

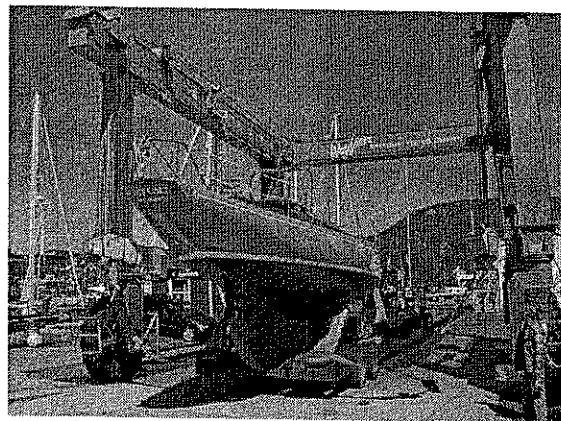
The Concordian

a newsletter for lovers of Concordia yachts

Spring 2002 --- Issue #33

April was a strange month (at least in the East) with rain, snow, temperatures from the 30s to the 90s, and lots of wind. All of which made for a challenging fitting out season for many owners.

The biggest Concordia story of the winter is the tragic Seattle Yacht Club fire that severely damaged *Coriolis*. One of the better known Concordias, #82 is a bright-finished 41 which has appeared in numerous hardbound books on wooden boats and brightwork maintenance. She has always been the standard by which others are judged. More of this wrenching story follows inside.



**Off Call #58 spruced up for launching,
at Wayfarer Marine, Camden, ME**

Check out the June issue of Soundings Magazine for a great article on Concordias and all of Ray Hunt's other creations. Ted Danforth, owner of *Oriane*, put it all together and did a masterful job.

The International Yacht Restoration School will be conducting its third Classic Yacht Cruise this July and is looking for more Concordias. Owners should already have received an IYRS mailing and we hope we can top last year's participation of six Concordias. The event kicks off at Greenport, Long Island on Sunday afternoon, July 7 and moves to Fishers Island and Stonington, ending up at Newport. It's a thrill to sail in company with 30 other classics. Contact information follows in the newsletter.

Check out the new Concordia website at www.sailingwithsarah.com for posting or swapping boat information. The site has been set up by Margo Geer; see the article inside on **SARAH #27** for details.

Please continue to support the Concordian with your articles, photos, and checks. With postage and other costs increasing, your \$10 a year contributions are essential if we are to stay in print. Please make checks payable to Skip Bergmann.

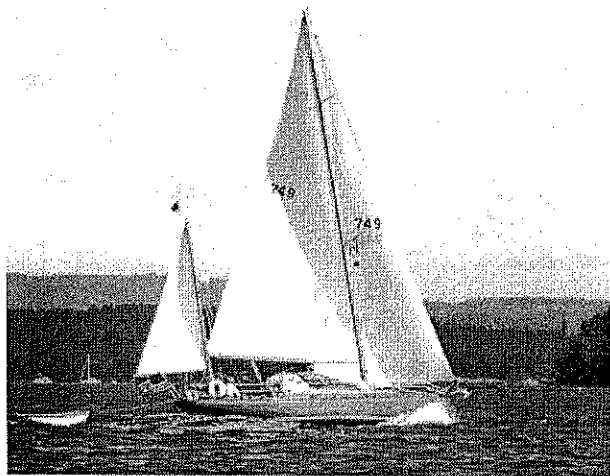
Keep your camera handy and logbook up to date with this summer's events so you will have material and photos to send along for the fall newsletter. I hope to see many of you on the water this summer in Buzzards Bay, on the IYRS Cruise and on a September cruise to Maine.

Skip

CORIOLIS #82

Doug and Susan Adkins, Seattle, WA

Over the thirty-one years of our marriage, Susan and I have maintained a fifteen-minute rule, a rule that allows either party to proceed after waiting fifteen minutes for the other. Tardy riders can be left, planes can be caught alone, dinners can be served and eaten, seats at plays and concerts can be taken. It is not an option often taken, but it has helped to keep the peace.



The Fire

At 7:10 p.m. on January 29th I was ten minutes late. I finished a glass of beer with my friend Charlie Footh and I called Susan from the 72nd Street Ale House to say I would be more than fifteen minutes late. She was distraught. Two calls in the past five minutes told her of a fire on Dock Three at the Seattle Yacht Club, the pier where we moored our yawl, *Coriolis*.

I ran from the phone, hollered the news to Charlie (whose 50' sloop is moored on the next dock) and we charged for our cars. It was wet and my driving was slippery as I cut through the city streets to the freeway, from where I could approach the club and view the scene on Portage Bay. As the club came into view I pounded the steering wheel in anger and frustration seeing the flames and smoke in the area of the dock where *Coriolis* lies. The road to the club was already clogged with fire trucks, hoses and emergency equipment, so I parked a block away and ran down Ewing Street, but slowed as I got closer. It was clear that I could not reach the boat. The heat could be felt from 50 yards away.

Crowds stood on the yacht club lawn outside the police tape as the pier and its boats crackled in the fire. I found Charlie and we went out on Dock Two to look north at the flames and the small fireboat

fighting them. I could see *Coriolis*' masts in the smoke, but could not see flames aboard her and I just hoped that she was far enough from the center of the fire to be saved, that the wind would blow the fire away from her, that the fireboat would pay more attention to her.

I sat quietly in the cockpit of someone's powerboat and watched for a while realizing there was nothing to be done. Propane bottles exploded and as the fiberglass boats melted and began to sink, the heat ignited red and white flares, which shot from their storage containers in all directions. We should really not have been so close. I felt very much alone and oddly quiet in the middle of all the action. After a while I walked back towards the clubhouse and found Charlie and my friend Neil McCurdy.

There was nothing to do but wait and so we went to the main dining room, took a table and ordered dinner and a Scotch as we watched a second, larger fireboat arrive and begin to make headway against the stubborn fire. Many boats were sinking and their tanks were releasing gasoline and diesel through their vents. The water would occasionally burst into flame, but the retardant and fireboat hoses were slowly knocking down the flames. The covered moorage was collapsing on burning hulls, most of which were fiberglass, but the wooden ones held up longer in their death throes. We could still see *Coriolis*' spars through the smoke. She had not sunk.

Saving *Coriolis*

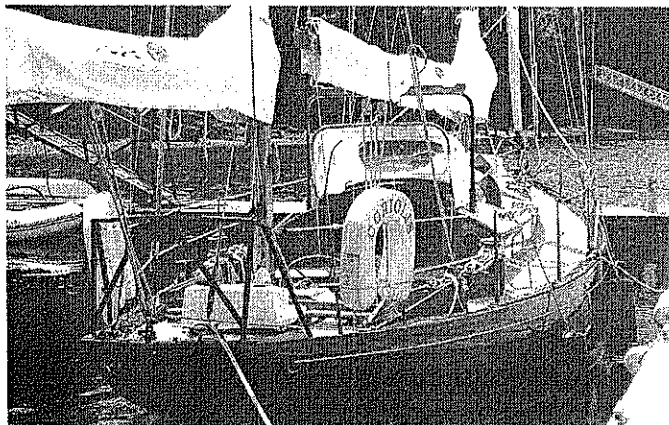
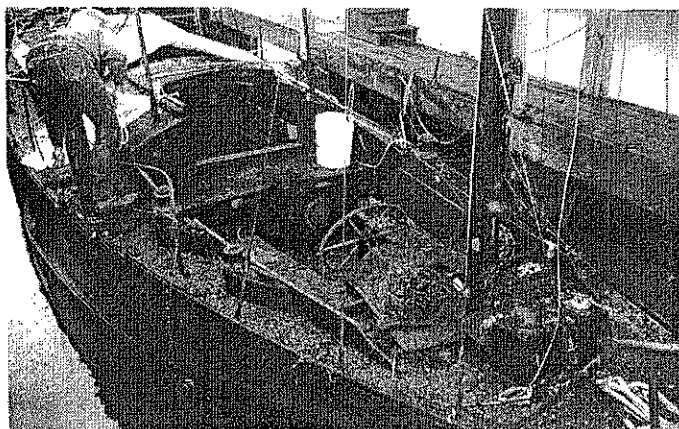
By about 10:30 p.m., with no one around to stop us, we walked out on Dock Four. I had gathered a wonderful group of friends who stood by to help if they could. Neil and Charlie were joined by my boyhood pal Jim Robart and his wife, Mari, along with Richard Andrews, who lives across the street and had called Susan earlier with the first report of the fire. Passing around the police tape, we walked out on Dock Four to see the damage.

We could see *Coriolis* floating at her slip. She was very black and it was difficult to tell how badly she was damaged. She was far down in the stern and we could not tell if she was taking on water. Her winter cover had disappeared and several of her mooring lines were burned through, causing her to rest against the only pier still left standing. We decided to try and inspect her and hopefully tow her out of her slip and away from the still smoldering Dock Three to an open slip on undamaged Dock Four. As Charlie and Neil commandeered an inflatable from another boat and rowed toward the wreckage, a bullhorn from a Seattle policeboat stopped them.

