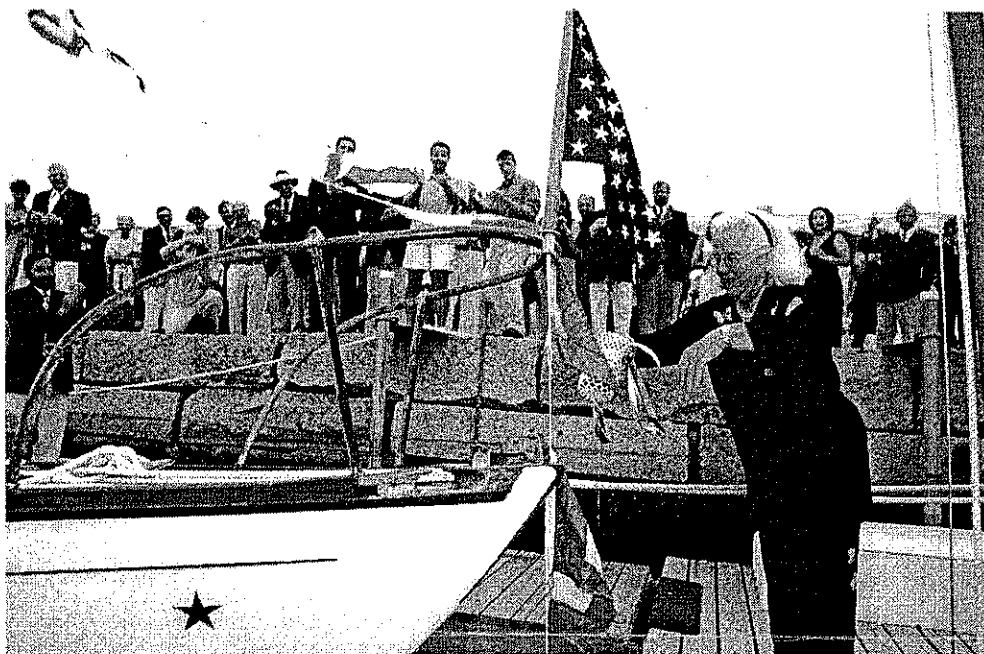


The Concordian

a newsletter for lovers of Concordia yachts

Fall 2003 -- Issue #36



Billy Black Photo

Joyful re-christening of Java by owner Sally (and Vagn) Worm, July 2003

Truly the most significant Concordia news for 2003 is the re-launching of Concordia #1, *Java*, in July following a lengthy restoration by IYRS; and the re-launching of *Coriolis* #82 in June, after completion of extensive repairs by Concordia Company following her trial by fire in January 2002. Both of these boats came close to being lost and, once again, the commitment of dedicated owners demonstrates the strength of the Concordia class. *Java* is fortunate to have found new friends in owners Vagn and Sally Worm and *Coriolis* is blessed to be entering her 23rd year in the care of Doug and Sue Adkins.

In this issue you will read the completed log of John Eide's roundtrip to the Caribbean aboard *Golondrina*, get up to date on *Sarah's* on-going restoration, cringe at *Fleetwood's* misfortune, and learn what other owners have been doing the past six months.

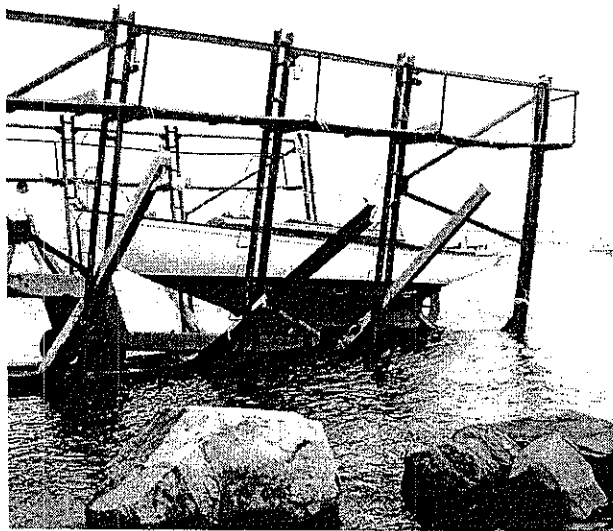
Reader support of the newsletter has been better than ever the past six months and your articles and \$10 subscriptions keep us in print. Please make checks out to Skip Bergmann (not *The Concordian*) and send them along with your latest Concordia news and photos to:

***Skip Bergmann
41 Cachalot Lane
Falmouth, MA 02540
bergmann@cape.com
508-548-1365***

JAVA #1

*Vagn & Sally Worm
Old Saybrook CT & Brooklin, ME.*

Java was finally launched on July 16th and re-christened on the 18th, during the IYRS annual summer fundraising party that marked the end of the IYRS Classic Yacht Cruise. Those of you who get *Classic Boat* magazine can see a photo of *Java* taken during the event on page 8 of the September issue.



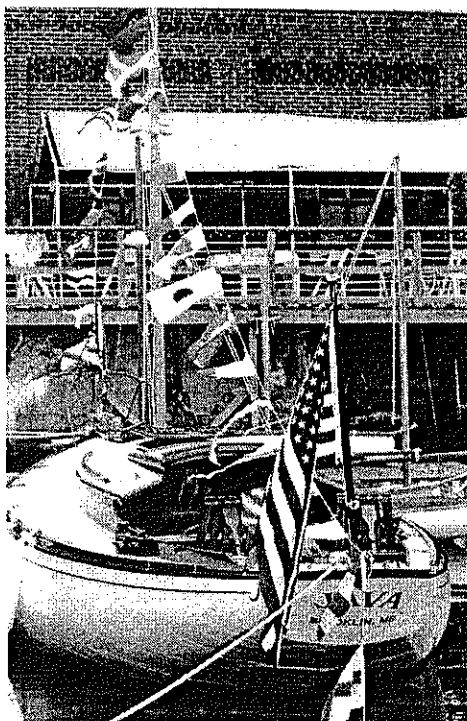
After a long rest ashore, Java heads back to her proper element

At launching, *Java* still needed much additional work on her spars and rigging before being able to sail away. The first mast stepping had to be abandoned due to problems with the length of the shrouds, but in a few days she was all rigged and looked like her old self. Sail problems occasioned another delay, but did not keep us from sailing her for the first time with a crew from IYRS, as well as rigger Joe Mello and Spencer Easton of Halsey Lidgard Sails. We sailed her with care, as her rigging needed to be stretched out and the wind on Narragansett Bay built up quite quickly to a fresh breeze.

At the end of August, *Java* was entered in the Museum of Yachting Classic Boat Regatta with Elizabeth Meyer, founding chairman of IYRS, at the helm with a crew of friends. Although *Java* was a DNF in the light air, she received the Museum of Yachting Restoration Award.

Last minute details and a hurricane delayed our departure from Newport, but on September 8th we headed for Maine. We look forward to cruising our home waters of Penobscot Bay and Mt. Desert next season on the boat that started it all.

We owe many thanks to the whole gang at IYRS who did such a great job on *Java*, especially Clark Poston, Dan de Liris, Simon Gignac, Carson Agnew, Patrick Abrecht and Bill Wood.



