final turning mark, then a good wind to the finish.



*Concordias were not the only pretty girls at the dance. NY 30 Cara Mia and the P boat Chips were real head turners and hot performers*

Vineyard Haven was quiet. There were no planned events due to the location and size of our group, but several boats anchored close to each other and played for the night. The Concordia owners found John and Laurie Bullard on *Captiva*, relaxing in the harbor when they arrived from the stressful race from Edgartown. Although they were not able to come to Edgartown, John and Laurie joined the cruise for the duration.



***Even Abaco associates with powerboats, if they're as nice as John Leonard's Duchess***

### **Padanaram**

After Vineyard Haven we sailed however we could to Padanaram, via Woods Hole or Quicks. The Concordia Company greeted Concordia owners, where they all docked. This was the perfect stopping place for Dom Champa aboard *Abaco*, so he could pick up his Concordia, *Praxilla*, which was at the Concordia yard for repairs.

That evening was a Caribbean dinner dance at the New Bedford Yacht Club. Rob and Sallie Bass, *Madrigal*, were the hit of the party with their Caribbean attire. Sallie and a friend, Mary Rose, worked all afternoon creating straw hats with flowers and mini bottles of Captain Morgan and Mt. Gay rum attached. The best part was the straws in the bottles so you could actually drink from the hat. Fabulous. They were huge award winners.

The evening was ended at 9:30 by a huge thunderstorm that raged through southern Massachusetts. Everyone made it back to the boats safely, only to wake up to another huge storm front heading our way. This one was packing a punch of 40 – 60 knot winds and heavy rains, but only lasting about 15 minutes. After much deliberation and weather listening it was determined to postpone the start for the day and wait an hour. This was an excellent choice.

Some people didn't seem to be worried about the storm. Skip Bergmann took off across the bay in *Paramour*, to rejoin us later by land in Newport. He and his sole crew left Padanaram before this outrageous storm hit and had a wild, but OK ride.

### **Third Beach**

From Padanaram we sailed in company to Third Beach on the Sakonnet River. Here the remaining five Concordias rafted together -- a great sight with everyone swimming and enjoying each other's

company. We barbequed on the beach, played on our boats, and here at the half-way point of the cruise questions were already coming about plans for next year's event.

We left Third Beach on a sunny but very windy Thursday. All of the Concordias were reefed and scattered out along the shoreline trying to stay out of the waves. The Huckins owners bounded ahead to watch the Swan regatta that was happening off Jamestown.

### **Newport**

As we made it into Newport Harbor we attempted to have a harbor parade before docking, but, due to the weather, this was not a great success. As we watched clouds coming closer and listened to our weather stations, we got everyone docked at IYRS. The Concordias were packed nicely at the head of the basin, all looking beautiful, and once everyone was docked the relaxation process began.

Owners and guests enjoyed a cocktail reception on board *Coronet* the first evening and then there was the huge, annual Loose Lips Save Ships IYRS fundraiser on Friday evening. I made it home to change into an appropriate dress before the party and upon returning it was quite a change to see everyone dressed up and ready for what seemed like the prom.



***Dressed for the IYRS party at Newport, crews from Paramour, Captiva, Abaco, Oriane, and Praxilla***

### **Plan Ahead**

This cruise was started to introduce IYRS to yachting people all over the world. We have had people from the east coast of the US to crews from Australia, England and Germany. We show no bias and welcome everyone!

If you can't bring your own boat for 2002, please contact me and maybe I can find one for you. IYRS is also considering chartering a large vessel on which "boatless" participants can rent a room. We want people to come and have fun!

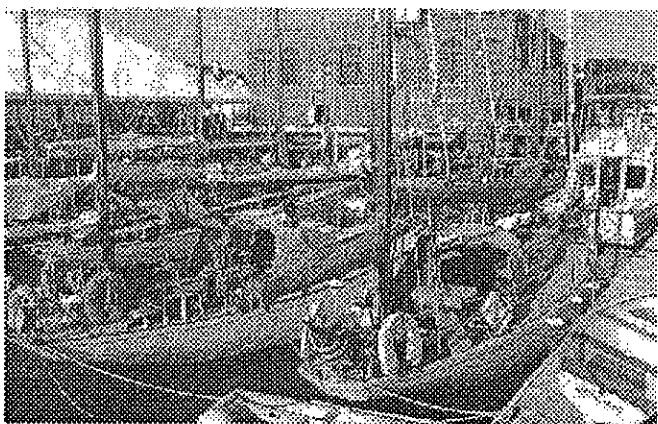
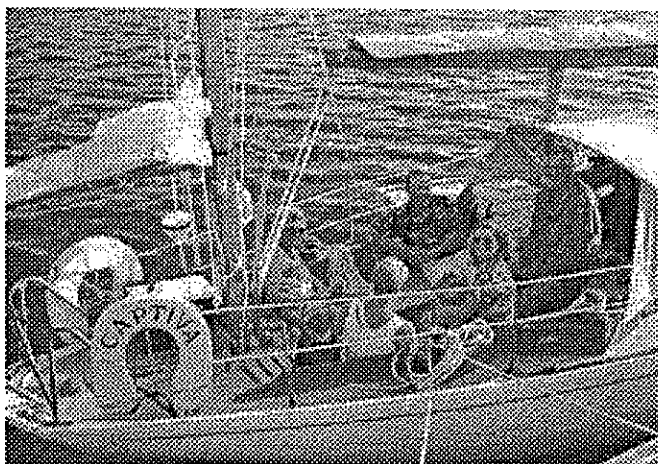


## CAPTIVA #100

John and Laurie Bullard, New Bedford, MA

Laurie and I were on *Captiva* for about 30 days this summer and are looking forward to a few more before we send her to winter quarters at Triad Boatworks.

The highlight of the season was the IYRS cruise with five other Concordia yawls and more than 20 other classic sail and powerboats. We urge other Concordias to join this cruise for 2002. It is well managed, a lot of fun and there are many very beautiful vessels.



*Relaxing at Vineyard Haven on IYRS Cruise and Concordias dressing up IYRS dock at Newport*

Would there be any interest in a "lending library of moorings" that could encourage the sharing of moorings among Concordias when not in use? We have one in New Bedford harbor, which is in the middle of Buzzards Bay, but still off the beaten track of most cruisers. If someone is interested in visiting, contact me at 508-999-8895 or e-mail at [jbullard@umassd.edu](mailto:jbullard@umassd.edu)

Winter plans include (gulp!) a new deck (so we'll stay drier below) and refrigeration, which gave up the ghost this summer. Otherwise #100 is holding up very, very well and giving a second generation of our family much pleasure.

*The Concordian*

## ACTEA #17

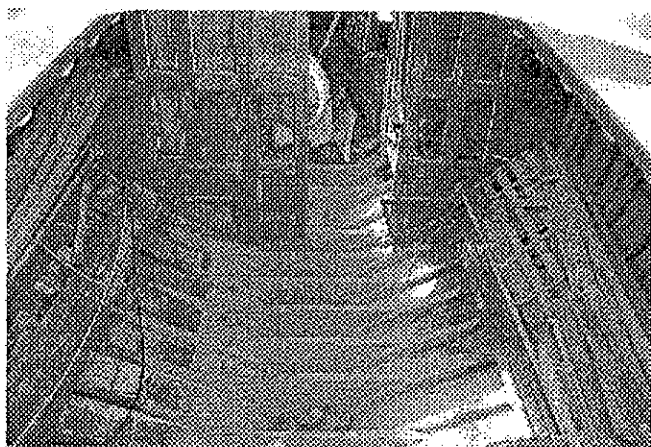
Tony Harwell, Del Ray, FL

### Anyone want to buy a Hinckley 34?

I have come to the realization that to have two wooden boats is insane! I'm having a hard time financially, but will survive.

