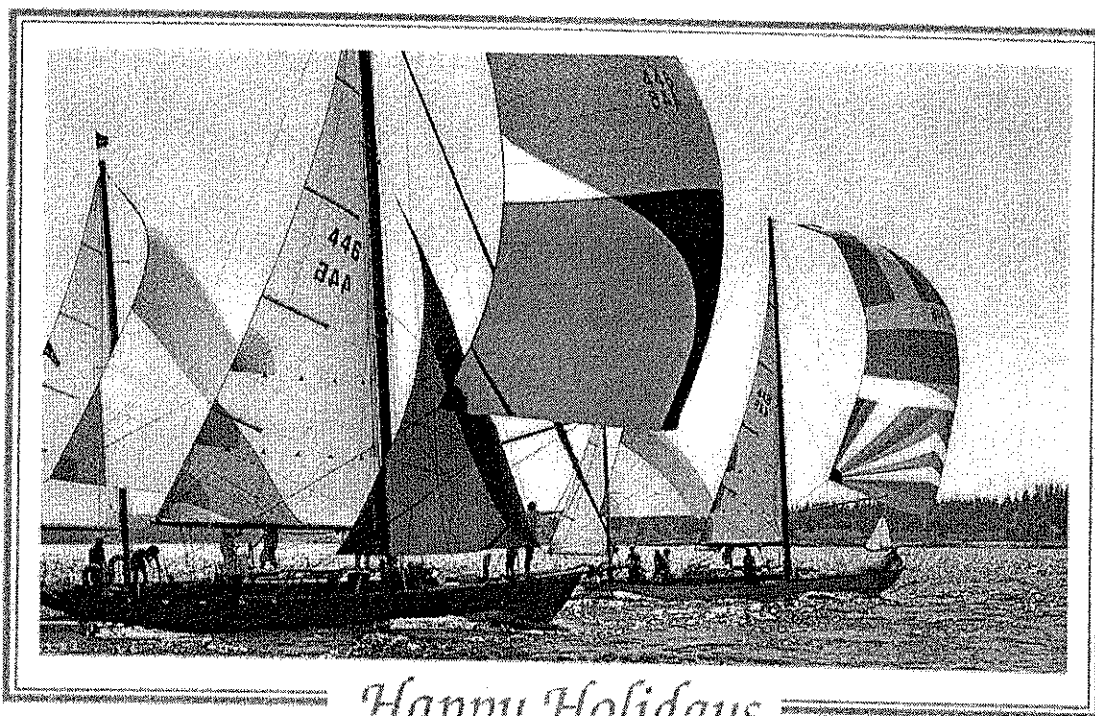


The [★]Concordian

a newsletter for lovers of Concordia yachts

Fall 2002 --- Issue #34



Happy Holidays

Harbinger (in background) moving ahead for another win

Another season is behind us and *Paramour* went into the shed on Halloween. Over six months in the water and lots of miles sailing across it.

Inside you'll read of *Abaco* sailing a lot more miles (2700+) and learn of repairs, projects, plans, and a great account of the 2002 Newport-Bermuda Race aboard *Dame of Sark*.

Newsletter support has improved for 2002, but if you are a reader and not a contributor, consider giving us a hand to stay in print. Your \$10 a year brings you a Fall and Spring compilation of Concordia information only available here!

Checks should be made out to Skip Bergmann (*not* The Concordian) and sent to 170 Walker Street, Falmouth, MA 02540.

The Spring issue is targeted for a June 1 mailing and articles and photos should be sent in by May 1st. Articles e-mailed in WORD are best, but typewritten is fine. Photos can be e-mailed in JPEG format or I will scan in your prints and return them.

Best to you for the winter and an early spring launch!

DAME OF SARK #86

Steve Donovan, Cincinnati OH

2002 Newport-Bermuda Race

The highlight of the year for *Dame of Sark* was the Newport Bermuda Race. During January-May we were very busy with preparations for both boat and crew. The race committee requirements are numerous and exacting: Safety at Sea seminar for the entire crew, SOLAS liferaft and flares, huge manual bronze bilge pump mounted below in the table space, new sails including storm and heavy weather variety, etc., etc.

By Memorial Day we completed shakedown sails and crew safety drills. We were ready (but not "prepared") for the June 14 (Friday) start of race. The night before the start it was cold and breezy. The forecast called for a wet and windy start. So, off we went to West Marine for more foul weather gear: gloves, thermal socks, hats, etc. We were to need all of this and more.

The race started in a building nor'easter. By nightfall the wind was clocking 30+ knots and we were running under double reefed-main and #3 headsail. The seas were big and confused. We listened over the SSB radio as other boats abandoned the race with major damage: dismasting, broken rudder, taking on water, etc. On Saturday we hit a pocket of still air and were stuck in irons for about five hours before hitting a warm water eddy at the head of the Gulf Stream. Wind and waves quickly built--both in the 30+ range--and continued that way for most of the next three days as we raced through a fast moving Gulf Stream meander, at times clocking 12 knots SOG!

Much has been written about the '02 Bermuda race. Most have described conditions as the roughest in 20+ years. Jenifer Clark, the Gulf Stream expert, described conditions as "most unusual I've seen in thirty years," adding, in the pre-race briefing, "It will be an interesting race". Roy Disney, whose 75-ft. maxi, *Pyewacket*, set a new race record was quoted as saying: "You would not have wanted to be on the boat."

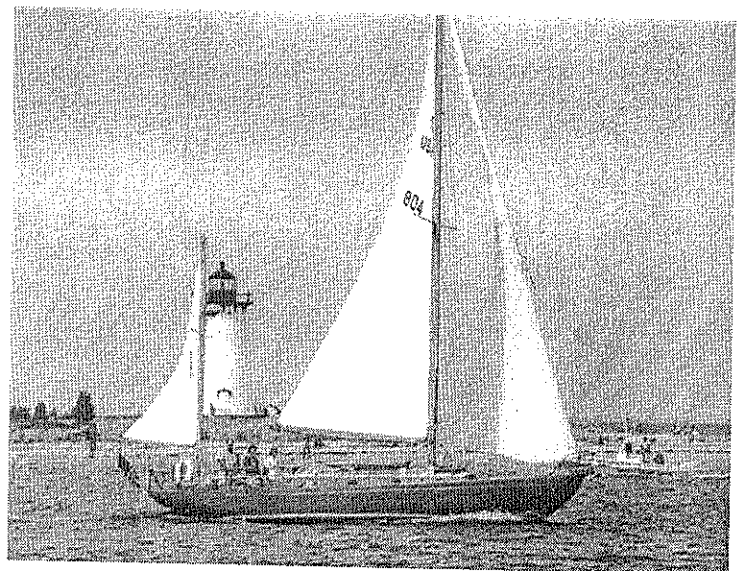
The same could have been said for *Dame of Sark*. It was exciting and at times terrifying. We were constantly wet and exhausted. Our reward coming off a tiring watch was to flop down in a soggy bunk. I was never in fear of our safety, but the unyielding discomfort had me swearing "never again" during the race. To be sure, there were some positive moments--several pods of 100+ dolphin and a humpback whale in full breach. Still, for the

most part, you could hardly describe this passage as "fun."

But then came the finish. We placed eighth out of fourteen boats in the Americap cruising division and won the Rod Stephens Dorade Trophy for first place finish of a classic boat. Through it all there was no damage to *Dame of Sark*, no crew injuries, no mal de mer! The sense of accomplishment and respect from more serious racers, coupled with the awards ceremony at Government House, quickly erased the "never again" feeling. Our thoughts are already fixed on the '04 Bermuda race. *Shimaera* #91 is threatening to join--setting the stage for a Concordia match-up.

Of interest, while in Bermuda we were visited by Jamie Hunt, son of Concordia designer Ray Hunt, and by Steve Hill who grew up sailing on *Dame of Sark* in the '70s when his father, Richard, owned the boat. Further discussion with Richard yielded invaluable historical documents, including copies of his correspondence with the real Dame who governed the tiny Channel Island, accountable only to the Queen of England.

Finally, we would not have enjoyed the success we did, nor even entered the race for that matter, were it not for Joe Callaghan and Bill Clapp. Joe, a longtime friend and the previous owner of *Dame of Sark*, is an accomplished ocean sailor with years of successful racing experience on the *Dame*. Bill, who has also raced on the *Dame* many times, has a dozen Bermuda races to his credit. The Donovan family--Steve, Sean, Katie, Elissa--deeply appreciate their invaluable contribution to a safe and successful adventure.



Dame of Sark back from Bermuda for day sailing out of Edgartown

IYRS Classic Yacht Cruise A Great Concordia Success!

Racing Instructions -- Attention! All yachts over 100 feet will start at 10:15; all yachts under 100 feet will start at 10:30.

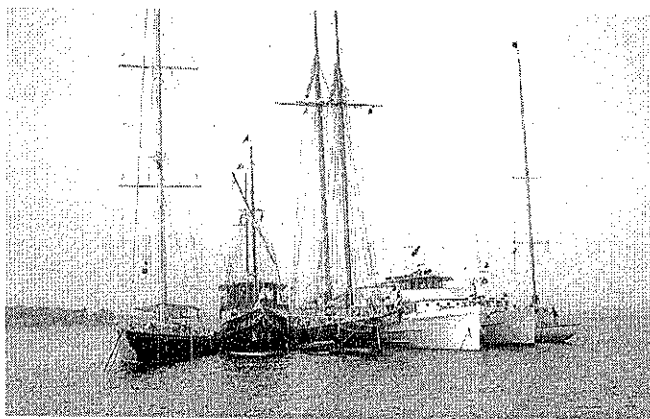
Only on the Classic Yacht Cruise, organized by Newport's International Yacht Restoration School, will you probably hear that set of instructions on your handheld!

