

The Concordian

a newsletter for lovers of Concordia yachts

Spring 2003 --- Issue #35



Paramour on a Buzzards Bay romp last summer Janet Chalmers Photo

At last! After a long and bitter winter, it's time to be back on the water and I was lucky enough to have *Paramour* sailing by the end of April. Being on the water early, however, was bittersweet, for as we sailed from Mattapoisett to Quissett the afternoon of April 27th, a barge was simultaneously spilling almost 15,000 gallons of oil into Buzzards Bay. The following weeks saw massive oil damage on the shores from Dartmouth to Marion, some damage on the east side of the bay at North Falmouth, and left most of us reluctant to venture out of the harbor. Cleanup efforts continue.

You'll find this issue has a variety of information on restorations, upgrades, insurance, summer events, and tales of distant cruising.

Reader support of the newsletter has been great the past six months and your articles and \$10 subscriptions keep us in print. Please make checks out to Skip Bergmann (not *The Concordian*) and send them along with your latest Concordia news and photos to:

Skip Bergmann
170 Walker Street
Falmouth, MA 02540
bergmann@cape.com
508-548-0194

Three Concordias Sink

Tom Bosworth, W. & L. Howland Insurance Agency, South Dartmouth, MA

Since March of 2003 the group of Concordias that I insure have experienced two sinkings and one partial sinking. The two sinkings occurred in Connecticut and the partial sinking in Rhode Island.

I can only speculate as to the nature of the losses. The two sinkings occurred shortly after launching and it appears that the pumps the yards had aboard until the vessels swelled up were not adequate. Both yards have denied responsibility for the sinkings. The third vessel partially sank while laid-up afloat.

This has obviously raised some questions with underwriting at the Travelers Insurance Company with regards to Concordias and the yards that handle them. Hopefully this has been just a fluke year. Travelers has been very understanding of the Concordias and the competency of Concordia owners. This understanding has allowed for quality product coverage at a reasonable premium.

Certainly no yacht owner wants to go through the process of having to repair a vessel after a sinking, so it is particularly important that you are confident your yard will take proper precautions to ensure a safe launching.

Brodie MacGregor at Concordia boatyard in Padanarum, MA suggests that if a vessel is stored afloat, obviously you want to make sure that all seacocks are closed and it is monitored regularly. He also mentions that if a vessel is stored indoors on other than a dirt floor, the initial swelling may take longer and require more pumps. A moist dirt floor does not promote drying out of the planking as does a cement floor.

Peter Costa at Triad Boatworks in Mattapoisett, MA suggests some simple guidelines to follow. Do not launch on a Friday, since yard personnel may not be around over the weekend to monitor the boat. Similarly, always launch in the morning to allow monitoring time on the first day. Standard procedure for Triad is to have a gasoline-powered, 110 volt generator aboard to run two or three, high volume sump pumps, if needed.

As we move forward, it will help the insurance program if Concordia owners are aware of the above-mentioned sinkings and take precautions to make sure that their boats have safe launchings.

Thomas E. Bosworth, CIC
800-848-7731

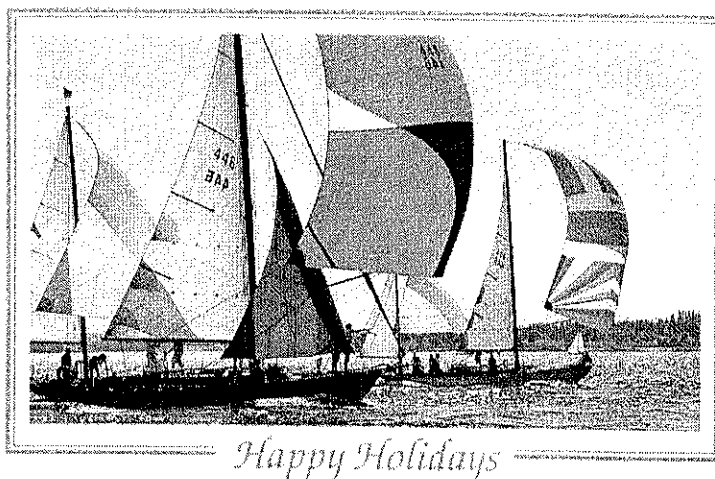


Photo by Ben Mendlowitz

Whoops!

Last fall I was sent the above card to use in the newsletter with the Concordia *Harbinger* in the background. However, I was unaware that the photo was a copyrighted shot by marine photographer Ben Mendlowitz. Apologies to Ben for omitting the deserved credit.

Ben is the owner of Concordia #23 *Starlight* and publishes the annual Calendar of Wooden Boats and other classic boat materials. Located in Brooklin, Maine, Ben's NOAH Publications offers not only the calendar, but also books, note cards, screen savers, apparel, stock photos and gallery quality prints. Check offerings at noahpublications.com

Brooklin, Maine Mooring

Ben Mendlowitz also offers that he has a mooring on the Benjamin River on Eggemoggin Reach that is often vacant in fair weather during the summer, and he would be happy to have fellow Concordia owners use it. It is on the east (Brooklin) side of the harbor inside the bar and just beyond *Mermaid*, a beautiful light green S&S 45' ketch built by Paul Luke in 1957 (in foreground of *Harbinger* photo above). The faded lettering *Starlight* can be seen on the white mooring ball.

TAKE FIVE #11

David & Ann Knight, Newington, NH

Five years ago I bought *Winnie of Bourne* from Peter Gallant and renamed her *Take Five*. Late last summer I sold a 50% interest back to Peter. He has taken over maintenance of the boat, and he, and sometimes I, will be racing her more. We'll be at the Eggemoggin Reach Regatta this year and hope to join up with other Concordias.

JAVA #1

Introduction by Ruth Taylor, IYRS President

Nearly a year ago, with some trepidation, the International Yacht Restoration School entered into what is an unusual agreement for us. We pre-sold a restoration project; that is, we sold the Concordia yawl *Java*, which we are currently restoring, to new owners before the project was complete.

For a school, such an arrangement can be fraught with some peril. We must make many decisions regarding the restoration of a vessel such as *Java*, and want to make sure those decisions are based on the principles and practices that we have established as an educational institution. Furthermore, we hope to set only those deadlines that are educationally appropriate. So it was cautiously, and with some concern, that we began what amounted to a restoration partnership with Vagn and Sally Worm.

Today, after months of working together and with the end of the project in sight, it is clear that the partnership is a complete success. Vagn and Sally have been active participants in the *Java* project. Furthermore, they have approached each question with the kind of spirit and appropriate knowledge that tells us that *Java* will be in good hands for the foreseeable future.

JAVA #1

Vagn & Sally Worm, Old Saybrook, CT and Brooklin, ME

Last summer we made arrangements with the good people at IYRS to buy Concordia #1, *Java*. She was built by the Casey yard in Fairhaven and was considerably simpler than the later A&R boats. *Java* was donated to IYRS by her former owner, Weld Henshaw.

When we decided to buy *Java* she was a hull about ready to receive deck beams; now she has progressed considerably. Her new engine, shaft and prop are in place, as well as all the major bulkheads and most of the other joiner work. The deck and house are completed, as well as the teak cockpit floor with a bronze manhole for access to the shaft area and cockpit drain thru hulls.

The deck was scheduled to be replaced due to nail damage. This gave us an opportunity to take some advantage of newer technologies. *Java* is currently decked with ½" tongue and groove cedar (the original material) topped with ½" marine ply and covered with Dynel set in epoxy to create the look of a canvas covering. The house-top is handled

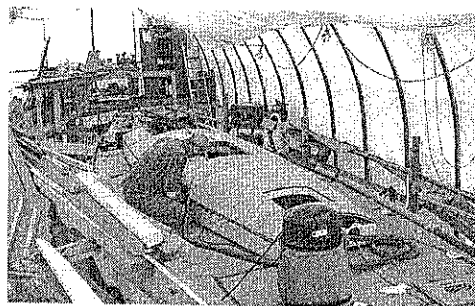
in the same way, set off by beautiful varnished overhead beams.

IYRS has taken considerable pains in bringing the interior joiner work back to its original condition under the Howland ownership. The pine V groove bulkheads were carefully cleaned and restored. Damaged sections were repaired and new sections were scarfed in and stained to blend into the old sections when necessary. The finished look is very attractive. The cabin floor will be finished with the original New England spatter floor as described in Waldo Howland's book.

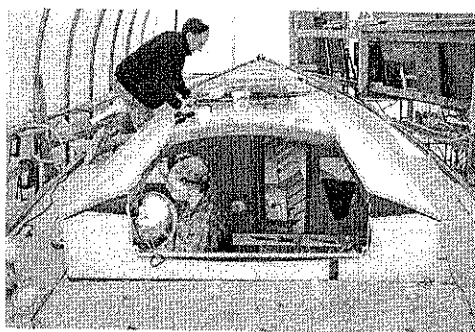
The restored rig is the original, built by Bror Tam. The mainmast is damaged and will have a 20-foot section of Sitka spruce scarfed in. Otherwise the varnish finish needs to be restored. Joe Mello, formerly rigger at Concordia, will renew the standing rigging. All the running rigging will be replaced with new line.

Our last boat was loaded with systems and gadgets. We remembered spending a few days on a Concordia many years back and wanted to return to the simpler philosophy of those days. That said, however, we have added GPS and radar (we sail in Maine). A depth sounder is planned, but no other instruments. It will be refreshing to be rid of so much complexity!