### Actea Progresses

I'm making progress on *Actaea*. I've replaced about 13 floors, 13 frame ends, all the floor bolts, all stem bolts, all deadwood and bolts, and keel bolts. I just finished putting her deadwood back on and am ready to put the lead ballast keel back on.



*Actea with new floors and frames*

Her ballast is lead and all her bolts are silicon bronze. I melted a chunk of lead off of the ballast that was added years ago when her rig was replaced with an aluminum masthead rig.

A new steel mast step was added at this time over the existing wood step. It was not a good idea because it rotted the wood step and it also covered the same amount of floors as the wood step. This was not a remedy for the problem because the stiffness of the steel, attachment to the wood step, and the triadic, caused the load to be concentrated in one location. The wood step alone, even though it is not long enough, would deflect enough to distribute the load to the floors (only this architect's opinion). Also, the leading edge of the lead added to the keel is questionable.

I hope to be painting her up and splashing her soon and then start on replacing her canvas deck with new canvas. If anyone can recommend a qualified person to re-canvas her deck, please let me know. (561) 243-0011

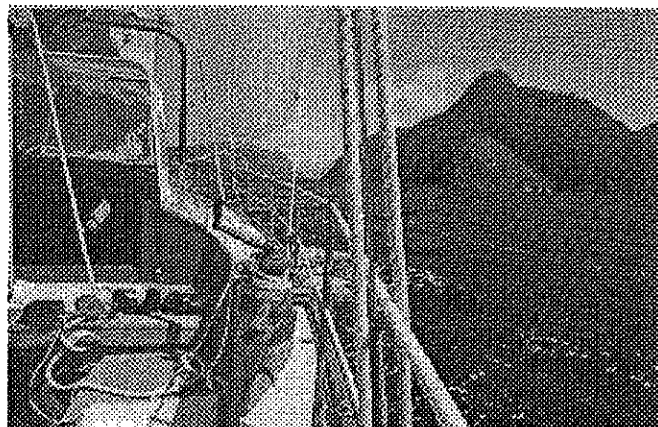
I recently stopped by to see *Sarah* in St. Augustine, FL. David and Margo Geer were not there, but it looks as though they are making good progress. Way to go!

## IRENE #103

*Doug Cole, Bellingham, WA*

Our season was full of variety: A little racing, a wonderful summer cruise, lots of guests and the usual fall wooden boat festival. We began the season with a week-long cruise to the Seattle area, including a transit of the Chittenden Locks into Lake Union. Our one racing event was rewarded with a second place at the Classic Mariner's Regatta in Port Townsend.

The month-long summer cruise took us north to British Columbia, down Johnstone Straits to the seldom visited Seymour and Belize Inlets. This is a series of fjord-like sounds surrounded by mountainous terrain. Several hundred miles of inlet drain and fill through narrow Nakwatko Rapids, which run 17 knots at springs. Needless to say, we waited for the few moments of slack water to transit. For ten days we had anchorages to ourselves, the only other sign of life being an occasional skiff ferrying logging crews. Salmon fishing was closed, but we did enjoy a fine catch of giant prawns offered by one of the locals.

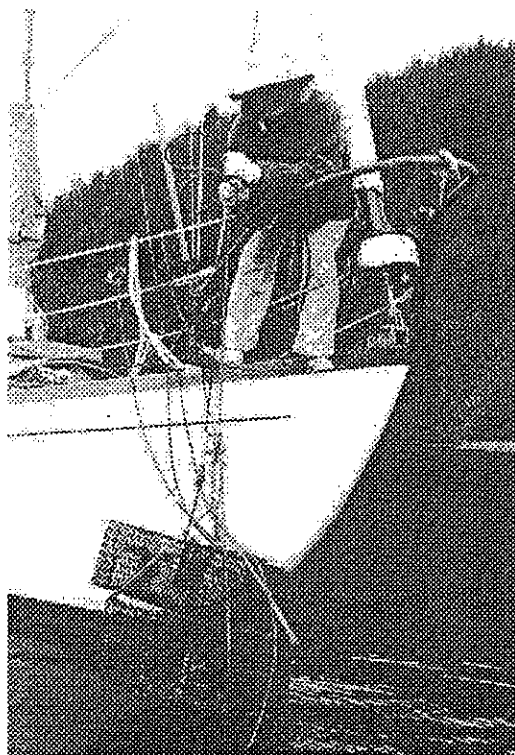


### *Heading up Belize Inlet on a rare sunny day*

Waterfalls were quite abundant due to heavy rains. Although much affected by tides, water in the inner sounds was nearly fresh. The gray, overcast weather instilled a sense of peaceful awe. However we did enjoy an occasional sunny day, which allowed bathing or a brisk swim in the many creeks. With a storm approaching nearby Queen Charlotte Straits we holed up in a protected anchorage and set two anchors. Nearby Pine Island reported gusts to 73 knots, so we felt good being in a snug location, the diesel stove keeping us warm and each of us with a good book in hand.

We were fortunate to meet Charlie, a third generation Seymour Inlet logger and one of only a handful of year-round residents. Despite our "yachtie" status, this gentleman was quite friendly

and full of useful and interesting information about the area. It was fascinating to learn about the evolution of the surrounding forests, the variety of species and various logging practices, both present and historical. Although logging often leaves ugly scars on the terrain, being wooden boat people and living in a wooden house, we have to be accepting of the fact that we benefit somewhat from the harvesting of the forest.



*Margie  
hauling  
our prawn  
trap in  
Seymour  
Inlet*

In September we were joined by *Abaco* skipper Jonathan Goldweitz for a CCA cruise and the Port Townsend Wooden Boat Festival. Summer sailing can be somewhat fickle, so we felt good to have at least one good crossing of Juan de Fuca Strait under sail. One night during the cruise we spent a fun evening with the Adkins aboard *Coriolis* and shared a number of sailing yarns. Jon ended up staying an extra few days due to the shutdown of national airspace following the September 11 terrorist attacks.

The new Westerbeke 44A-Four diesel has about 250 hours on it now, mostly without complaint. Winter projects include repainting most of the interior cabin and, after some uncomfortable hours on Queen Charlotte Straits in the fog, replacing the old reliable loran with GPS.

We're fortunate to have Skip Bergmann taking care of *The Concordian*. Few realize the effort required in turning out a quality product. So please, a big round of applause for Skip. Thank you! (*And thanks to you. ed.*)

## STREAMER #21 and SUNDA #33

### Restoration Updates

*Brodie MacGregor, Concordia Company*

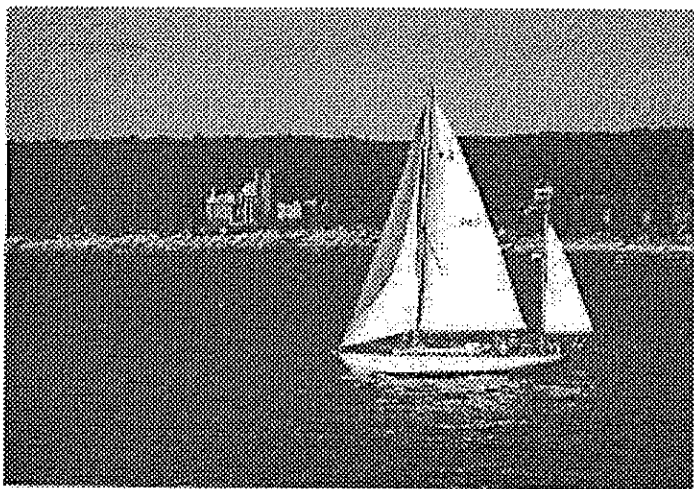
#### STREAMER

In early October *Streamer* made a fine passage to her new home in Islesboro, Maine, where syndicate member Roger Burke has a home base complete with boathouse and mooring. Over the winter Roger plans to upgrade the teak decks and cosmetics so that by next summer the restoration will be complete.