Dressed for the occasion, Java was the honored guest at the IYRS fundraising party in July

IRENE #103

Doug Cole, Bellingham, WA

Our summer cruise this season took us to Barkley Sound on the west coast of Vancouver Island. We made the trip out over the course of three, ten-hour days of powering, much of it in fog. Once we arrived, however, we enjoyed nearly three weeks of perfect sunny and warm weather, which is quite unusual in these parts. Crowds were minimal, though it is never really crowded there. Fishing was good and we generally had at least one fresh salmon in the icebox, as well as prawns and an unlimited supply of oysters.

The highlight was catching a big westerly for the ride home down the Straits of Juan de Fuca. 35 knots is fine, so long as it's on the tail. Fall weather continues to be unseasonably warm and dry and we expect another month of fine sailing.

I was thrilled to learn that Waldo Howland's third book will soon be published. In anticipation, I have begun rereading the first two volumes.

When I read them the first time (Volume One, anyway), I was still a year away from Concordia ownership and most of the names and places were new to me. Since that time I've been fortunate to meet many of the people and to have visited most of the places mentioned.

SONNET #63

Jim Brown, Syosset, NY

This year *Sonnet* started out in much better condition than her owner, who suffered a broken femur while commissioning the vessel at Rumery's Boatyard in Biddeford, ME, followed by ball-joint replacement. Tripped off the boat onto the dock and landed on a cleat. Woof!!!

Despite doctors' admonitions, I did manage to participate in the IYRS Classic Yacht Cruise, which started in Nantucket in July. Concordia captains and crews enjoyed a delightful pre-event party at Mark Goldweitz's house in downtown Nantucket. Many thanks to Mark from all of us.

Sailing conditions for the cruise varied from light to excellent Buzzard's Bay breezes and Concordias showed their stuff. For once I could really enjoy the sights as my two oldest sons did all the grunt work. Elizabeth plans these cruises well and I avidly recommend to fellow owners that they join the CYC Concordia fleet next year. There is truly nothing as satisfying and enjoyable as being part of a fleet of similar vessels sailing in unison.

The rest of the summer saw *Sonnet* daysailing from her mooring in Oyster Bay. The weather was lousy. Oyster Bay's waters are ideal for growing oysters and also scum on boats' bottoms. I'm always amazed at how much more responsive the boat is just after a bottom scrub.

We sailed the boat back to Rumery's the first week of October, enjoying both light and heavy weather. From Newburyport north we started off in 20 knot winds, which increased to 25 with numerous gusts to 35. With the wind abaft the beam the waves were horrendous. Driving rain made one think he was in range of shotgun pellets. It became imperative that we duck into Portsmouth and continue the next day. We resumed our trip in 15-20 knots winds from the south. *Sonnet* dealt with everything Mother Nature served up and further convinced me that Concordias can do anything.

Hopefully next summer will bring renewed health to *Sonnet's* owner and better sailing conditions for all of us.

***The Concordian* - Spring 2004 - #37**

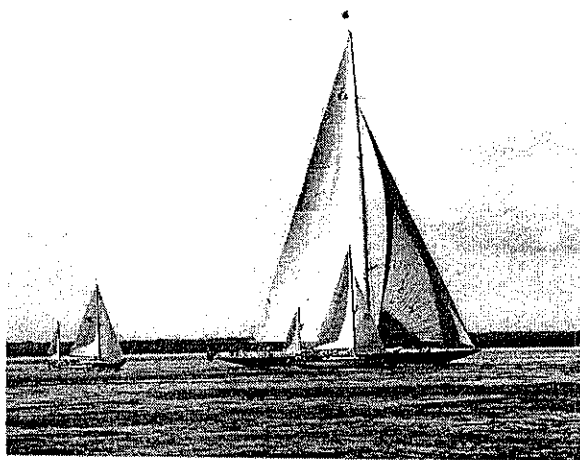
Deadline: May 10, 2004. Articles to:

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Concordias and Big Blue mix it up on the 4th Annual IYRS Classic Yacht Cruise

ABACO #102

Jonathan & Dorothy Goldweitz, Stamford, CT

As we motor-sailed *Abaco* up the Connecticut River on October 10th, I checked the log and saw we had traveled 792 miles since we left the yard in May. Even though we logged almost 2000 miles more during the 2002 season, we were still able to reflect on many pleasant memories of Concordia sailing this season.

The IYRS Classic Cruise from Nantucket to Newport in July was again a highlight of our cruising season. Racing and sailing in company with nine Concordias was quite a visual feast. Seeing the result of the restoration of *Coriolis* and being able to race neck and neck with her one day was truly a heady experience. Having been a guest aboard her one evening in the San Juan Islands back in 2001, it was especially gratifying to see her back in the water and how happy Susan and Douglas Adkins were to be sailing her with the IYRS fleet.

The remainder of the summer sailing was mostly short day sails or weekend overnights to our favorite western Long Island Sound anchorages. We were also fortunate to be able to take a week off in early October to cruise the Shelter Island area. We enjoyed delightful Indian Summer weather, brisk sailing breezes, and almost no other boats in the anchorages.

There are no major winter projects planned as yet, but we always find more to do after hauling and closer inspection. I have already begun removing some running rigging due for upgrading and there will always be some areas of brightwork to strip and refinish. We are still looking into refrigeration and appreciate the many suggestions offered by fellow owners, but we need to do more research and planning before jumping into such a project.

CONCORDIA COMPANY, INC

Brodie MacGregor, South Dartmouth, MA

The highlight of 2003 has been the re-launching of #82 *Coriolis*. I want to thank Douglas and Susan Adkins for saving *Coriolis*, for being such enthusiastic, knowledgeable and understanding customers, and for hosting a really first class commissioning party.

Coriolis is stored here again this winter and, while the restoration is mostly complete, there is a modest list of upgrade and routine maintenance projects to be dealt with. We look forward to having the Adkins sail off the East coast again next summer.

The coming winter is shaping up to be a busy one here at the yard and it looks like we'll be storing 14 or 15 Yawls again this year. The major project is to complete the restoration of #92 *Savu*. This will involve reinstalling interior accommodations, mechanical, electrical and plumbing systems, deck hardware, and paint and varnish.

#88 *Renaissance* has returned after a break of several years. Happily she has been converted from ketch back to yawl rig. We are still finalizing plans, but it presently looks like we will be replacing the engine and related systems, upgrading floors, frames and bottom planks as required and stripping and refinishing the varnished topsides.

Completion of the restoration of #89 *Woodwind* is also planned for this winter. This will involve upgrading of the teak cockpit sole, replacement of cockpit seats, and stripping and refinishing of the balance of brightwork on deck.

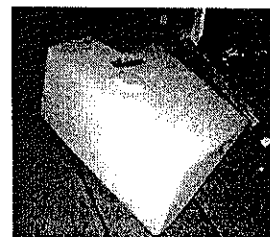
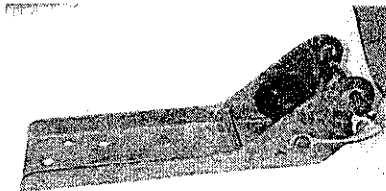
Interestingly, the owner of *Renaissance* is having a dinghy built to carry two adults and two children in one trip, and to stow on the cabintop. I understand that the boat will be similar to the Abeking and Concordia Bateeka, with perhaps six inches more beam. More details later.