The third year's cruise was a terrific success with over 30 boats participating, to include eight Concordias, the J Boat *Endeavor*, 138' schooner *Mariette*, 122' motor yacht *Mariner III*, P Boats, Huckins, W-46s, 12 Meters, and a host of other classic power- and sailboats.

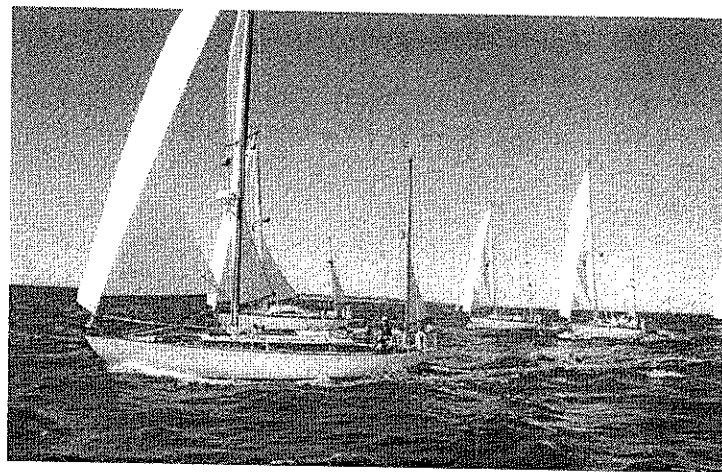
Concordias comprised the single largest one-design group and included 39s *Abaco*, *Captiva*, *Praxilla*, *Skye* and 41s *Arapahoe*, *Feather*, *Paramour* and *Sonnet*. To have eight Concordias in a group was the best part of the week and match racing with your contemporaries a lot of fun. Add to that the thrill of reaching down Fishers Island Sound as a fleet or cruising as a group along the shore from Watch Hill to Newport and you have Concordia highs!

Once again, the event was flawlessly organized with a wonderful champagne reception aboard the headquarters raft at Greenport, dinner at Orient Point Yacht Club, BBQ at Fisher's Island, dinner at Wadawanuck YC in Stonington, garden party in Newport at J Class HQ, then the gala fundraising dinner/dance at IYRS (included with the cruise). In between was great sailing, a couple of races, lots of camaraderie and opportunities to meet new people and tour some fabulous boats.

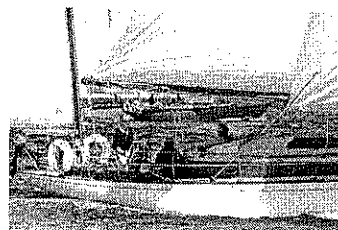
Don't miss next year's event starting in Nantucket on July 13th! Check out the full itinerary on page 4 and watch for an IYRS mailing later this winter.



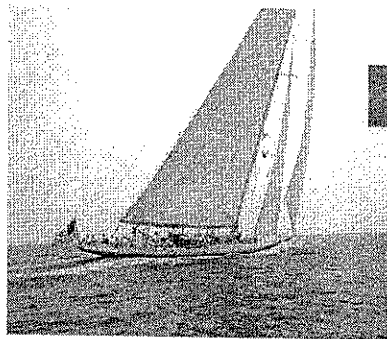
Greenport, LI headquarters/party raft-up



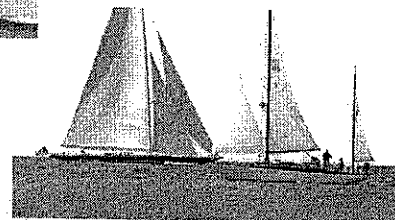
Best times of the week -- Concordia fleet sailing!



Skye, Arapahoe and Feather



Endeavor sailing circles around the fleet



Big guys and little guys



Hors d'oeuvres and champagne, best way to start the week



East meets West: Jon and Dorothy Goldweitz welcome West Coast crew Doug Cole

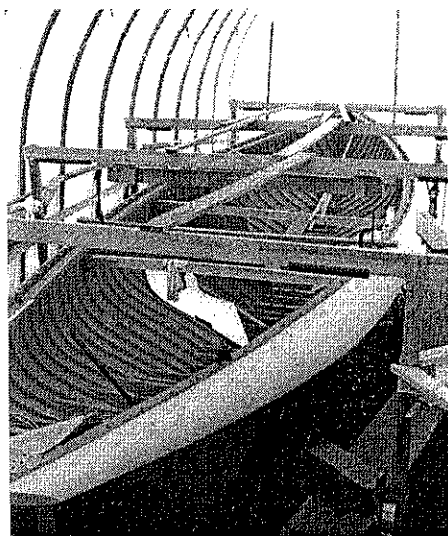
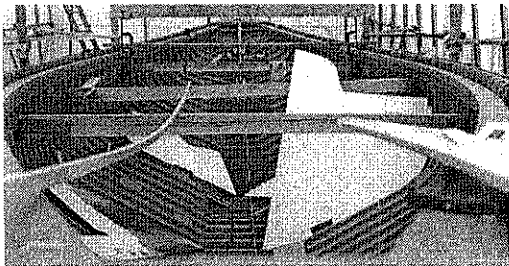


Concordia party before the IYRS party Friday night

JAVA #1 and MALAY #2
IYRS, Newport, RI

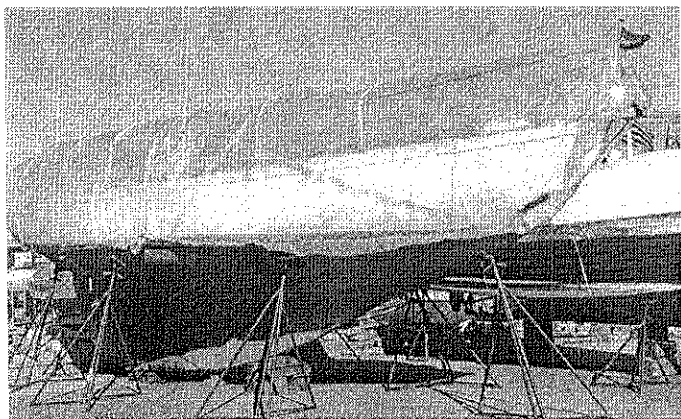
Clark Posten at IYRS reports that *Java's* new owner, Vagn Worm of Old Saybrook, CT, will be orchestrating the completion of #1's total rebuild.

Courtesy of Doug Cole, below are photos of *Java* and *Malay I* taken at IYRS in July. *Java's* hull has been completely reframed and replanked and currently the restoration crew is installing a new engine and deck for an anticipated spring launch!



*Java replanked
and reframed*

Outside, covered in a plastic cocoon, is the first *Malay*, Concordia #2, now awaiting restoration. She was sheathed in fiberglass a number of years ago and is in very poor shape.



*1954 Newport-Bermuda race winner Malay I,
Concordia #2, awaiting restoration at IYRS*

Fourth Annual Classic Yacht Cruise
July 2003 Itinerary

July 13 – Sunday

5 p.m. Raft up in Nantucket
Hors d'oeuvre contest for
all participants

July 14 – Monday

10 a.m. Race to Edgartown
6 p.m. (event to be determined)

July 15 – Tuesday

10 a.m. Race to Hadley's
Rest and relax

July 16 – Wednesday

10 a.m. Cruise in company to
Third Beach, Sakonnet River
Evening BBQ; BYOB and BBQ'able dinner

July 17 – Thursday

10 a.m. Cruise in company to IYRS/Newport
6 p.m. Garden Party at J Class Management

July 18 – Friday

10:30 a.m. Golf tournament
7:30 p.m. IYRS fundraiser/dinner-dance

Contact Marcia Whitney for more details and look for
a mailing later this winter.

J Class Management
28 Church Street, Newport, RI 02840
401-849-3060 mjw@jclass.com



*Sailing in
company with
great yachts,
like the 138'
topsail schooner
Mariette, is just
one of the heady
experiences on
an IYRS Classic
Yacht Cruise*

Concordia Company, Inc.

Brodie MacGregor, Padanaram, MA

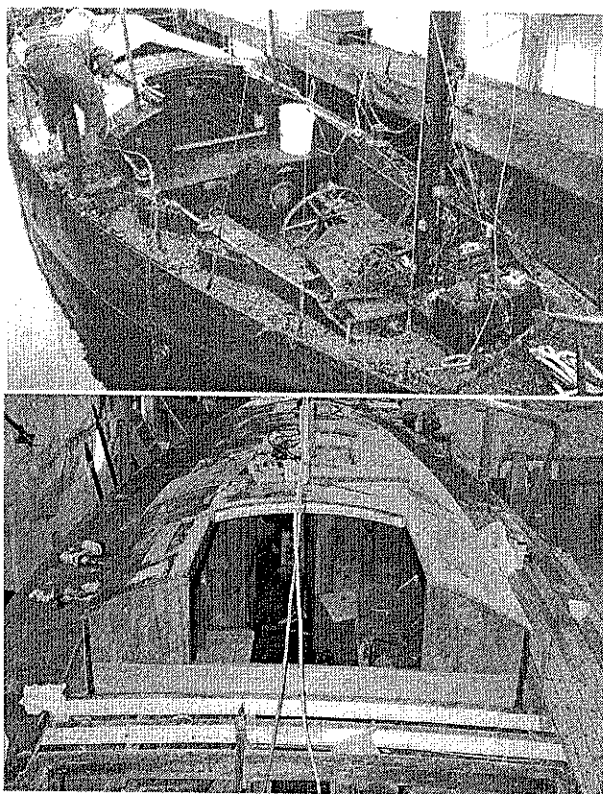
We have storage reservations for 13 yawls this coming winter (with a couple more possible). In addition, the Concordia 31 *Stardust* and the Concordia one-off *Kestrel* (also 31') will be returning for storage and maintenance.

All this keeps our team of shipwrights and brush painters busy through the winter and spring months.

