

THE FALMOUTH CUTTER NEWSLETTER

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FOUR ISSUES PER YEAR

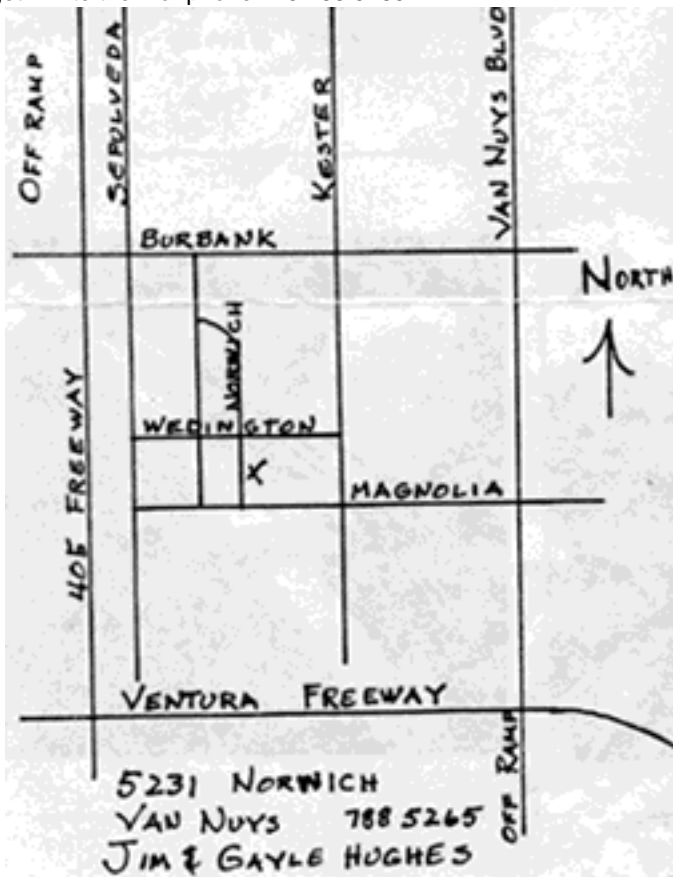
VOL. 1 ISSUE 5

SANTA BARBARA

Fall Barbecue!

This is an invitation from Jim and Gayle Hughes for a get acquainted, get-together barbecue at their home in Van Nuys. The invitation is to all you Falmouth Cutter owners and your families, and, if you wish, you may even bring a special boater friend. The event is an afternoon (and on into the evening) barbecue on Saturday, October 10, from 2pm to 8pm at the address shown on Jim's map below. Jim has had these boater bashes before, and according to Sam, who was there for a pre-launching barbecue for "Popeye", their home with yard, swimming pool and congeniality was well worth the trip.

The Hughes' will provide the food, hamburgers, hot dogs, etc. and they will have wine in a box, but you should bring your own booze. Also, bring \$5 per person. If you wish to swim, bring a suit and towel. We are expecting Lyle and Sam and their families to be there, and this will be a fine chance to jaw. Jim has asked that you R.S.V.P. so they will know how much food to get. Write them or phone 213 788 5265.



Editor's Notes

The two columns, Designer's Notes and Builder's Notes, will be resumed in the next issue. Because of the need to notify readers promptly of the barbecue plans, there was not time to give the columnists sufficient advanced notice of publication for this issue.

The plan for a fall sail to Santa Cruz Island and rendezvous in Ventura has been abandoned for this year due to lack of interest. After talking with several owners by phone, Jim Huges, who was to be coordinator of the event, felt they were reluctant because they weren't acquainted with the other owners, also because Ventura was a little far to bring their boats in the fall. Some boaters had the uneasy feeling that El Nino might capriciously spawn some of nasty coastal storms and hit us earlier than they hit last year. They reacted favorably to the idea of getting acquainted this year and beginning to make plans for gathering the boats next year.

As promised, two mast-raising/lowering procedures for the Falmouth Cutter will be described in this issue. One of the descriptions can be considered an extension or refinement of the one reported in the June issue by John Riebe. We'll call this procedure and associated rig Max's Mast-Minder. It assumes that you have the standard mast with the usual curved base and that you will not be using the sloping roof or high pier (that John uses) as an aid.