Concordia Replacement Parts

Perhaps it's because the boats are getting older or the restorations are becoming more intense, but in any event we are experiencing increased calls for genuine Concordia replacement parts. Peter Durant, our Service Manager, has done a good job pulling together all of the parts that we have available. We have many of the casting molds, as well as jigs, fixtures, a skilled machinist, and adequate machine shop equipment. In theory, we can duplicate most any hardware items that owners may need.

Over the years the big sellers have been berth arms and other Concordia berth hardware, cabin

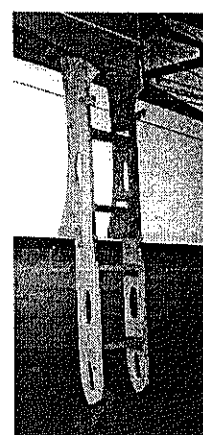
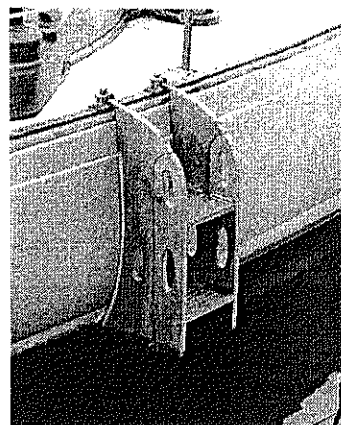
stoves, bow rollers, deck irons and smoke heads. Recently we had a mold made and have sold approximately a dozen polypropylene holding tanks, which fit under the port side pipe berth in the forward cabin. We are currently working on casting gallows frame parts for two boats, so these too will be available soon.



Concordia parts include bronze bow roller and holding tank that fits in forward, port locker

This summer we made two prototype, replica Abeking boarding/swim ladders at the urging of Jeff Makhholm, owner of #85 *Arapaho*. The ladders are teak with bronze hardware and we believe they are both handsome and practical. They are a lot of work to make, but hopefully if we are able to make them in batches, the cost will not be too exorbitant. We have sold the two prototypes plus six others.

Please let Peter know of any parts you may need and we will do our best to help.



Boarding ladder unfolds to become swim ladder, which extends well below waterline, making it easy to climb. Not shown is that ladder steps are hinged, so ladder folds flat for storage in minimal space

CORIOLIS #82

Doug & Susan Adkins, Seattle & Orcas Is., WA

Friday, July 11th, came to Padanaram with lots and lots of rain. For a little over two weeks *Coriolis* had been afloat in the Concordia Company basin, gleaming with fresh varnish, scrubbed teak decks, and polished bronze hardware just beginning to turn verdigris green in the salt air. Her spars had arrived from Seattle and her rig had been installed, along with new Manchester/Doyle sails. Concordia claimed to be disappointed at not being able to sell tickets to the stream of on-lookers who stopped to admire their reconstruction and artistry. *Coriolis* was back dramatically from her trial by fire and we gathered to celebrate her return on that Friday afternoon.

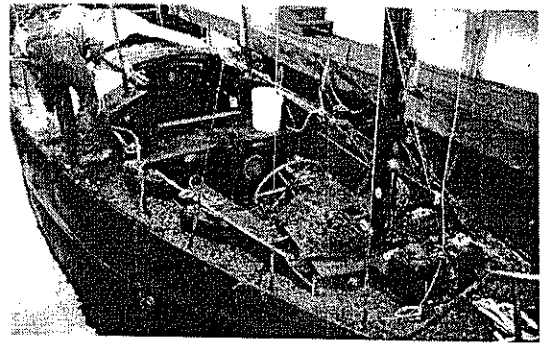


Coriolis at Concordia docks after re-launching

Susan and I had come from Seattle the night before and arrived at South Wharf without much light, but we had to see her. We boarded in the usual way, seeing and feeling the familiar details of the yacht we have owned for twenty-two years, everything as it should be, and in the twilight her pristine condition was not really startling. Down below was a card and carefully wrapped box on the folding salon table. The card was from Gary Harwood, head carpenter, and it welcomed us back with congratulations. In the box was Gary's gift to us and to our boat. He had mounted a charred cleat from the burned cockpit on a varnished mahogany plaque trimmed with teak salvaged from the blackened decking. A brass plate beneath proclaimed, "*Coriolis*, may she find peace in distant harbors." We both cried. It had been a long journey back.

The afternoon celebration of *Coriolis*' rebuilding included many thanks, beer and hats for the crew. Photos of everyone on the dock next to her nearly

sank the float and the festivities were even joined by Dan Strohmeier and his wife Cheryl, just before they headed for Maine. Smiles and thanks all around as the week ended.



Coriolis, truly a phoenix risen from the ashes

Susan and I spent the weekend preparing the boat to join the IYRS Classic Yacht Cruise on Monday: provisioning, replacing items missing since the fire, and checking out systems and rigging with a short sail out to Wilkes Ledge and back. On Monday, lucky to be joined by Brodie MacGregor, we headed through Quicks Hole and around to Edgartown to meet the IYRS fleet which had raced from Nantucket. What a treat to see the Concordia contingent of *Arapaho*, *Abaco*, *Feather*, *Skye*, *Golondrina*, *Sonnet*, *Oriane*, and *Praxilla* joining *Endeavour*, *Bolero*, *Seranade*, *Piera*, *Nyala*, *Onawa* and others in a remarkable assemblage of classic wooden yachts.

We cruised in company through Woods Hole to Hadley Harbor and *Arapaho* and *Coriolis* snuggled up nearby in the inner harbor alone, happy to look at varnished mirror images of one another. We raced from Woods Hole to Third Beach on the Sakonnet River the next day in a nice southwester, a reach all the way and we were delighted with our boat, sailing hard again after nearly two years of rebuilding. We sailed around to Newport the following day and paraded through the harbor following *Endeavour*, finally settling in the IYRS basin next to the recently and beautifully restored

Java. That night we enjoyed a lovely party at Elizabeth Meyer's wonderful historic home and then left the fleet to return to Padanaram through the fish traps on the other side of Brenton Reef. We left a short list of items with Concordia and with separation anxiety left *Coriolis* to return west.

Our sailing resumed on Labor Day weekend as we cruised together with our friends Ernie and Tina Godshalk who brought their fancy Hinckley 42 down from Manchester-by-the-Sea to join us. Out to Westport, back to Hadley's, into Menemsha, out to Block Island, over to Cuttyhunk and back to Padanaram in the fog. The Northwest has been hot and dry this summer, but we continued to find rain wherever we went in the East. Still, it was great to be aboard and we even used the new Luke soapstone propane heater when thirty-five knot winds convinced us to stay in Great Salt Pond on Block Island a day longer. The crowds had left on Labor Day, we found lots of room in harbors, and cruising in the shallow Eastern waters was a change and great fun for us.