Restorations

IYRS student intern, Chris Hall, worked steadily on *Diablo* #95 through the summer. In addition to cleaning and sorting through interior components he was able to make a start on repairing delaminated frames. Following a project on Naushon Island, Chris is planning to rejoin our carpentry department after the New Year holiday. At this point, *Diablo* is stabilized and is covered for the winter awaiting the next slow time for our carpenters.

Certainly the biggest restoration project at present is *Coriolis* #82. (This is the 41 which was heavily damaged in the Seattle YC fire.) All deck hardware has been removed, along with hatches, cockpit coamings and seats, winch blocks, etc. The cabin



Coriolis rising from the ashes of last January with new companionway and aft bulkhead

sides and ends have been remade and new hatches are well along. New teak deck and covering boards

are in progress and we have removed the cockpit sole and fuel tank (which in this boat is under the sole) so that we can check structure in that area of the boat, which is normally hard to reach.

Owner Douglas Adkins was here in mid-October and reports that Stewart McDougall (owner of *Kodama* #46) was able to locate some beautiful Sitka spruce and has done a wonderful job on the new spars. The mainmast is five feet longer than the one it replaces, which may make it the tallest Concordia rig yet. Stewart also has a source for locust and is making new cabintop handrails. Surveyor Paul Haley is monitoring the restoration and will be making regular visits as the work progresses. We are keeping a pictorial record of the progress on our Web site: www.concordiaboats.com

Eggemoggin Reach Regatta

One of the highlights of my summer was the Eggemoggin Reach Regatta in early August. This event often seems to clash with our local Buzzards Bay Regatta, but this year when I was asked to join Rusty Aertsen, his daughter Frances and friend Noel on *Streamer*, the decision to abandon BBR in favor of ERR was an easy one.

We arrived in Islesboro to find *Streamer* at the ferry dock in fine shape and ready to sail, thanks to the efforts of co-owner Roger Burke. The sail over to Brooklin on Friday afternoon, along with Jeff Makholm and family on *Arapaho* #85, showed us that *Streamer* is quite slippery.

Space limitations only permit me to list a few memory nuggets: a succulent lobster feed hosted by Roger and Maddy Burke on *Streamer*; a row ashore in thick fog to the skippers meeting Saturday morning; a sparkling Saturday (after the fog burned off) with a light southerly breeze; crossing our class on port tack right after the start; discovering we didn't have a spinnaker pole, sheets or guys, yet we were entered in the spinnaker class. Suffice it to say it was wonderful to be amongst Corinthian, knowledgeable sailors and their splendid fleet of interesting wooden boats. Great organization, great parties, great people and great scenery. What more could one hope for?

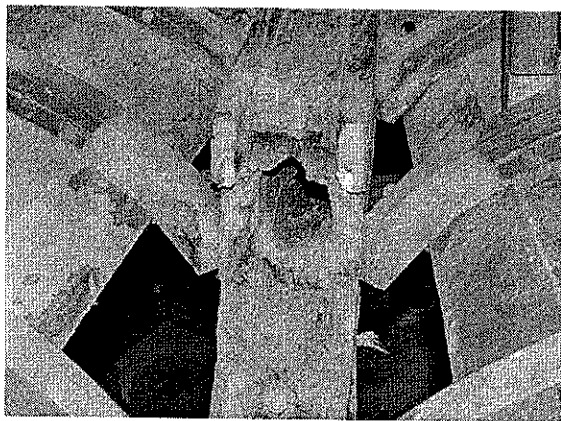
Concordias for Sale

Halcyon	#3	ME	
Sovereign	#15	WA	99K
Otter	#19	ME	125K
Memory	#35	MA	57K
Moonfleet	#49	CT	
Sea Hawk	#101	ME	108K

OWL #31

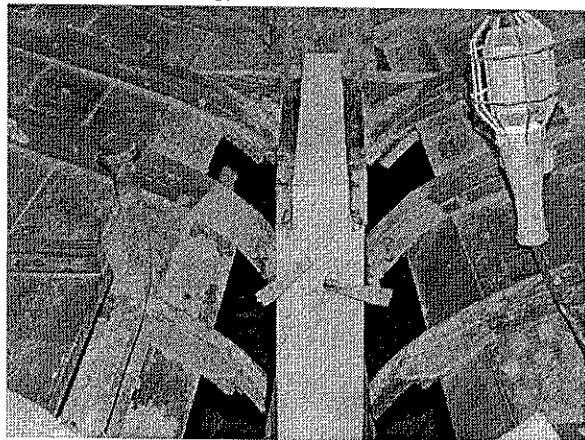
Jay Panetta, Wellesley, MA

Over the past winter we had to undertake a major sternpost repair. During the 2001 season I noticed green fuzz and salt encrustation around the stuffing box flange that bolts to the inside face of the sternpost. It didn't look all that bad from the outside and my best-case scenario was that we would reface the wood and rebed the flange. When the part was unbolted and removed, however, it was clear that we were in for a bigger adventure: the wood under the flange had the consistency of cheddar cheese (as the photo reveals).



Wood on inside face of sternpost had deteriorated in way of stuffing box flange

After consulting the owners of *Safari* and *Goldeneye*, who had already addressed the same issue, Manchester Marine master carpenter David Kenyon set to work. Once the engine, rudder, shaft, and shaft tube had been removed, the sternpost was cut back to solid wood and a new piece scarfed in and through-bolted. In order to gain access for this repair, it was necessary to remove several planks, as well as the floor timber aft of the engine (which we ended up replacing).

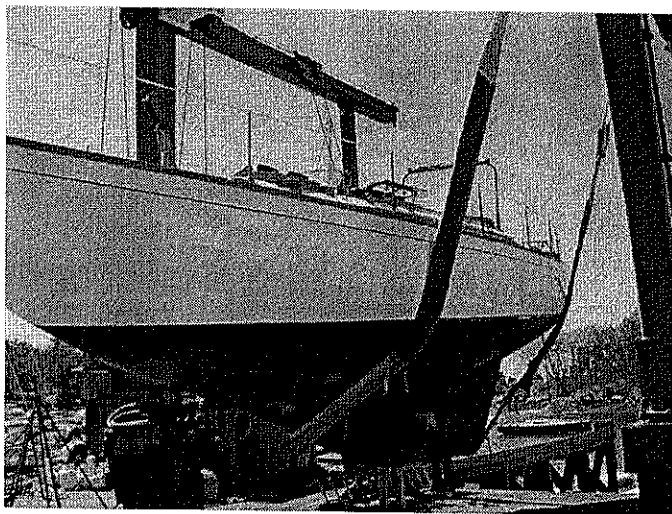


New wood scarfed into sternpost

While the boat was apart, we took the opportunity to service and reinstall the cockpit drain seacocks and to repair a few frame ends. We also secured the rudder tube (which had revealed itself to be slightly loose) and scarfed in a fresh trailing edge for the deadwood, just forward of the rudder. A new bronze shaft tube completed the job and everything was buttoned up again.

David oversaw this work with admirable skill and there have been no post-repair issues of any sort. Other owners may wish to have a look under that same flange!

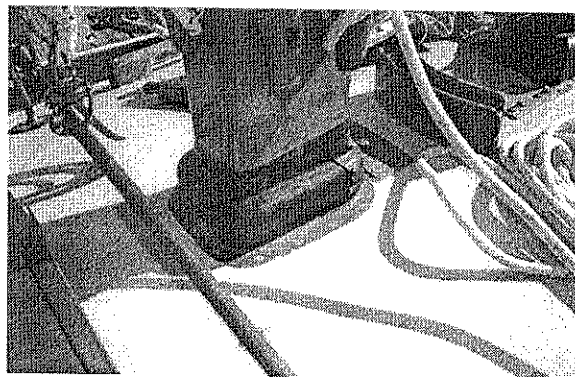
We've had a superb 2002 season (1450 miles thus far), and we will be in and sailing until mid-November, as usual.



Owl back together, looking like new and ready to start a 1400 mile+ summer of sailing

Mast Partner Solution

The mast partners on *Paramour* always leaked water into the boat until my rigger introduced me to roofer's, adhesive backed rubber sheeting. The material is sold as "ice guard" and goes under shingles on eaves and roof edges. It is 100% waterproof, keeps the wedges from rattling, and peels off without taking the varnish with it. A Sunbrella collar cover dresses it up.



GOLONDRINA #65

John Eide, Portland, ME

A friend and I are taking a year away from our shoreside jobs and heading south to the Caribbean. This time will not be going down the ICW (which I found to be hard on the boat) and through the Bahamas like I did in '98-'99. Instead, we will jump off from Beaufort and head toward Bermuda before turning the corner, when we pick up the trade winds, to sail south to the US Virgins. Bermuda will offer us a great bail out spot if the weather turns bad.

We left Portland just after Labor Day and have been slowly working down the coastline. Passing through Long Island Sound we stopped in Oyster Bay and were treated kindly by Jim Brown, who is doing very well.

A friend met us in Oyster Bay and joined us for the leg down the East River, under the Verrazano Bridge and down the Jersey shore where he departed at Cape May. The wonderful part of this leg was having Ray, a PhD candidate in American Studies who grew up in Port Washington and who has lived in every Borough of New York, give us a running commentary of the history of the area. How people were executed on Execution Rock, who built that mansion and who lives there now.... It was a mix of personal and ancient histories. Could not have been better.

But, the not so wonderful part of going down the East River was the aftermath of 9-11. Navy gunboats were patrolling under the bridges, police and Coast Guard helicopters were buzzing us and every other boat, big and small, transiting the harbor.

Each of us had a hard time looking back at lower Manhattan and the void that was the trade towers.

We are currently in the Chesapeake, anchored in the quiet St. Leonard Creek. St. Leonard Creek was recommended by the previous owner of *Wizard*.