Structural elements of the restoration were carried out at the Concordia Yard in time for an early summer launch, and some good sailing out of Padanaram.

*Streamer*, as some readers are aware, has an unusual interior layout, as conceived by original owner Rose Dolan. The main cabin bulkhead is somewhat farther aft than normal, providing more space both in the forward cabin and the head. On the port side, the main cabin features an upper pilot berth along with a standard Concordia settee berth. The icebox is aft on the port side (in the usual location). The galley is located along the starboard side of the main cabin and provides plenty of storage and counter space, along with a non-pressure alcohol cooking stove, sink with galley fresh water pump and a Concordia solid fuel cabin stove.

We had planned to put the original interior back following the structural restoration. As it turned out, however, much of the interior joinery was in poor condition and we decided to replace the main cabin and galley accommodations with new. This work was executed as close to original as possible in an effort to maintain the integrity of the restoration.

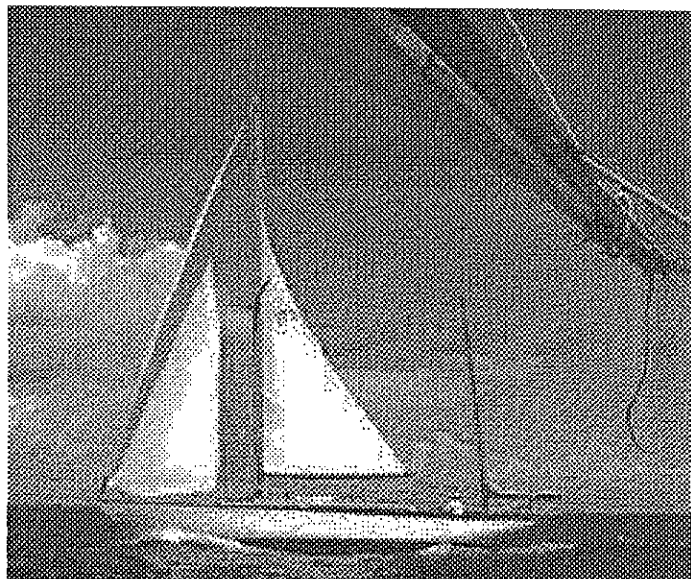


*Streamer on her passage to Maine, passing Hammond Castle in Gloucester, MA*

#### SUNDA

The structural restoration of *Sunda* was completed in time for an early summer launch and the owners have enjoyed some marvelous day and overnight sailing out of Padanaram. Two problem areas we experienced this past summer were lack of a cabin table (it was missing when the boat came north from Savannah) and a number of significant deck leaks.

Concordia is in the process of building a new cabin table, modeled on the original A&R, but using mahogany in place of the German locust. Several years back the decks were removed, planed and refastened. This winter we will be double-checking fastenings, upgrading bungs and reefing and recaulking seams. Once the deck leaks have been cured we will be able to concentrate on interior and exterior cosmetics.



*Sunda reveling in her first post-restoration sail*

The *Streamer* and *Sunda* projects are now well along and with teak deck upgrades and paint and varnish work in the next several months, the restorations will be complete. With normal, timely structural and cosmetic maintenance, both boats should make their owners very happy and very proud for many years to come.

Rusty Aertsen, owner of #59 *Snowbird* and Concordia 31 *Kestrel*, has been the driving force behind these restorations and would consider doing more of them. If any readers know of yawls which might be restoration candidates, please contact Rusty or Brodie at Concordia Company, Inc.

([rmacgregor@concordiaboats.com](mailto:rmacgregor@concordiaboats.com)) (508) 999-1381



## **TOWING AND SALVAGE**

*Tom Bosworth, W & L Howland Insurance Agency  
Padanaram, MA*

In the event that you have a loss and need to have a tow, you will find this portion of your marine policy very interesting. Depending on several factors, the help rendered may be considered a tow or may be considered salvage.

The following article from Travelers Insurance pertains to this issue. The article speaks for itself, but there are several policy issues that you, as a policyholder, should understand.

In the event of a loss, most marine policies state that an insured must "take all lawful, reasonable steps, including making necessary temporary repairs to protect the property from further damage."

The coverage for this loss comes from the Protection and Recovery Expenses portion of the policy. The Travelers policy reads: "We will pay the reasonable costs that you incur to protect or recover your yacht from further loss or damage following a loss. The coverage is in addition to those included in the Physical Damage section of the policy. The most we will pay for these expenses is the amount of insurance equal to the Yacht and Equipment limits as shown in the declarations." In other words, they will never pay for salvage that is greater than the insured value of the yacht.

## **TOWING AND SALVAGE**

*Travelers Insurance Company (June 2001)*

Anyone who has had a problem while on the water may have had to deal with obtaining a tow or an actual salvage of a disabled vessel. This may be a straightforward situation or a confusing one. The difficulty comes when towers attempt to make their assistance a salvage claim, rather than a simple tow.

The majority of claims that are presented fall into a "quasi-contractual salvage" issue. The basic principal the courts have used to determine if a quasi-contractual salvage exists are:

- Property is in a position of maritime peril
- Potential rescuers are few
- Risks to rescue are great
- Temptation to appropriate property is great

### **What's The Difference Between A Tow And Salvage?**

The courts have never clearly defined the difference between a tow and a salvage operation. Their guidelines indicate that the key to determining if an operation is a tow or salvage focus on determining if an unanticipated marine peril gives

rise to a tow. Another issue begs the question, is the vessel being salvaged in imminent or impending peril?

The courts have considered that if the "towage" did not expedite the "ship's" voyage but protected the vessel from the present danger or reasonably expected damages, then it may be a "salvage towage" and the court could make a salvage award.

The difference is ambiguous and subject to interpretation. Many tow/salvage companies will try to force an unwary seafarer into signing a contract of salvage on the spot. These contracts usually contain language that state the contract was not signed under duress. If a contract is signed under duress, the contract may later be voided.

### **Why The Big Deal?**

One may wonder why this is such an issue to vessel owners and insurers. A tow generally is handled by paying an hourly rate that may be \$125. This usually carries a minimum charge of four hours for a potential towing award of \$500.

Salvage, on the other hand, is an award based on the value of the property saved. To date, these awards have never exceeded 50% of the value of the vessel. However, for any vessel that is salvaged, the reward to salvor far exceeds that which could be received from a strict hourly rate.

### **Criteria Courts Have Used For Determining A True Salvage Award**

- Time and labor expended by salvors in rendering salvage service
- Promptitude, skill and energy displayed in rendering service and saving property
- Value of property risked or employed by salvor and degree of danger to which property was exposed
- Value of property saved
- Degree of danger from which lives and property are saved

The courts have a great deal of discretion when deciding an award. They have even allowed salvage awards to vessels that never rendered assistance, but stood by as a safeguard to protect life and property during various risk situations.

### **In Summary**

The court has allowed this issue to remain an area of great discretion and significant rewards to ensure that there are qualified, experienced professional salvors to render assistance to life and property.

Travelers uses the court's guidelines to negotiate and attempt to control these claims and the exposures to our clients.

## FLEETWOOD #20

*Kersten Prophet, Heikendorf, Germany*

We started in spring after some dramatic last days before launching with a rush to complete refinishing the interior of the main cabin. Over the winter I reworked all the varnished surfaces and rebuilt some parts of the open lockers on both sides of the cabin. The stripping was a hard job because the old varnish was filled with mahogany stain. When I bought her that was fine, but during the years the varnish got more and more cracks caused by insufficient UV-resistance. Now the light red surfaces are gone back to the original color of the locust and the pine.