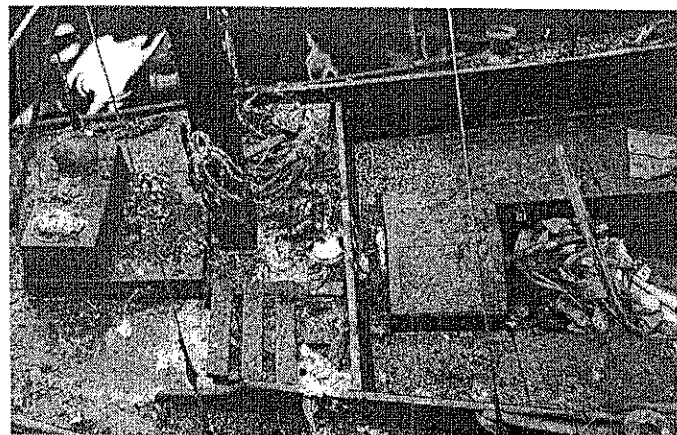
About an hour of negotiations with the police, fire department, the Department of Natural Resources and others ensued. I was still stunned and very grateful to have Neil lead the discussions about the rare nature of a Concordia Yawl and the need to save her from sinking, if possible. The fact that all 103 still existed seemed to have some impact and at midnight the fire department's battalion commander gave us approval to tow her across to Dock Four. Charlie sacrificed lines from his boat to the oil and gasoline covered water, rowed a line across with Neil and we pulled her the 40 yards to the next dock.

Damage Assessment

I could see only that she was blackened, but I hoped not too charred. Her cockpit was filled with water and retardant, along with plenty of loose pea gravel, which was blown from the roofs of the covered moorages by the fireboats. We cleared her cockpit drains with a broom and as the cockpit emptied she popped back up to her lines. Her windows and ports had exploded on the port side, but the skylights, cracked or melted, were mostly intact. She was not making water and, although sooty, her interior was not burned. It was now nearly 1:00 a.m. and we felt she would not sink. My loyal friends and I finally went home.



The Concordian

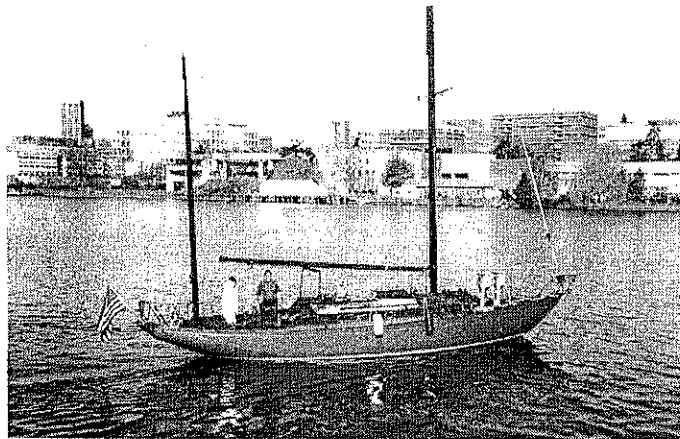


The next day's light revealed the full extent of the damage. *Coriolis'* masts were charred. The radar dome was melted and its plastic dripped frozen from its bracket. The housetop canvas was mostly gone and the decks were all blackened. The cockpit, house sides, skylights and hatches retained their shape but were deeply charred. Lines, sails, power cord and life rings lay melted in pools. Exploded glass, gravel and cinders littered the interior. The varnished port topsides were burned and blistered while the starboard side was almost untouched. We did not try the batteries; too much gasoline still on the water to risk a spark. *Coriolis* was a mess, but was still alive.

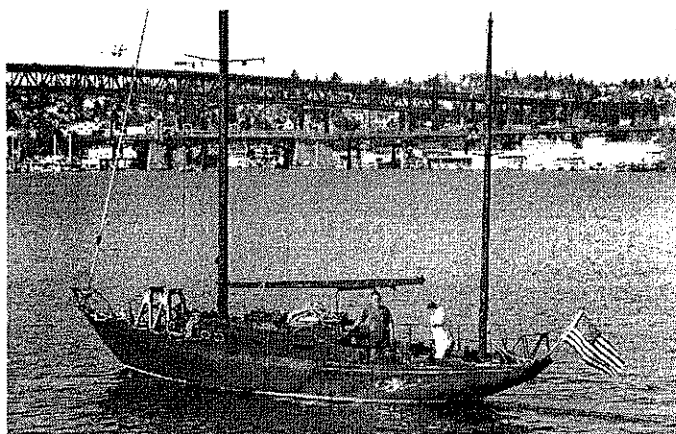
Aftermath

The days that followed brought lots of insurance discussions, sleepless nights thinking about alternatives, anguish at discovering the details of the damage, dreams about repair. The cockpit ignition switch was melted but we got her engine started by touching two bare wires together and drove her across Portage Bay to the Jensen Motorboat Company, DeWitt Jensen making certain that he could find a covered spot for her.

We removed her spars, which cracked and groaned, the glue seams failing as the sticks rotated



Starboard side was not facing fire



Spars were a total loss

to horizontal on the lift, but nothing broke. I removed the precious bronze fittings; they can be cleaned up and used again. Stewart MacDougall (owner of the Concordia *Kodama*), who has applied his extraordinary ability as a boatwright to everything about *Coriolis* for the last decade, had made us a new mizzen only three years earlier and it was the most beautiful mast I had ever seen -- its construction perfect, its Sitka spruce buttery and clear with 25 to 30 growth rings to each inch. I cut up my spars with an electric saw and threw them all into a dumpster. Somehow, I needed to handle this part of the work alone.

People Are Wonderful

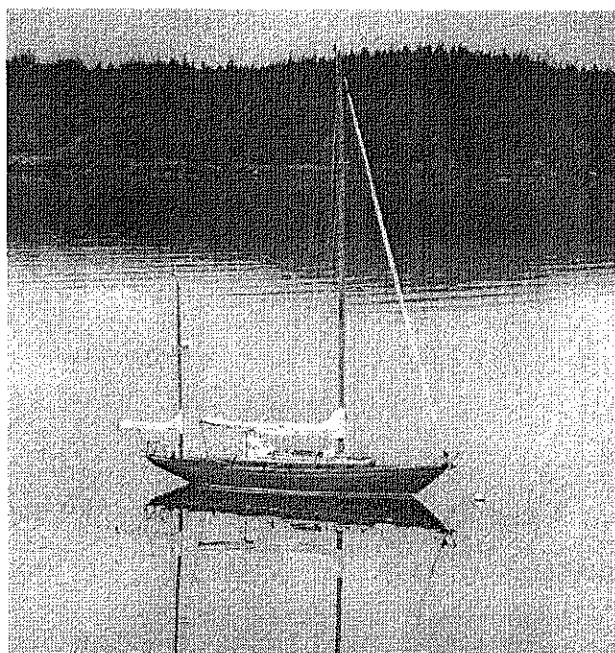
In sad events, wonderful things sometimes happen. Susan and I have received such help and kindness that it is difficult to imagine and describe. Our friends at the fire, Stewart MacDougall and his wife Denny, DeWitt Jensen and his crew, the Seattle Fire Department and Foss Environmental; all have been terrific. Brodie McGregor at Concordia has visited from Padanaram and is helping and counseling about rebuilding and will continue to do so. He is an invaluable and generous

friend. My friend Paul Suzman delivered a model of a channel cutter to my office the morning after the fire saying that I had lost a boat and needed another. We have received notes from many Concordians and they have meant a lot to us.

We were planning a circumnavigation of Vancouver Island this summer and were offered a lovely 42' sloop by our friend Bob Siceloff, if we wish. But the gesture that touched me most came from *Arapaho's* owners Jeff Makhholm and his wife Mercedes. *Arapaho* is a bright 41' Concordia Yawl and, like all Concordians, I have long admired her. Her owners do not know us at all, but within days of the fire came a note urging us to use sistership *Arapaho* until *Coriolis* returns. I had not really cried until I received the Makhholm's note. Their generous offer will always be remembered.

Looking To The Future

Coriolis still lies under cover at Jensen's and some of the curious have found her. Her charred topsides have been scraped away in spots by those wishing to see how deeply she is burned. I have been directed to the *WoodenBoat* chat room where she is gossiped about and a small picture of her appeared in *Sail* magazine with a note about the fire. It remains very upsetting, but we are determined to see her sailing again. We are deciding how best to make that happen and have good alternatives, though none can eliminate the loss entirely. You cannot repair a boat like *Coriolis* economically. Wooden boats are more expensive than they are valuable. They are wonderful, irrational treasures. She will be lovely again.



Coriolis as she was and will be again

Mid-May Update - *Coriolis* Heads Home

Doug and Susan Adkins, Seattle, WA

On Friday, May 17th *Coriolis* will be loaded on a truck at Jensen Motor Boat Company here and shipped back to Padanaram. I have great confidence that wonderful rebuilding work can be done here in the Northwest, but have concluded that the best solution is to have Brodie and his crew do the project at Concordia. All the bits and patterns for new parts are there and the greatest interest in the yawls is in the East.