Everywhere we stop, we are greeted by people who have wonderful Concordia stories. The other afternoon as we were turning into Town Creek, in Oxford, Maryland, we were greeted by a gentleman in a small power launch.

"Is that a Pulsifer Hampton," I shouted at the same time he shouted, "Is that a Concordia?" After we both shouted, "Yes," he led me to a secure anchorage just off the Cutts and Case boatyard.

The next day, while we were trying to find fresh vegetables in downtown Oxford (impossible) I ran into the Hampton skipper. Turns out he was a good

friend of Arnie Gay and had sailed on *Babe* many times.

Among other adventures, he, Gib Snow, acted as a sailing coach for the Naval Academy Midshipmen when they were sailing the Luders 44's. He accompanied a crew of the Midshipmen on one of the Newport to Bermuda races. In Newport, before the race, these future Naval officers spotted a small group of older (certainly to them) men dressed in worn khakis, white shirts and floppy broad brimmed hats. To the middies, these men looked out of date and not up on the then current yachting fashions.

About three days out of Newport, the Navy lads noticed a boat appear on the horizon behind them and proceed, over the next few hours, to pass their '44 about three miles to windward before disappearing over the horizon ahead of them. They could just make out the same older men in the floppy hats, as well as sail number 169.

After the race, Gib met the skipper of 169 and asked him how he managed to get his boat to pass the bigger Luders 44.

"It's easy. Just stay under a cloud."

So now we finally know Dan Strohmeier's secret to his successful racing career. Under a cloud.

May we all sail under fast moving clouds (but not too fast).

We did the 12th annual Hospice "Turkey Shoot" Classic Boat Regatta last weekend and managed a first in our class. There were about 95 boats in six classes, competition was about as stiff as at the Eggemoggin Reach Regatta, and we had light air, so I was really pleased to get the heavy Concordia to perform as well as she did.

The regatta is a fundraiser for the local Hospice organization, raising about \$35,000, and is really well run, in addition to being fun. If any other Concordias are passing through the Chesapeake in the fall, they would do well to head up the Corrotoman River to Yankee Point Sailboat (!) Marina for this event.

All for now. I've got to prepare the boat for a classic regatta on the Rappahannock River I want to enter this weekend.

That's all. My next report will be from the Caribbean.

PHALAROPE #13

Tom & Ann Ashton, Castine, ME/Chester Springs, PA

I think this is my fourth year with *Phalarope*, having acquired her from Dan and Sarah Beard in Kennebunkport. She is a wonderful vessel and we have had much fun with her sailing out of Castine. *Phalarope* winters at Bob Vaughan's Seal Cove Boat Yard in Harborside on Cape Rosier, Maine. A fine wooden boat man and yard.

Since acquiring *Phalarope* there has been some structural work done: some frames repaired and chainplates replaced in one instance. We noticed the chainplates looked a little "funky" topsides and further investigation found them to be mostly gone below. It appeared that at some time someone had used the stay as an additional ground for lightning protection -- not a good move.

Have participated in the Eggemoggin Reach Regatta races the last couple of years -- not stellar success, but good fun. Did win a feeder race, Castine to Camden, this year, after coming in second last year. We are improving slowly as we get used to the vessel.

Some local cruising around Penobscot Bay and a little farther East gives us great pleasure.

Anytime any Concordia owners are in Castine, please stop by for showers, laundry, a "hoot", or whatever your pleasure. Our house overlooks the yacht club. Telephone: 207-326-4300.



Phalarope on a perfect Maine day. Photo appeared in a 2001 issue of Sail magazine

SKYE #40

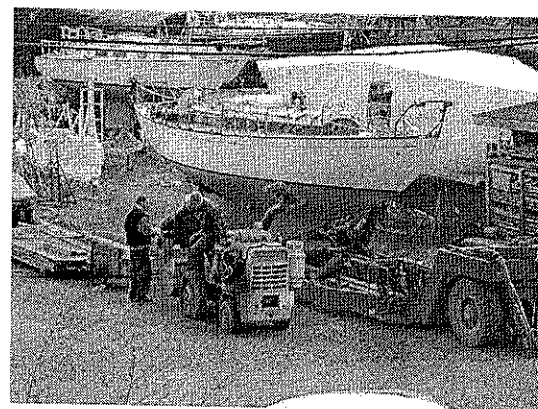
Wayne & Kim George, Marblehead, MA

The best season yet! Not such a big claim for relatively new Concordia owners, for this was only our second full season with *Skye* and it was a wonderful one. *Skye* sailed more this summer than she probably had sailed in the last 10 years.

We had a number of great cruises with our two sons Nate (age 5) and Josh (age 4). After the initial "settling in" periods they break out their Pirate Gear and get into their own groove. They do great forward in the Pirate Club House and sleep well, as anyone would do on those wonderful Concordia berths. We hope that with each year their interest in and attachment to *Skye* will continue to build.

And then there were the children-less cruises....of which one stands alone for so many reasons. The IYRS Classic Yacht Cruise was just outstanding. God willing, we hope to participate in this event for as long as the Admiral and her crew continue to organize, or should I say orchestrate, it. An event cannot be better run than this and few events can pin the fun-meter for 7 days straight!

THE special addition to the classic yacht camaraderie of the event is of course the colorful Concordia sub-culture, brought to life by captains with colorful socks, trigger happy cannons and featherweight costumes, to mention only a few examples. Our fleet had a great showing with eight boats, but it would have been that much better with more. If you have ever thought of doing this event.... ponder no longer. It is very special and the course for next year sounds great (especially if you come from the north, as we do).



Skye hauled early (Oct 9th) to make way for new business ventures this fall and is seen here in the yard across from our house in Marblehead getting ready to be tucked into her winter shed.

As always, if your travels take you to Marblehead -- by land or by sea -- give us a call or let us help coordinate your stay.

MARY ANN #26

Bob Jones, Boothbay, ME

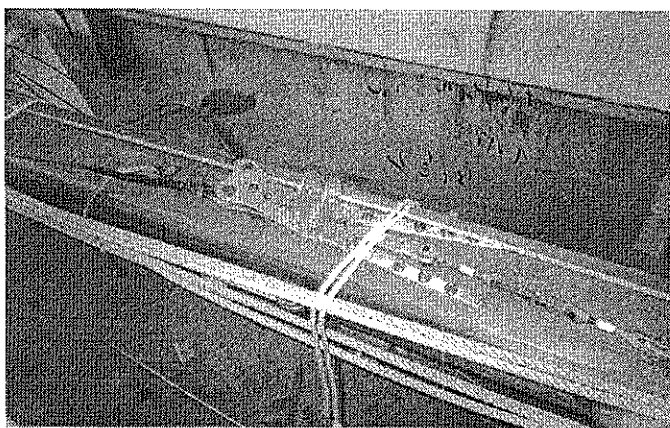
Main Mast Repairs

*Reported by Southport Island, Marine, LLC,
Southport, Maine*

During the winter of 2001-2002, the owner of *Mary Ann* asked us to do some reconstruction of the boat's main mast and main mast step. Bob Jones always insisted that we take good care of *Mary Ann*, and this work was in response to some of his concerns about the condition of the mast, as well as his feeling that a longer mast step would be safer and structurally more sound. (This mast step modification is, in fact, something he read about in the newsletter.)

The main mast had suffered from some water incursion and the varnish on it suffered as a consequence. In addition to this, some of the glue seams were beginning to open up. We attacked the problem by first taking all the hardware off the mast, including the galvanized steel tangs.

While we had these seldom-removed things off the mast, we took the opportunity to sandblast all of them to bare, bright metal and send them off to be hot-dipped galvanized. This was well worth doing and really not that expensive. One cautionary note is that the galvanization gets in any threaded parts, which will have to be re-threaded, subsequent to dipping.



Mary Ann's mast had all hardware removed, varnish stripped, bad glue seams splined, hardware re-galvanized, then bare wood sealed and varnished.

After the hardware was removed we did the tedious work of stripping all the varnish off the mast, right down to the bare wood. Then we let it sit for a while to dry out and stabilize. Once the mast had dried out, all the seams that were going to fail had done so and the mission was clear.

To repair the partially delaminating spar, we decided to leave the intact parts alone and repair only the parts of the seams that were coming apart. To do this we simply used a router with a straight 1/2 inch bit riding a fence. The bit was plunged about 1/4" into the mast. Then we used West System epoxy to glue precisely milled, 1/2 inch square splines into the groove we'd created and carefully clamped it together. We did this in about 12 places. Then it was just a matter of fairing the splines (which all stood proud of the mast) and sanding it in preparation for eight new coats of varnish.

One of the more difficult parts of this project was making sure that everything went back together where it belonged. When all was done, we all agreed that it looked great and was structurally in much better condition.

The other part of the project was to replace the existing, original white oak mast step with a significantly longer one. This is a structural modification intended to spread the significant strain of the mast over a longer section of the keel.

Accomplishing this task required disassembly and modification of the head bulkheads and door, as the new mast step extends across the head doorway. The timber for this project came from a local shipyard and was left over from the rebuild on *HMS Bounty*. Once the timber was selected and seasoned for a while, our skilled shipwright was able to fit the timber in place without too much trouble. The most challenging part was reinstalling the head bulkheads and door with suitable modifications so it all fit together nicely. In the end, it was a seamless job that looked and worked great.

FLEETWOOD #20

Kersten Prophet, Kiel, Germany

Unfortunately I do not have a big story for the newsletter this year. The new family life is taking a lot of time. Additionally, we are building a house that is going to be finished end of November. A lot of work to decide all the things, like kitchen, bathroom floor, stairs, but nice and fun.

Nevertheless, the absolute highlight this year was the summer vacation on board *Fleetwood* with Lea and Birte. We all three enjoyed it very much. We had three weeks and it was perfect. My heart burns after the time when I had to go back to work.