Instead of varnish I used a parquet wax for the surface. That gives a silky surface, offering a deep look into the wood. This wax is recommended for use in sanitary areas (e.g. bathrooms) and therefore I feel good by using it in the boat. The interesting thing is, that only the first layer has to be applied by a brush. The final layers usually are applied by a piece of cloth. Therefore there is no problem with dust and the surface is like a "baby's arse", believe me or not....

Additionally I painted the cabin roof and sides, that I stripped five years ago. In the meantime there was only white primer, but now it is like new. Besides that I did the usual paint and varnish work...nothing special to report on that.... After launching on April 7 we stepped the masts and had great sailing time.

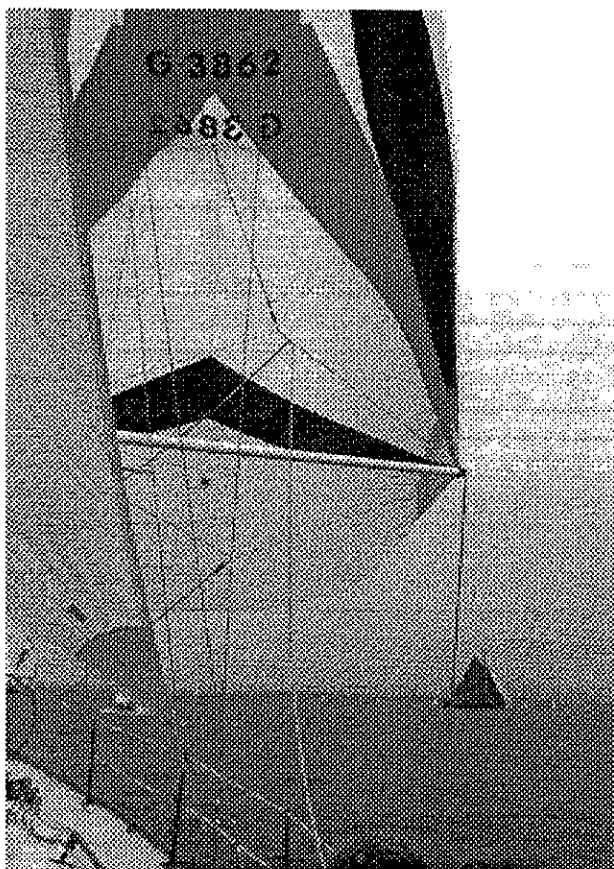
We won the 20 statute mile Club Race in May and participated in the Flensburg Classical Yacht Race without racing success, but with lots of fun during the party.

In June we had Elizabeth Meyer as a guest on board during the Kiel Week Classic Race. She was

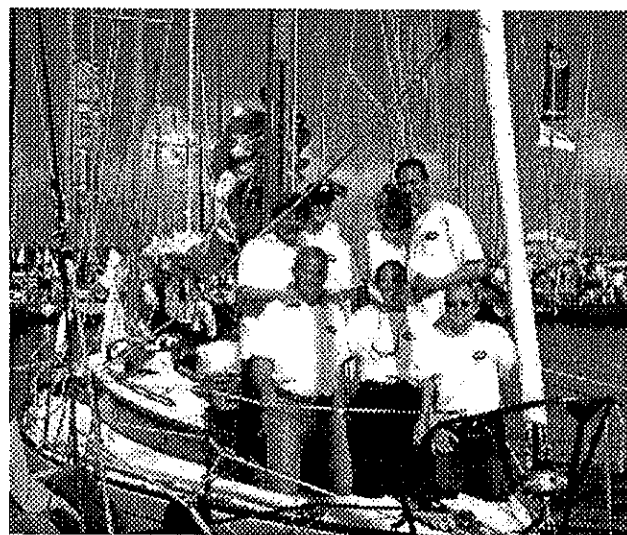


*Elizabeth Meyer giving Kersten Concordia tips*

in Kiel for the weekend and it was a great honor to have her on board. We had very rare wind and lots of work with the large spinnaker (135m<sup>2</sup>) and the mizzen staysail.



I reported about this same race last year and the group situation was nearly the same, very difficult to win against the meter boats. But we had big success to be third again.



*Fleetwood's hot shot crew: (f) Andy Reed, Elizabeth Meyer, Wolfgang Mallwitz (b) Gaby Reed, Wolfgang Meister, Birte and Kersten*

We had lots of fun and it would be a great pleasure to have other members of the Concordia family as guests on board *Fleetwood* in 2002.

### **Baltic Cruising**

After the race activities Birte, me and *Fleetwood* had a nice three week summer vacation. We sailed to Danish Island Bornholm and via the Danish South Sea and famous Svendborg Sound back to Kiel. We had all what you can imagine, calm conditions, lots of best sailing weather and a thunderstorm during the overnight trip back.

We had hot summer days in major town Rönne and on the nice Bornholm Beaches. The beach sand at the south corner of Bornholm is so fine that it was used in hourglasses in former times. Bornholm is the island with the most interesting geological structure in the Baltic. All geological structures of the whole Baltic area could be found on Bornholm: steep coast in the north, rocky coast in the east, long beaches in the south with the finest sand, birch tree forests on the west, the largest deciduous forest of Denmark in the middle, and lots of old fishing villages with lots of small harbors.

### **Final Race**

After we came back we prepared *Fleetwood* for the last Classical Boat race of the season in Kiel-Laboe, to show the results of the exercise we had with Elizabeth Meyer in June.

Unfortunately, we had bad luck this time: four minutes before the start of the race, *Fleetwood* was hit by another boat. We were sailing along on port tack, when the other boat came from the left on starboard and hit us at the aft turnbuckle of the main mast. The other boat cut the shroud above the turnbuckle and then slipped along the port side. Two stanchions were bent, some paint was damaged and some minor things happened. The luck was that nobody's health was damaged.

Later we heard from a witness that there was a misunderstanding on the other boat: the lookout on the bow of the other boat pointed in our direction, meaning to his helmsman "take care, there is another boat," but the helmsman understood "...go in the indicated direction..."

So, we had no chance. Due to that we couldn't participate in the race, but we were first ship home!

Okay, everything works well with the insurance company, the yard did a good job and after two weeks I got *Fleetwood* back.

Next weekend we will take down the masts and on Oct. 27 *Fleetwood* will come out of the water.

### **KODAMA #46**

*Stewart McDougall, Seattle, WA*

This past summer we decided to take advantage of our available time to deal with the unrelenting maintenance of *Kodama's* decks. 45 years of expansion and contraction in the deck planks had resulted in the canvas covering losing its adhesion over the plank seams. The canvas would peak up in the winter and then flatten out in the summer.

After numerous attempts to deal with the inevitable leaks we decided on a more permanent approach, that of laying down a layer of 6 mm plywood covered with Dynel cloth set in epoxy resins. The mahogany subdeck was in fine condition, so the procedure was pretty much as you would expect.

The only difference in our approach that was maybe a bit unusual was that we did not remove the toerail. Instead, we buried the edge of the plywood into a rabbit that I milled into the toerail using a jig I fashioned together using a circular saw fitted with a blade that has a countersunk arbor nut, enabling the blade to be set flush to the deck. The jig controlled the depth of cut and the milled rabbit required a minimal amount of cleanup after cutting. The saw could not be used around the chainplates and this had to be done by hand using a collection of Japanese saws and chisels, tedious yet all in all vastly quicker than pulling up the toerail.

After dry fitting the plywood, I removed the plywood to the shop bench where I applied Dynel and epoxy to the outer six inches, wrapping the cloth over the edge and filling the weave. Upon full cure of the resin, the plywood was then installed and bedded to the deck and into the toerail rabbit. The ply-to-ply joint is a simple 8:1 scarph, glued with epoxy. At this point the remaining surface of the ply was then covered with the Dynel cloth, the weave filled, sanded smooth and painted with nonskid. If anyone wants any additional information, I can be reached at [stewmcd@aol.com](mailto:stewmcd@aol.com).