The original launch date was to be at the end of May, 2003, but now it looks more like the end of June at current estimates. It will be a real thrill to cruise the first Concordia home to the Benjamin River this summer.



Photos by Megan Andersen



Preparing Java's cabintop for Dynel covering

CORIOLIS #82

Doug & Sue Adkins, Seattle and Orcas Is., WA

Last spring *Coriolis* floated in a covered slip at Jensen Motorboat Company on Portage Bay, not more than 500 yards from the Seattle Yacht Club, the site of a dramatic January fire which had nearly destroyed her. We were trying to decide what to do with her.

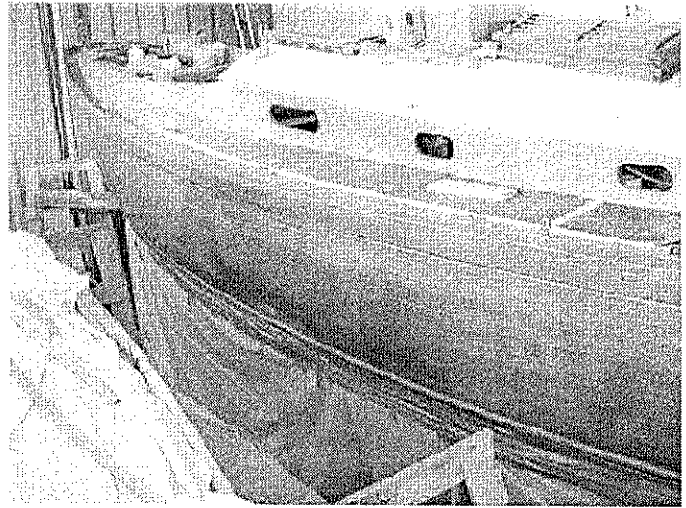
In May she made her way east to the Concordia Company and Brodie MacGregor and his crew began the adventure of her rebuilding. Much has been completed; enough now that there is hardly a trace of the fire that charred her port topside and destroyed virtually everything from the deck to her masthead.

Brodie's first examination involved carefully sanding down the port topside to determine the depth of the charring. Blistered varnish and some material was sanded down to reveal the lovely bookmatched planking given her by A&R in 1960. Her port side bungs were removed to inspect her fastenings, which were found to be very sound.

Capt. Paul Haley, the able successor to Capt. Giffy Full, surveyed the boat for the first of several progress inspections and found her structurally sound, but recommended replacing a section of the shear plank, which had been sanded down more than 1/8". This and several other normal, small items gave a green light to *Coriolis*' rebuilding. Capt. Haley has been very valuable in monitoring and supporting the work at Concordia.

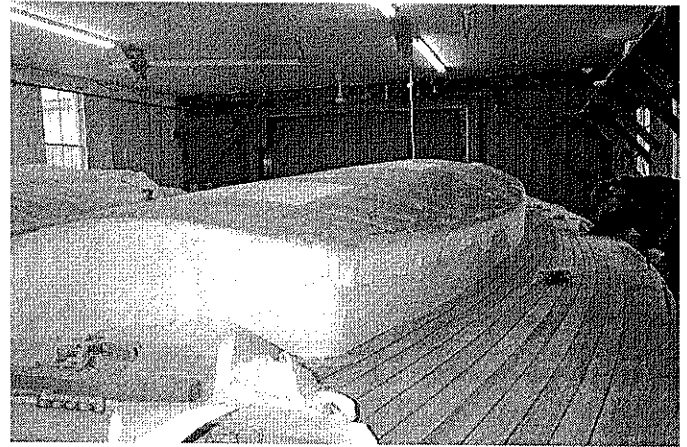
So, off came the toerails, covering boards, cockpit and bridgedeck, hatches, hardware (sent out for polishing), teak decks and house canvas -- all of the blackened, filthy reminders of her horrible ordeal. And just as a competent reconstructive surgeon might do, lots of old photos were examined, measurements taken and records kept. In fact, all the charred pieces were stored for reference when needed . . . and they were needed.

The house was structurally sound, but the upright house sections forward and on either side of the companionway needed replacing. The house sides were carefully reduced by 7/16" with a router and then planked over with a new African mahogany outer skin, thus preserving the full-length original pieces on the interior. The covering boards, teak decks (1-1/4") and toerails were replaced and, after much discussion, the housetop was covered in Dynel instead of canvas. All of the work involved diligent attention to materials. Concordia Head



New cockpit coamings and house sides installed. House sides were worked down and overlaid with new mahogany in order to retain original interior

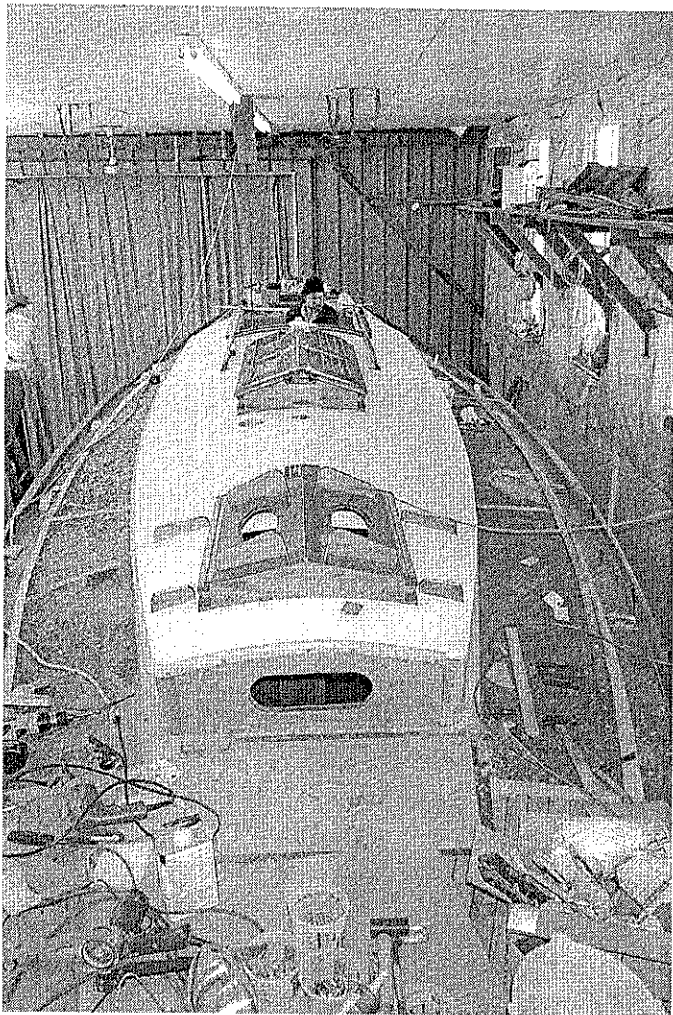
Carpenter Gary Harwood went so far as to rebuild several sections twice where the match of wood grain was not good enough for his practiced eye on the first go-round. The skylight and West hatches were exactly duplicated and fitted and a redesigned lazarette hatch was created to allow for a propane locker. Varnish and paint were added along the way and *Coriolis* is beginning to look all of a piece again, a fresh new Concordia 41 rising from the grimy ashes.



Cabintop recovered with Dynel and epoxy; new 1 1/4" teak decks

On the other coast things were also progressing. Not knowing exactly what road we might take with the boat, but wanting something to watch and feel after she was trucked East, we asked Stewart McDougall to make a couple of booms, "just in case." An intrepid wood hunter, Stewart found clear, close-grained Sitka spruce in 40' lengths and

when the booms were beautifully completed we just kept going with the masts. The wind is light here in the Northwest and Stewart had increased *Coriolis'* main hoist to 44' about a decade ago. We raised it this time to 46', which is more for aesthetic reasons than for added sail area. It seemed like the right time to do it. The mast sections are perfect and the hardware was saved and refurnished. A conduit was artfully installed in both spars to allow for easy wiring and lots of varnish has been laid on. Meanwhile, Brion Toss has built her standing and running rigging. The 1x19 wire splices around bronze thimbles look wonderful. The real excitement will come when we find out if all of this rigging really fits!



Recovered cabintop with all new hatches

One of the interesting aspects about so extensive a reconstruction is patina. We have owned *Coriolis* for twenty-two years and in that time every little grain pattern and minor blemish from years of use have become familiar to us . . . the "back of your hand" thing. Refinishing over the years has added a softness to the edges so carefully radiused by her

builder. Somehow her smile lines had developed over forty years of life. *Coriolis* is now new, in some ways better, in some ways different. We will change her with this adventure, not just with the addition of a sparkling new Paul Luke soapstone fireplace and brass stove, but also with a renewed yet unfamiliar perfection that will take some getting used to.

In many ways she is not exclusively ours anymore. Concordia cares deeply for all of our Concordia yawls, but I cannot help but believe that they have taken *Coriolis* to their hearts. Brodie has been my friend for many years, and he has been that and much more in his caring and competent approach to her rebuilding. Sandy, Peter and Carol in the office have helped by answering my constant cross-country calls and sending e-mail images to assuage my need to see her between inspection trips. Jerry Chapman has sent samples of paint, texture and varnish so that we get it just right and he has gently guided me to make the correct choices.