The second procedure is described (glowingly) by Duane Madinger and involves a unique hinged wooden mast designed by Lyle Hess and built by Sam Morse. Duane's diagram appears on page 3.

MAX'S MAST-MINDER

The Mast-Minder consists of (a) two 2X4 arms that straddle the bowsprit and pivot on the pin holding the rollers (which are temporarily removed) at the gammon iron; (b) a 2X4 leg that rests on the tabernacle at one end and joins at its other end with the 2X4 arms that straddle it, through a common pin with attached brace. The pin also supports a roller (boat-trailer type). In the resting position (shown in first print on page 2) the roller on the Mast-Minder serves as the carrying cradle for the mast.

--- Continued on page 2

Max's Mast Minder -- Continued
STEPPING THE MAST

Having secured to the last the backstay, jib- & forestay; inner and lower shrouds, spreaders, and upper shrouds; topping lift, staysail, jib, and main halyards; and secured to the deck the staysail stay and inner shrouds but not the jib stay, lower shrouds, and back stay, ---: the steps for stepping are:

1. Start with the last in the carrying position on the Mast-Minder and crutch (or boom gallows).
2. Remove forward hatch cover.
3. Attach two guys from Mast-Minder (MM) brace and lead them to beam cleats.
4. Run line through block secured to bowsprit at clew outhaul fitting.
5. Run (Dacron) double line from MM brace to two winches on coach roof.
6. Move mast forward past deck light so that it rests on the MM roller with unobstructed pathway.
7. Place 1 x 6 board vertically aft of last step.
8. Place 4 x 6 plank on main sliding hatch to place last base upon.
9. Rotate the whole MM mechanism forward out to an angle of 45 degrees (see print below, right) (The MM foot will fall against and lodge between MM arms).
10. Holding the last at the base, slide it forward along the MM

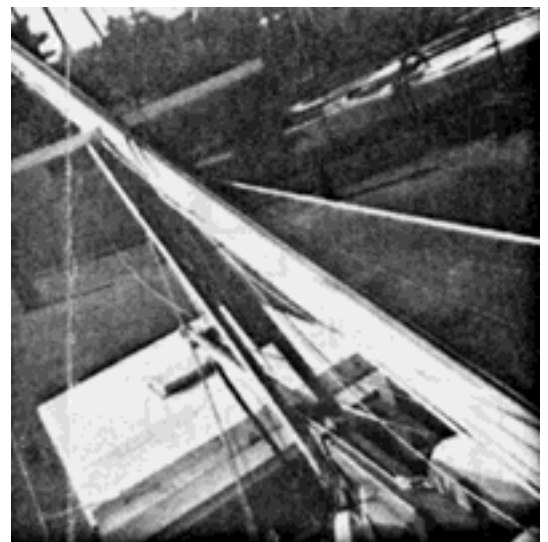
roller, then shove it down to the step and bolt it on.

11. Attach boom; attach topping lift and main sheet to boom and guys from boom to shroud turnbuckles.
12. Rotate boom to 90 degree position.
13. Run mainsheet through block secured to mid taffrail pad eye to jib winch.
14. Winch mast up with mainsheet, with frequent checks to assure that rigging is free.
15. Attach backstay, jibstay, lower shrouds, electrical connector, etc.