It's great to be done and sailing again.

***The Concordian* - Spring 2002 - #33**

Deadline April 15, 2002. Articles to:

Skip Bergmann

170 Walker St.

Falmouth, MA 02540

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## HORIZON #54

Bob and Valerie Grindrod, Barrington, IL

Another season has come to a close. Looking back on my spring letter to all of you, I guess I must say at this point that it is darkest just before the dawn. You might recall that over the course of last winter's storage, *Horizon* fell victim to an accidental diesel spill into her bilge. When I wrote the spring letter, everything was still unresolved and it looked as though I might spend the summer ashore awaiting decontamination and repairs.

### Oil Spill Update

I'm happy to say that things turned out well. Through the efforts of my yard carpenter and long, slow applications of heat followed by acetone rubdowns, both the visible traces and all the smell was removed. All the caulking was removed from below the waterline in the aft portion of the boat, as well, and all the seams washed out with detergents and acetone before new caulking was put in place. I am happy to say that *Horizon* is completely back to her pre-accident form.

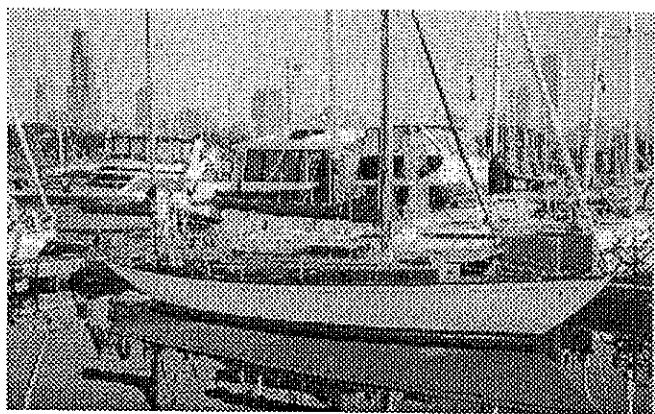
I can assure you all that no Concordia owner has spent as much time as I have this past year peering into the bilge, looking for minute traces of an "oil slick," or spent as much time sniffing every remote recess of the cabin seeking the telltale odor of diesel. As they say, "all's well that ends well," but I can assure you all that *Horizon* is resting comfortably in her shed with both the primary and secondary fuel line valves wired securely in the closed position.

One interesting thing did come of our extensive examination of *Horizon* after the oil fiasco; we have discovered that she has all bronze keel bolts. Since I'm not aware of any of the boats being built that way by A&R, I assume that this work was done during her 30 year stay on the West Coast.

### Summer Sailing

In spite of the rough start, we actually had a good season. We were only about a week off our normal timetable for spring launch, but missed no good weather due to a very late spring in this part of the world. The summer was hot, relatively dry with good weather on the weekends and storms reserved for mid-week.

We were able to cruise a bit this season, and helped to initiate the Waukegan Yacht Club Annual Cruise. This was a Chicago Bears pre-season game cruise to Burnham Harbor, right near



*Horizon in downtown Chicago*

Soldier Field. Now that's one type of summer cruise you *can't* make along the coast of Maine!

Due to some time constraints this year, we did not get too far a field, but did have a great time regardless. It's always great fun to have another couple aboard who are amazed how comfortable and easy to sail our boats are compared to their own, in spite of the fact that we have neither an air conditioner nor a freezer.

Since our son, Scott, finished his undergraduate work this spring, he was here for his last summer of sailing before entering the year-round adventure of graduate school. We did a series of buoy races together and did respectably well, primarily thanks to the wind gods, who provided more than Lake Michigan's normal summer light airs. We finished the six race series with two firsts, two seconds, a fourth and a fifth. Respectable, given the competition, I'd guess. Somewhat different than drifting about on the normal light air nights and contemplating the fact that *Horizon* may well displace about as much as all the other boats in our section combined.

### Winter Projects

Projects for this winter include: strip and repaint the interior of the cabin; strip and refinish the spinnaker pole, mizzen boom and all the blocks. That plus all the usual minor chores should keep us busy over the six months until spring arrives.

I must admit to being curious about the application of a new teak deck as mentioned in the last issue of *The Concordian* (Spring 2001, #31, *Teak to Go*, Teak Decking Systems). That would both stiffen up the boat and eliminate those pesky (and nearly impossible to locate) little deck leaks.

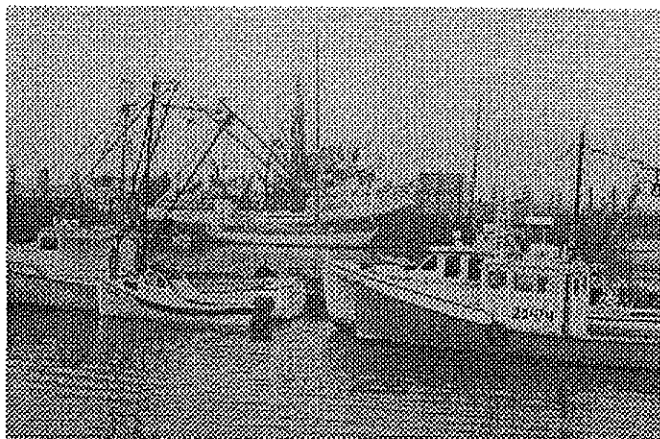
Glad to hear *Yankee* is sailing on Lake Erie and the Great Lakes fleet is up to three boats again.

## **RAKA #43**

*Robert Stuart, Hingham, MA*

We made it to a new, very desirable destination this last August. Many consider Roque Island the ultimate Maine cruise destination, but I highly recommend going another 35 miles to Grand Manan Island in New Brunswick, Canada. Only about seven miles off the Maine coast, near Eastport, it is a great island with dramatic 300 foot cliffs along the entire western shore.

The routine at the harbor is to tie up to the fishing boats tied to the massive government pier. Sounds frightening, especially considering that the boat you are tied to might go fishing when you are not there, which happened to us. But we came back to find *Raka* carefully tied to the boat which was inboard of the one we were tied to.



### ***Raka nestled in among the Grand Manan fleet***

We wanted a tour of the island and met a local who offered us the use of his truck. Thanking him profusely, we instead were able to arrange a guided tour, given by Darwyn. Very interesting -- salmon farming, dulse harvesting and lovely views. My son Daniel rented a bike and couldn't get over the beautiful views as he watched the sun set on Maine across the channel.

Other interesting sights in the area include Campobello Island, with FDR's summer cottage, "Old Sow," the world's largest whirlpool (*Raka* handled it well); Passamaquoddy Bay with its 20 foot tides; Eastport, which is really quite lovely, even though it is depressingly deserted, etc. We saw few yachts in the area and *Raka* got the usual "Concordia Compliments."

Because of the large tides in the area, it was critical to time all passages to get the benefit of the tidal currents, which reach 2.5 knots in most areas and 6-7 knots in the entrances to

Passamaquoddy Bay. We lucked out with fog, encountering only one stretch of dense fog, off Petite Manan.

I highly recommend the trip and for anyone who chooses to go that way, please stop in at Boothbay Harbor and visit with us. We offer all visiting Concordia owners showers, laundry, cocktails and dinner. We are located right off the nun at the entrance to Townsend Gut and our phone number is (207) 633-5331.

## **WESTRAY #79**

*J. Thomas Franklin, Watertown, MA*

*Westray* was sold this summer and she never looked better when new owners John and Mary Melvin of Stamford sailed her away. Steve Ballentine will continue to maintain her, so she should continue that way.