In January I visited Padanaram in the frozen weeks of this tough winter. I spent time with Gary Harwood, who thoughtfully discussed the numerous carpentry details we needed to resolve to keep moving along. Late Friday afternoon we walked back from the spar shed and he was about to go home for the weekend. Without looking at me he said, "You know that I talk to your boat." "What?" I said. Gary turned, "I know that you must talk to her, so I talk to her when she is here." "What do you say to her?" I asked. Gary replied, "I tell her that she'll be okay."

Coriolis is not entirely ours anymore. She will indeed be okay and is a very lucky girl.

WESTRAY #79

John & Mary Melvin, Stamford, CT

People who were on the IYRS cruise last year keep saying it was a wonderful event and how great it was to see all the Concordias sailing together every day. We have been convinced and hopefully this next cruise will be as nice as 2002. Although it is now December, and a bit early to be planning for July, Mary and I have already blocked out our calendar and plan to attend. With two small children, we need about six months notice to get family prepared to take our kids for the week.

Hopefully we can sail up with some of the other Concordias from LI Sound. Anyone how wants to meet up along the way can get in touch with me at john.melvin@db.com and westray@optonline.net.

CONCORDIA COMPANY, INC.

Brodie MacGregor, Padanaram, MA

It seems to have been a cold, damp spring but thanks in part to an ever better crew and to gradually improving facilities, we are managing to stay on schedule for launching, rigging and commissioning.

Of our 14 Concordia Yawls in storage, six are in commission as of May 1 and several others will be joining them in the next week or two.

Our biggest current restoration project involves #82 *Coriolis*, about which the owner has written elsewhere in this issue. He is considering the possibility of shipping new spars and rigging from Seattle to have the boat commissioned here on Buzzards Bay. Planned completion is early July.

#89 *Woodwind* is here and we are finishing off a list of survey items for new owners Gary de Simone and Elizabeth Knope. The list includes some planks, frame ends, mast step and stern post repairs. Her home port is Branford, CT and she is scheduled for mid-summer completion.

#55 *Kiva* sank at her wet storage berth in Connecticut during the winter. Our mechanics are replacing the wiring and motor. Paint and varnish will need attention before summer, but otherwise she came through her ordeal quite well.

#95 *Diablo* is in a holding pattern awaiting available time in our carpentry department. It appears likely that we will be able to move forward on this long-range project in the summer.

The following is a list of Yawls for sale:

#	Name	Location	Asking Price
3	Halcyon	ME	75K
14	Saxon	ME	119K
19	Otter	ME	125K*
34	Oriane	MA	120K
35	Memory	MA	57K
39	Sakala	MA	120K
49	Moonfleet	CT	105K
76	Sumatra	CA	155K
80	Goldeneye	ME	97.5K
101	Sea Hawk	ME	108K*
			* C-41

Concordia Burgees

Concordia burgees in heavy duty, blue and white nylon, 16" x 24" are in stock.

Dress up your Concordia for \$35.

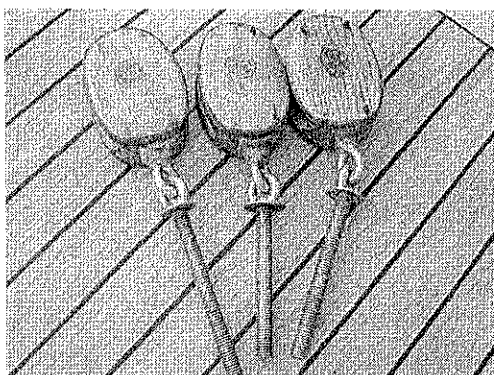
Checks payable to Skip Bergmann,
170 Walker Street, Falmouth, MA 02540

IRENE, #103

Doug Cole, Bellingham, WA

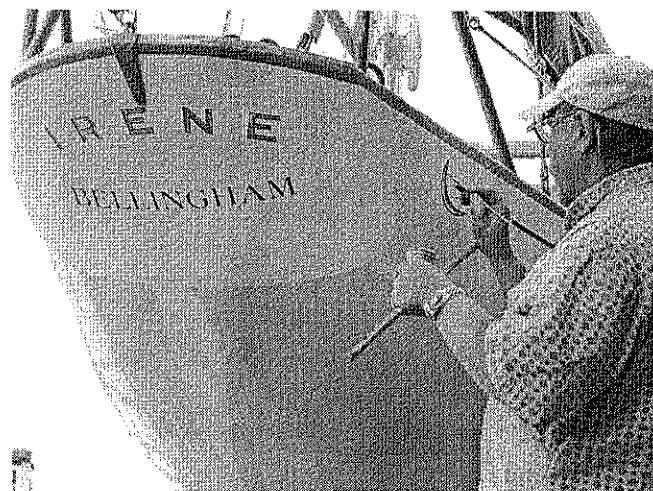
For the past several years I've noticed a steady deterioration of the eyebolts on the mainsheet blocks mounted on the bridgedeck. Because of the steady working of the blocks the galvanizing had worn away and they were now coated with rust. *Abaco* had hers repaired a few years back, so I decided to do the same or else face failure during an inconvenient moment.

Removing the blocks was straightforward and I found a metal person willing to do the work. He cut off both iron eyebolts and then replaced them with #316 stainless, welding it right onto the original metal at the base of the block. He even unfroze the swivel mechanism. These should outlast the boat.



**Irene's
bridgedeck,
main sheet
blocks with
stainless
eyebolts**

We plan some local cruising this summer and hope to get over to Barkley Sound on the west coast of Vancouver Island for the summer cruise. If my schedule allows, I hope to join Jon & Dorothy Goldweitz aboard *Abaco* for another IYRS Classic Yacht Cruise in July. Reports and photos of *Coriolis* look promising and I am looking forward to her return to local waters at the end of the season.



Irene receives 2003 finishing touches

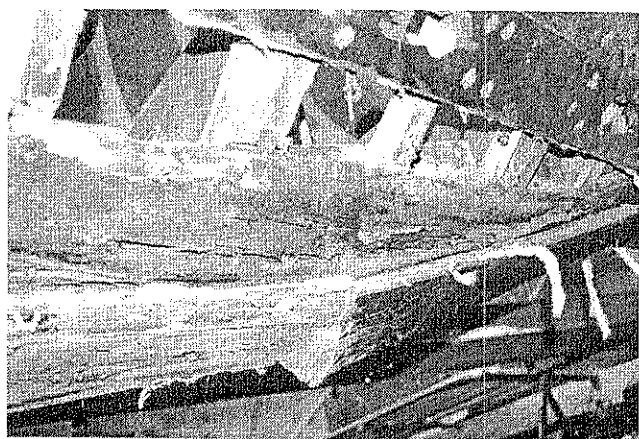
Replacing A Concordia Wood Keel

Peter Costa, Triad Boatworks

Mattapoisett, MA

This past winter and spring we completed about 90% of the structural rebuilding of *Wild Swan*, a 1955 Concordia 39, #25. We have replaced frames, floors, wood keel, sternpost, deadwood, planking from the waterline down, and will soon be installing a new deck.

We had a pretty good idea of the problems we might run into, but replacing the wood keel was not one we anticipated. I have replaced two other Concordia wood keels, and although the project is pretty straightforward, it's an awful lot of work.

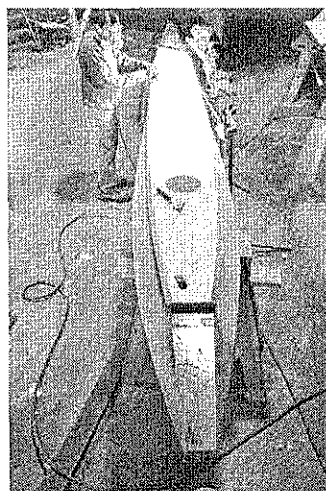


Original wood keel was dry, powdery; had so deteriorated it could no longer hold fastenings

After removing the old teak deck and making patterns to send off to Teak Decking Systems, we laminated 60 new frames and replaced 30 floors while the old wood keel was still in place. We had to do this first to ensure that we kept the proper shape of the boat. So many of the floors and frames were broken that they would not have kept the hull shape had we removed the wood keel first. The ballast keel had previously been removed, so once the new floors and frames were bolted together, we removed the temporary floor bolts and the wood keel.

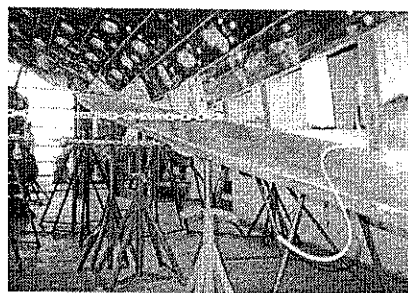
Finding the proper wood for such a project can be a challenge, but I was fortunate to locate a piece of old growth white oak that measured 28 inches wide, 6 inches thick and 34 feet long.

After we wrestled it into the shop, we then transferred dimensions from the old keel onto the new stock and began to rough out the shape of the new keel. Once finished, the boat's new backbone measured 26 inches wide, 5 inches thick and 18 feet long.