UNSTEPPING MAST

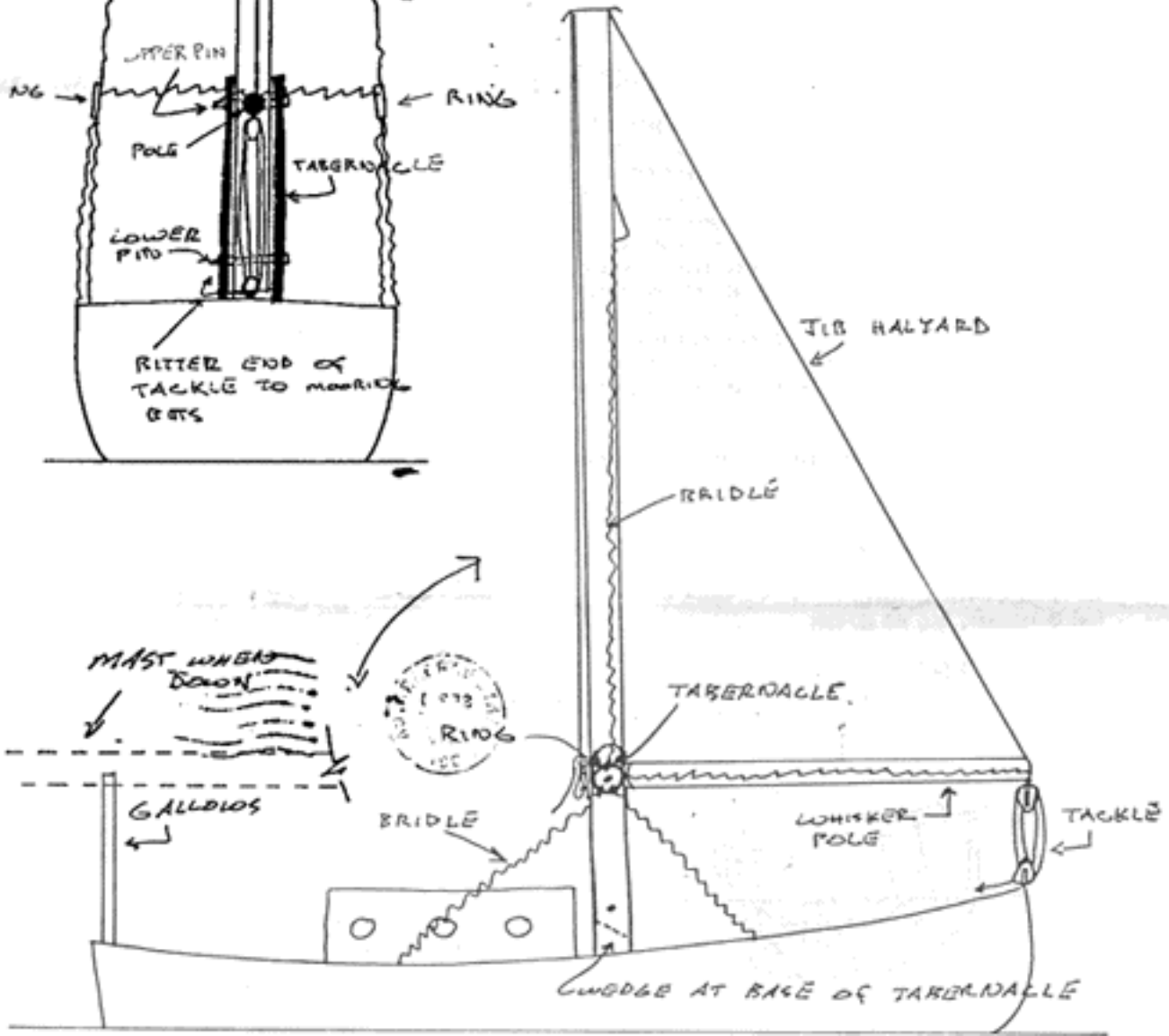
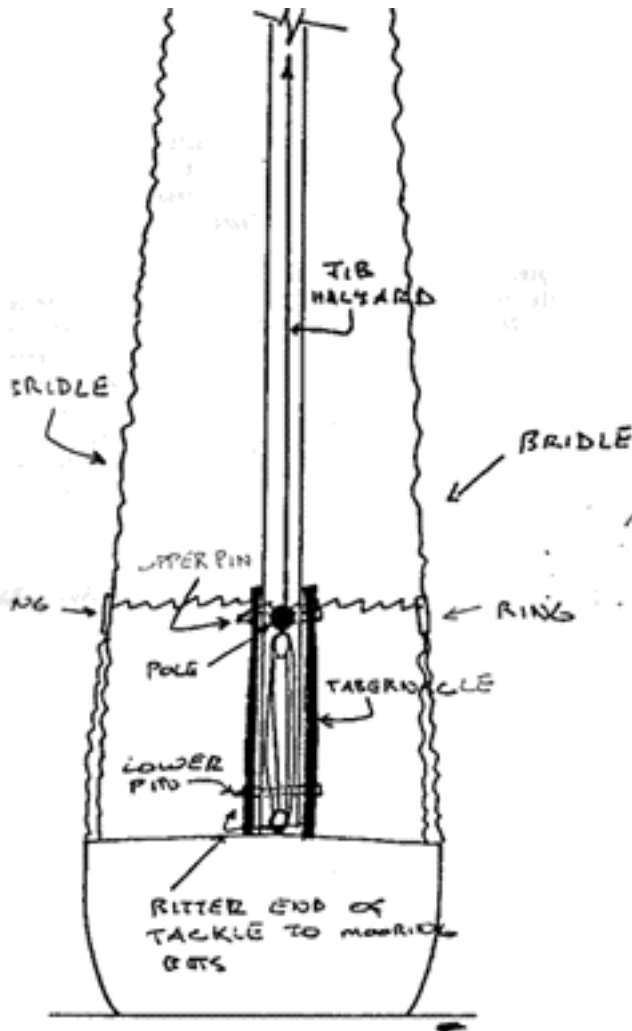
The mast can be unstepped by figuring the logical, reverse sequence of the information contained in items 1-15, starting by removing rollers from gammon iron and attaching Mast-Minder, unplugging and stuffing the electrical wiring up into the mast, removing forward hatch cover, etc.