I may keep her or try to find the right kind of partner in the East. The project must be done and, while she looks terrible, she is structurally very sound. Her interior is untouched. The real question will be whether or not we can keep her bright.

Although I have not yet decided on the rebuilding of her rig, Stewart MacDougall has started her new booms out here and he is a spectacular spar builder. It may be that the rest of her Sitka spruce will come from Seattle!

Concordia Corduroy

Skip Bergmann, Falmouth, MA

The last few years there have been a number of owners replacing main cabin corduroy and seeking a suitable replacement to match the original fabric. Most people have used LA Tuxedo #4450 "Juniper," as referred to in this newsletter on a number of occasions. This material is a shade lighter than the original and is a wider wale than the original at 4 to the inch.

Another option that I just used in redoing the interior of *Paramour* is a narrower wale at 7 to the inch. It is a bit darker shade of green that is somewhat closer to the original, I feel. The material is made by Kravet, 225 Central Ave. South, Bethpage, NY 11714 and is available at most upholstery shops. Pattern 18962, color 323, 100% cotton with Scotchgard.

***The Concordian* - Fall 2002 - #34**

Deadline October 1, 2002. Articles to:

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OFF CALL # 58

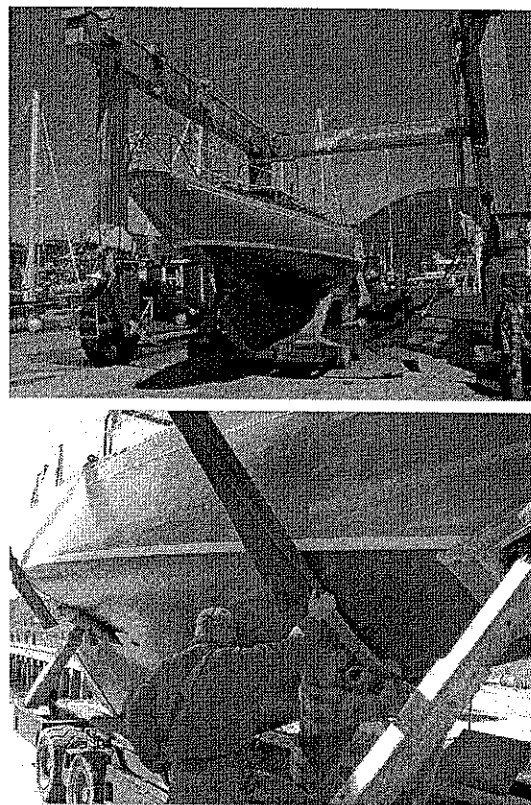
Peter Castner, Boxford, MA

After a lot of extra work we finally got the new Gray Marine engine in and running and so far it is working to expectations. It is a lot smoother and runs much more evenly than the old one. That one would load up with carbon and blow black soot all over the water and side of the hull . . . made for some interesting looks when I'd fire it up in nice quiet anchorages in the morning and pull out leaving a black slick on the water behind me. So I guess that's behind me. Even a direct swap (gas engine for gas engine) has its fair share of challenges. Cabinet work still needs further adjustments . . . oh, well.

The crew at Wayfarer Marine in Camden, Maine just launched *Off Call* yesterday (May 8) and I think this is my earliest start . . . (a week and a half ahead of schedule, cool) . . . It will be so nice not to be jamming gear down below the middle of June, rushing to get going . . .

I cannot believe how nice the hull looks; the paint crew really outdid themselves.

I'm looking forward to a summer of sailing this Beautiful Yacht !



These black and white copies simply cannot do justice to the perfection of this light gray hull in the original color photos. Spectacular!

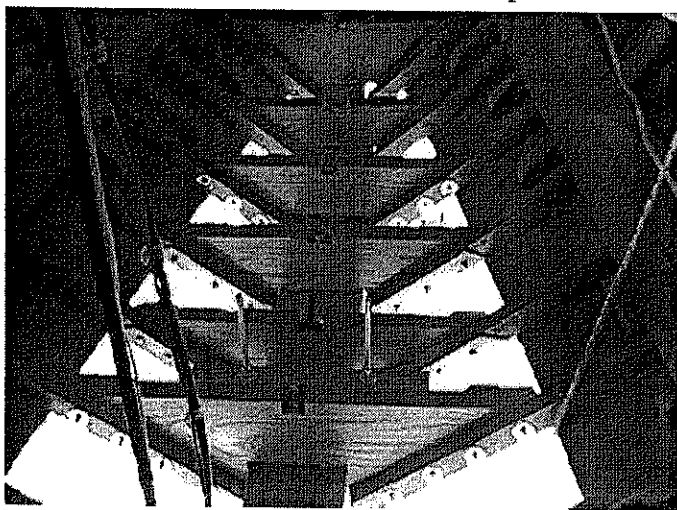
SARAH #27

Dave and Margo Geer, St. Augustine, FL

May of 2002 finds us in month 22 of our three-month project, but still no regrets. We also have definite forward progress. The interior is completely removed and Dave has completed the first ten new floors. We're figuring that another 21 will replace all the floors to the rear of the engine bilge. Currently, floor work has halted until we can get her jacked up and the keel removed. We had jacking bars welded up that Dave designed and we now await the yard owner/shipwright's time to handle the process. In the meantime there are plenty of broken frames to keep Dave busy.

In December we had a regular Concordia fest when Tony Harwell of *Actea* and David Catlett of *Sunday* were both able to take time from their holiday travels and stop by, coincidentally arriving within minutes of one another. We wish they had more time to visit, as we would have liked to discuss Concordias all night and then some.

In January Dave bought a 6 X 12 foot aluminum trailer and built in shelves and a workbench for a mobile tool box. This has worked out well and saved a lot of trips to the house. What an absolute luxury to have all of the tools in one spot!



First five floors installed

Website Up And Running

After jinxing myself by prematurely announcing the website in the fall newsletter, we finally got things launched in January. Now that it's really up and running, please stop by and visit us at www.sailingwithsarah.com and let us know what you think. It's an evolving process – much like the restoration – but I've tried to set up the owners' page so that anyone who would like their e-mail or website listed can do so. We also have the ability to

post photos, articles, and basically anything you'd like to contribute and have published on the web. Nothing would please me more than to have something on each vessel in the fleet.

Sarah definitely won't be making it to the Classic Yacht Cruise this year, but Dave and I may fly up and try to meet a few folks and maybe even catch a sail aboard one of *Sarah's* sisters, if time permits.

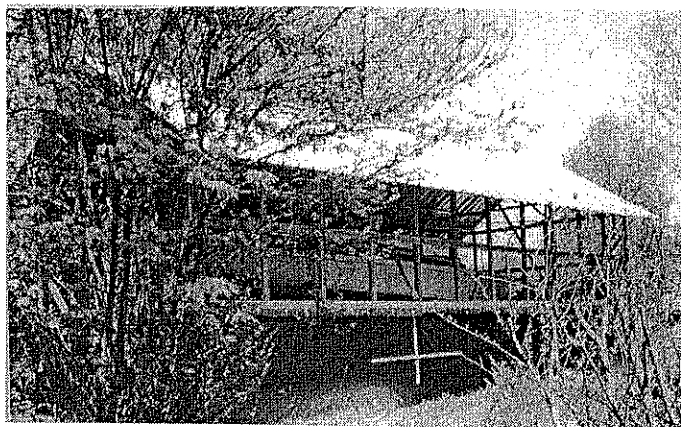
Again, please stop by the website, e-mail us at boatwrks@aug.com or call (904) 669-7410 if you've got any comments or suggestions. Needless to say, any Concordia owner coming through the area by land or water is welcome to stop by.

TEMPO #4

John Heubi, Murfreesboro, TN

After getting *Tempo* in November, 1999 I drove to Tilghman Island on Chesapeake Bay and built a travel cradle to truck her back to Tennessee. She's now in my backyard in Murfreesboro.

Tempo is under cover and out of the weather; the photo was taken a year ago before the sides of the boathouse were covered. I have most of the deck off of her and the cockpit and interior have been removed. The next step is to pull the engine and drop the ballast keel.



Tempo's new home in Tennessee

Most of the frames are either rotted or broken and the frames that were sistered are the only ones holding the midships together. The deadwood and keel seem to be in decent shape. I haven't found any rot in them and hopefully I won't.

I plan to start putting her back together by the end of the summer.

Concordia Company, Inc.

Brodie MacGregor, Padanaram, MA

Restorations

STREAMER #21 and SUNDA #33

While the structural restorations were completed during the winter of 2000-2001, the cosmetic restorations have been ongoing this past winter.