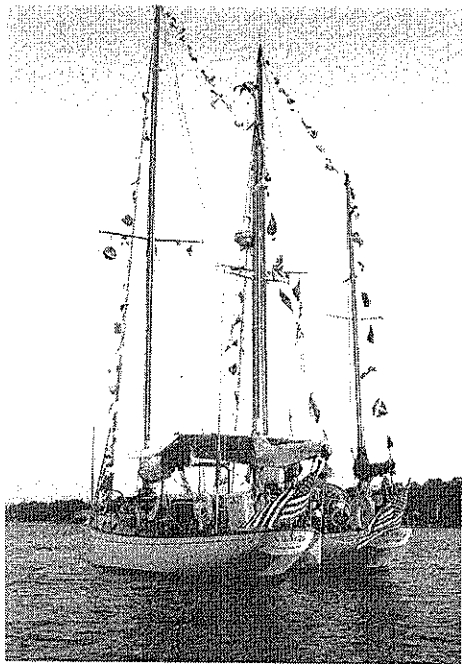
Fleetwood will come out October 26 and I have storage in a solid hall instead of my plastic shed.

ABACO #102

Jonathan & Dorothy Goldweitz, Stamford, CT

As the days of October become shorter and cooler, we contemplate the inevitable once again: taking *Abaco* back to her winter home and decommissioning her for the winter. As we sail east on Long Island Sound to the Connecticut River and Hamburg Cove, we will look back on one of our best (and definitely longest) summers of cruising.

In mid-June we left Stamford Harbor and headed east, visiting many friends and places along the New England coast between Long Island Sound and Nantucket over the next few weeks. Over the July 4th weekend we met up with Dom Champa aboard *Praxilla* at Fishers Island. We sailed in company around Shelter Island and to Greenport for the start of the 3rd Annual IYRS Classic Yacht Cruise. Doug Cole, owner of *Irene*, joined us for the next week when we also enjoyed the company of seven other Concordias and about twenty other lovely classic motor and sailing yachts for a week of cruising, informal racing and partying ashore. Each year this cruise is better than the previous one.



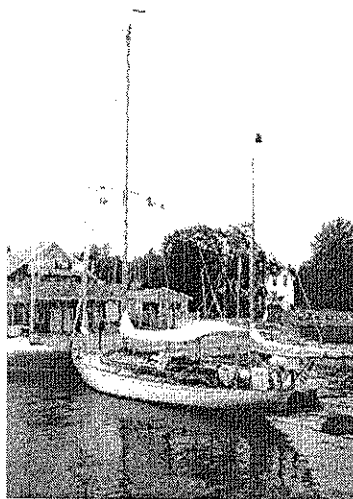
***Abaco and
Praxilla at
Shelter Is.***

After saying goodbye to our friends in the IYRS fleet at Newport, we headed to Nantucket and two days later left for a 270 mile, 47 hour offshore trip to southwestern Nova Scotia. The passage of a cold front helped us conserve our limited fuel supply by giving us northwest winds and a great beam reach for the first twenty hours. After making a foggy landfall at 0300 and catching up on rest, we headed east along the Atlantic Coast of Nova Scotia to Cape Breton Island and the Bras D'Or Lakes. Names like Lunenburg, Mahone Bay, Halifax and

Baddeck, which once seemed so far away, are now familiar places where we made many new friends.



***Abaco waiting to
transit lock at St.
Peter's Canal, Cape
Breton Is., NS in
July; alongside
Bras D'Or Yacht
Club, Cape Breton
Is. in August***



We reluctantly returned to the States via Northeast Harbor, ME after a month of Nova Scotia cruising. We worked our way

west and south along the coast, finally reaching Stamford Harbor in early September. Twelve weeks and 2700 miles of cruising and our boat performed perfectly throughout. The newly installed electric anchor windlass with chain rode and washdown made for easy anchoring and more restful sleep.

We had previously been concerned that a Concordia was too small belowdecks and had inadequate systems for prolonged cruising, but found *Abaco* to be quite comfortable for our twelve-week cruise. We had no real problems, but did experience difficulty finding block ice in many Nova Scotia ports. Replacement of the original icebox insulation and possible installation of a refrigeration system has moved higher on our winter priority list. Any suggestions from owners who have made such improvements would be welcome (jcg@optonline.net).

We have no major boat upgrades planned for the winter in the yard, but the brightwork on deck will need extra attention after this season. We again hope to participate in the IYRS cruise next July, and to enjoy another "feeder cruise" to the starting port with *Praxilla* and any other Concordias who wish to join us.

PARAMOUR #72

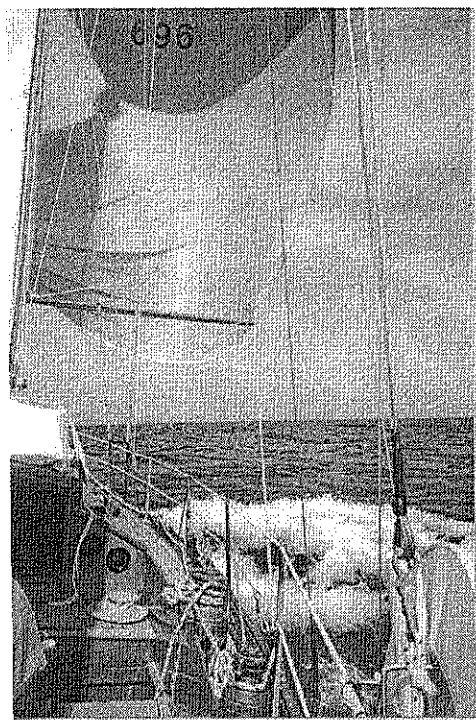
Skip Bergmann, Falmouth, MA

Paramour had another active summer with many day sails, weekend racing, great fun on the IYRS Classic Yacht Cruise, and a 10-day trip to Maine in September.

The Classic Yacht Cruise was, of course, a highlight. When we arrived at Greenport and saw the raft-up of the 138' schooner *Mariette* and her 125' tender *Atlantide*, the 130' J Boat *Endeavor*, the 122' power yacht *Mariner III*, the staff yacht *Lion's Whelp* at 83 feet, plus a couple of 12 meters thrown in, we knew we were in for a special week.

For us of course, the presence of seven other Concordias was a real thrill (even if we were the smallest boats on the cruise!). Sailing and racing in company with your own class was a welcome relief from PHRF racing against Farr 39s and other rocket ships where we can only be competitive at the start.

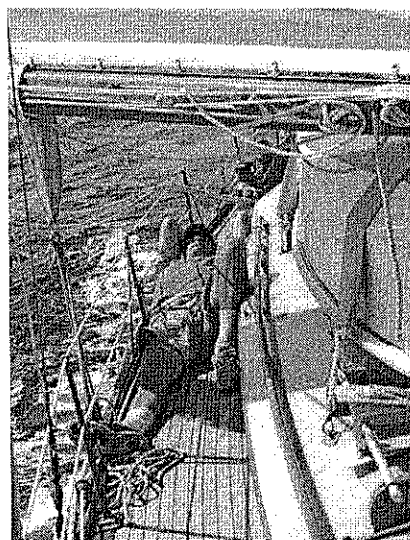
After a busy summer we set off for Penobscot Bay on September 9th, spent first night in Provincetown, then sailed overnight to Tenant's Harbor. We had a nice 15K SW breeze when we left P'town and sailed under spinnaker for over 10 hours. By eight that night we were under jib and mizzen, rolling along on a foaming reach under clear skies with 28K of wind.



***Bound for
Penobscot
Bay***

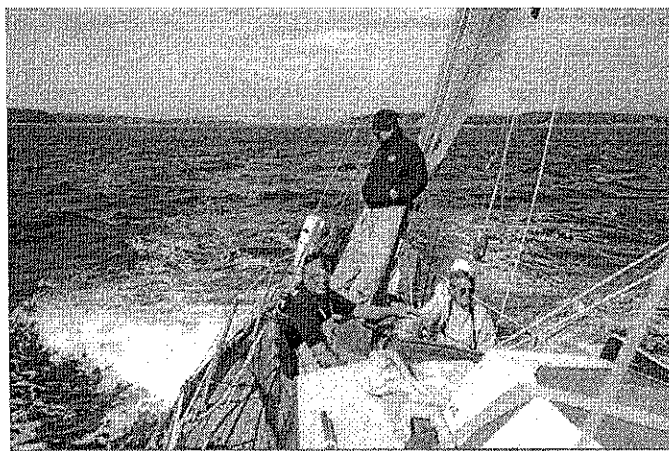
For me this was the first Maine cruise, so we had a pretty standard itinerary from Tenant's: Muscle Ridge Channel to Pulpit Harbor to Buck's Harbor; screaming down Eggemoggin Reach at 8 knots on a beautiful day; Merchants Row to Winter Harbor and Seal Bay on Vinalhaven (a favorite); Rockport and

back to Tenant's. We then sailed up through Muscongus Bay (another favorite) and over to Christmas Cove. We had but a touch of fog, some rain, but lots of wind. Almost every day (except Eggemoggin Reach) was jib and mizzen, still making 6-7 knots.



***Our watch
captain Winslow
hard at work***

Three days of forecasting assured us we would have a good NW wind on a given day, so we headed out under power from Christmas Cove at 0600 headed southwest. We finally got a SW wind off Cape Anne late that afternoon for a few hours, motored some more, and finally welcomed the promised NW wind off Scituate at 0630 the next morning. An uneventful trip back, other than whale sightings and some pods of porpoises.