Coriolis will stay at Concordia this winter, maybe next to her friend *Arapaho*, and we will try to get to Maine before she returns to the Northwest next year. We are grateful to many friends for their encouragement, skill and care in bringing her back to life. We are truly indebted to Brodie and the Concordia Company for their devotion to our Yawl and the perfection of her rebuilding.

ALLURE # 87

Ben & Anne Niles, South Freeport, ME

The 2003 Eggemoggin Reach Regatta racing suffered from a general lack of breeze. As the Concordia out ahead at Stonington on Friday (and the last to drop out) and as the first Concordia to cross the line Saturday, we did respectably well. However, the penalty "bonus" handicap we got from last year's win kept us out of the hardware.

Honors went to *Streamer* with Rusty Aertsen and crew, as well as Brodie McGregor aboard. Also, the committee called the Saturday race short at three miles and they may not have adjusted the handicap allowances from the 12 mile course calculations they'd done in advance. No big deal as we had a great time in spite of the drifting conditions and the *Streamer* crew was really excited about the win.

OFF CALL #58

Peter Castner, Boxford, MA

Spring was pretty much a bust, what with rain and cold. When summer weather arrived in July it was great, but it flew on by and fall is here, marked by Labor Day and my crew heading off to school. It was an action packed summer of sailing and cruising. We had a lot of fun and stretched every weekend to three days, which helped to get the most out of available time.

I'm happy to report that the Graymarine purred all season and I'm glad that I stuck with the gas engine. It is infinitely more quiet and vibrates much less than the diesel alternative. I can't say that this "new engine" installation went anywhere near according to plan, but that story alone could fill up volumes.

I hung my new, large screen, color Raymarine C-Map, GPS Plotter and faithful Raytheon radar on a new custom bronze frame/fabrication. I affectionately call this frame device my "monkey bar." It is formed to resemble the existing bronze gallows frame and actually uses Concordia supplied bases to mount to the cabin roof. Since it is mounted inside the companionway spray dodger it is out of the weather and is easily visible from where I stand or sit to steer. It was a lot of messing around to come up with something that looks good, does not get in the way, and gives the strength needed to support the now necessary stuff. The frame turned out to be so rugged that I actually had a bronze grab handle added in the center to assist getting up and down the companionway.

There was sufficient fog this summer where I cruised in Penobscot Bay to test out the system and it worked well. The combination of the radar and map system is hard to beat. A lot of our favorite anchoring holes are small and tight and setting out in the morning fog would be interesting without the electronics. I always tell my wife that these items are cheap insurance, but having just paid off the last of my yard bills, I will not be able to say that again with a straight face.

I'm not planning anything this winter other than the usual maintenance, paint and varnish. I don't ever remember saying that going into the fall haulout. I've checked the *action items* section of my log and it is blank. . . no sketches, no little nitsy deals . . . I'm either getting less fussy or maybe we have finally arrived where I thought we'd be ten years ago.

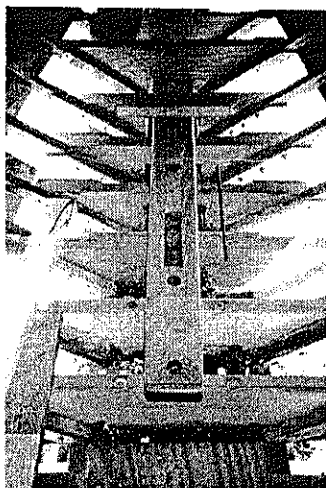
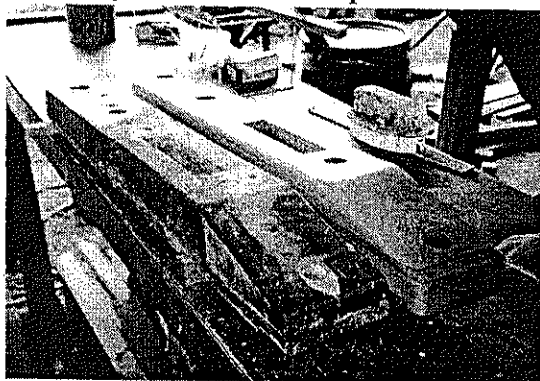
There's never been a season that I remember having enjoyed more. What else is there to say?

SARAH #27

Dave & Margo Geer, St. Augustine, FL

The saga continues, but so does our resolve. After being fortunate enough to sail with Jeff Makhholm on *Arapaho* in the ERR, we returned to St. Augustine with Dave determined to get *Sarah* in the water forthwith.

With a level of skill that never ceases to amaze me, Dave promptly fashioned a new mast step and replaced the iron overpiece/extension, which he had previously sandblasted and painted.



Old and new mast steps

Mast step installed, prior to replacement of steel reinforcement extension cap

Dave then gave me the green light to reassemble the forward interior. That would have been fine if I had all of the pieces refinished and ready to go. I had made a good start on the ceiling boards and cabinetry forward, but found the salon cabinets to be more intriguing (from a varnish standpoint) and promptly abandoned the fo'c's'l pieces.

While writing the previous paragraph, it occurred to me that there's still the forward water tank itself (and whatever sediment and encrusted yuck within) that must be dealt with before ANYTHING gets reassembled. There are also some baby frames that have delaminated, but one step at a time.

On the opposite end of the project, Dave repaired two broken deck beams under the mizzen deck and

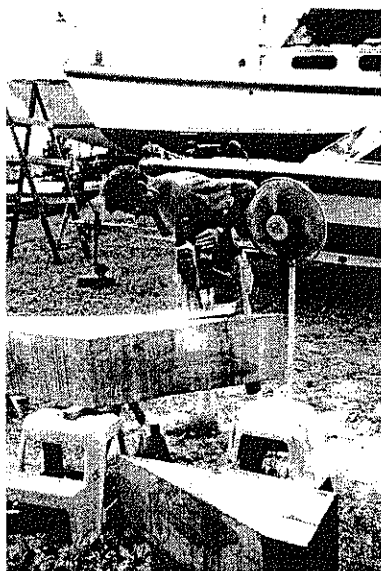
replaced a support directly under the mizzenmast that must have been added when the damage was first discovered.

I started to strip the main cabin overhead using a heat gun to remove the paint. Someone watching my agonizingly slow progress suggested that I blast the surface with walnut shells. Research shows ground walnut shells being used in home restorations to strip decades of paint from wainscoting and detail areas, such as fireplace mantels, without damaging the original wood. If it works, it'll be just the ticket. I already have over 20 hours involved, but with another 50+ hours ahead of me at the current rate, I figure the walnut shell theory is worth a try. We are now awaiting the arrival of shells, so if anyone has any thoughts or advice, please let us know.

August 26th was "sail day." Unfortunately we didn't go sailing, but spent the afternoon unpacking the sails that came with *Sarah*. We've had the sails in storage for over three years, so it was exciting to see them for the first time. They were the first things off the boat (and the least of our worries), as we just needed to get things cleared out of the way before the projects started intensifying.