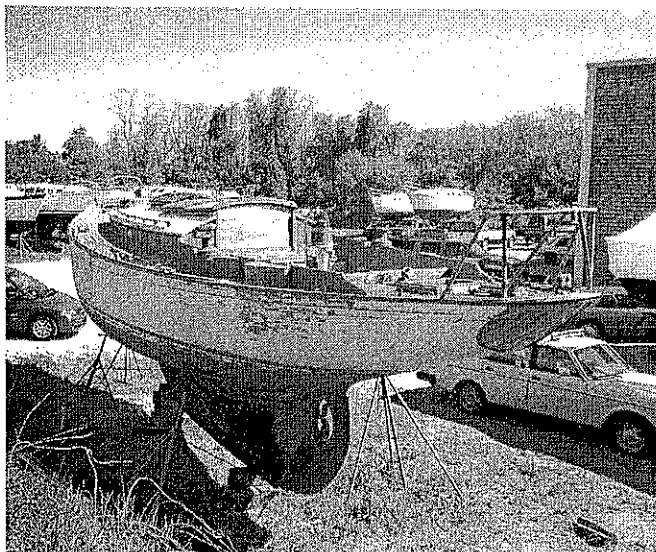
Sunda was completed here in Padanaram and has been on her mooring for several weeks, looking and performing well. *Streamer* wintered in Maine and will be completed by Memorial Day. She'll summer on a permanent mooring in Islesboro and her syndicate members are looking forward to exploring Penobscot Bay and beyond. Plans are in the works for participation in the Eggemoggin Reach Regatta.

CORIOLIS #82

Readers may have read elsewhere and here in the newsletter of the fire at Seattle Yacht Club in which *Coriolis* was damaged. *Coriolis* will be loaded at the famous Jensen Motor Boat Company in Seattle on May 17th for her trip back East and owner Douglas Adkins plans to be here at Concordia when she arrives on May 22nd or 23rd. Planned restoration involves spars, cabin sides and top hatches, coamings, cockpit, teak deck and toe rails, and (most likely) several planks on the port side.

DIABLO #95

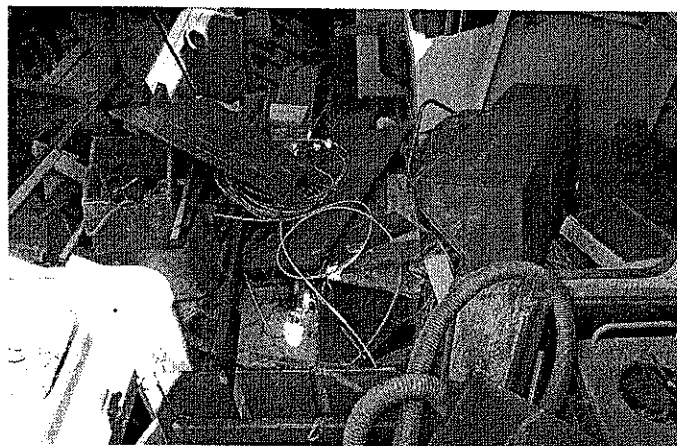
The other restoration news from Concordia involves *Diablo* (ex-Boots). We received a call from marine surveyor Larry Keith of New Orleans, telling us that the boat was lying in Pensacola, FL and in desperate need of restoration.



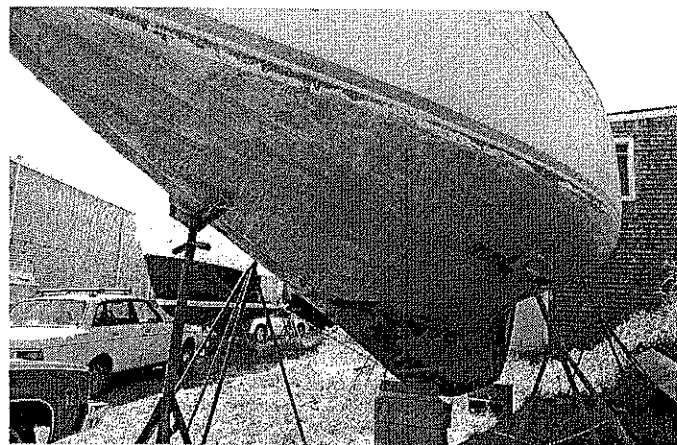
Diablo in Pensacola, Fl and in dire need of attention before shipment to Padanaram

Rusty Aertsen and Brodie MacGregor flew to Pensacola in February 2002 and it was immediately clear that this 41 badly needed a safety net.

Apparently a previous owner had attempted and abandoned a restoration project and the interior is now torn out and many of the parts are missing. A few weeks later we were able to make arrangements to purchase *Diablo* and get her shipped up to Padanaram.



Diablo's interior was removed during a previous restoration attempt and Concordia will now take over the project



At this point the boat is stabilized and we have hired IYRS student intern, Christian Hall, to work with us this summer in our restoration program.

Be sure to check out the article about the Concordia Yawls and C. Raymond Hunt in the June 2002 edition of *Soundings*.

Please feel free to contact Brodie MacGregor or Rusty Aertsen should you have any questions about or interest in our restoration projects.

rmacgregor@concordiaboats.com 508-999-1381

FLEETWOOD #20

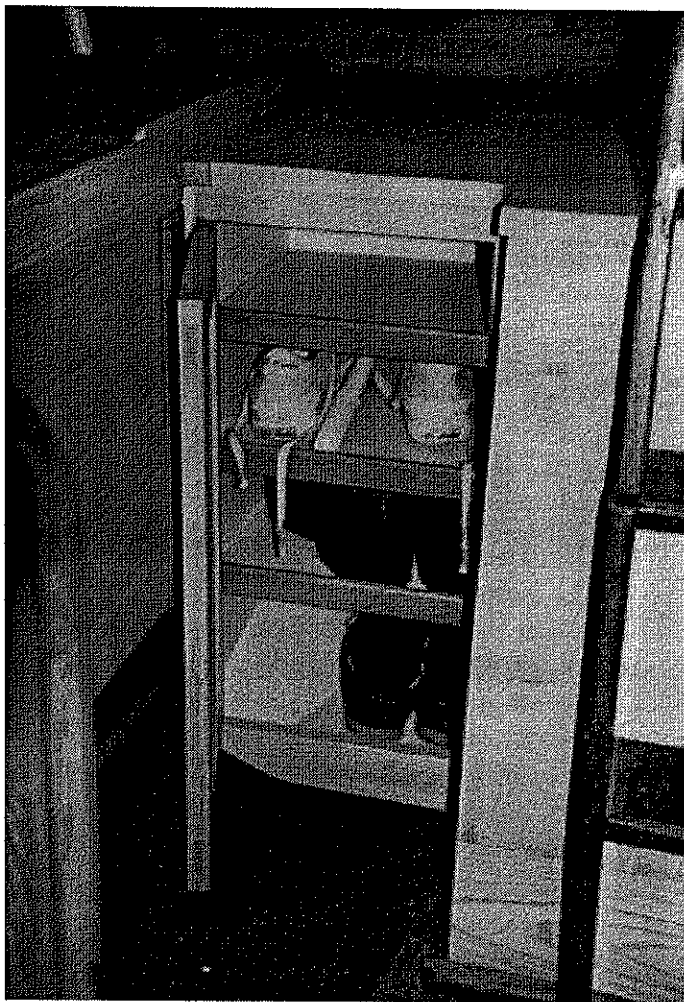
Kersten Prophet, Kiel, Germany

Fleetwood is scheduled to be in the water next Saturday, March 30th. I will need the free days during Easter to do some work.

The pantry and the engine box are looking fine in the new locust outfit. The wood is quite yellow, but after a while it will develop to a fine brown tone.



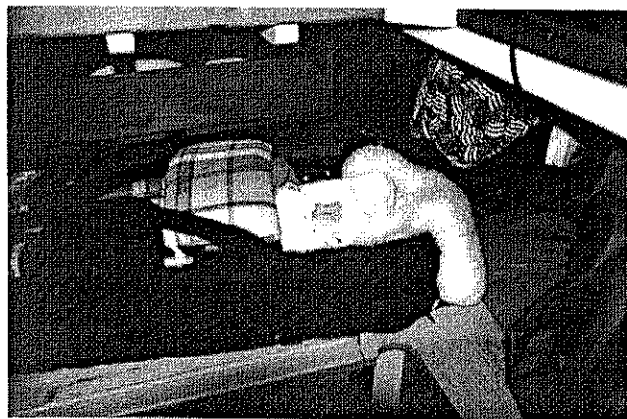
New locust engine box, galley area and cabinet



The hull is fine, topside needs some polishing and the bottom a new layer of antifouling.

Launching

Launch date moved to April 9th and it was terrible! The last four weeks before that date we had sunny weather with light east wind. Less than 50% humidity. The plastic shed covered *Fleetwood* only above the water line, so the wind dried her out and it took 20 hours to have her tight again. I had not had this problem since the overhaul at Rockport Marine when she was out of the water for a long time. After launching, the weather suddenly changed to rainy and wet conditions. Next winter I will store her indoors!