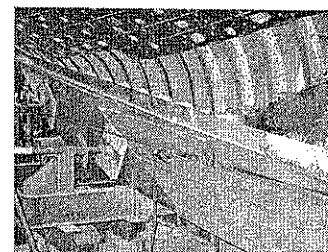
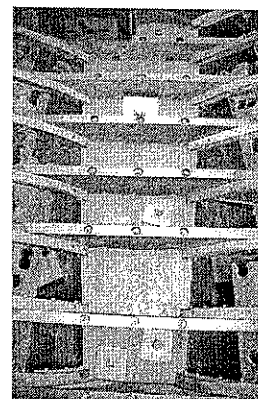


Evolution of Wild Swan's new wood keel. Rough sawmill stock measured 26" wide, 6" thick, original plank was 34' long ~ Lines from old keel were transferred to stock and Danny roughs out general shape ~ Rough shaped keel plank is then trimmed, worked and faired to yield finished product on left

Installing the keel on the boat was a lot of bull work, but having been all pre-shaped, complete with garboard rabbets, when we jacked it into place it mated up accurately with the new floors. Once in position, holes were drilled for floor bolts and everything was tied together. We jacked the ballast into place, drilled for Aquamet keel bolts, bolted the ballast in place, and were ready to start planking.



Wood keel awaits ballast and deadwood ~ Floor and keel bolts installed ~ Ballast, new floors, frames, wood keel, deadwood, sternpost ~ Holes in planks (to be replaced) made for clamp access to laminate frames



ACTAEA #17

Tony Harwell, Del Ray Beach, FL

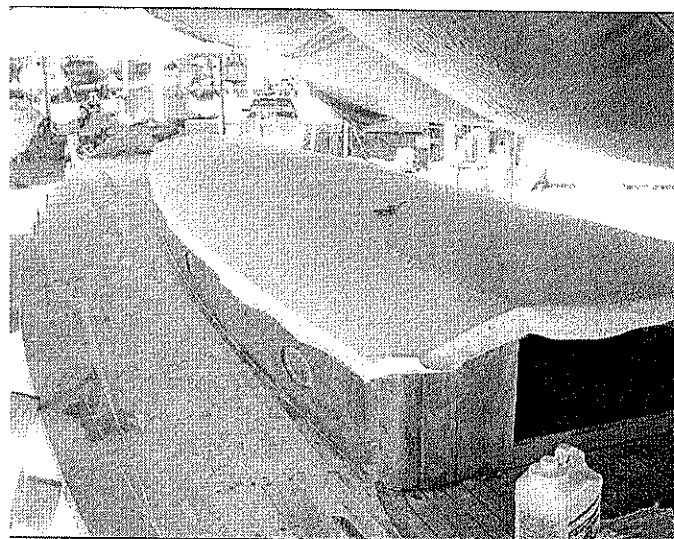
Things changed in the last few months when *Actaea* moved north to Stuart FL where my wife and I bought a home (she says I'm just trying to get closer to the Concordia Co.)

Anyway, *Actaea* is now in a yard in Stuart and has a canopy to help keep her dry. I was going to canvas the deck prior to moving, but ended up doing the cabintop first. Boy what a fun time that was. I removed all the deck hardware, hatches, trim, etc., then removed the old canvas.

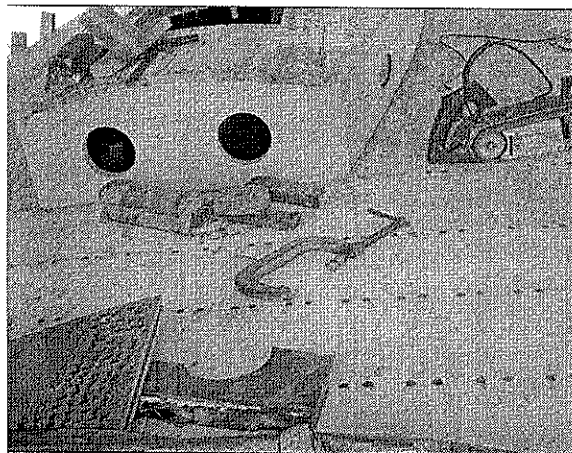
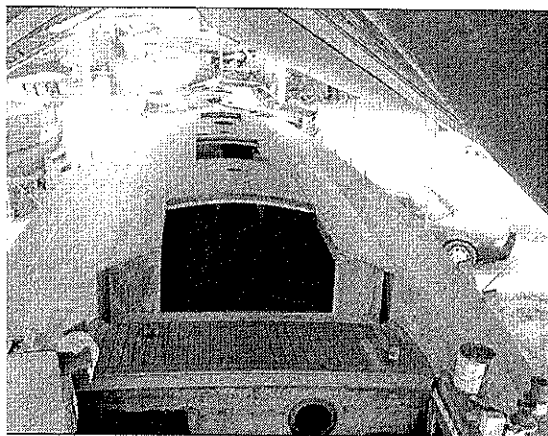
Under the old canvas was a number (9453) painted in red with a paint brush on the cabin planking. It's not the same as the hull number. Anyway, the planking was perfect but the front of the cabin, front corner posts, and the back of the cabin needed replacing. I then stripped the cabin sides and bleached them with oxalic acid over and over again until it came clear.

I wanted to seal the wood prior to canvassing because the white lead gets everywhere. I threw

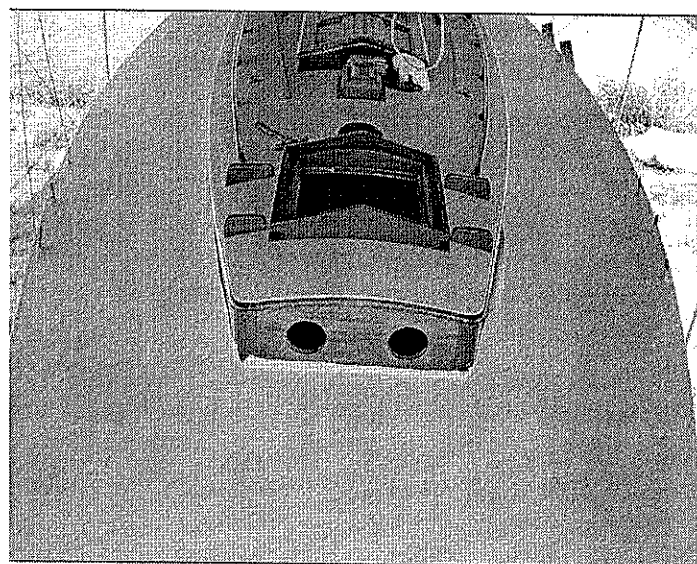
a few coats of varnish on them and was ready for canvas. I first thinned the white lead paste a little and laid the canvas, tacking it down from one side to the other with 5/8" copper tacks. After tacking it all I saturated the canvas with hot water and immediately put thinned paint on it. When it dried it was tight and I put on another coat but not thinned as much. Then a final coat. It looks OK, but it came out very lumpy from the white lead paste being too thick, I think.



Cabintop recovering with traditional canvas



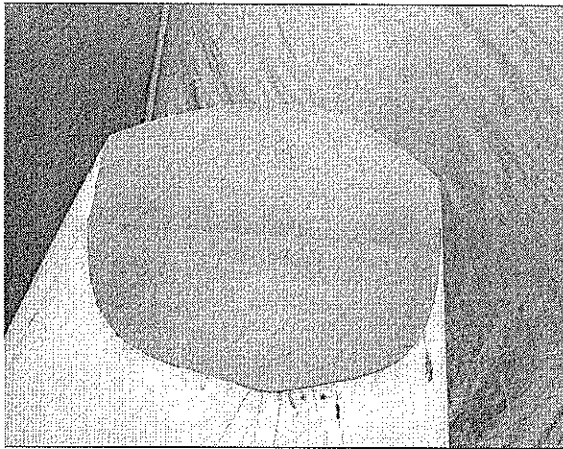
Actaea with cabintop and deck canvas stripped and ready for recovering. Forward cabin corner posts, plus forward and aft trunk cabin ends replaced



Completed deck and cabintop recanvassing

After refastening the deck, replacing covering boards and deck planking, I canvassed the deck. I thinned the white lead paste more than the last time, but with no success. It came out lumpy also. I now believe it is not the paste but the method I am using to put it down or I'm putting down too much. I got

this method after talking to anybody and everybody I could find that has done this and also from an early article in *WoodenBoat* magazine. I think the problem is that the cotton canvas is soaking the linseed oil out of the paste so fast that you cannot roll it out. The solution would be, I believe, to wet the canvas prior to placing it on the paste. Then the canvas could not soak up the linseed oil. This would not be possible for me to do because I did it alone and it's hard enough for one person to do this job with dry canvas. I also did it with one piece of canvas, where originally it was done in three pieces. Trying to manhandle and line up a 10' wide x 42' long piece of canvas is hard. It's not the prettiest deck, but its watertight and stable.



New transom is two pieces of 5/8" mahogany

Actaea also got a new mahogany transom. I soaked the 5/8" mahogany in water for a few months and then steamed it to bend the curve. I did it with two pieces instead of three. She'll also be getting new coamings soon.

After stripping, re-gluing and varnishing the cabin hatches, I put them in place. I am now putting all the deck hardware in place and planning to make a new locust toerail. Anybody know where I can get clear locust?

There was a mention of *Actaea* in the April issue of *Soundings* (page 23) in an article about the passing of famed photographer Stanley Rosenfeld.

Good yard sailing to all!

