

# FC News

Editor: Ron Walton

Autumn 1997

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Welcome to the Autumn 1997 issue of the **FC News**, the newsletter for owners of the Lyle Hess designed Falmouth Cutter 22. Since the previous issue I have received letters from the owners of six boats in the fleet and telephone calls from several others. I have even been visited on board *Mijita* by Michael Latta, owner of *Narwhal*, FC # 1. I want to thank everyone who responded to my request for “news” and also to repeat my request. In this issue I report on the conversations I have had with the owners of *Narwhal* and of *Hokje* and, through excerpts from their letters, the owners of *Jolly Dolphin*, *Second Look*, *Aspeden*, *Aspara*, *Ferial*, and *Kastoria* report on their boats.

Also included with this issue is a master list of boats in the fleet plus their owners and their mailing addresses. Only *Tattooed Lady*, FC # 21, thought to be owned by Ennie Elliott, has no address; could anyone help me with this one? Also, I do not have names for several boats. Could the owners of those boats please contact me so I can update the master list? Regarding the last two names on the list, for whom no boats are listed, I have been told that Linn Allen does own a Falmouth Cutter. I hope these latter two people will contact me to verify their status.

By the way, does anyone know the current whereabouts of the Falmouth Cutter *Essence*? She was custom completed for a man named Dick Moroney from a hull and deck and written up in the September 1984 issue of **Cruising World** magazine. The article did not give the hull number and she is not on my master list.

Gray and Susan Multer, owners of *Jolly Dolphin*, and John and Nancy Riebe, owners of *Second Look*, have very kindly sent me photos of their boats. In return, I have now sent them both photos of *Mijita*, one photo showing me and *Mijita* sailing on San Francisco Bay and one showing *Mijita* at her berth in Alameda, California. If you send me photos of your boat, I will send you photos of *Mijita* in return. Don't forget to include some “news”.

Thank you.

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## *Narwhal*, FC # 1

Michael Latta, owner of *Narwhal* FC # 1, both telephoned me and came to visit me on board *Mijita*. He bought *Narwhal* about 11 years ago from the Sea Scouts. At the time *Narwhal* was berthed in Sausalito, California, just across the Golden Gate Bridge from San Francisco. For a while Michael says *Narwhal* was berthed right next to *Serraffyn*, Lin and Larry Pardey's original cutter.

Currently, *Narwhal* is berthed in the marina at Moss Landing, a small town south of Santa Cruz, California. Unfortunately, Moss Landing is home to a Pacific Gas & Electric Co. power plant and the emissions (acid rain) from that plant damaged the gel coat of the decks of *Narwhal*.

After repairs she currently has no nonskid and consequently Michael has not sailed her in about two years.

Ron Walton

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### *Jolly Dolphin, FC # 3*

“Susan and I own *Jolly Dolphin*... we are the 4th owner and I have talked to all previous owners who have given the boat excellent care so it is in really good shape. *Jolly Dolphin* is now sitting in our barn on its trailer waiting for its next trip which will be to Florida next spring.”

“We owned a Westsail 32 for 14 years prior to *Jolly Dolphin* and sailed it from Maine to Grenada, keeping it in Antigua for 7 years. As a Ph.D. marine geologist I worked on coral reefs most of my life and had the Westsail rigged up as a floating laboratory. Now retired we wanted the same seaworthy full keel boat, but trailerable so I could work on it in the barn.”

“Since we have had the boat we have added teak slat paneling to the forward cabin, two plexiglass 4 x 12 inch ‘windows’ in the forward hatch to lighten up the forward cabin, a power windlass, and a depth transducer correctly oriented vertically down using a fabricated triangular resin cast for the outside and inside against the inclined hull. All this ‘just messing around’ in my boat is of course one major joy of having it!”

Gray & Susan Multer

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### *Second Look, FC # 11*

“Nancy and I still own *Second Look*, Hull # 11, and just returned from a six week cruise in the Northwest where we launched at Anacortes, Washington and then proceeded up through the San Juan Islands, Gulf Islands, across the Georgia Strait to Princess Louisa Inlet, and then up to as far as Shoal Bay in Desolation Sound. We were in the Desolation Sound area several years ago, and I can report that boaters have found this area, and even though it is not as populated as the San Juans and Gulf Islands, you must go way up some of the inlets to find secluded anchorages. If one wants to cruise these areas, it is wise to have extensive charts, good tidal flow books, and current tide tables. Many small channels exist that are only safe at slack tide or when a moderate tide is going in your direction. Otherwise many areas can be hair raising as well as downright dangerous. Princess Louisa Inlet has a steady stream of boats, and we found it prudent to arrive at destinations early in the afternoon if you wanted dock space. The government docks are all charging now about twice what we encountered on our earlier trips..about 75 cents a foot on average, and that held true even if you were rafted up one or two boats away from the dock. You can bet we said we were 22 ft. instead of including bowsprit and boomkin lengths. Most government and private docks had good water for topping off tanks, and small stores for reprovisioning. Of course, large towns like Friday Harbor, Nanaimo, Campbell River, West View south of Powell River, and Schooner Cove just north of Nanaimo have extensive facilities and shopping. There is an excellent chart store in Nanaimo if one wants to take advantage of the Canadian exchange rates.”