***Racing down
Eggemoggin
Reach, Deer
Isle bridge
receding
astern***

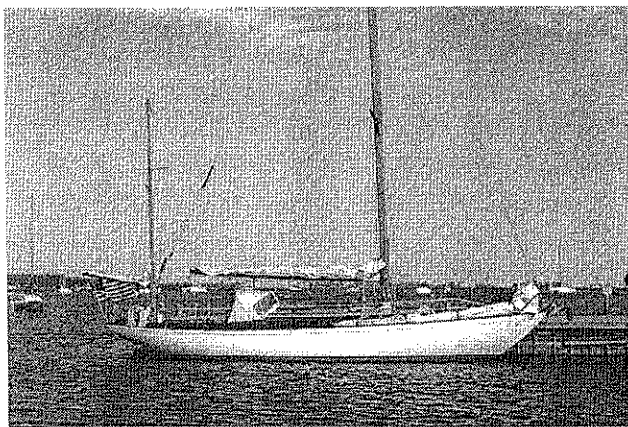
Beautiful fall weather continued to provide us with wonderful Buzzards Bay sailing and the final trip to Mattapoisett was on October 29. At 4 p.m. on Halloween I drove *Paramour* onto the Brownell trailer and by 4:50 the spars were out and the boat on stands at Triad Boatworks.

Over six months in the water this year for my ninth *Paramour* season, the best one yet!

YANKEE #37

Jim Cosgrove, Liverpool, NY

This past summer was *Yankee's* third "on the Lakes", not too far from New England's salty waters. From her adopted homeport of Henderson Harbor, we sailed many passages to Eastern Ontario points and north to Canadian waters through the season. This year, however, we were impressed with the more rigorous (but sometimes rather confusing) official border crossing requirements resulting from the September 11th attacks on the nation. Accordingly, a new U.S. Customs sticker now graces the boat's main companionway.



Yankee stands ready at Lake Ontario dock for voyage north into Canada. Summer of 2002 offered some best-ever sailing

Life aboard, both underway and at the mooring, is much simpler with the addition of a new, two-burner, broiler-equipped, propane stove and fume detection system (this took nearly all last winter to install.) We're still learning the pipes and whistles of the Raymarine ST400 GP Tiller Pilot installed last spring. That marvel alone has made solo-sailing more safe and fun.

After locating the owner of a black locust grove in nearby Palmyra, NY, I purchased a quantity of air-cured, nicely grained planks from him and constructed a pair of exact duplicates of *Yankee's* slatted Concordia cockpit seats. The original seat backs were badly cracked and beyond repair.

The overhead in *Yankee's* main cabin is unusual in that it has original, coffered paneling installed throughout the overhead spaces for containment of insulation. Each panel is 1/8" Masonite, framed with perfectly mitered, quarter-round mahogany trim, all painted cabin white. When A&R built *Yankee* in 1956, her original owner specified that the cabin be insulated for coolness in summer and to retain warmth on chilly days. A&R complied by

installing 1/2" foam panels on all cabin overhead spaces and also on the undersides of the deck planking. The same treatment was carried through in the head and forward cabin.

The coffered panels in the snapshot remain clean and as new today, framing the beams to conceal the insulation. I would be interested to know if this insulation is unique to *Yankee* or if it was installed on any of the other boats.



Although a little difficult to see, Yankee's overhead shows coffered paneling that conceals 1/2" foam insulation throughout cabin

Also unique (perhaps to *Yankee*, alone?) is that the original owner specified the boat's interior be finished in butternut instead of the traditional German pine. I would be interested to learn if there are other butternut cabins out there.

With *Yankee* now resting inside her winter shed, we've already given her unstepped spars two coats of Schooner varnish, facilitated by September's ideal varnishing conditions. Next will come the wooding down of the cockpit for a fresh refinishing and, as cold weather moves in, refinements and upgrades to her main electrical panel and wiring. While *Yankee's* original but quaint household fuses and Tom Edison-style knife switches have served with quiet distinction through many voyages, the time to replace them with safer, modern circuit breakers is long overdue!

I would greatly enjoy hearing from *Concordian* readers at j.cosgrove@att.net. Here's wishing you all the best.

New Owners

Woodwind #89

Gary deSimone & Elizabeth Knope
North Haven, CT

Java #1

Vagn Worm, Old Saybrook, CT

Triad Boatworks

Peter Costa, Mattapoissett, MA

This winter we will be installing cockpit drain seacocks on *Paramour* and doing routine maintenance on her, plus *Envolee* and *Captiva*. Our big Concordia project for this year is *Wild Swan*.

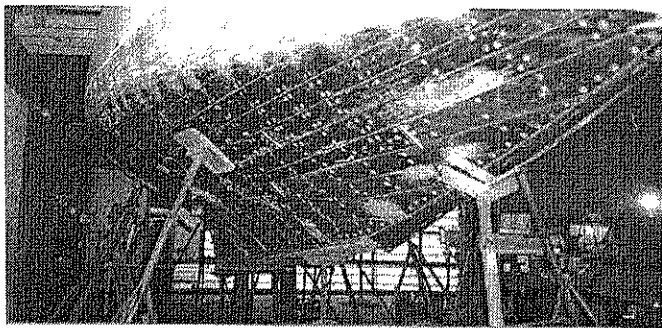
Wild Swan came to us a year ago, even though we would be unable to work on her last winter. However, since the boat needed considerable work, owner Dave Smith opted to stay out of the water this past summer, so we could get a head start on a major restoration.

The preliminary list of projects includes:

- New sternpost
- New bottom planking
- Replace 60 frames
- Replace 30 floor timbers
- Replace teak deck (Teak Decking Systems)
- Rebolt and rebed ballast
- Complete refinishing

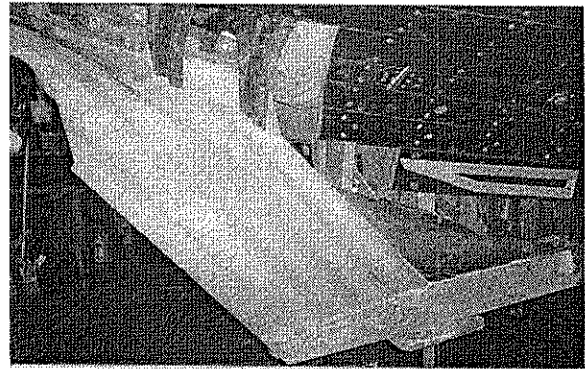
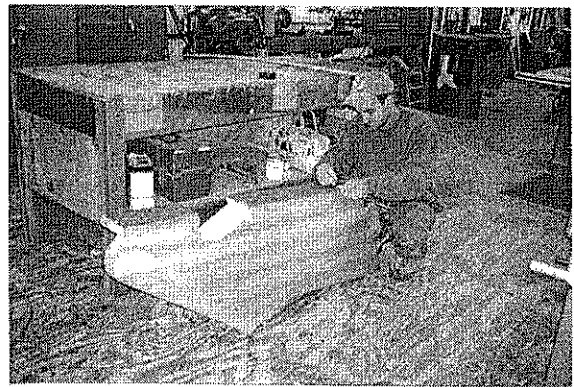
This boat has had a number of planking repairs in the past and some repairs were done with short plank lengths, which do not add strength to the hull. In addition, butt blocks in many cases were placed very close together, so structural integrity has been severely compromised.

From the accompanying photos you can see that the ballast keel is off and a new sternpost has been built and installed. New floors are currently being made and the entire interior has been removed for access. We have two carpenters working full time on the project.



Wild Swan blocked up with ballast removed and bottom stripped to expose fastenings. Ballast will be rebedded; keelbolts, bottom planking, floors, frames, sternpost replaced

Other winter wooden boat work includes cabin and deck rebuild on a Friendship sloop, restoration of an Elco powerboat, annual maintenance on a 42 foot yawl, a 47 foot cutter and numerous smaller projects. Our winter schedule is shaping up how we like it -- full!



New sternpost; large tenon bolted through horn timber, smaller lower tenon socketed into keel

ALLURE #87

Ben Niles, South Freeport, Maine

Our sailing this year was about the same as the year before. We spent June and July in Casco Bay, with mostly day sailing and a little club racing. At mid-summer we headed east for the Camden to Brooklin feeder race and Eggemoggin Reach Regatta. *Allure* made a fair showing in the former and, after nine years of trying, finally won her class and the Concordia cup in the latter. Next year we will have the "honor" of sailing with a bonus penalty handicap.

Our family cruise took us back to Machias Bay and surrounding islands from Cross to Mistake for ten days in August. After a couple more day sails we called it quits early to prepare for fall projects.

After 42 seasons, *Allure* is now in the shop at Rockport Marine getting a new deck. The canvas, toe rails, cockpit coamings and seat tops are off. In spite of puckers and splits in the canvas over the deck plank and covering board seams, only a few minor soft spots were encountered. A thin ply and glass-epoxy deck is going down over the original deck planks, to be followed by new rails, coamings and seat tops. Other removed parts will be cleaned up and reinstalled. At the same time, the propane system and stove will be refurbished for safety. Finally, parts of the interior will receive some fresh paint. We're looking forward to sailing our "new" boat next spring.

SARAH #27

Dave and Margo Geer, St. Augustine, FL

Well it's month #27 of our three-month project and still no regrets. The picture in the Spring newsletter showed five new floors installed. She now has 15 new floors and, although not obvious in the photo, she's also sporting seven new frames.



15 new floors installed, 7 frames

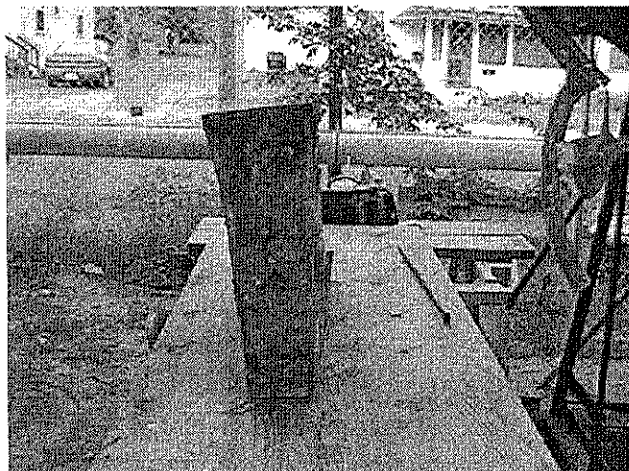
Just like other gals, *Sarah* has a hope chest. As we work on *Sarah*, we pick up a few things that she will need later. So far she's got a really nice old compass and gimbaled oil lamps from a prior boat Dave owned, new binoculars, a 12 volt bilge pump, and a couple of type 1 PFDs. The real score though was a bronze anchor Dave found just in time for her second anniversary. Dave has also made new locust seat backs and we have new canvas for the bunks, if there was just something to attach the canvas to. Alas, someday.