Nice surprises followed one after another as we unrolled six sails, including a beautiful spinnaker. One really special moment occurred when I found the name of a former owner, Kennett Love, still visible in pencil next to a small repair. All of the sails appear serviceable, but will be sent to the folks at Sail Care for cleaning and maintenance.

The final milestone for this report was completing the caulking and rebedding of the seams on the mizzen deck. Our shipwright, Nick Xynides,



Cutting out sternpost

was in charge of the caulking and it's safe to say that I'm now a lot more experienced with a caulking gun and a putty knife than I was when we started.

We followed the advice of the folks at Concordia and used Teak Decking Systems' caulk to pay the seams. Other than problems redoing deck seams, the project was a tremendous success.

It's an unexplainable thrill to have an area (albeit only a few square feet) completely done!

I am currently in the process of redoing our website. Having the new site launched around mid-November is the goal, so please check in around that time. The owners' page will be updated and expanded, so please e-mail me with any information, stories, pictures, you'd like posted. It'd be wonderful if you e-mailed me your newsletter articles or anything you have handy, as that would be a wonderful way to spread the news of your good work, good fortune, and good sailing.

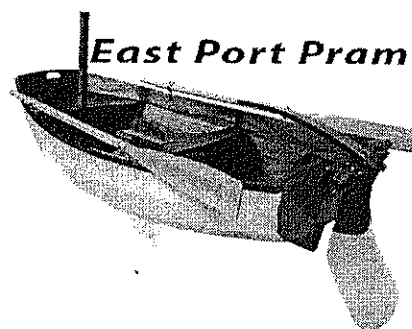
We look forward to hearing from you.

Dave and Margo Geer
boatwrks@aug.com
www.sailingwithsarah.com

PRAM TENDER

Fox Lane Boatworks, North Salem, NY

Every so often readers call and ask if anyone makes a wooden dinghy that would be a good fit for a Concordia. Other than the original Batecka design (see Concordia Company article on page 4), I have not known of any.



However, Fox Lane Boatworks builds a pram that an owner might consider. The dimensions at 7' 6" x 48" are just slightly less than the popular Dyer Midget, but it weighs in at a light 55 lbs. Available in both rowing and sailing versions, it is priced at \$2695 with complete rig.

foxlaneboatworks.com
PO Box 270, North Salem, NY 10560
845-278-0647

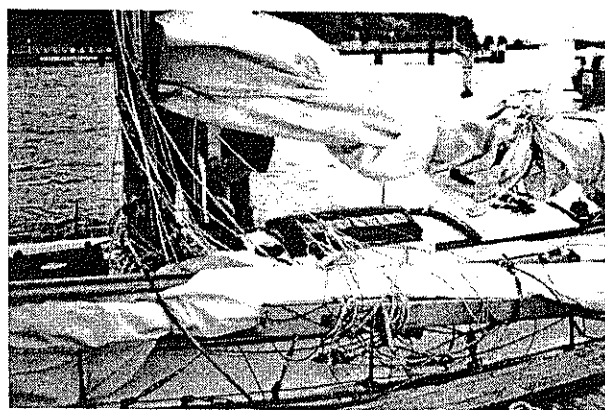
FLEETWOOD #20

Kersten Prophet, Kiel, Germany

Unfortunately I have to report some bad news about *Fleetwood*, as you can see from the photos.

It was last week Saturday (Aug 23) when we went into the classic yacht race at Kiel Laboe. We have six crew on board, it was a nice day at the beginning, we had 10 knots wind from west, and we got a good start. Things went well and we worked hard to be first in our group. The wind developed and when the mast broke we had about 23 knots, some 28 knots in spots. Nothing so bad for a Concordia.

When we made the first of two rounds through the course we put up the spinnaker and *Fleetwood* sailed with more than nine knots speed. What fun. For the second round we took a reef in the main. The mast broke some minutes after we entered the last leg to the target with the wind abeam. The chain bolt for the backstay broke out of the deck and the result you can see in the photos. Someone asked for cutting tools and I remember my answer: "I don't have tools for this case, I never expected this."



Aftermath of failed backstay anchor bolt

The mast broke just below the spreaders and a second time about eight feet above the deck. The part between fell directly into the sea and the upper part remained connected to the boat. We tried to take the middle part back on deck, but that was impossible. We secured it alongside, tied everything down, and motored home.

The good news is that everything will be paid for by the insurance company.

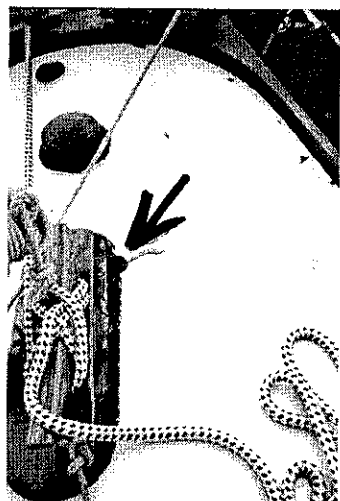
But what happened?

From my actual knowledge, the backstay bolt came out of the deck. During investigation it was found out that this was secured only through the deck and a longitudinal oak piece below the deck beams. Above the nut was a washer of 1" (30mm)

diameter. The longitudinal oak piece of 2"x2" (60 x60 mm) broke between the two deck beams where the bolt was situated.



Back at the dock trying to figure out what went wrong

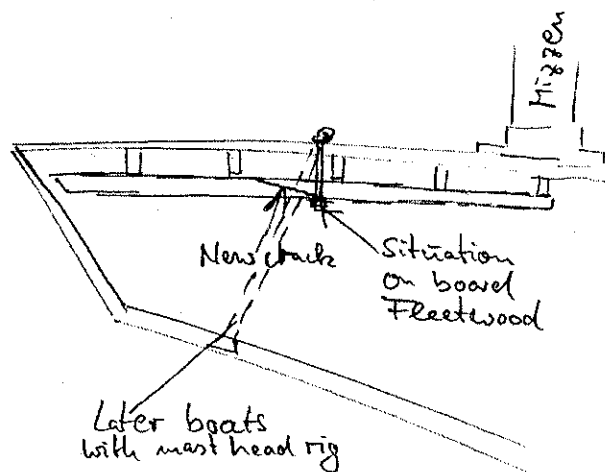


Backstay anchor bolt was designed for load of 7/8 rig which had running backstays, not masthead rig with single backstay; bolt pulled through deck (arrow)

But what was the reason?

The oak piece looked quite good and I had an inspection every year. During discussions with Andreas Krause, grandson of Henry Rasmussen and owner of the boatyard "Krause & Wucherpfennig," it was determined that *Fleetwood's* mast was originally a 7/8 rig and adapted to a masthead rig.

When the change was made to masthead rig, the running backstays were removed. From that time on the load of the forestay and the mainsail was carried only by the one bolt in the middle of the aft deck. I learned from Andreas that usually the masthead Concordias had a much stronger construction for the backstay because of the load being carried by only one stay. In the regular masthead rig a large metal strap continues from the deck down to the hull (see diagram).



When converted to masthead rig sometime in unknown past, backstay anchor strap from deck to hull was not used

Whoever changed the rig during *Fleetwood's* earlier life neglected to change the backstay anchoring support. Anyhow, none of the six of us got hurt, that is the good news, and *Fleetwood* will get a new mast!