We enjoyed 11 great years of sailing her, but now are ready for less expensive and less frequent sailing. I bought a 1976 Bristol 32 in excellent condition with a new diesel and such amenities as self-tailing winches, 80 gallons of water tankage, new Yanmar diesel, wheel steering, hot and cold pressure water, deck and head showers, electrical refrigeration, new batteries and solar panel charging, dodger, bimini and awning, roller furling, good sails, and every piece of equipment you can imagine.

She won't take us to Bermuda or Halifax, but will go everywhere else we went in *Westray*, a little more slowly and certainly with less panache, but with about the same interior space and a lot less effort to sail and maintain (we really miss washing down the brightwork after every sail!).

## **ABSINTHE #12**

*Alex Kuli, Castine, ME*

Olin Stephens was a guest this past summer at our house for the Castine Classic Yacht Race. He was invited by the Castine Yacht Club to honor *Dorade's* stunning victory in the New York to England race 70 years ago.

There were ten Sparkman and Stephens boats in this year's race, with a total of 32 boats in three classes. *Absinthe* came in second in our class, beating five S & S boats. The boat that beat us was *Valencia*, a 40 foot S & S. I told Olin that I let her win in order to be a good host. The other Concordia, *Phalarope*, placed fourth, ahead of four S & S boats.



## SARAH #27

Margo and Dave Geer, St. Augustine, FL

If I'm writing this, it must mean that six months have gone by! It doesn't seem possible, but it obviously is. Sometimes our accomplishment level seems high, sometimes it seems as there's so much to do that we'll never be done. When we received *The Concordian* last spring, I went down to *Sarah* and read every article sitting in the cockpit high and dry with my feet on the Shop Vac and my elbow propped on a can of epoxy. I thought to myself that surely by the time the November issue comes out we'll be in the water, relaxing with a cocktail and generally being the envy of the marina. *Not! Not Even Close!*

As these things do, one thing has led to another and we're now looking at replacing the floors and keel bolts. This will mean being out of the water another year or more, but it just seems a fact of life.

### Six Months' Progress

#### Decks and Interior

Since the last issue we've completed reefing the deck seams and refastened about 80% of the deck. There are still some isolated deck areas with extreme damage that need more work and we still have to polysulfide the seams, but she's under cover, so that can be addressed at some point down the road. All of the interior, except the port settee and cabinet, has been removed. Hopefully we'll get that out this weekend. Having all the interior removed is a tremendous advantage for refinishing the cabinetry. There's only a little that will have to be done in place. (The front of the hanging locker just defies me – can someone tell me the secret steps to getting it out???) But overall, it's a great luxury to be able to refinish the pieces out of the boat. The downside though is that I've got roughly 500 loose pieces right now. Anyone that specializes in jigsaw puzzles can just start planning now to come down next year and help us get it all back together.

While some of the interior wood is in remarkable shape, the majority suffered tremendously from the years of leaking decks, overflowing bilges, and general neglect. In case you're wondering, you have over 300 ceiling boards. I've done 237 of ours so far (removed-bleached-sanded-sealed-sanded-stained and a good 7 coats of varnish applied). That has actually been our greatest success so far. The before and after effect is dramatic. Also, being able to save the existing wood has been a great source of satisfaction. I can sure tell what's original by her

A&R number (5005) written in pencil on the reverse of a lot of the boards.

### Tropical Storm Gabrielle

Dave has a steamer built and nine planks off, but Tropical Storm Gabrielle dealt us a severe setback in September. You're thinking, "What tropical storm?," right?

T/S Gabrielle struck the gulf coast of Florida on September 13<sup>th</sup>, just two days after the National Tragedy, crossed the state and kicked our butts through the 14<sup>th</sup> and 15<sup>th</sup>. We had been out of town and returned on the evening of the 13<sup>th</sup>.

When we checked on *Sarah* that night, the wind was gusting a little, but nothing really seemed amiss. By the time we got down there Friday morning, the wind was gusting to 30 mph, but no one seemed to think it was going to get any worse. All the TV stations were dedicated to coverage of the events unfolding in Washington and New York, even the Weather Channel folks were in such a state of shock that they didn't give much attention to the storm. I'm not being critical, for I know the weather was the last thing on my mind that week.

Anyway, the wind continued to pick up and mid-afternoon on Friday Dave left the yard where *Sarah* is and went across town to check on a 36' Watkins we have in the water at another marina.

The first thing he heard when he got out of the car was a headsail ripping in the wind. Too bad it was ours. He secured it with a halyard as best he could – nearly getting blown off the deck in the process, at the dock no less – and got back to *Sarah* just in time to see the canopy enclosure start to rip away. He cut the canopy free and I got there in time to help secure lines to the frame, which was doing a heart-stopping Edward Scissorhands dance around her.

We got home and into dry clothes just in time to go back out and deal with a downed tree and other damage to some rental property we manage. Oh yeah, at some point in here we lost power. And did I mention that it's high tide and both of our vehicles are driving through salt water a foot deep in areas?

Thankfully, *Sarah* is stored only a mile from the house and we spent Friday night going back and forth checking on the jack stands and making sure the enclosure framework wasn't beating into her. The rain pretty much quit by Saturday, but wind stayed heavy through Sunday. They recorded winds over 75 mph at the beach and we heard that the marina across the river measured gusts to 80.

Amazingly, there is only *one small* area on *Sarah's* cabintop that was damaged. We have about an 8" x 4" area where a piece of the broken frame was rubbing, but other than heavily scratching what looks like about 10 layers of paint over cloth, it didn't even break the surface. *Sarah's* lucky star (and moon) did good work.

I don't really know how the gulf coast area fared, for there was little or no coverage because of the need for national events to take precedence. St. Augustine suffered far more damage than in Hurricane Floyd. A section of the seawall gave way, dozens of little boats dragged anchors, and while our marina only lost a few sections of walkway, at least one lost several sections of floating docks.

A new frame for the canopy was constructed out of heavy pipe and welded at considerable expense, taking time and money from *Sarah*. Also, two large jacking bars have been constructed and welded for jacking *Sarah* up so the keel can be removed.

We're very lucky that the yard where *Sarah* is stored is owned by one of the few people in this area with expertise in wooden boats. Since 1940 Harry Xynides and his son, Nick, have been building shrimp boats in St. Augustine. Harry passed away a few years ago, but we figure Nick's forgotten more about wooden boats than we'll ever know. He'll be doing all of the structural work and then caulking her seams when the time comes. *Sarah* is definitely in good hands.

#### WEB Site

By the time this is printed, there should be pictures of the projects and the storm damage at our website: [www.sailingwithsarah.com](http://www.sailingwithsarah.com)

I registered that domain name back when we first bought *Sarah* and were not only expecting to be in the water in a few short months, but were also hoping to in some way support her in some form of chartering operation. Well, needless to say, we got a little busy working on her and have a lot more to do than we originally anticipated. No regrets though. Not for a minute. The chartering idea never materialized, so I never did anything to develop the website.

However, as I sat in the cockpit last spring reading the last *Concordian*, I made it a goal to get the website up and running by this issue. Please stop by. There probably won't be much to start with, but one of the web site goals is to have a Concordia owners' section. I've got a ton of room on the web server and the ability to post pictures,

archive past issues of *The Concordian*, etc. Please let me know your thoughts and comments. If there's nothing there, please be patient. I've targeted November 5<sup>th</sup> as a "launch" date, figuring that's about the time Skip will be getting this in the mail, but we all know how launches go...

We were sure disappointed we couldn't make it up for the CYC cruise. I'm sure we'll be even more disappointed when we read what an exceptional time everyone had. Hopefully Dave and I can make it next year, and, God willing, you'll see *Sarah* at the 2003 CYC Cruise. Again, no regrets. Not for a minute. Not for a second.