At what point it occurred we're not sure, but we have gone from repair to rebuild to (at this stage) complete restoration. If you go to our website: www.sailingwithsarah.com and click on the projects link, there are photos and narratives on the work we've done in the last six months. The projects include building bracing to support the structure, constructing a rail assembly and bracing to support the ballast keel after removal, removing keel bolts, and exposing and removing the stern knee. Somewhere in that last part we crossed the line between rebuild and complete restoration.

Sarah had been in the St. Augustine area for approximately ten years before we purchased her, and Dave was aware she'd been plagued by a leak under the engine bed. From the looks of it, the problems seem related to the stern knee shrinking and twisting. It's obviously been problematic for a

The Concordian

long time. Looking at the twisted stern knee below sitting on the work bench, it's hard to believe she even sailed straight.



Old, twisted stern knee to be replaced

Some of the twist is related to the three years she's spent on the hard, but several floor bolts were broken and the floors decayed over the years. There were wedges driven under the floors to tighten them up, but with the broken floor bolts this just added stress to the planks. We removed enough cotton from the seams to stuff a mattress. Another repair involved stainless all-thread used in an attempt to pull the knee back in place to the sternpost. That didn't solve the problem, so a Dutchman was added on each side to close the seam at the rabbet. There's evidence of at least four major repairs in this area over the years.

It seems the repairs attempted weren't successful because a total solution couldn't have been achieved without pulling the ballast, deadwood and engine. It's easy in hindsight for folks to walk up and shake their heads at the mess, but for the majority of her life, we believe that *Sarah* was well cared for. But even an attentive owner with unlimited resources probably wouldn't pull the engine, *and* drop the ballast and deadwood, simply because there's a leak in the lowest and most inaccessible portion of the bilge, or not until all other options were exhausted.

Classic Yacht Cruise Encouragement

At any rate, all of our work and why we're doing it was put into great perspective in July when we flew to New England and caught up with the CYC on Fisher's Island. Seeing so many Concordias in their natural element made all of the money, blood, sweat and tears just drops in their respective buckets. We felt welcomed into the owners' circle like old friends and everyone in Florida is tired of hearing about our sailing on *Praxilla* and *Arapaho*.

Dave wanted to go to Mystic Seaport and do some research while we were there, so we passed on several offers to sail from Stonington to Newport. It was incredibly sad standing on the dock watching the fleet sail away. However, it did provide some excellent photo opportunities.

Dave's goals for the next six months include replacing the stern knee and continuing work on the floors and frames. I help him as my time permits (when he needs a second hand) and I need to get back to refinishing the interior pieces we've removed. If I don't get busy, he'll have all of the structural work done and I'll have a year of varnishing left to do.

Again, thank you to all of the wonderful folks we met on the CYC for all of the kindnesses that were extended to us. We truly enjoyed ourselves and hope to make it up again next year. If all goes well, in 2004 we can return the courtesies and have you all aboard *Sarah*.

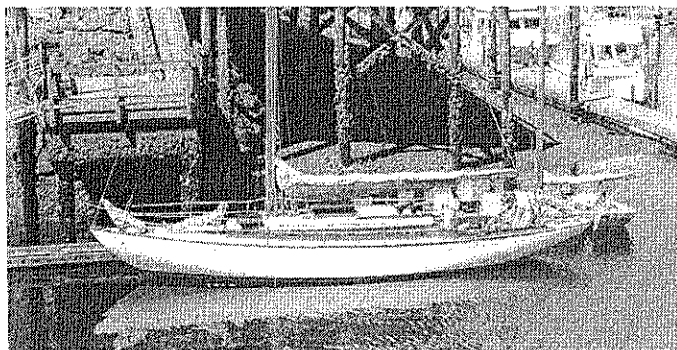
Please check out the website when you have a chance and e-mail us at boatwrks@aug.com or call (904) 669-7410.

SOVEREIGN #15

Dennis Gross, Olympia, WA

We have had *Sovereign* reluctantly for sale after going through a total rebuilding program. However, times and circumstance change and we're looking for an owner who wants a like-new boat for \$99,000. I can be reached at 360-866-7991.

Detailed information on *Sovereign* is also on the web at: www.concordiayawl.com



The Concordian - Spring 2003 - #35

Deadline May 1, 2003. Articles to:

Skip Bergmann

170 Walker St.

Falmouth, MA 02540

bergmann@cape.com 508-548-0194

2002 Eggemoggin Reach Regatta

by Ben Niles

Once again, conditions for the Eggemoggin Reach Regatta were near perfect and about 90 boats participated. The size and variety of the fleet, as well as the WoodenBoat venue, make this a wonderful event.

When the Saturday morning fog cleared, a light, but gradually building, southerly filled the Reach, providing windward work on the first leg to Egg Rock. The leaders after the first leg were those that stayed in the middle of the Reach with better breeze, in spite of having to buck more flood current. The breeze continued to freshen for the beat to Halibut Rock, where the early leaders encountered a severe hole in the breeze. Once around the rock and out of the hole, it was a run to the finish. Those back in the fleet, although frustrated by a dying breeze, at least got to enjoy sunset on the water.

Concordia yawls made a strong showing and comprised nearly half the 22 boats in the Classic Class B. *Allure* and *Golondrina* were first and fourth, respectively, in class, followed by *Starlight*, *Phalarope*, *Streamex*, *Katrina*, *Carol Lyn*, *Absinthe*, *Raka* and *Arapahoe*.

The Camden to Brooklin feeder race on Friday also provided good sailing (and some real excitement, as an outbound tanker "split" the 50-boat fleet crossing Penobscot Bay). Participating Concordias included *Allure*, *Carol Lyn*, *Golondrina* and *Raka*. This annual event, together with the Reach Regatta, traverses much of Maine's best cruising waters. Attendance is highly encouraged. If you are ready for three straight days of great racing and scenery, also consider the Castine to Camden classic race on Thursday.

Concordia Burgees

Moon & Star Concordia burgees are in stock. Heavy duty, blue and white nylon, 16" x 24"

At \$35, a great holiday gift for your boat to dress her up for next summer! Checks payable to:

Skip Bergmann

170 Walker Street

Falmouth, MA 02540

ACTAEA # 17

Tony Harwell, Delray Beach, FL

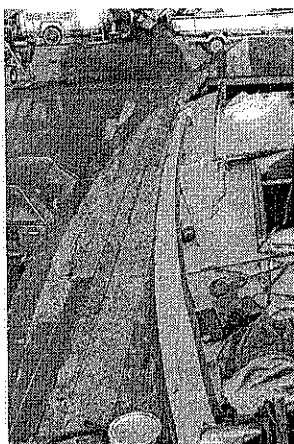
Anyone want to buy a Hinckley? Well! Too Late! I sold the old girl. What a depressing day, but I had to do it.

I launched *Actaea* since the last time I wrote. I wanted to swell her up to see how she did with her new bolts and frames. Everything went well except for the fact that I put her in the water with red lead primer on her bottom thinking it would keep the growth off. WRONG! She was in for 2 months and had clams all over her. I learned my lesson.



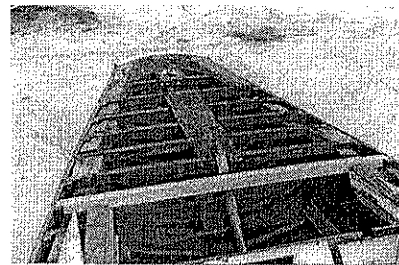
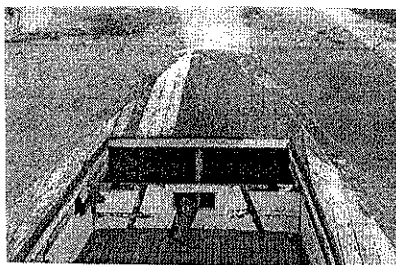
Actaea back afloat temporarily after new frames and before deck project started

Anyway, she's back out of the water getting her deck repaired. I removed all the deck hardware, coamings, bowsprit, winch bases, etc. and this was no easy task. I hope I never have to do that again. I pulled the old canvas up from front to back and the deck planking looked pretty good for being fifty years old. The bad spots seemed to be where the toe rails were and where other bronze bolts went thru next to bronze screws or the jib track. There were also rotten deck planks and a rotten deck beam behind the cockpit.



Deck hardware, canvas and toerails removed

The screws in the entire outside edge of the covering board needed to be replaced. The covering boards had bad spots, but I just replaced them instead of patching. Why not? I've got so much money! Man! I can't believe the cost of mahogany these days,



Bad deck planking and deck beam discovered aft of cockpit

\$6.50 /B.F. The covering boards were African mahogany and the deck was quarter sawn white pine. The planking was rabbeted 1" x 3 3/4", screwed and glued. I replaced the damaged planks with mahogany because I could not find any white pine of that quality. It's some tight grained, good stuff.

I now have the planking all back on and I'm in the process of GOING BROKE by replacing all the fasteners. I don't know if anyone has checked lately, but I think bronze is worth more than gold now, at least that's what my suppliers think. Most of the fasteners are in good shape but are ready to be changed. Most of the bad fasteners are the first ones next to the cabin and around deck hardware mounts.