I think the rig will go back to the original height with running backstays. The forestay will remain as it is rigged on top to avoid the need of new sails. Finally, *Fleetwood* will carry some more sail area than the original. The new mainsail will get two reefs and with that she will be able to sail in strong conditions as well as she did until now, *but* with the load divided properly as originally designed!

First Mate Birte and year-old daughter (crew) Lea enjoying Fleetwood during less stressful times this past summer



PRAXILLA #10

Dom and Deb Champa, Fairfield, CT

One more summer down ... no insurance claims (which should make Tom Bosworth happy) and aside from all the rain, cold spring, and not a lot of wind, it was still better than winter.

This year's highlight was the Annual Classic Yacht Cruise hosted by IYRS the week after the July 4th holiday. I managed to sandwich it in the middle of a three week summer escape.

We took the boat up to Block over the 4th of July and I am constantly amazed by the number of boats there over that holiday. The weather was pretty good and afternoon activities consisted of sitting on *Praxilla* watching other boats break loose and occasionally having to go out in the dinghy to fend off ones that were coming down on us.

After Block I began to make my way up to Nantucket to meet up with the IYRS cruise. With stops in Cuttyhunk and Edgartown I made it to Nantucket with almost a full week to sit and relax before the IYRS crowd assembled. Jon Goldweitz aboard *Abaco* made it up a few days early, too. Then the pub crawl of Nantucket began.

I believe we managed to hit every great restaurant on the island with the help of Jon's brother Mark. The week there ended with a party for the Concordia crews hosted by Mark Goldweitz at his new home. Thanks go to Mark for a great IYRS pre-cruise event.

The annual insanity of the IYRS CYC then began and for one week we had great sailing, partying, and the normal Concordia comradery. With stops in Nantucket, Edgartown, Hadley's, Third Beach and finally Newport, this year's cruise had a great itinerary. It was also highlighted by some incredible sailing days. Congrats again go to Marsha and Elizabeth for all the work they put into this event. I would encourage all Concordias to attend next year.

I can't end my discussion of the IYRS event without the following *Skye* *Skye* *Skye* (you had to be there).

The balance of the summer was spent pretty close to home with a couple of overnights, one rafted up with *Abaco* and the Goldweitzs in Port Jeff, always a pleasure.

After the hurricane scare I cleaned the boat up and then took it back to Pilots Point to spend the winter tucked away in shed #2. Aside from some transmission work and stripping the toe rails, nothing major is planned for the winter.

TRIAD BOATWORKS

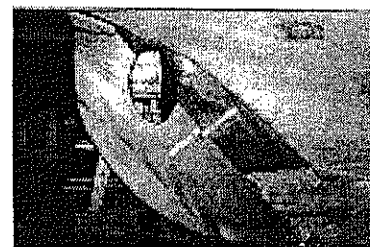
Peter Costa, Mattapoisett, MA

For the coming winter our workforce is pretty well committed with routine maintenance and repairs, plus completion of the structural restoration and reassembly of Concordia 39 *Wild Swan* #25. Other Concordias in our care this winter are *Captiva* #100, *Envolee* #81, *Paramour* #72, *Loon* #45 and *Feather* #29. In addition, we are again caring for the Q Boat, *Taygeta*, a real head turner at 50' x 8' x 8' when folks drive in the yard.

As of November, structural repairs are completed on *Wild Swan* and we are reinstalling the interior. She has many new frames and floors, all new bottom planking, stern post, wood keel, teak deck, toe rails, covering boards, cockpit coamings, stem and keel bolts, mast step tie rod system, Genoa tracks, and a large number of upgrades. We hope to get her in the water later this month to spend a week swelling up before we tackle more of the cosmetic restoration over the winter. She's shaping up like a new boat and will certainly outlast all of us who have been working on her.

Over the past few years we have been involved in a number of Concordia restorations and have developed new ways to do things and have had to fabricate a number of unavailable parts. We now have Concordia head sink molds, which we use to fabricate fiberglass replacements; patterns for 39 and 41 cockpit coamings; a jig and procedure to bend new Genoa tracks out of 1 1/4" bronze T-track stock (to replace metric track); and a number of patterns and jigs for various structural components.

If you're in the Mattapoisett area, feel free to stop by the shop on Route 6. Break time is 9 a.m.



Shutter plank completes replanking of port side of Wild Swan from ballast keel to above waterline; new rudder hangs from new sternpost, aft of new planking, wood keel and deadwood

GOLONDRINA #65

John Eide, Portland, ME

In last Fall's Concordian John filled us in on the first leg of his trip to the Caribbean from Portland, Maine. In October he was still in Chesapeake Bay, prior to heading offshore.

In the Spring issue, John told of the sail to St. John, local racing, the holidays, and medical repairs to the skipper. The latter event changed John's plans and, other than sailing to Antigua for the Classic Yacht Regatta, he spent most of his time on St. John. That unexpected change provided the opportunity to appreciate the island's history, people, and landscape in an in-depth way that he would not have experienced had he just quickly sailed in and out.

The conclusion of John's adventure follows.

Greetings:

As I prepare for our departure from the Virgins back to New England, it's time to send another mass mailing.

In early April I left St. John for Antigua to take part in the Classic Yacht Regatta. The Classic was one of the highlights of my last trip, so I was excited about doing it again.

Getting there was a three-day solo beat to windward. Not fun, since I barely ate and was seasick for the fourth time in my life.

Blew out the 40-year-old genny one night and snapped the headsail halyard shackle the next. But, seeing Montserrat erupting every 20 minutes on a moonless night was awe-inspiring. Glowing lava spewed out the side of the mountain, turning into a bright orange gash that slowly ran down toward the sea before fading away. The show lasted about two hours.

We, I, did not do as well as last time. The competition was tougher, with five of the eight boats 50 to 60 feet long. *Golondrina* was the smallest boat in her class. With high winds and rough seas, she just can't do as well in those conditions as a larger boat can.

The first day was 25 plus with heavy seas and I was just knocked around like crazy. We got 8th. But, to have boats like *Velsheda* and *Eleanora* sail by under those conditions was incredible and well worth the trip.

Second day was 20k with calmer seas, and we did better. 6th.

Third day was a little too calm, 10k or less and flat seas, so we did our best. 5th for fifth overall.

One larger boat, obviously faster, I had to give time to. Hmmmm.

But, we handled the boat well, got perfect starts each day, so we did as well as we could. The crew was great. *Golondrina* did win a specially created, one time juror's award in the Concours d'elegance for her restoration. That was a nice honor to receive.

You can check out the Antigua Classic Regatta website or, better yet, go to Tim Wright's website, <www.photoaction.com>, look up *Golondrina* and see us and everyone else in action!

I did the Foxy's Wooden Boat Regatta on Jost Van Dyke, BVI this weekend and managed to get a second in my class. The winner was unbeatable, about 38' but with a cutaway forefoot and detached rudder. Whole different type of boat. Couldn't even keep him in sight after the start. This is the same fellow who broke his mast just in front of us at the Sweethearts regatta in February.