Lea Prophet, newest Fleetwood crewmember

Launching was also pleasantly complicated by the arrival of our first child, Lea, on April 5th! Birte, Lea and me are still searching our new rhythm and I feel it will need some time. But she is wonderful and Birte is doing a great job! On May 2th Lea had her first visit aboard.

YANKEE #37

Jim Cosgrove, Liverpool, NY

I completed a holding tank installation on *Yankee* and it has been working fine. I also found a suitable bronze cowl vent and, with a little machine work, it fits and looks just great.

Last September at haul-out we wooded down the topsides to bare mahogany and laid down three coats of primer and three coats of gloss white (one-part epoxy). Her cove stripes, stars and moons are freshly gilded, all brightwork spruced up and she now looks like something out of a bandbox.

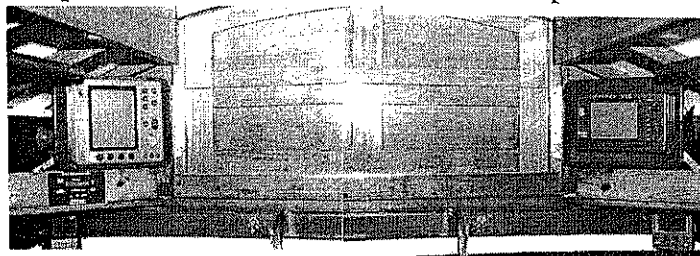
Currently, I'm installing a new Broadwater LPG stove/broiler and that has become a real project. A Raytheon ST 4000+GP Tiller Pilot was just delivered here and I'm eager to add that in spring.

Electronics

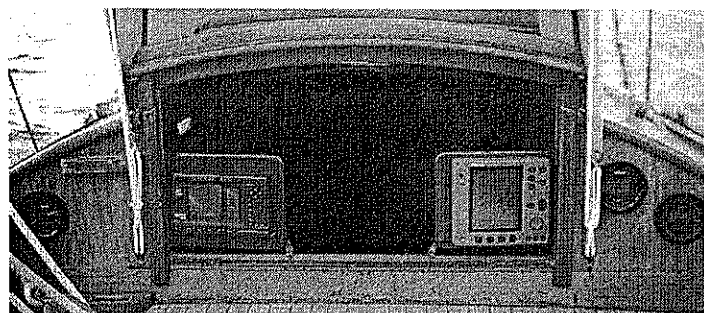
Skip Bergmann, Falmouth, MA

When acquired in 1994, *Paramour* had a Datamarine depth sounder and Apelco loran. I added a Garmin GPS in 1995 and since the electrical panel was upgraded in 1999 have added a Datamarine knotmeter, windspeed indicator, and control panel/log; Raytheon RL 70 radar and Raytheon 6000 autopilot (see Fall 2001 newsletter).

The Datamarine instruments are mounted outside on the trunk cabin and the radar and GPS are on swingboards, for use either below or in the cockpit. The control head for the autopilot is below and complimented with a remote unit for cockpit use.



Clockwise from bottom left: Apelco loran, Datamarine DCA 200 instrument control panel with trip and total log, Raytheon RL 70 radar, Garmin GPS, Raytheon 6000 autopilot control head



(L-R): Wind indicator, GPS, radar, knotmeter and depth sounder

Concordia Burgees

Concordia burgees in heavy duty, blue and white nylon, 16" x 24" are in stock. Dress up your Concordia for \$35.

Checks payable to Skip Bergmann, 170 Walker Street, Falmouth, MA 02540

DAME OF SARK #86

Steve Donovan, Cincinnati, OH

I purchased *Dame Of Sark* from longtime friend Joe Callaghan in the fall of '99 and the boat underwent major structural restoration in the winter of '01--new keel bolts, floor timbers, mast step and repair of delaminated lower frame ends. The work was done at Dodson's Boat Yard in Stonington, CT.

Last summer, thanks largely to Joe Callaghan's help, we won the non-spinnaker class in the Martha's Vineyard Round The Island Race (www.rtirace.org). This was a great event and promises to be the same again this year. The date -- Saturday, July 20 -- will have favorable currents, which means the finish should be in time for early evening cocktails. The Edgartown Yacht Club would love to see more Concordias entered and I will host a gathering the night before the race for any who show up.

Between now and the MVY-RTI event, *Dame Of Sark* will be competing in the Newport - Bermuda race. So, we should have an interesting story -- and hopefully some measure of success -- to report for the next *Concordian*.

See And Be Seen

Navigation Lights

An owner reported that a surveyor was aboard his boat and stated that the running lights mounted on the cabin trunk sides were not legal. The requirement for running lights, however, is that they must be visible from dead ahead to 112 degrees aft on either side. When sailing, these lights must be complemented with the white stern light, which shines aft and 67.5 degrees forward on either side. If your cabin trunk lights are visible from dead ahead, it would seem that they are still legal.

Some owners have switched to a lightweight, tri-color light at the top of the main mast in the interest of being more visible when under sail. These lights combine the port/starboard/stern light and are much more visible when heeled over at night. Under power, the lower sidelights, stern light and steaming light on the front of the mast can still be used.

The tri-color fixture also includes an all-around, white masthead light, which should still be used whenever anchoring at night in an undesignated mooring area. Although not legal for use offshore, some tri-colors also have a built-in strobe, something that might be reassuring if you're in trouble and someone is searching for you.

ABACO #102 - Fall 2001

Jonathan & Dorothy Goldweitz, Stamford, CT

Having sailed *Abaco* back to her winter home in Hamburg Cove earlier this week, I can now report on another successful season.

After spring commissioning and sailing back to Stamford, we had a few short weekends aboard while readying the boat for summer cruising. Leaving July 3rd for points east, we visited friends along the coast until we joined the IYRS Classic Yacht Cruise in Edgartown July 8th. This year's cruise even surpassed last year's, especially with weather. One of the high points was a five Concordia raft-up in the Sakonnet River, carefully executed after we watched a squall line pass safely to the northeast. A brisk beat to Newport the next day in 20 knot northwesterly winds was great fun for the small Concordia fleet.

We left Newport and cruised east and north, joining the Stamford Yacht Club cruise fleet in Boston then sailing on to Northeast Harbor, Maine. After three weeks of delightful cruising, harvesting mussels and visiting with friends, we headed back, taking a leisurely 10 day cruise back to Connecticut.

After unloading and cleaning the boat, Jon headed west to join Doug Cole on *Irene* for 12 days of Pacific Northwest cruising and participation in the Port Townsend Wooden Boat Festival. It is always a great pleasure to cruise on *Irene*, a meticulously maintained Concordia skippered by an experienced sailor and gourmet salmon cook.

The wheel steering system that I rebuilt last winter performed perfectly all season, with over 1500 miles logged. The new mainsail was a vast improvement, especially in light air downwind. *Abaco* placed 2nd in the Pequot Yacht Club Classic Regatta in September in a very light air race.

Projects for this winter include some stripping and refinishing belowdecks where needed. Lengthening of the mast step may be tackled as well.

ABACO #102 - Spring 2002

Jonathan & Dorothy Goldweitz, Stamford, CT

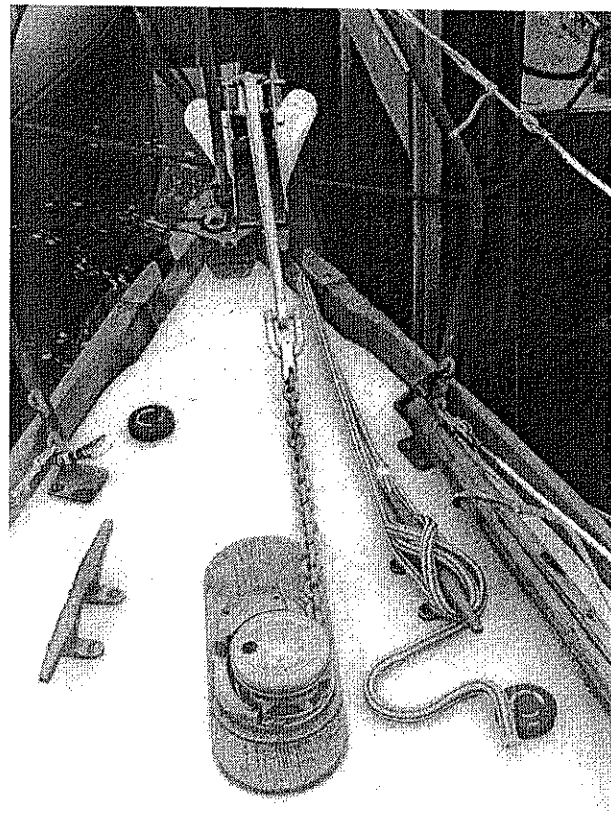
It is cold and damp the last day of April as I sit at *Abaco's* dining table and write to the *Concordian*, awaiting enough extra hands at Cove Landing Marine to help move our mainmast out of the shed, so I can set up the rigging before stepping the mast. We launched two weeks ago, enjoyed a brief tease of 80 and 90 degree weather as we cleaned below and

stowed gear, but now it feels colder than most of this recent New England winter has been.