I think I'm going to re-canvas the deck. I've heard some good and bad things about it. I figure I'll give it a shot and see how it does. (Sorry I'm going against your recommendations, Greg Nulk.) The original canvas was put down in three separate pieces fore and aft, but I'll probably replace it with one piece if possible and lay it in white lead paste and then paint over it. I've never done it and I hope it works. If anyone out there has done one, I would appreciate some advice. Just give me a call or send an e-mail.

I went to the boat show in Rockland and had a lot of fun and for the highlight of the trip got to tour the Concordia Company on the way home. Thanks Brodie and Peter! I saw a lot of nice Concordias and hope *Actaea* looks as nice one day. (One day and \$100,000 dollars later). If anyone is in the area, please stop and visit. The boat is in Ft. Lauderdale just waiting for visitors. You can even do some work on her if you'd like. I know I'd welcome help.

Oh! To all concerned. I gained a wife this year, but she won't help me work on her!

Good yard sailing to all!

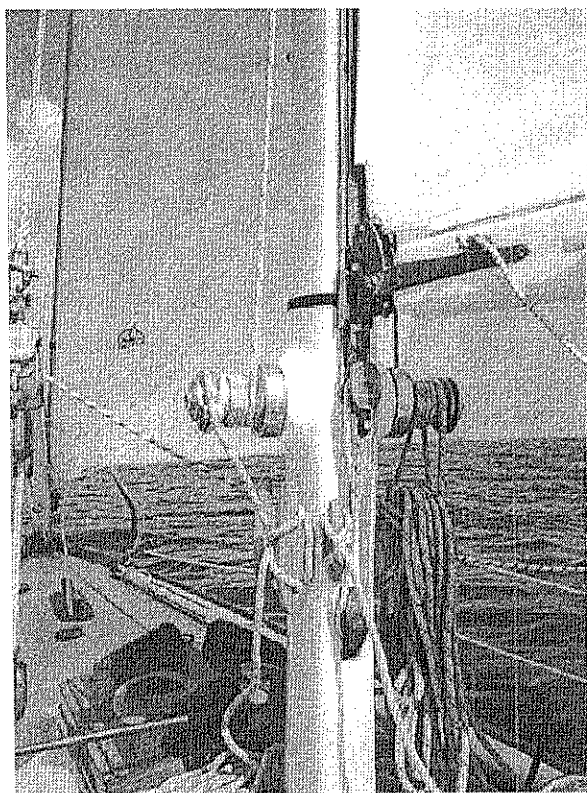
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Carbon Copy Masts For Concordias (and others)

Ben Sprague, GMT Composites, Bristol, RI

In caring for classic wooden boats, it is increasingly common to look to modern materials to replace original components. As it happens, the end result is often not just simply a replacement, but results in an improvement. There are few modifications available to boat owners today that offer as dramatic an improvement to a boat's sailing performance than refitting with a carbon fiber mast.

In 1993, Edgar Crocker refit *Crocodile* (C-39, #67) with a carbon fiber mast from GMT. That same year Jon Wilson installed a carbon mast on his Concordia 33 *Free Spirit* and was decried as a heretic. At the time, carbon was still a relatively new material for cruising boat masts. Now, nearly ten years later, carbon is widely regarded as an accepted mast material, but still thought to be for racing boats only. Most people would be surprised to learn that 90% of the masts built by GMT over the last twelve years have been for cruising boats.



Crocodile's carbon fiber mast retained most of the original spar's fittings, in order to maintain her traditional appearance

While the perception of carbon masts may have changed, the reasons for switching from a wooden or aluminum spar haven't. Reduced weight aloft equals reduced pitching and heel, increased stiffness and sail carrying capacity. Additionally, in more than half the refit projects, owners have opted to trade some of the weight saved for increased sail area. The results Edgar Crocker and Jon Wilson reported back in 1993 ring true today to hundreds of other carbon converts. Writing in *WoodenBoat* (No. 114 Sept./Oct. 1993) Jon stated, "With a bit more than 100 sq ft of sail area added, she is faster in light air and yet, despite her taller rig, she pitches *less* - a factor not fully appreciated until experienced."

What has changed in ten years is the number of people who have switched to carbon masts. While the results they report are all similar, the ways they chose to utilize carbon varies according to the specific nature and usage of the respective boats. Following is a sampling of some GMT refits.

By converting to a carbon mast, *Crocodile* saved over 120 lbs aloft. Edgar Crocker has reported much improved performance, especially in a seaway. "It's a real thrill to add a knot or two going up the breeze."

The new owner of *Olympian* (1913 P Boat) chose to increase his rig height by 12 ft and still saved more than 400 lbs over a comparable aluminum spar. She is now able to fly masthead spinnakers, which she did in 30 knots of breeze in this year's Chicago-Mac Race. The owner reports the boat positively flew down the racecourse.

The fifty foot King designed wishboom ketch *Chanty* saved nearly 500 lbs aloft by fitting out with GMT carbon Stoway masts. This cold molded beauty built in 1994 utilizes modern materials to enhance her performance, while maintaining her traditional aesthetics.

To date, four Hinckley Pilots have converted to carbon masts. Three of the four have increased their rig height by as much as two feet, gaining valuable horsepower in all conditions and still saving weight aloft.

When considering a carbon mast refit, there are a number of useful tips for owners to keep in mind. In order to optimize the weight saving and strength of a carbon mast, uni-directional carbon pre-preg material is the best choice. When shopping for a carbon spar, it's a good idea to have a goal for what you hope to accomplish through the carbon refit. Knowing what you want to do, and being able to clearly define the specifics of the mast, will make the quoting and purchasing process simple. Coordination with the

boatyard where the new mast will be installed is essential, and, as with anything else, advance planning and communication will ensure a seamless setup and installation.

The Facts

Carbon fiber masts are approximately half the weight of similarly sized aluminum spars or about 35% lighter when fully dressed. Pound for pound, carbon fiber is nine times stronger than aluminum, and it is superior to aluminum in its ability to flex and bend without permanent deformation. One way to look at the gain afforded by going to carbon is that every pound saved aloft is equivalent to adding ten pounds to the bottom of the keel. On the maintenance side, paint adheres to carbon better than wood or aluminum, drastically reducing paint chipping, bubbling and the need for repainting. The expected lifespan of a carbon mast is two to three times that of an aluminum spar.

The Benefits

The end result in refitting to a carbon mast is a decrease in heeling and pitching, and an increase in righting moment, boat speed and sail carrying capacity. Wet boats become much drier and sailing in a seaway is suddenly more comfortable and faster. Furthermore, carbon masts are safer as the reduced weight aloft will help prevent the possibility of a rollover or capsized.

The Specifications

Each GMT carbon fiber spar is designed to match exactly the strength requirements for your boat and to maximize sail shape over a wide range of wind and sea conditions. Meeting the owner's requirements for a new spar is accomplished by the attention to detail GMT provides. This starts at the quote stage and continues through the design and engineering phase of the project and right through to completion. The service does not end there; we are available for mast checkups and inspections as needed.

So, whether you are replacing a damaged spar or simply want to make your classic new again, carbon is the way to go. In the words of one GMT customer after he installed a carbon mast on his 27-year-old, 41 footer, "It's an expensive new mast -- but an inexpensive new boat."

Ben Sprague can be reached at:

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Bristol, RI 02809-2728

401-253-8802

info@gmtcomposites.com

IRENE #103

Doug Cole, Bellingham, WA

Our season aboard *Irene* this year was somewhat limited due to other commitments. Instead of the usual long summer cruise we went barging on the river Meuse in France. This was followed by doing the IYRS Classic Yacht Cruise aboard *Abaco* in July. It was wonderful to raft, race and cruise amongst the Concordia fleet and to enjoy the camaraderie of old friends and new. As usual, Jon and Dorothy Goldweitz had *Abaco* in fine fiddle. I am somewhat jealous of their three-month cruise this summer.

We did get in some local cruising -- spring, summer and fall. Much of the spring cruise was spent at Doug Adkins' dock on Orcas. A full morning of reading was generally followed by an afternoon bike ride, which was followed by a lovely afternoon sail on West Sound. The only element missing was sharing the dock with *Coriolis*, which we miss greatly while she is being repaired at Padanaram.

Our guest on the ten-day summer cruise was 13-year-old Abe, whom I've been mentoring for the past year through the Big Brothers program. Sailing is new to him and it was a thrill to see how quickly he adapted to life aboard. This was his "reward" for helping during the spring bottom painting. Already he is looking forward to next year's cruise.

We did a local CCA cruise in September and as I write this in early October, we have one more three-day cruise ahead before the winter covers go on.

Just as a point of interest, the new Westerbeke 44A-4 diesel installed in 2001 has 350 hours on it and has performed as expected. With only a few minor adjustments, I would be happy to recommend this engine.

Observed Aboard *Feather* #29

By Doug Cole

Feather's resident concertina player, Fernando Alva, is showing a paper bag with a "star" symbol (for starter), which is used to start the stove (there's no doubt something very highly flammable in that bag). The other "moon" bag has something less volatile for when the fire is fully started. Using the "bag" method helps in keeping dust and particles to a minimum.



Concordia Owners - November 2002

1.	JAVA	Vagn Worm	Old Saybrook, CT
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/Castine, ME
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	Delray Beach, 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/MA
25.	WILD SWAN	Dave Smith	Weston, CT
26.	MARY ANN	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	Charlels Ansbacher	Cambridge, 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	Providence, RI
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

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54.	HORIZON*	Bob & Valerie Grindrod	Bangor, ME
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 & Cooney	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	Gary deSimone & Elizabeth Knope	North Haven, CT
90.	FABRILE	David Godine	Milton, MA
91.	SHIMAERA	Robert J. Snyder	Stonington, CT
92.	SAVU*	Peter Sharp	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