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 546 S.W. Riverview Avenue
 Stuart, FL 34994

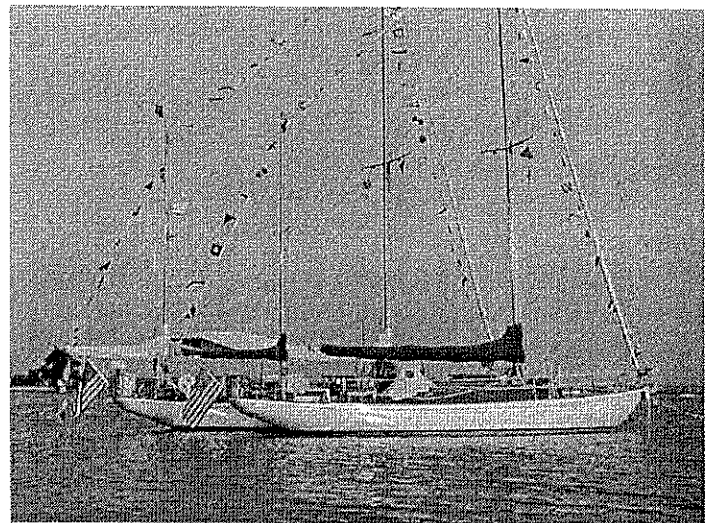
ABACO #102

Jonathan & Dorothy Goldweitz, Stamford, CT

It is the first weekend in May and *Abaco* has been in the water for two weeks, but still sits alongside a float at Cove Landing Marine waiting for her spars to be varnished and rigged. *Concordia Yawl #22 Hero* floats alongside awaiting her spring commissioning, as well.

We had no major projects (for a change) this winter, but Jon did strip a lot of dead varnish from the toerails, rebuilt the head and made several plumbing and electrical repairs. He also wooded the cockpit backrests and refinished them with twelve coats of varnish. After all that labor, he decided to borrow an idea from Doug Cole's *Irene*, drilled out the hinge pins and replaced them with bronze machine screws so the backrests can be easily removed for racing, extended lay-ups and for winter refinishing.

Jon and Dorothy have also been busy preparing a friend's custom J-44 and her crew for the Marion Bermuda Race and return. As this commitment will consume much precious vacation time, this season's cruising plans will be limited to the IYRS cruise July 13-18, which you do not want to miss. Hope to see our fellow *Concordia* owners in Nantucket on the 13th for the start of another great week of sailing and fun.



Summer cruising 2002, Praxilla (foreground) and Abaco

New Owners

#15 SOVEREIGN

Chris & Kathy Grace
 Port Townsend, WA

CAROL LYN #50

Tom & Carol Latta, Rockport, ME

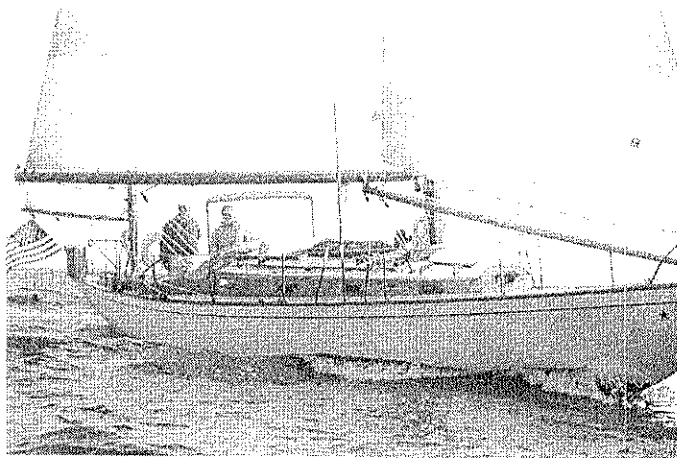
Carol Lyn's Club Jib

When we began looking in earnest for a Concordia Yawl in the fall of 2000, we did so with a prioritized list of specifications. Part of the list was items of personal taste. Others resulted from learning about the boats through the books written by Elizabeth Meyer and Waldo Howland. I also took two surveying courses taught by Paul Haley at WoodenBoat School in Brooklin, Maine. Between Paul and his partner Giffy Full, they have surveyed many of the yawls and know a lot about the boats. Two examples were made available to us by their owners for our classes to use.

One item high on our list of specifications was the result of ten years experience owning a Hinckley Sou'Wester. Although we used a large genoa when racing, we learned that it is not necessary for boats from the Hinckley Sou'Wester and Concordia generation to have a massive headsail to be able to move along quite nicely in moderate to heavy breezes. We liked the fact that Ray Hunt included a club-footed jib in his original design. When just two of us are aboard, which is often the case, it is awfully nice not to have to crank winches every time we come about. We wanted our Concordia to be rigged just the way our Hinckley Sou'Wester had been: with a club jib.

When we first looked at Concordia #50, we appreciated owner Peter Kiely's efforts to retain the club jib. Although we did not have the opportunity to sail the boat prior to purchase, we liked the idea that he had developed the rig so that both a club jib and a genoa on a roller furler could be used.

After buying the boat in late November of 2000, we had lots of time to look at the photos I took while the boat was still in commission and to think about the rig. While Peter's idea had been a good one, it appeared to have some deficiencies. His rig provided for an inner headstay for the club jib that could be disconnected and moved out of the way when the genoa was to be used. The first problem we observed was caused by the fact that there was not a good place to stow the inner headstay when it was not in use. After it was disconnected at the deck it had to be moved aft and secured at the mast or one of the shrouds. Since it was nineteen-strand stainless wire and reached beyond the base of the mast at the house, it was stiff and difficult to cleat. The results were damaged varnish and probably



Carol Lyn with self-tending, roller furling club jib

noise as the headstay slapped against the mast and rig. In addition, since the new inner headstay had to be mounted aft of the stem to clear the furler's drum, the jib was shortened at the foot. Having the sail farther aft and also smaller than normal made it appear that the power of the sail would be reduced, making the boat not go to weather as well as it should.

Since the club jib was old and tired and needed to be replaced anyway, we decided to review the entire concept. Our objectives were the same as Peter's. We wanted to retain a club jib, but we also wanted the convenience of a roller furler for the big genoa. Our solution was to eliminate the inner headstay and have a new club jib built for the roller furler.

The results have been outstanding. Not only did Doug Pope of Pope Sails and Rigging in Rockland, ME build a beautiful sail, it is self-tending. What is more, I do not have to go forward to furl the sail nor do we need a sail cover. Everything is done from the cockpit. On those occasions when we race, we drop the jib and hoist the genoa in the furler's track.

In terms of power and the effects on handling, the boat moves very nicely in moderate to heavy breezes and we never have a sense of being underpowered. We seem to be just as fast as Concordias using a big genoa, except in light breezes. The helm is neutral and coming about is effortless. As the breeze stiffens, we may reef the main or even drop it all together and sail jib and jigger. The boat also handles well in these circumstances.

The new club jib trims in exactly the same way as a hanked-on sail. The difference lies in the fact that the outhaul on the jib boom is now approximately sixty feet long. It runs from the jib clew to a bronze

block mounted at the aft end of the jib boom. From there it runs forward along the top of the jib boom through a pair of bronze fairleads to another bronze block mounted just beneath the furler at the stem. The outhaul then runs aft along the starboard side through blocks mounted low on the stanchions to the cockpit. These stanchion blocks have the advantage of keeping the outhaul off the deck. A second set of these stanchion blocks is used for the line that activates the furler. Both lines run aft to the cockpit to regular Concordia locust cleats on the starboard side.

The sheet for the club jib is trimmed on the port side. After hoisting the main, I move aft to the cockpit, free the furler from its cleat and pull on the outhaul to set the club jib. After the mizzen goes up, we fall off and trim the sails. The main sheet is in its usual position, and both the club jib and the mizzen sheets are trimmed to cleats on the port side of the cockpit. Since the jib is well powered, we use the forward port winch for the jib sheet. The boat looks good with this rig and can be easily managed by two. In two seasons of use we have observed no downside to this installation. Much of the success comes, of course, from the fact that Doug Pope built a perfect sail. He doesn't know it yet, but he may be making us a new main and mizzen this winter to match the club jib. The genoa will stay the same since it doesn't get much use.

As a side note, we were very pleased when a fellow Concordia owner flagged us down last summer to offer us the use of his inner harbor mooring on the Benjamin River. We would like to make a similar offer to Concordia owners sailing in the vicinity of Rockport, ME. Give us a call at (207) 236-3063 and we'll show you to our guest mooring.

TOSCA #73

William Fitzgerald, St. Anthony, Newfoundland

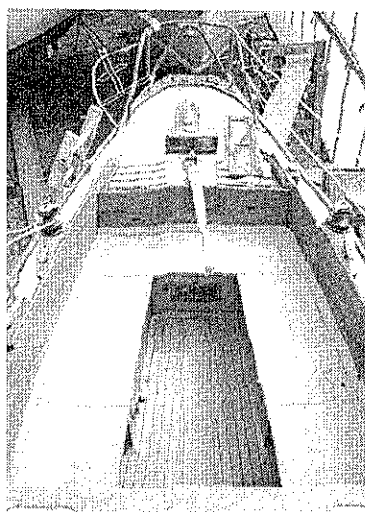
Tosca over-wintered at the commercial marine haul-out facility in Englee, Newfoundland and appears to have fared well over a very severe winter. We brought her to our home in St. Anthony last August for celebrations around our eldest daughter's wedding. Because of adverse weather and other commitments, we were unable to make the return trip to Baddeck and the Cape Breton Boatyard where she usually spends the off season.