My brother Max Christensen, the Mast-Minder's designer, and I have stepped and unstepped the mast many times without additional assistance. There is no heavy lifting but there are lots of lines and blocks and much slackening and tightening involved, and we go through the procedure slowly and carefully. It works well. But we are intrigued by the simplicity of the procedure for raising and lowering the hinged last described on page 4 in the letter below from Wayne Madinger.



(See Madinger letter on page 4)

MAST IS LOWERED ON TO/
RAISED FROM THE ROOM
GALLIOS



LETTERS- (See next issue for other recent letters. Ed.)

Dear Paul,

Hope my reply to your inquiry is not too late for the next issue.

Lyle designed a tabernacle for my boat which consists of two oak planks that pass through the deck and are stepped directly on the keel. Between these planks at deck level is a wedge shaped block that slopes toward the bow. The base of the mast is similarly shaped so that it fits nicely on this block when upright in the tabernacle. The overall height of the tabernacle above the deck is about five feet. The mast pivots on a pin in the upper part of the tabernacle, and is secured by another pin near the deck. When lowered the last is horizontal to the deck and is supported by the boom gallows and the upper pin in the tabernacle.

To raise or lower the last I attach my whisker pole to the leading edge of the mast in line with the upper pin. The jib halyard is run from the end of the pole to the masthead to the gooseneck fitting for the boom where it is made off. Incidentally, the boom is removed during this operation. I then make up a two-fold purchase between the end of the pole and the stem of the boat. The bitter end of this purchase is secured to the mooring bitts. This rig provides all of the leverage necessary to raise or lower the mast. One person heaving on the purchase can easily do it, as I have done myself many times. Of course, when lowering the mast it is necessary to removed the lower pin from the tabernacle before paying out on the tackle.

While the above rig is all that is necessary to raise or lower the

mast, I take one additional precaution. This is to rig a bridle on each side of the mast to steady both the mast and the pole while they are in transit. These bridles consist of a line run from the staysail halyard block to a ring positioned in line with the athwartships axis of the tabernacle's upper pin. Three other lines run from this ring to the end of the pole, to a point forward along the edge of the deck. A separate bridle is rigged on each side of the mast. When properly tensioned these bridles will hold the ring in line with the upper pin's athwartships axis whether the mast is raised, lowered or at a point in between. It follows, then, that the lines of the bridle will exert constant tension on the mast and the poles as it is raised or lowered. Thus, while they are free to move up and down, neither the mast nor the pole can move side to side. Since the cheeks of the tabernacle tend to steady the mast, the bridles are especially useful in keeping the pole from flopping to one side or the other while heaving on the purchase.

Using this rig, I can raise and lower the mast alone, with the boat in the water. I prefer it to other tabernacles I have seen because (a) it looks good, (b) it strengthens the mast and provides some of the advantages of a keel stepped mast, and (c) you have two inches of oak on each side of the mast to attach your winches and cleats to. Sam did an excellent job of building it and Lyle's design was, as usual, very well thought out.

I hope the enclosed diagram (See page 3. Ed) will make this mess a little clearer.

Good sailing.

Baton Rouge, LA Duane A. Madinger