Electric Windlass Installation

This past winter while in the shed at Cove Landing we finally started (and are close to finishing) a long-awaited project to extend and improve our cruising experience – installation of an electric anchor windlass.

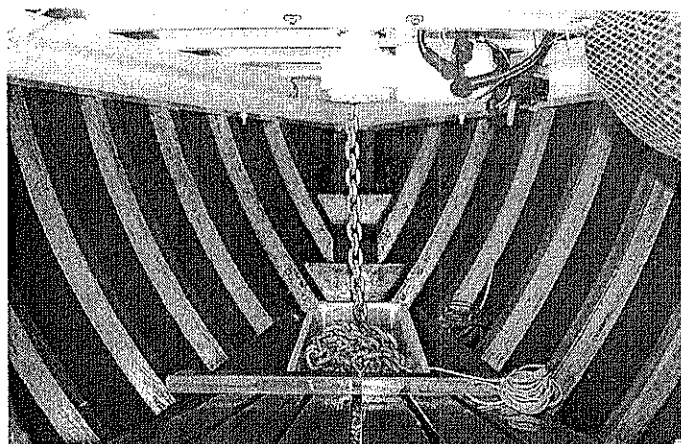
After several years of planning and receiving suggestions and technical advice from several Concordia owners, especially Stewart McDougall of *Kodama*, we drilled the first hole in the deck. The wooden bow cleat and pad were removed and replaced with a matching oval pad to which we mounted a Lewmar Ocean 1 (bronze, of course) gypsy-only windlass. The position of the old cleat was perfect for the windlass to straddle the deckbeam with the chain entering the deck forward of the beam and the windlass motor mounting bolts just aft, utilizing the same backing block from the cleat. We had a bronze bow roller fabricated for a CQR anchor and spliced 150 feet of 5/16" HT chain to 200 feet of 5/8" rode.



Bronze bow roller houses CQR, chain leads to Lewmar Ocean 1, gypsy-only windlass

To accommodate the chain, keep the bilges clean and dry and get weight as far aft as possible, the

CLM staff designed and built an open tray with flared sides that fits low in the bilge just forward of the forward pipe berths, covered by the original removable floor slats.



Plywood and glass chain locker tray is directly below windlass and accommodates 150' of chain and 200' of 5/8" rode, drains to bilge

This chain locker is made of plywood, glassed over and painted, fitted with a drain aft and lined with stainless sheet so that the chain slides rapidly aft as the anchor is raised. We are currently finishing the installation of a saltwater washdown pump, which shares the head intake seacock and ends in a flush deck fitting on the bow. We have successfully tested the windlass and chain stowage system and look forward to much easier ground tackle handling this season and in the future.

Other winter upgrades included Jon stripping and refinishing the interior of the forward hatch, repainting the forward cabin overhead from the mast to the forepeak, and upgrading the varnish on all the galley surfaces and companionway area. Of course, CLM did their usual fine job on the exterior brightwork, spars and topsides.

This season's cruising will include joining the IYRS Classic Yacht Cruise once again, starting in Greenport, then heading back to Maine after leaving IYRS in Newport. If you have not participated in the IYRS cruise yet, read last fall's *Concordian* and you will be convinced to join us this summer.

We have enjoyed seeing many of our fellow Concordia owners each summer along the New England coast, look forward to seeing many of them again and to meet others as well this season.

Paramour Windlass Option

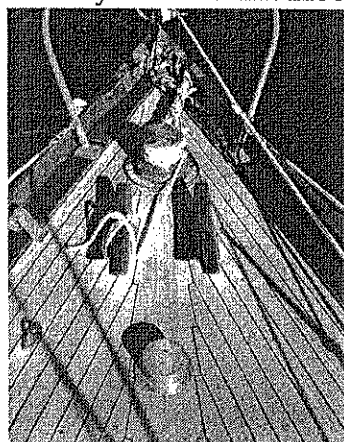
Skip Bergmann, Falmouth, MA

When I purchased *Paramour* it had a manual windlass on the foredeck with both drum and chain gypsy. It was aft of the two mooring cleats, always in the way, and a real ankle-biter when working on the foredeck. However, if we had to dislodge the 45# Luke anchor after a real blow, it did the trick.

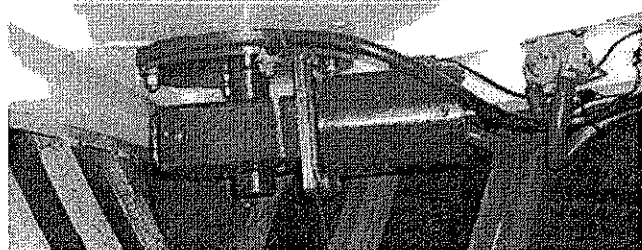
Two winters ago I decided to replace the old windlass and the idea of a permanently mounted anchor on a bow roller made a lot of sense for ease of operation. However, that meant using the windlass for all anchoring and, since we mostly daysail and are usually not contending with a lot of chain, maybe not the best solution.

I opted to go with a bronze Ideal windlass (drum only) which is activated by a foot switch located on the starboard covering board, about in line with the forward end of the house. This location gives a good angle to handle the line. The windlass is mounted forward of the mooring cleats with the rode leading to either cleat and then aft to a deck pipe to store below. Although this still means storing the anchor on the cabintop, the 16# Fortress anchor is not much of a hassle.

Besides helping to dislodge a dug in anchor and lift chain, it has proven to be a good mooring bit. Invariably it seems that mooring eyes are too small



to fit over the Concordia cleats and the windlass is actually a much more substantially mounted attachment point. This deck area is over an inch thick and additional blocking was added to the depth of the deck beams.



Windlass mounts far forward down below, well out of the way; its weight substitutes for some of the required internal ballast needed on many 41s

Third Annual IYRS Classic Yacht Cruise

July 7 – 12, 2002

Join 30 other classic sail and power yachts for a week of casual cruising, good company, fun events, and a chance to poke around some truly great boats. Make plans now for the week and contact Marcia Whitney at the numbers below if you have not received information. All inclusive cost per person for all events is \$150.

Itinerary and Events

July 7, Sunday -- Greenport

12 – 5 pm

The fleet arrives and anchors, raft up if you wish. The harbor is 20 feet deep and the swinging room ample.

5 – 9 pm

Champagne Reception with heavy hors d'oeuvres on board *Mariner III*, *Lion's Whelp* and *Onawa* raft. Owners bring hors d'oeuvres to win prizes.

July 8, Monday -- Orient Harbor

10 am – 4pm

Races in Gardiners Bay or around Shelter Island. Anchor in Orient Harbor – 20 feet deep.

Dinner

Orient Yacht Club

July 9, Tuesday – Fisher's Island

10am – 3pm

Race/cruise from Orient Point to Fishers Island.

5 – 7pm

Dock at FIYC (six foot max draft): others anchor out.

FIYC members visit boats at dock (this gives all boats at the dock free dockage).

6 – 10pm

Fishers Island Yacht Club cookout (BYOBBQ). Bocci Tournament

July 10, Wednesday – Stonington Harbor

10 – 2pm

Race/cruise from Fishers Island to Stonington.

Call Dodson's now to reserve a mooring. Deeper draft anchor out. (Contact Ethan: 860-535-1507 X 129)

2 – 6pm

Visit historic downtown Stonington.

6pm -- 7pm

Watch and adopt a JY 15 for Wednesday night racing.

7:30pm – 11pm

Dinner at the Wadawanuck Yacht Club.

July 11, Thursday -- IYRS, Newport

9am – 5pm

Race/cruise from Stonington to Newport.

6pm

Cocktails and BBQ in Admiral Elizabeth and Mike's back yard, 32 Church Street.

July 12, Friday -- IYRS

10am -- 3pm

Golf Tournament (Stinkpots vs. Rag Bags, HUGE prizes).

1pm – 4pm

Beetle Cat racing for all \$500 IYRS members.

Shopping in Newport.

8 pm --12am

IYRS *Remember the Auld Mug* blow out dancing bash, featuring Eight to the Bar. Opening of the Louis Vuitton America's Cup Exhibit.