Plans this summer include the Northern Peninsula of Newfy and Southern Labrador en route to Cape Breton.

CAPTIVA #100

John & Laurie Bullard, New Bedford, MA

Captiva is once again under the loving care of Peter Costa and the gang at Triad and has had all her bottom paint removed because of excessive build-up. While doing that Peter removed a number of screws to check their condition and found them like new. He removed the two forward keel bolts for the same reason and found that they had already been replaced. He then pulled the next two, which showed enough signs of wear to warrant replacing. We will probably do a couple of these a year until finished. The cockpit seats had been worn thin enough to crack and leak, so these were also replaced.



Captiva sports all new cockpit teak for the 2003 season

We also decided to upgrade our navigational electronics as the old radar had given up the ghost. So, *Captiva* now has a new Raymarine combination radar/GPS/chartpack. As I have sailing duties on SEA's *Corwith Cramer* in May and June, we will have a late launch and begin sailing in mid-June.

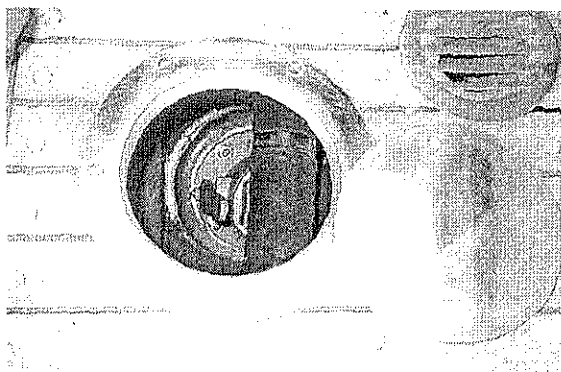
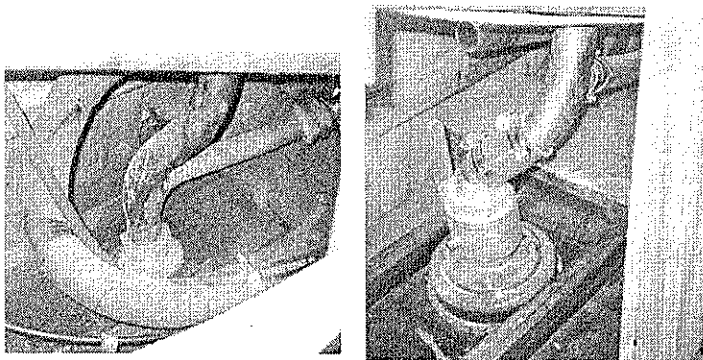
Laurie and I have planned no trips, so we will probably spend the summer and fall in and around Buzzards Bay.

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PARAMOUR #72

Skip Bergmann, Falmouth, MA

Paramour is doing well. Other than routine annual maintenance, the main project for this winter was the installation of seacocks for the cockpit and deck drains. Triad's carpenter George Pavao did a nice installation and access is made easy through two 6" bronze deck plates in the cockpit sole under the jump seats.



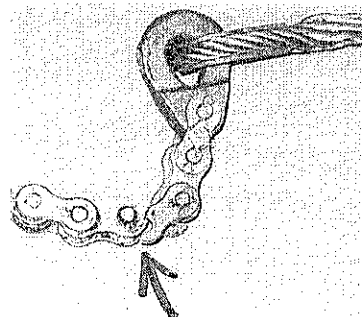
Concordias were built without seacocks for cockpit/deck drains (top left, with disconnected exhaust hose in foreground); new 2" seacocks are accessible from cockpit deck plates

In order to do the installation we removed the engine (which had not been out in seven years) and the fuel tank, which is under the cockpit. I cleaned out the tank (not bad), pressure tested it and replaced lines. The engine got a good going over and all gaskets and hoses were replaced, as well as the drive dampner.

With everything out of the way it was a good time to look at all the wood under the cockpit and I was pleased to find the horn timber still solid, stern post fine, and frames and floors all OK. All was treated with wood preservative before the tank and engine went back in.

I knew that the drive chain/cable for the Edson steerer was still the original, so removed it for inspection. This was a good decision for the cable had some meathooks and one of the chain links was

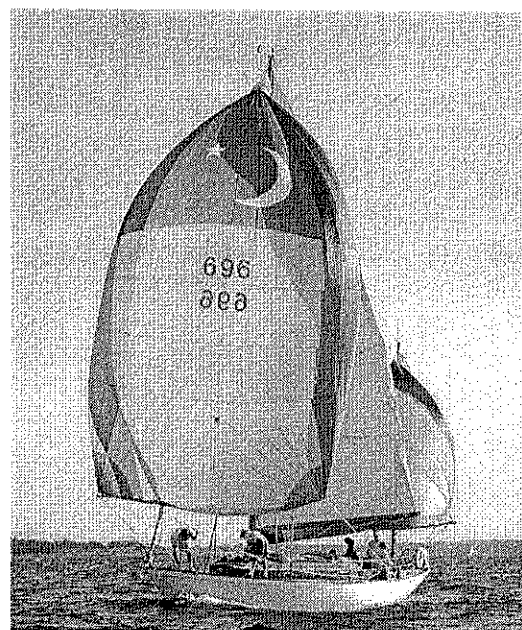
broken. This was all renewed, bushings replaced in all the sheaves, and the pedestal rebuilt (bearings, spacers, brake shoes).



1959 vintage drive chain for steerer with broken link

While the engine was out I removed the icebox, took out the s.s. liner, removed the old, ineffective insulation, and disassembled the box, since all the glue joints were dried out. I epoxied the finger joints back together, refastened with s.s. screws, and then the yard insulated between box and liner with poured-in foam. Ice-keeping ability should improve.

Paramour was launched in Mattapoisett April 24 on a windy Thursday with weather that just worse and worse over the weekend. I stayed aboard to monitor everything and by Sunday was ready to head for home. Crossing Buzzards Bay to Quissett Harbor, we saw a tug circling a barge mid-afternoon and wondered what that was all about. Monday we learned of the 15,000 gallon oil spill, which a few days later made a mess of Mattapoisett and Marion Harbors, the Dartmouth and Fairhaven shores, and caused damage on the eastern shore in North Falmouth. We left just in time.



Janet Chalmers photo

GOLONDRINA #65

John Eide, Portland, ME and the Caribbean

(In the Fall *Cocordian* John filled us in on the first leg of his return trip to the Caribbean from Portland, Maine. In October he was still in Chesapeake Bay, prior to heading offshore. What follows is correspondence received over the winter.)

Late October 2002

Aboard *Golondrina*

Greetings:

Sorry for the "form letter" but I wanted to let everyone know our location and status. We are preparing to head offshore in the next few days, using the most favorable weather window after November 1st. Our plan is to head toward Bermuda, then turn south when we meet the easterly trade winds and sail due south to St. John, USVI.

The trip should take us about 11 or 12 days, winds permitting, and the course will bring us within about 200 miles of Bermuda, which we can use as a bail out spot if the weather turns nasty. After recovering with some hiking on St. John and visiting with friends I made on the last trip, we will head down to Grenada and start our slow move up the island chain.

The trip through the Chesapeake and down the ICW has been fairly uneventful. The worst problem, so far, was developing a crack in the holding tank, while full, of course. That has been fixed and the bilges are cleaner than ever before.

Maybe the best was *Golondrina* winning in her class (16 boats) in a classic boat fundraiser regatta (about 100 boats in all, from Flying Scots to skipjacks) on the Corrotoman River in Virginia. What made the race even more satisfying was that the winds were light and *Golondrina* was competing against much newer designed boats, most with local knowledge.

That's it for now. We will update everyone when we arrive in St. John.

November 2002

Greetings, again:

We just arrived in St. John, USVI, after an uneventful 11-day passage. No really bad weather, but we got a chance to try every sail combination from full main with genny, mizzen and mizzen staysail to bare poles. I can assure everyone that a Concordia yawl sails with the same degree of ease and finesse no matter what the sail configuration. Winds went from 35 plus down to 0. We motored

much more than I ever would have thought possible in November in the North Atlantic.

One bit of excitement was watching two seams in the old worn out genny slowly start to come apart, then rapidly split from leech to luff. I spent the next morning sewing the seams, just so we could set the sail in the dying winds that evening. By 8 p.m., a large bow wave hit the foot, splitting a seam from foot to mitre seam. Oh, well, not bad service for a 40 (plus)- year-old sail.

The other excitement was to have Denis and Sharon return from a shopping trip with a large fishing rod, reel, lures and net. I laughed. First day out, they caught a small Tunny which we grilled for dinner. Next day they got a small Mahi-mahi, which we grilled for dinner. Third day out they caught a larger Mahi-mahi which we poached for dinner. Fourth day out, they caught an even larger Mahi-mahi which we grilled for dinner that night and then had the other half grilled for lunch a few days later. I'll not laugh again.

Now we're on St. John, doing laundry, getting showers and having someone else cook for us. And trying to let go of our sea legs and get our land legs back under us. We'll do some hiking on the island, check out a few anchorages in the BVIs, probably spend Thanksgiving here, then head south to Grenada.