I took third in the single-handed race on Saturday behind the hot boat and one from St. Thomas. I think the St. Thomas boat saw how hot Julian was and went home, since he was not around on Sunday. Oh, well.

The crew was great: a neighbor from Coral Harbor, an ocean racing tri owner from Cruz Bay, a Swiss couple I met on Anguilla, and a famous American composer.

They worked well together and we really got the boat to move. Constant sail trim tweaking and near perfect spinnaker work. But, the other boat was untouchable, so my dream of getting *Golondrina* up on the winners list on the wall at Foxy's just won't happen. Oh, well, I tried.

Denis, who sailed down with us in November is back for the return trip along with his wife Pam. He's hot to catch some more fish, but this time I'm not going to laugh and Pam can cook 'em.

That's the big news. Prizes are all stuff I can use just before departure. \$100 at a Red Hook marine store, \$50 at a Red Hook market, and \$20 at a Red Hook lunch spot. Appropriate, since I will meet Denis and Pam in Red Hook on the 3rd.

Boat is in good shape and seems ready to go. I've got to do some minor varnishing to prevent worse varnishing when I get to NE. Mast really needs help and I hope I can find someone willing to haul me up the masts twice, or four times, to do it.

Next report will be from Buzzards Bay.

Cheers,

John

continued . . .

Monday, 30 Jun 2003

Greetings:

We're safely back in the US after a fairly uneventful passage up from the Virgins. Pam and Denis arrived on June 4th, looking like, well, two people who had spent the winter in Vermont--white as the Vermont snow.

After provisioning in Red Hook, we sailed over to Culebra, a small, quiet, wonderful island east of Puerto Rico where the most substantial building is the baseball field. No wonder so many major leaguers come from PR with that kind of support.

Saturday, June 7th, we set out for Bermuda and for the next five days we had an easterly trade wind, gently but rapidly pushing us north. Our 24-hour days ran from a low of 120 miles to over 170. Just perfect weather for a Concordia.

We were chased by porpoise, had tropic birds try to land in the rigging, and just enjoyed the last traces of the tropical climate. We were even given the green flash one sunset.

But, 135 miles south of Bermuda the winds died and we had to motor the rest of the way to St. George. Sailing at five and a half knots is a calm, peaceful way to travel, while motoring at five sure is nerve wracking. Noisy and with the sense that we were going very slowly.

I've done the passage north four times now and I'm totally awed each time when we pass over the Puerto Rico trench. To cross a spot that is almost as deep (26,000 feet) as Everest is high certainly makes me consider my own and *Golondrina's* size relative to the world we live in. And, of course, when you're on watch for three hours, late at night, in ideal conditions with the tiller pilot pumping rhythmically, one can get very philosophical. Too philosophical.

Denis did it again. He caught a small King Mackerel as we approached Culebra and a Mahi-mahi at the half way point. Nothing beats fresh-caught Mahi-mahi.

After three days of laundry, showers, walking, provisioning and checking out the racers from the Newport/Bermuda one-two, as well as getting daily weather and Gulf Stream reports, we departed with some confidence -- confidence but yet always a little apprehension concerning what lay north of us.

Our apprehension was justified, for during the first night we passed through a front. Down to jib and jigger. Just before sunset, the sky opened ahead of us to form an arch of light with a serious squall,

complete with lightning, on each side. We sailed gently though and on to the north of the front. I've never experienced anything like it. The Concordia patron saint must have been looking after us. St. Raymond?

Once that front passed, I don't think we saw 12 hours of sun in total for the rest of the passage. But, a nice 1 knot current pushed us north toward the Gulf Stream, so I wasn't unhappy.

However, once out of and north of the Stream, we encountered a 1.5 k current on the nose with light wind. 24 hours, 45 miles. It was one of the most frustrating sailing days ever. Finally, after sailing an hour at 2.5 knots through the water and zero knots over the ground, we turned on the iron genny and bullied our way north into a favorable warm eddy.

But, we had our doubts, since the water temperature rose from 69F to 82F. It seemed much warmer than it should be and certainly warmer than at any point in the Stream itself. We just had to trust the info I was getting and go for it. Eventually the current turned north and we knew we were on the correct side of the eddy, rapidly being swung north toward Newport.

Once out of the eddy and on course to Newport, we watched the water temperature drop rapidly from 82F to 57F.

Once back in New England, the Caribbean adventure was over and, of course, with the drop in temperature, came the FOG. Fog, cold, fleece, radar, calm, rain. Yikes. This is the stuff I went to the Caribbean to avoid. But, as we say in Maine, if you can't handle the fog, you don't deserve the lobster.

We're finally abeam the NB buoy, Newport in sight, motor sailing with full main, genny set to raise, and I'm below starting to make the final meal, when we're hit with a fierce squall. 45 knots at it's height. This is the first time I've been truly afraid while sailing, both for myself and *Golondrina*. To be sailing with the cabin sides under and the boom deflected over two feet shook me to the core.

But, we set the mizzen, got the genny unhanked, the main down, the jib up and *Golondrina* was back in control. Somehow. Jib and jigger sure is a civilized way to sail a Concordia.

Lunch was chili dogs with cheese.

That's the report. I've now done the roundtrip twice from Maine to the Caribbean and truly enjoyed both journeys. Each trip was different, with the first being a short stay on many of the islands

continued . . .

GOLONDRINA *continued*

from the Virgins to Curacao, while this trip became an unintended long stay on one island.

I'm glad I had the opportunity to get "into" one place in depth and in a way that I could not have done had I sailed in and out in two weeks. To meet and get to know non-sailing, land-based inhabitants, both white and West Indian, was extremely informative. Luckily I was able to spend time with some of the artists who live on St. John and also the hardcore hikers, who search for the remains of the post-slave culture. These people opened my eyes to the sad but rich past history of St. John and, by extension, many other Caribbean islands.

I'll spend the rest of the summer slowly sailing back to Maine, east to the Eggemoggin Reach Regatta and then back to work just after Labor Day. I hope to see many of you sailing in Maine some day soon.

Cheers,
John

HERO #22

Rick & Donna Peck

Thimble Islands & Madison CT

Well, its mid October and we just recently took *Hero* up the Connecticut River to Hamburg Cove once again for the winter at Cove Landing. Though we purchased her this summer, we have actually enjoyed *Hero* since late July 2002.

It all started a few years ago when Donna and I began looking for a sailboat that we would enjoy sailing in Long Island Sound, as well as around the Cape and Islands. Having spent summers in the Thimble Islands in Connecticut growing up, I've always admired the Concordias that came through the islands over the years.

I initially contacted Brodie MacGregor at Concordia during the Fall of 2001. He spent the time to answer all my questions about the various details of the Concordias over the years, which was greatly appreciated for it help me define our needs. The owners of *Tambourine*, *Arapaho* and *Javelin* were all very gracious with their time in answering my questions and letting me go aboard to see the differences in the 39's and 41's.