Contact Marcia Whitney * J Class Management * 28 Church St. * Newport, RI 02840
401-849-3060 * 401-849-1642 fax * mjw@jclass.com

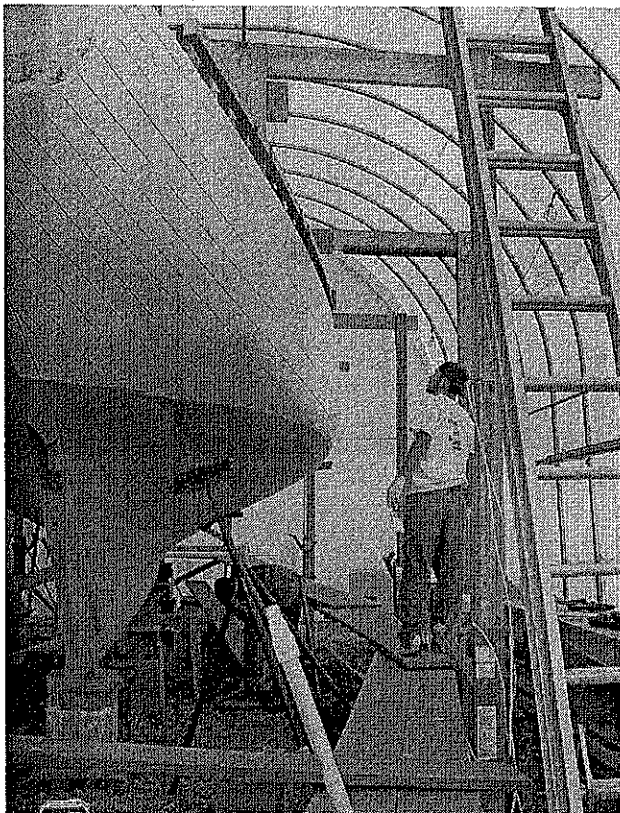
JAVA #1

Int'l Yacht Restoration School, Newport, RI

Java's restoration continues in the IYRS Advanced Restoration Fellowship program. This year's fellowship program is being led by Clark Poston and Dan De Leiris; Simon Gignac and Patrick Albrecht began their fellowships in September, as final preparations for planking *Java* got underway.

Java was moved outside Restoration Hall and covered in a temporary shelter. Once the hull was set up again the frames, floor timbers, and rabbets received a final fairing. Planking commenced from the sheer down, to just below the turn of the bilge, then from the garboard up to the shutter. The hull was completely replanked with the shutter going in on February 21st. Now that her hull planking is faired off, caulked and painted, attention has turned to the interior stringers and deck framework.

IYRS will begin taking fellowship applications for the final phase of *Java's* restoration beginning in September 2002. For more information, please contact Clark Poston at IYRS or come by the shop. IYRS, 449 Thames St., Newport, RI 02840 401-848-5777 or clark@iyrs.org

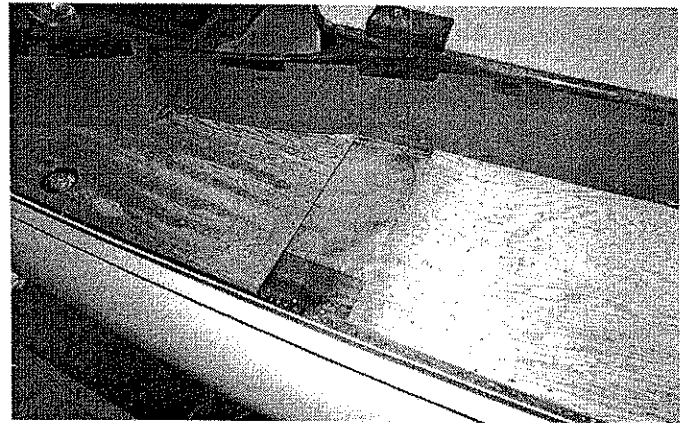


Java's exterior painting is completed and work has begun on interior

CAPTIVA #100

John & Laurie Bullard, New Bedford, MA

Captiva received a new deck this past winter, courtesy of the "wizards of wood" at Triad Boatworks. The photo shows one piece of 1/4" marine plywood epoxied to the underlying, original mahogany deck (which was in great condition). You can see the 1/2" setback ready to receive a new teak toerail and new, standard 1 1/4" tracks. The cabin side and coaming are covered with paper and to the discerning eye will appear 1/4" lower after the deck is completed.



Marine plywood deck being epoxied to original mahogany before application of Dynel fabric

Captiva was launched the end of April and looked great. The new plywood/Dynel deck is light gray and the bright-finished toerails really dress the boat up, compared to the old, painted white ones.

The downside of all this is that Laurie and I will no longer be able to look at the stars through the deck from the forward bunks. The upside is that we will be drier, albeit poorer!

Concordias For Sale

Halcyon #3 Maine

Sovereign #15 Olympia, WA, \$99K
(see www.concordiayawl.com)

Otter #19 (41) Recent refit, Maine, \$125K

Hero #22 Original owner family, \$80K

Memory #35 Massachusetts

Loon #45 Massachusetts

Woodwind #89 Oxford, MD

PARAMOUR #72

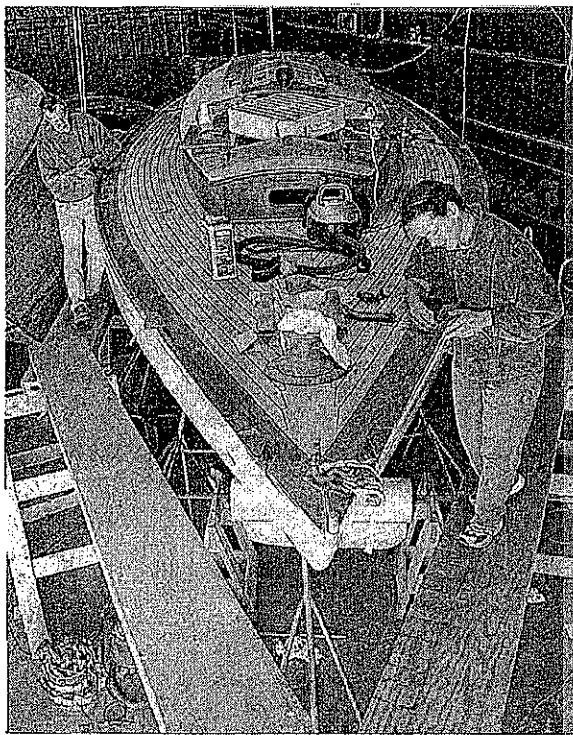
Skip Bergmann, Falmouth, MA

Paramour continues to do well and had her earliest launch in nine years on April 24th. We have had a few windy sails and are pleased that after addressing a leak forward, Triad Boatworks has the boat tighter than ever. I have a counter on the bilge pump and it hasn't run in the last three weeks.

The biggest winter project was stripping and refinishing the toerails and covering boards between the rail and the teak deck. To do this I had to take off all the deck hardware and learned that stanchion base removal and replacement is not a joyous task. All went well though and it's nice to have that overdue project out of the way.

In the shop at home I stripped the main boom and handrails, in addition to doing counters and all the other varnishing miscellany. Every year I think I will just do a few small boat projects over the winter and always end up with an unreasonably long list. One friend remarked when he came to my shop, "Is there anything left on the boat?"

This summer we plan to join the IYRS Classic Yacht Cruise and then head to Maine a week after Labor Day. Summer days will be the usual weekend racing and daysailing.



Doug Tuxworth and Latitia Costa of Triad Boatworks on toerail/covering board project

LIVE YANKEE #64

Warren & June Nichols

Chris & Dorothy Gruber, Green Lane, PA

A year ago *Live Yankee* was painted inside and out and the spars and trim taken down and revarnished. She looks even prettier than usual. We also installed a Dutchman system and a Max-Prop.

We did not sail as much as we would have liked last season, but did get in several good weekends and a week-long trip. The long trip was via the Board of Governors Cruise of the Cooper River Yacht Club, Collingswood, NJ.

The Cooper River is a small branch of the Delaware River and there is a lot of dinghy racing at the CRYC. Thirty one years ago, the club's Board of Governors chartered a boat on the Chesapeake for a weekend and that event has now grown until eight to fifteen boats participate and it has been extended to a week.

There is a lot of informal racing via challenges or just seeing some of the group. This is done without a starting line or race committee, but there is hard sailing. Last summer there were high winds and close reaches that permitted *Live Yankee* to demonstrate what Concordias are capable of doing.

Our first challenge came when the other craft was approximately one-half mile ahead and with jib and mizzen we caught and passed them nicely. The next day with a challenge from the same boat, we agreed to grant a larger head start and sailed with only the Genoa, due to increasing winds. We passed them nicely just a short time before our sail blew out! We now have a new Genoa and are looking forward to next year.

WESTRAY #79

John & Mary Melvin, Stamford, CT

We purchased *Westray* last summer and Steve Ballentine took her back under his wing for the winter. Tom Franklin had done so much work on her last year that we are only going through the survey punch list items, doing the spars, and installing a holding tank in the head.

My desire is to keep *Westray* as original as possible, but some things, like the holding tank, just have to change. After seeing Steve's work, I am confident that he can retro-fit a small holding tank in the head as if it has always been there. Currently we are planning to use the hamper space and some of the area in the linen locker, because we want to keep the storage space in the forward cabin. If you have any thoughts, they would be appreciated.

IRENE, #103

Doug Cole, Bellingham, WA

We are still recovering from shock at the news in January of the Seattle Yacht Club fire which severely damaged *Coriolis*. Though we've not seen her in person since the fire, the photos were gut-wrenching and very sad. We extend our condolences to the Adkins family and await word on what direction they will take with repairs.