Lots of boats that left after us either blew out sails or lost masts or turned back due to gale force winds. Our timing was almost perfect. The food was too good, if that is possible on a boat, and the crew really worked well together.

That's about all for now. I'll keep sending more travel reports as we move farther south.

Wednesday, 12-18-02

Greetings from St. John, still:

A few changes in the plan. During our offshore passage from Beaufort to St. John, Sharon's mother suffered a stroke. After daily phone calls to the states and much agonizing, Sharon felt her only option was to return to Portland in order to properly care for her mother. Unfortunately, she will not be able to return to finish the trip, having used up all her reserve, emergency funds.

I then discovered that I have a hernia and have chosen to have it fixed here in the Virgins. The doctor actually gave me three choices: while sailing off alone, have the hernia get worse and then die; go back to Portland; have the only good surgeon on St. Thomas fix it. Easy choice.

Everyone I've met either at the Dr's office or at the hospital has been great, so I feel good about and have complete confidence in the entire procedure. The operation is scheduled for Monday, Dec. 23, but I have to chill here, on the boat, in St. John for four to six weeks before I continue south.

The classic boat sailors here in Coral Harbor have rallied behind me and have offered every bit of support that I have asked for. One fellow is giving me a 5:30 a.m. ride to the ferry, another is taking his truck to St. T. to bring me back, a wonderful couple is opening their home to me for a few days of land based recovery, and the woman on the next boat will be watching over *Golondrina* while I'm ashore.

I'm being treated like a long-term member of the boating community here, not like a transient just passing through. Boaters, in general, are the greatest and wooden/classic boat people are a cut above the greatest.

I really think they want me to stick around 'til mid February for the "Sweethearts of the Caribbean" classic boat race on Tortolla. They're just looking for new competition. But, I did the race four years ago and it was really fun. A single-handed pursuit race the first day and a crewed race with 'chutes the second. Guess if I can do a solo race on *Golondrina* I can declare myself cured, no?

That's the report from here. I wish you all happy holidays and a wonderful new year.

Friday, 12-27-02

Greetings!

All is going well here post-op and I should be sailing again in early February.

Christmas day I was transported by a large, stable inflatable out to the local raft-up, which the boaters do here for every holiday. About 7 or 8 boats tied up together and everyone cooked or brought food, ranging from traditional turkey and all the extras to West Indian dishes. The gang sang carols in the early evening followed by much more rowdy singing well into the night. And then we had three meals of leftovers yesterday. My only job was to move from a seat in the cockpit to a berth in the main cabin. I managed slowly and with no whining.

Today I'm ashore again, resting and responding to all the messages I've received. And occasionally looking out at this incredible vista that, if the dust from Africa ever stopped, extends from the valley below me to St. Croix and over to Saba. I can look down on *Golondrina* and see her swinging on her anchors. In other words, all is well.

Have a great New Year.

Friday, 3-7-03

Greetings from St. John:

It's been a few months since my last "mass mailing," so I thought I'd bring everyone up to date.

I'm still on St. John, anchored in Coral Harbor. Every Wednesday afternoon many of the boats here, usually a dozen or more, go out for an informal pursuit race. We start at different times, but tend to get bunched up at the finish, since someone had done a good job setting the starting times.

So, as a part of my recovery from the surgery, I started to participate. And the Wednesday races have been a way to practice for the "Sweethearts" and Antigua Classic regattas.

The "Sweethearts" regatta was the first real sailing adventure I've had since the surgery and everything went well. Well, almost.

Friday morning, February 7th, I set sail from Coral Harbor for Tortolla, BVIs, about 7 miles away. Winds were 20 knots plus, with 6' seas, both on the nose for the first few miles. I tried the sail combination I was expecting to use for the solo race on Saturday to get some practice. After only about a mile, the shackle attaching the main sheet to the traveler exploded, giving me no control over the main, the boat's primary driving force.

So, I started the engine to keep the boat head-to-wind, and went forward to drop the main. The flailing genny sheet wrapped around the smoke hood, a beautiful, irreplaceable chunk of fabricated bronze, and almost threw it overboard. At the same time, the main sheet went over the side and wrapped around the propeller. I could save one but not both. No engine power and no sailpower.

I dropped the main and kept sailing with mizzen and genny until I could turn the corner and reach down to Tortolla, giving the boat more stability. I jury rigged the sheet and traveler and was able to sail to the mooring with main and mizzen. Another Coral Bay sailor came by and freed the line from the prop.

Saturday was the solo race, but the race committee freaked about me having a second person aboard in case something happened due to the operation. The other racers chimed in and OK'd my request and all was fine.

I got a perfect start and led for the first two marks. I was smokin'. I've never had the boat sailing that well before.

But, I'm from away and did not have the local knowledge of a westward set of the current between the second mark and the finish line. Here it is nice to have a good sailor ahead of you to show you

what's coming up. I could only look back and by the time I saw the problem, the degree of the set, and how the other boats were compensating for it, I was screwed. Lost the lead and crossed fourth.

Carol (my "nurse" for the solo race) and I kept on sailing after crossing the finish line, since she wanted to take the helm to see how the boat handled.

I steer by sitting on the leeward side and stiff arming the tiller. I do it so I can see the telltales and understand the sail trim. So, she did the same. An hour of that reinjured her rotator cuff and by nightfall she was a sore sailor.

The *invalide* comes back in top shape and the emergency caregiver comes back all messed up. There's some sort of funny ironic justice or story or moral here, but it's escaping me, so far.

Coming ashore, I discover that most of my crack crew from St. John has bailed out. Carol then mentions that the "C" word, commitment, is not real big on St. John.

So I go to the party and assemble another crew.

Sunday comes with the news that my second crew has bailed. And Carol cannot use her right arm at all. She wants to return to St. J. on the ferry, but stays because of my plight. I get two others, one fellow who is good and a woman who turns out to be more talk than actual skill.

So, off we go with another good start and another five mile beat to windward into 25 plus knot winds this time. Again, the boat goes really well and I am able to hold my own against two other bigger boats. But, off the wind, on the return leg, my smaller size means that they walk away from me. I finished third.

Halfway up the windward leg, the fellow starts complaining about how hard it is to trim the genoa (which it really is in 25k winds) saying he can't work that hard, the winches are too small and he's an old man.

"How old are you?" I ask.

"55."

"Well, I'm 60, recovering from surgery, and I did this alone yesterday."

No more complaining.

So, did I win? No, but the thrill of sailing well, and leading for so long on Saturday, was really the high point.

I did get: a bottle of rum; a tee shirt, medium (I wear XL); an awful watercolor (that I will give to the next couple getting married); breakfast for two (eaten already and excellent); and dinner for two at a swell place back on Tortolla.

But, as my good friend Ed said in an email before a race I did in the Chesapeake, "...remember, winning isn't everything, but losing sure sucks."

Monday comes with equally strong winds and some fierce rain squalls. After the good breakfast, with some new friends from Anquilla, I set out again on the same beat to windward that I did the day before. This is getting to be a drag. But I get back safely, no problems, and drop the anchor about four, just in time for my afternoon nap.

Ashore, I've been photographing the ruins of the sugar plantations and repairing a number of Lasers for the local kids' sail training program.

The Laser task is my way of returning something to this boating community that has been so good to me during my period of recovery.

The hiking and exploration of the ruins has allowed me to see a part of this island, and by extension, all the islands, in an in-depth way that I never would have seen had I just sailed in and out quickly. The history, the people, the landscape are far more complex than I ever imagined, in spite of the time I spent on the islands during the last trip.

So, while this trip is not what I imagined and planned it to be, it is turning out to be a very rich experience.

I will stay on St. John for a little while longer, so I can finish photographing the ruins, then slowly head down to Antigua for the Classic Regatta.

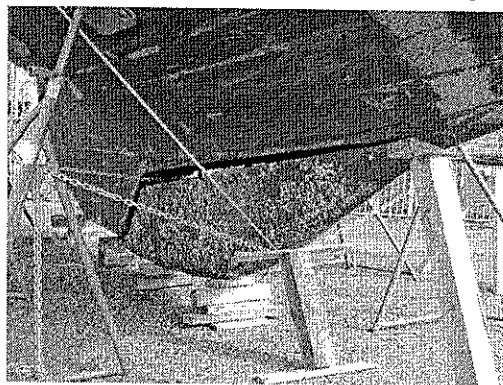
That's it for now. I did pick the right winter NOT to be in Maine.

Cheers,

John

(John's 1500 mile return trip is scheduled to leave St. John on June 1st, via Bermuda to Newport).

Checked your keel bolts lately?



Doug Cole sent along this *non-Concordia* photo showing the hazard of waiting too long to check!

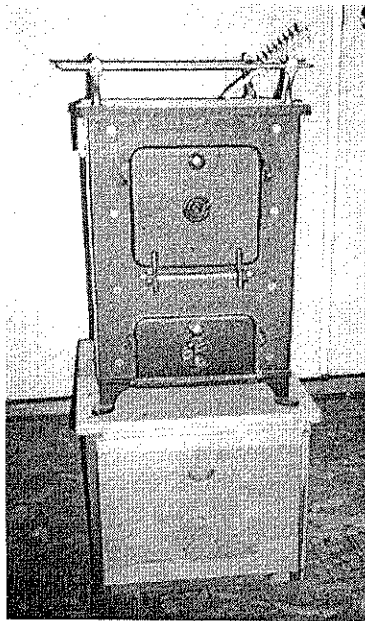
Concordia Stove For Sale

Dave Smith, Wild Swan #25

When I began the restoration of *Wild Swan* 18 months ago, I contacted Brodie MacGregor at Concordia to make a new cast iron, wood-burning stove for the cabin. Concordia has the original foundry patterns and the stove they made is exceptional. As you can see from the photo, it also has a beautiful pine woodbox as a base.