In Spring 2002, Brodie called me about *Hero*. He mentioned that *Hero* is very original, has a unique five berth original layout from A/R and has been very well cared for over the years. So, we made arrangements to see *Hero*. Since Donna and

our eight-year-old daughter, Michelle, have not spent much time on larger sailboats, we felt it best to charter *Hero* for the first season to experience all aspects of the boat. In July 2002 we commissioned *Hero* as a charter and sailed from Narragansett Bay to West Harbor on Fisher's Island and on to the Thimble Islands in Connecticut the next day.

In 2002 we did a lot of sailing and weekends on *Hero*. At the end of the season, November 1st, we had a great sail to Hamburg Cove with 18-20 kts of SW wind doing a brisk 9.5 kts over the bottom (1.5kts current with us). We kept her in the water over the winter and she faired very well.

Last spring we met Jonathan and Dorothy Goldweitz (owners of *Abaco*) who keep their boat at Cove Landing, as well. They were great about answering questions too and offering helpful insights and cruising information. We hauled *Hero* out and got her commissioned for the summer, then headed back to the Thimbles in early June.

In 2003 we crisscrossed the Sound many times, including a trip up to Mystic in late July for a few days. Next season we are planning to cruise up to Block Island and Newport and visit friends around Narragansett Bay, possibly getting up to the Vineyard as well, if time permits.

Well, it's time we get *Hero* ready for wet storage once again. Please, if you come through the Thimble Islands, say hello. We are moored just on the north side of Cut-in-Two Island.

Fair Winds to All

CONCORDIAS FOR SALE

The following list of boats and prices has not been completely verified. Please send in any corrections or changes of which you are aware.

Name	Location	Price
# 3 Halcyon	ME	\$ 75K
#14 Saxon	ME	\$119K
#19 Otter *	ME	\$125K
#34 Oriane	MA	\$ 120K
#52 Banda *	CT	\$ 128K
#53 Beauty *	MA	\$ 150K
#35 Memory	MA	\$ 57K
#72 Paramour *	MA	\$ 150K
#76 Sumatra	CA	\$ 155K
#91 Shimaera	CT	\$ 149K
#80 Goldeneye	ME	\$ 97.5K
#101 Sea Hawk *	ME	\$ 108K

* C-41

IYRS 4th Annual Classic Yacht Cruise Nantucket to Newport July 13 – 18, 2003

The fleet gathered on Sunday in Nantucket and the *Cub* (fleet tender) was on the move through the mooring field. People were getting excited. Chefs and owners were busy in the galley preparing for the first night's event, the Hors d'oeuvre Contest. Thanks to leading judge Wayne George of *Skye*, we had our taste buds on alert. *Skye* donated all of this year's prizes for the contest, Marblehead Green bags for every occasion. Champagne flowed and prizes were given on board this year's raft, which consisted of *Endeavour*, *Aello*, *Onawa* and *Eqqus*. Some of the contest items entered were a Spam Tree, Ritz crackers with cheese whiz spelling IYRS and the really serious items like a lobster dish, crab, freshly caught fish and more than I can remember. Everything was fantastic.

Monday was a big day. We raced from Nantucket to Edgartown. Of course we had our International Race Committee again this year and, as expected, the races didn't start on time. They practiced a lot with the cannons and were happy to work one-handed while holding a Bloody Mary in the other. This year they dressed the Committee Boat (*Lion's Whelp*) in large underwear, gas station flags, and of course the obscure national or yacht club flags. In addition, they donned blonde wigs to comfort Admiral Elizabeth with her new blonde do.

Our fleet finally started with one of the largest Concordia fleets thus far. The usuals could be seen, *Abaco*, *Praxilla*, *Skye*, *Feather*, *Arapaho*, *Oriane* and *Sonnet*, but this year *Coriolis* (on her maiden voyage after a major repair) and *Golondrina* joined the fleet. We started the rest of the fleet and worked our way to Edgartown in a fine mist. The finish line was a particular surprise with our Scottish Race Committee member finishing the boats with his NASCAR flag while wearing a kilt.

The evening took us on shore to Jim and Laurel Lunt's beach where we enjoyed a great steel band and had the best clambake most of us have ever had (Bill Smith's Clambake Club, they travel). The weather looked ominous, but gave way to a double rainbow and beautiful sunset.

Tuesday we ventured over to Hadley Harbor. The big boats went around through Quicks Hole, the rest through Woods Hole. Everyone made it except *Serenade*, a beautiful double-ended Nick Potter design. She was laid over for a few hours and was fortunate not to sustain any damage.

Tuesday night was intended to be a lay evening with no events planned, but it turned out to be a smashing evening on board *Aello* and *Lion's Whelp*. Music and dancing kept much of the fleet busy while a cannon battle took place between a few of the yachts. Needless to say this did not go over well with Admiral Elizabeth.

On Wednesday we had another race planned. The race committee was dragging themselves around *Lion's Whelp* very gingerly. There were no cannons, they tied up the French Race committee member and began the faithful timing of the start. If you didn't have a VHF you were going to lose. The classes were a mish-mash and the starts became individual. *Praxilla* got their own start about five minutes before the rest of the fleet. Of course *Abaco* caught them in no time, but *Praxilla* enjoyed the lead while she had it.

We finished the boats at Third Beach in a great swell with ugly clouds heading our way. We had three tents that we had used in Edgartown and we looked like we were going to need them again. When folks arrived at the beach with their BBQ items, they were greeted with glasses of champagne at the water's edge. We gave out the final prizes for the week and headed back to our boats in the fog.

Thursday was a great sailing day. The sun was bright, the clouds were puffy and the boats looked great. We sailed into Newport and docked. This year was a special year for the Concordias with a fleet of ten boats. The 10th boat was Concordia #1, *Java*, just launched and christened at IYRS before the big Friday night event. All of the Concordias were able to participate.

This year's cruise was phenomenal. For 2004, our 5th year, the cruise will begin on July 11th at Fisher's Island. Again, we will have *Arabella* as our mother ship if you want to join us for the cruise and can't bring your boat. Please sign up soon as rooms are on a first-come-first-served basis. The 75th Anniversary S&S fleet will also join us next year. The Concordia fleet grows with every year and we hope next year to have even more boats participate.

For further information, please contact: Marcia Whitney, J Class Management, 28 Church Street, Newport, RI 02840 Tel: 401-849-3060 Fax: 401-849-1642 or email: mjw@jclass.com You can download the 2004 Entry Form and view a short clip of the 2002 CYC movie from our website, www.jclass.com

Concordia Owners - November 2003

①	JAVA	Vagn & Sally 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.	DONEGAL	Terrance J. McClinch	Boothbay, ME
40.	SKYE	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	Jan W. Rozendaal	South Burlington, VT
50.	CAROL LYN	Carol & Tom Latta	Rockport, ME
51.	VINTAGE	John Foley	Port Townsend, WA
52.	BANDA*	Peter Gottlund	Kutztown, PA
53.	BEAUTY*	Leo T. Chylack	Duxbury, MA

Concordia Owners - November 2003

54.	HORIZON*	Bob & Valerie Grindrod	Hampden, 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	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.	CORJOLIS*	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*	Stephen Symchych	Newton, 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*	Katrina Parson	Brooklin, ME
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.	Under Construction	Mark Webby	Whangerei, New Zealand

*Denotes 41