Please contact us with any helpful advice: [boatwrks@aug.com](mailto:boatwrks@aug.com), 1-800-848-0947

#### FEATHER #29

*Jeffrey Boal, Stamford, CT*

Each time we leave the confines of *Feather's* Stamford, CT nest we are reminded of how different our Manhattan skyline to the south has become. We are profoundly saddened. Most of our sails have been quiet and thoughtful times. Sailing provides all of us with an opportunity to "get away from it all." Somehow, that cliché seems not so accurate or relevant.

This summer was less somber. Traveling from Stamford to Maine to join the Stamford Yacht Club's annual club cruise, we had over two weeks of crystal clear weather and uncharacteristically only one morning of fog! A spectacular reach through Fox Island Thoroughfare was definitely a trip highlight, as was a broken water pump that was repaired within an hour and a half while outside of Rockland Harbor.

We hope that all our Concordia friends, despite a changing and challenging world, take solace and comfort in the enduring beauty of these craft.

Peace.



*Feather, peacefully at rest*

## RAYTHEON 6000 AUTOPILOT

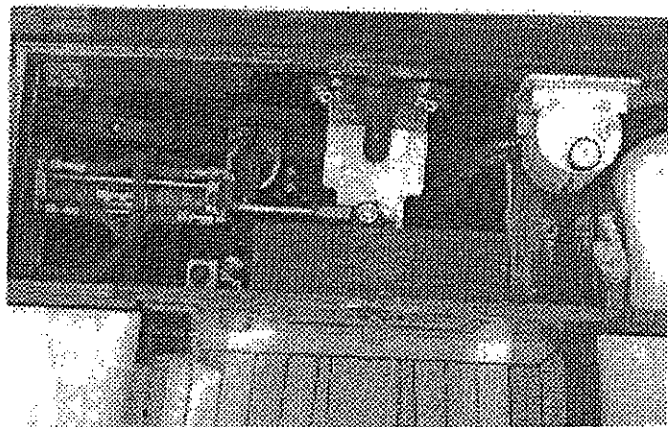
*Paramour, Skip Bergmann, Falmouth, MA*

In July 1999 I sailed to the rescheduled 60<sup>th</sup> Concordia Reunion with Jon Goldweitz aboard *Abaco*. *Paramour* was already in Padanaram and five of us sailed across Buzzards Bay from Quisset Harbor in a blustery southwest wind. *Abaco* has Edson wheel steering, just like *Paramour*, but had the added convenience of a Raytheon 6000 autopilot. One sail across the bay convinced me that this mechanical marvel, that could hold a course better than the red-blooded crew, would be a good upgrade.

### Wheel Steering Installation

The winter of 1999-2000 I upgraded the electrical panel and wiring on *Paramour* and installed the autopilot control head belowdecks. Then the following fall I spent an afternoon aboard *Abaco* making installation drawings and taking photos.

When we got around to installing the mechanics on *Paramour* last winter, we found that the drawings for *Abaco* (39) would not solve all our problems for a 41, but were a good start.

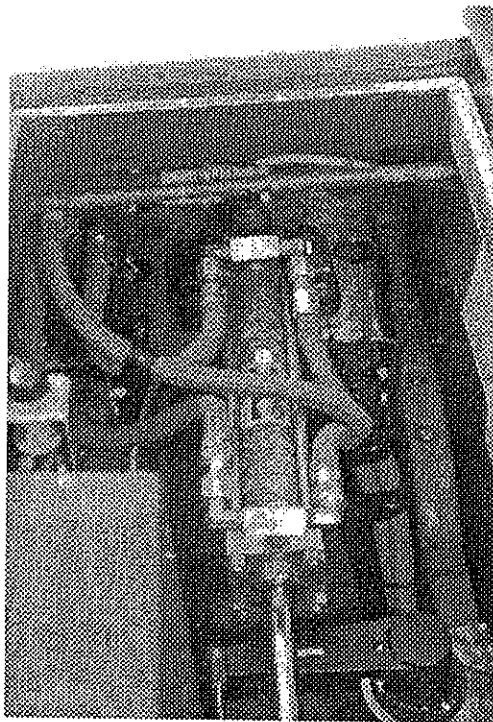


*Raytheon 6000 autopilot (l-r): hydraulic ram, rudder position indicator, quadrant mounting bracket, hydraulic reservoir*

Since we had the space, we opted to use a large ram and fabricated a stainless steel shelf that was securely mounted on the starboard side of the aft cockpit locker, outboard by the hull. We then took the lead from the *Abaco* drawings and made a similar bracket to mount to the rudderpost. Thin pattern plywood and a hot glue gun allowed us to make patterns to take to the metal shop.

The welded s.s. bracket was bolted to the steering quadrant, so it can be removed easily, if necessary. The key to making the hydraulic ram work properly is to have the bracket come off the rudderpost at 90 degrees, so it stays in plane with the post and the

actuating rod does not bind on the bracket as the rudder turns. We were not able to accommodate this critical part of the engineering, however, since the engine instrument box was in the way. So, we did not come off at a 90 degree angle, but solved the binding problem by using a longer, spring-loaded bolt to connect the ram to the bracket. When the rudder turns there is give in the connection to allow the rod to move up and then down again. Despite the spring, there is no slop in the system.



*Ram is mounted on well-anchored, stainless steel shelf; rudder position indicator in foreground*

The hydraulic reservoir is under 30# of air pressure and it can be topped up with a small hand pump, like one used for fenders, basketballs or footballs (this one held pressure all season).

### Using the Autopilot

Cockpit control of the unit was the next challenge, since I decided I wanted to keep the main control head down below. Raytheon makes a remote control unit that operates independently of the standard head and is about the size of a TV remote.

This unit was wired into the system and led aft to the starboard sail locker (fuel tank is under cockpit sole). I purchased two teak winch handle boxes from West Marine, mounted one in the locker, built a top for it and stow the remote in the box when not in use. When in use, the remote wire is led out through the seat gutter, and the unit is at hand or can be stored in a second box.



*Remote control unit is housed in covered winch handle box in sail locker; in use, remote is kept at hand in open-topped winch handle box*

The autopilot's remote electric compass must be mounted away from any electrical disturbance or significant magnetic interference. The location selected on *Paramour* is inside the small locker, just forward of the starboard bunk in the main cabin.

Once the components were installed, the hydraulic lines were run and Young's Electronics of Hyannis wired the unit and tied it into the other electronics.

### Operation

How does the system work? Great!

Once calibrated, the autopilot holds a tight course (you can adjust the damping) and gives you some relief when short-handed, it's a rough day or a long passage. Once set, it's hard to beat.

The unit can be controlled independently from either the cockpit or belowdecks, with the unit below giving you a readout of heading. The system is tied into the GPS and can track to a waypoint and is also tied into the wind indicator. Set in the wind mode, the pilot will sail the selected apparent wind angle and maintain that angle as the wind shifts.

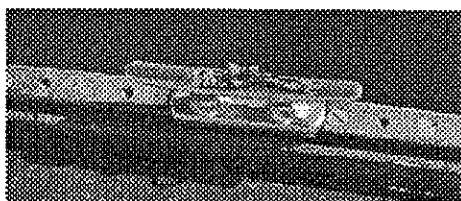
I have drawings of the *Abaco* installation and photos of both 39 and 41 installations available.

### MIDRAIL SPRING LINE CLEATS

Want to cleat a dock line between the bow and the primary winch cleats on your Concordia? Of course you can't, there's nothing there to use!

These neat cleats by Schaefer slide right on your 1 1/4" Genoa track, can be positioned wherever you need them, and can also serve as a chock, since they have an open base.

Great!