However, I was a bit hasty in ordering the stove and have now decided that I am going to use propane for heat, so have the stove for sale. \$3200 is less than the price to have a new one made today and includes all piping and a new Charlie Noble. So, if you are in need of an original stove, this one is still new, unused and in the box.

David Smith
19 Calvin Road
Weston, CT 06883
dmsmith@cshore.com
203-328-9211 B
203-454-3322 H

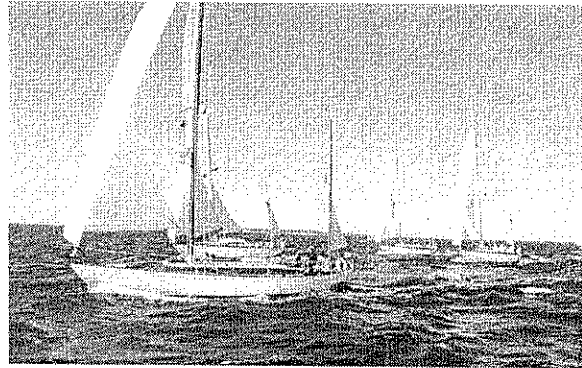


MARY ANN #26
Bob & Linda Jones
Boothbay, ME

Bob sent along this photo of the new, lengthened mast step added to *Mary Ann* a year ago.

2003 IYRS Classic Yacht Cruise

It's time to check your calendar and make sure that you have set aside the third week in July for the fourth annual IYRS Classic Yacht Cruise. Last year eight Concordias participated and it would be great if the largest class in attendance could top double figures this year! Owners will receive an announcement directly from IYRS, so keep an eye out for the postman!



Sign up for great Concordia sailing!

2003 Itinerary

July 13 – Sunday

5 p.m. Raft-up in Nantucket with hors d'oeuvre contest for all participants

July 14 – Monday

10 a.m. Race to Edgartown
6 p.m. Clambake on the beach with steel band

July 15 – Tuesday

10 a.m. Cruise in Company to Hadley's
Rest and Relax

July 16 – Wednesday

10 a.m. Race to Third Beach (Sakonnet River) for a BBQ. BYOB BBQable item and BYOB

July 17 – Thursday

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

July 18 – Friday

9:30 a.m. Golf Tournament
7:30 p.m. IYRS Fundraiser

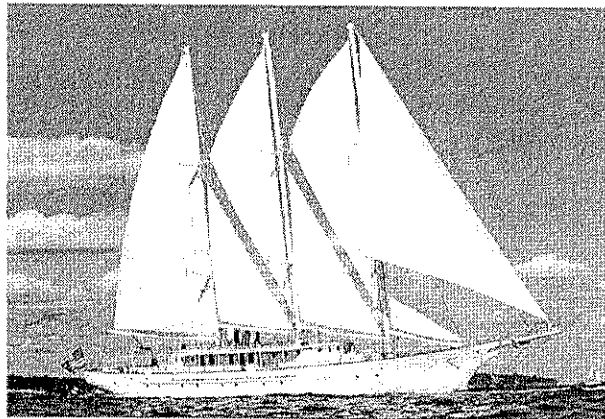
Barient #28 bronze winches (not self-tailing), excellent condition, rebuilt.

Skip Bergmann 508-548-0194
bergmann@cape.com

Looking for a berth for this year's Classic Yacht Cruise?

Marcia Whitney (coordinator for the CYC) has a proposal for those who would like to be on the cruise but do not have a boat, or who will be on the cruise and might want to have some non-camping-out amenities available.

Arabella, a 160' three-masted schooner, will be on the cruise and while not your typical classic, she makes a great hotel. Showers have been a need on past cruises and she wonders if a group might want to rent a room from Sunday to Thursday night?



Arabella, the luxury cruising option!

Each room on board has its own head and would be perfect for an evening shower. If no one in the renting group plans to sleep in the room, she suggests the economy twin accommodation at the rate of \$3,400.

Of course, rooms can also be booked on an individual basis. There are 20 rooms available, so pass the information along to your friends.

Twin Room \$3,400

Double Room \$3,700

Queen Room \$4,000

If you're interested, contact Marcia at:

mjwjclass@worldnet.att.net

401-849-3060

The Concordian - Fall 2003 - #36
Deadline October 1, 2003. Articles to:
Skip Bergmann
170 Walker St.
Falmouth, MA 02540
bergmann@cape.com 508-548-0194

SKYE #40

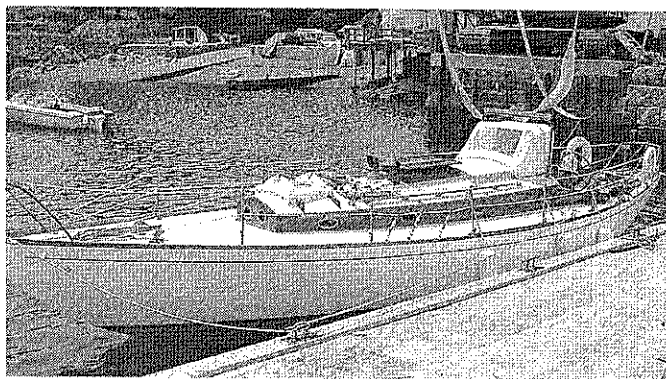
Wayne & Kim George, Marblehead, MA

Having your boat stored across the street from your house is a great thing as long as you can get to it! That was not the case this winter. After all of the snow slipped off the boat covers and formed snow mountains in the narrow spaces between them, it was nearly impossible to get to the shed at the back of the yard where *Skye* winters. This season, it will just be paint and varnish for us as soon as the weather turns, no major projects. It would have been separation anxiety if we were not involved in another restoration project!

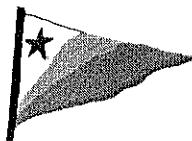
As some of you have probably heard, we purchased one of Marblehead's old yachting institution last fall, F.L. WOODS Nautical. The great old shop was founded by Fred L. Woods, Jr. in 1938 and was one of the first government chart agents in the area. The old shop fell on hard times when there were no family members left with the bandwidth to keep her alive and the shop has been closed for almost two years. She couldn't be let go, so we opened her up and filled her up with lots of great stuff (including many of our favorite Concordia products). So, when you come up to Marblehead for the Foxy's Classic Yacht Regatta, stop in to see us.

This year is the 65th anniversary of our class (and of F.L. WOODS) and the Foxy's Classic Yacht event will be a great venue for an anniversary celebration. There has always been a great connection with Concordia Yawls and Marblehead, since Ray Hunt ran his design shop here and we have a nice fleet of Concordias in the harbor. If we can do anything to help you get to Marblehead, just let us know: 781-631-0221.

Look forward to seeing you (and Dom Champa's port/starboard socks) on the IYRS cruise, as well.



Skye ready to rig and start the 2003 season



Corinthian Yacht Club

Marblehead, MA

Foxy's Wooden Boat Regatta North

August 30 and 31, 2003

Single-Handed and Fully-Crewed

Mono or Multi-Hulled

No Size or Rating Restrictions

Some of the best sailing days come just before, during and after Labor Day, as the daylight dwindles quickly and the season ends. This Labor Day enjoy yourself and your Concordia in a very special event -- the Foxy's Wooden Boat Regatta North, August 30 and 31, hosted by the Corinthian Yacht Club of Marblehead, MA.

The Corinthians extend a special invitation to Concordia owners, since Marblehead is homeport for five of the yawls: *Skye*, *Whimbrel*, *Christy*, *Matinicus*, and *Seahawk*. This will be a terrific rendezvous opportunity for the 65th anniversary of the Concordia class.

Eligibility to participate is based solely on the desire to sail in a fun-filled event! Proper safety equipment is the only requirement. Trophies will be awarded.

Weekend Long Fun

Foxy's Wooden Boat Regatta has been held for the last 28 years in Jost Van Dyke, British Virgin Islands, and is well known for providing great competition mixed with unique and lively celebrations. Having Foxy Callwood's involvement will ensure that we put on a great event and provide sailors with friendly competition and a lot of fun.

Besides racing, there will be a tennis tournament, pool party and après-sailing festivities, including entertainment by Foxy and his band and other island entertainers. You won't go hungry with the scrumptious Caribbean barbeque and Sunday brunch fare.

More Information

Please visit the CYC website, www.corinthianyc.org/foxywbr162.html, and check out the *CYC Foxy Wooden Boat Regatta – North* page for entry forms and additional information. Lead man for the event is Timmy Dittrich and he can be reached at timmyd@monster.com or 978-461-8054 for registration information or sponsorship opportunities.

Concordia Owners - June 2003

1.	JAVA	Vagn Worm	Old Saybrook, CT/Brooklin, ME
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.	AUREOLE	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/Peter Gallant	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	Chris & Kathy Grace	Port Townsend, 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	Charles 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 / Runnemede, NJ
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 & Blank	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

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