My main winter project was to repaint most of the main cabin, something I've been procrastinating over for ten years. I started in late October just after the winter covers went on and finished in mid-February. Fortunately our winter was somewhat mild and heating requirements were modest. I cobbled together a protective outfit that, although not OSHA approved, seemed to cover or filter most of my body during the hours of sanding. In hopes of achieving good results, I limited myself to three hours of work each day I was on the job. White gloss was applied first followed by a coat of semi-gloss.



Irene's chief painter in full sanding regalia

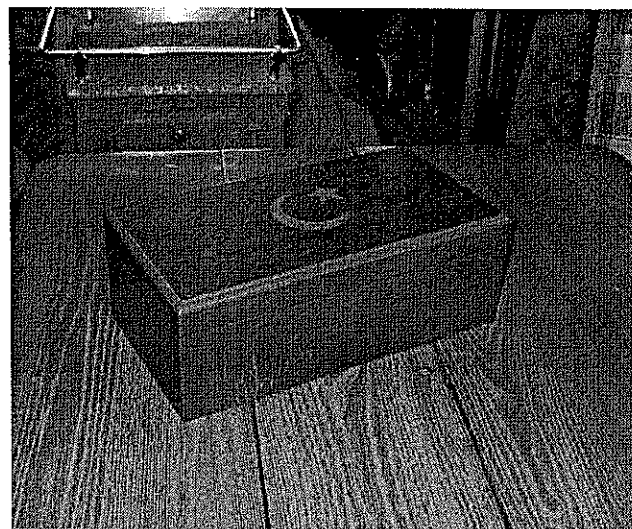
While reinstalling the galley sink pump after re-chroming, I noticed the coupling on the sink drain (the joint between the sink trap and drain line, which is right at the water line) was showing signs of pitting and deterioration. I had replaced this about 12 years ago after another Concordia owner

warned me of a near sinking. I had used a solid brass fitting, but apparently it had a limited life span. Given the potential for a very nasty leak I would suggest owners give this a close inspection. The replacement part should be available at most plumbing outlets.

Our cruising plans this year are somewhat limited by commitments abroad. However, Doug is hoping his schedule will accommodate his attending the IYRS cruise in July aboard *Abaco* with Jon & Dorothy Goldweitz. We'll take in the spring wooden boat regatta in Port Townsend and the local CCA fall cruise. Otherwise it will be occasional weekendening and a few summer dinner sails.

Christmas Wish List

Scott Sylvia at Concordia is making the good looking mahogany boxes pictured below. The moon and star are gold and the lid outline is in light blue. Ted Danforth reports that they are great for miscellaneous stuff and fit on either of the forward shelves outboard in the main cabin above the berths. Price is \$100 and Scott can be reached at echofarm@worldnet.att.net



Mystic River Mooring Available

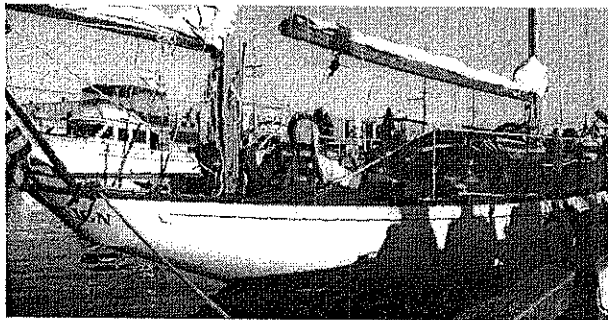
Ted Danforth reports that there will be a mooring in 12 feet of water available for visiting Concordias on the east side of Mason's Island (Mystic River), northeast half a mile from the yacht club. There is a pennant and the float is marked *Oriane*. Jon Goldweitz has the coordinates. Dinghies can use the beach just south of the furthest dock on the northwest.

SOVEREIGN #15

Dennis Gross, Olympia, WA

Greetings to everyone from Olympia, Washington. We had a great summer with *Sovereign* sailing in South Puget Sound and making one trip north to Gig Harbor. Great fun.

The boat is still reluctantly for sale (\$99,000), is like new and beautiful, but life's priorities make it necessary to sell her. I am acting as my own broker and can be reached at 360-866-7991. *Sovereign* is also on the web at www.concordiayawl.com



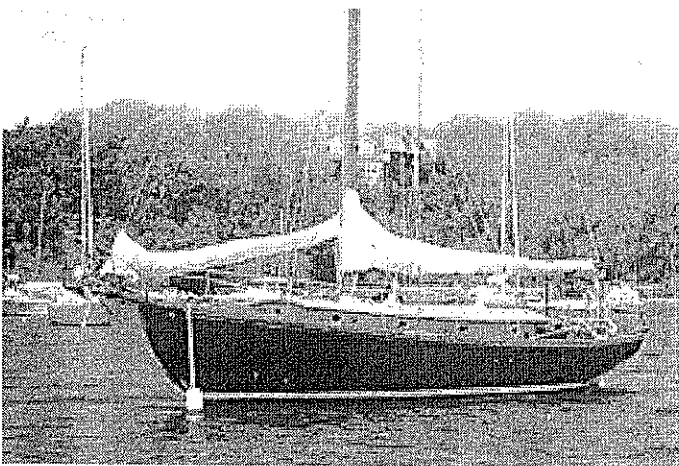
Relaxing the good life on Sovereign

DRAGON (Concordia 33)

Bill and Dorianne Mebane, Falmouth, MA

We purchased *Dragon* last fall in Maine, where she had sat in the woods as *Kill-Dee* for the past three years. We did some hasty, routine paint and varnish maintenance to get her back in the water and over Thanksgiving weekend sailed her to Woods Hole, where she stayed in the water over the winter. She was faster than I would have expected and super solid.

Built in 1959 by Andre Brodner in Fairhaven, MA, she has been surveyed as structurally sound and well built. She has suffered from some recent neglect and I have a list of projects that I am working on.



Dragon at home on Cape Cod

The Concordian

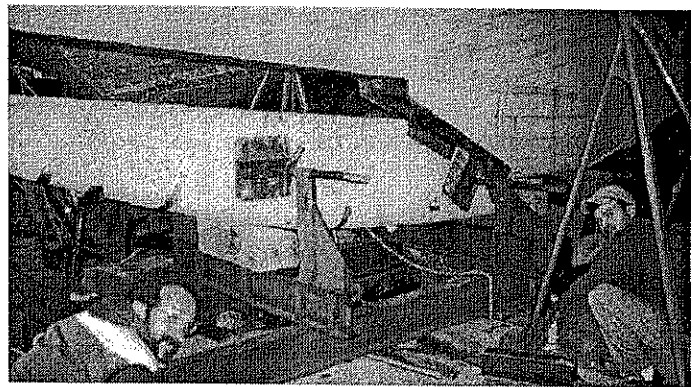
Triad Boatworks

Peter Costa, Mattapoisett, MA

We had a busy Concordia winter at Triad with seven boats under our care: *Captiva*, *Paramour*, *Savu*, *Loon*, *Envolee*, *Sakala* and *Wild Swan*.

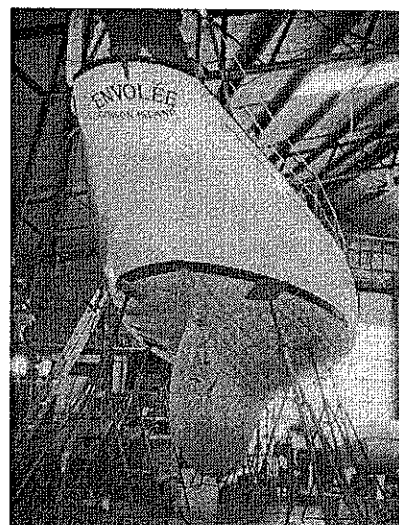
Major projects included a new plywood/Dynel deck, toerails and cockpit work for *Captiva*; installation of cockpit drain through-hulls on *Loon*; toerail and covering board stripping and refinishing on *Paramour*; and new keel bolts for *Envolee*.

The keel bolt project became more involved once we got into it and found that parts of the deadwood were bad. The ballast was removed, the majority of the deadwood replaced, and new stainless steel keel bolts fabricated and installed. The old bolts (1960) had really lived out their life and some were pencil thin or came out as dust. Another reminder that if you still have your original keel bolts, they are most likely overdue for replacement.



George and Danny lowering Envolee's ballast

We brought *Wild Swan* #25 to the yard last November and she will stay out of the water this season. She needs new bottom planking, keel bolts and stem bolts, frame repair and general structural attention. We'll begin the project this summer for winter/spring completion.



Envolee with ballast removed and blocked high for removal of rudder and deadwood

Concordia Owners - June 2002

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.	TAKE FIVE	David & Ann Knight	Newington, 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	Kiel, 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.	Padanaram, 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.	CAROL LYN	Carol & Tom Latta	Rockport, ME
51.	VINTAGE	John Foley	Port Townsend, WA
52.	BANDA*	Peter Gottlund	Kutztown, PA
53.	BEAUTY*	Leo T. Chylack	Duxbury, MA

Concordia Owners - June 2002

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 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.	DIABLO*	Concordia Company	Padanaram, MA
96.	WHIMBREL*	Peter 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

*Denotes 41