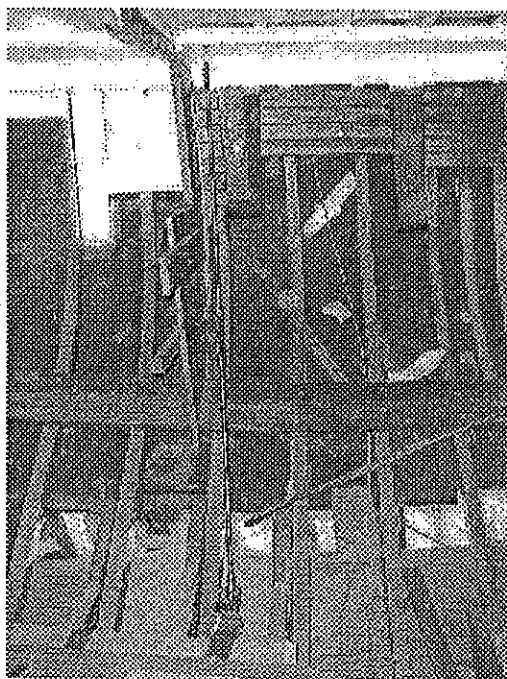


### TRIAD BOATWORKS

*Peter Costa, Mattapoisett, MA*

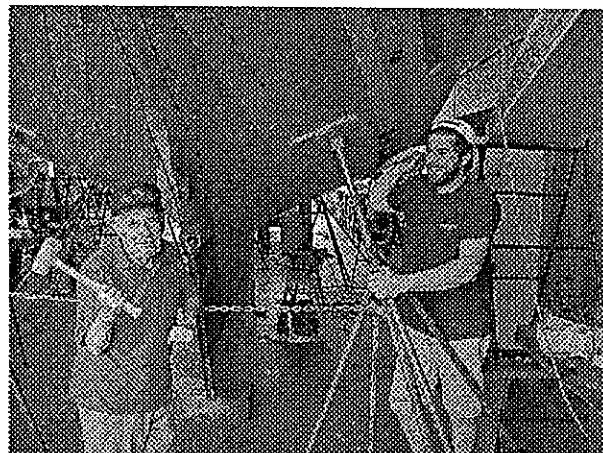
Triad Boatworks continues to expand as a full-service yard for all kinds of boats, but our first love still remains wooden boats.

This winter we will be continuing the restoration of *Savu* and doing routine maintenance and upgrades on six other Concordias: *Sakala*, *Captiva*, *Loon*, *Paramour*, *Envolee* and *Wild Swan*. Projects include refastening, a new Dynel deck, electronic upgrades, refrigeration, cabinetry and replanking.



*New portside frames in a 41; s.s. rod rigging in foreground connects mast step support to sheer clamp (part of mast step tie rod system)*

This fall we completed construction of a 30' x 60' boat finishing shed and separate parts sanding and finishing rooms in another building. These facilities will provide us with controlled environments for painting and varnishing and a chance to get a jump on the spring rush.



*Pappy Condon winding up to get Nick Parisi's attention to start caulking Savu's new planking*

## SAKALA #39 SAVU #92

Steve Kratovil, New York, NY

Peter Sharp, Providence RI

I suspect that all our lives changed as of September 11<sup>th</sup>. Whether or not we were directly or indirectly affected, the tragic attack on the World Trade Center and the Pentagon is an event we can only begin to comprehend after the fact, as no sane person could have even imagined it prior to 8:45 AM on the 11<sup>th</sup>. All these people did was to get up and go to work or take a flight. Nothing more. Time with family and friends are especially treasured events now. The summer seems such a long time ago, a happy time in another world.

### SAKALA

*Sakala* was sailed all season and joined *Renaissance* (#88, a beautiful bright 41' yawl owned and sailed by the Milligans) on the NYYC cruise (Newport, Block, Vineyard, Nantucket, Hadley's, Newport). As we hadn't raced for awhile, we were a little rusty, especially on the recent rule changes which include the new starting sequence. I'm sure most of you still race and are up to date, but when we encountered it, we were baffled and our starts showed it. After returning to land, I read up on these changes in the August edition of *Sail*, which I thought was rather interesting timing for a racing rules article.

We had the biggest handicap in the fleet (missed most cocktail hours) and sailed with the non-spinnaker Green Fleet, comprised of 3 classes, #s 5, 6 & 7. The scratch boat in our class was *Robin*, sailed by Ted Hood. Captain Hood won all the races up to the 32 nm run from Nantucket to Hadley's. As usual the race committee made some last minute course changes. In this case they added a windward mark to the course before the race started and also, as usual, we weren't aware of it. However, as we sailed towards the original mark, we saw *Robin* tack and figured out what was up, a first for us.

Once around the new windward mark it was two reaches to Woods Hole with a favorable tide set. Long story short, on corrected time we finished one second behind *Renaissance* in 2nd place for the entire Green Fleet and three minutes ahead of Ted Hood. Concordias are great at reaching! It was our big day. Coincidentally, we had been invited by the Milligans for cocktails aboard *Renaissance's* tender that evening and it made for a great party with great Concordia hosts.

## SAVU

*Savu* continues her restoration at Triad Boatworks in Mattapoisett, MA with the spring of 2002 as her scheduled debut. Currently she has been 95% re-framed and totally re-planked up to the waterline. All hardware used was bronze, including fabricated bronze floors replacing the iron floors. A new mast step and tie rod system was installed, which should correct the historical weakness on a 41 in this area.

New teak decks and cockpit have been installed. On the bridge deck, Triad installed long tie rods connecting the main sheet track on the bridge deck to the deck/cockpit frame approximately two feet below to strengthen that area (*Savu* has a traveler track, not blocks). Apparently the strain of the main sheet on the bridge deck can cause the bridge deck to separate a little from the vertical panel below it. This fix should avoid that possibility.

Additionally, a cockpit floor hatch has been made. It is rectangular in shape, fully gasketed with positive locking hardware. It can be completely removed providing service, inspection and repair access to the rear of the engine, shaft etc.

New winches have been installed, as well as new toe rail tracks for the jib and spinnaker blocks. These tracks have been custom machine bent to fit and, hopefully, the slides will move smoothly for years to come. The spars have been stripped, varnished and all hardware renewed. The whole interior had to be removed to re-frame her, so now it has to be re-installed with all the mechanical, plumbing and electrical systems.

We are still following the multitudinous list of ideas we wrote about previously except, so far, we were not able to install an Auto Prop, as it would not fit. So, a three-bladed Max Prop has been installed. The last item on the restoration list, replacing the cabin top with Dynel covering, will be done this winter. As items are successfully installed, we will report further.

### NEW OWNERS

- # 2 Malay I Int'l Yacht Restoration School
- # 79 Westray John & Mary Melvin, Stamford, CT
- # 85 Arapaho Jeff Makhholm, Boston, MA
- # 97 Tambourine Dave VanNess, Ridgewood, NJ

### BOATS FOR SALE

- |               |                |
|---------------|----------------|
| # 8 Papajecco | # 15 Sovereign |
| # 19 Otter    | # 35 Memory    |
| # 51 Vintage  |                |



## Concordia Owners - November 2001

1.	JAVA	Int'l Yacht Restoration School	Newport, RI
2.	MALAY I	Int'l Yacht Restoration School	Newport, RI
3.	HALCYON	Frank Walker	Ellsworth, ME
4.	TEMPO	John Heubi	Mufreesboro, TN
5.	DUENDE	Charles Adams	Shelbourne, MA / ME
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 / ME
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 & Strandy 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

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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 / ME
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	John & Mary Melvin	Stamford, CT
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 / ME
85.	ARAPAHO*	Jeff Makhholm	Boston, 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*	Pieter and Susan Mimno	North Marshfield, MA
97.	TAMBOURINE	David Van Ness	Ridgewood, NJ
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 / ME
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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