“We are one of the few Falmouth Cutter owners who have an Eze-Loader trailer which is no longer made by the company, and we have found that it certainly increases our cruising range. Wish I was twenty years younger for now that I am retired from dentistry there are many more areas I would like to try. Hope to make it down to Lake Powell in the spring, but don’t expect to sail much there.”

“Met a young man at Maple Bay in Canada who had just completed an all wood copy of *Serraffyn*. It is gaff rigged and very traditional looking with excellent joinery. He has a two cylinder diesel on board, so he isn't a purist like Lin and Larry. Took a lot of pictures, so if anyone is interested, write to me. Saw three Bristol Channel Cutters on the trip, and one in the yard at Skyline Marina in Anacortes, *Sarah*, had a lot of great features on board such as a multidirectional solar panel on the boomkin forward of the back stay, and clear of the Monitor windvane. They are registered in Sitka, Alaska, but are headed down the coast to San Francisco and the delta area before heading south to Mexico and then out to the south Pacific. I find that my small solar panel on my boomkin really helps replenish my number two battery, especially when we run our Adler-Barber refrigeration when motoring a lot. Ice is easy to pick up, but the refrigeration unit helps to hold the ice longer. Can't use the compressor when sailing extensively, or it will pull all batteries down in short order.”

“I bring my boat down to Alameda at times for work that I cannot accomplish up at Tahoe which is our home port, and my diesel is a D7 BMW so I have to get parts from the BMW dealer next to Svendsen's, so I will look you up if I come down. I hate leaving my boat very long in salt water since it plays hell on all my teak, bronze, and engine parts. My boat still looks bristol even though I bought it new in 1981, and I am sure fresh water usage has had a lot to do with that.”

John & Nancy Riebe

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### *Hokje*, FC # 18

Jack Lelah, owner of *Hokje* FC #18, was one of the first owners to contact me after I sent out my first **FC News**. He telephoned me and told me that he and his wife are the second owners of *Hokje*, which he pronounces “hockey” although he acknowledges that it is a Dutch word correctly pronounced “hoke-ya”, with the accent on the first syllable. *Hokje* means “something small”.

According to Jack, the first owner of *Hokje* rarely used her so when he and his wife bought her three and a half years ago she was practically a new boat. As a custom furniture maker he has been unable to resist making *Hokje* into a real eye catcher. All of *Hokje*'s exterior wood is varnished; the bow sprit has 14 coats!

Jack and his wife live aboard *Hokje* during the work week. On the weekends, if they are not going sailing, they retreat to a cabin in the mountains above Los Angeles.

*Hokje* has 6' 1" of headroom, so her cabin sole is lower than in a standard FC. She carries 26 gallons of water in a SS tank beneath the inboard engine, has a two burner kerosene stove, and does not have an ice box.

*Hokje* also has no anchor windlass and no anchor rode pipe on the foredeck. The 25 # CQR and rode are therefore stored below deck under the berth in the forward cabin. Jack prefers that to having a permanent chain / rode locker.

Ron Walton

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### *Aspeden*, FC # 20

“We are Carroll (captain) and Lore (mate) Allen, owners of FC # 20. We bought her in 1983 from Sam Morse, and had her trucked to Mississippi. We have enjoyed having the ‘prettiest and most sailed’ boat in our harbor”

“Our use of *Aspeden* was mostly daysailing on the Mississippi Sound. We made a few trips

to Florida in the first years, but daysailing and fishing is really our thing. Our books log more than 1400 outings. Unfortunately, we have to put *Aspeden* up for sale. We are getting older, and health problems make it more difficult for us to run from hurricane threats or hurricanes to safety in the back bayous of Mississippi.”

“Please mention that our boat is for sale. In the first years of our ownership of *Aspeden* after a newsletter came out, we would get many calls from people who wanted to buy a FC. But then we were not ready. Now we have to, and hope we can!”

Lore & Carroll Allen

*By my math, 1400 outings since 1983 is about two outings per week for 14 years.. Surely you have enjoyed Aspeden as much as any of us could hope to enjoy our boats. I am very sorry to hear that you must now sell her and hope Aspeden finds a new owner who will enjoy her as much. I also wish both of you the best.*

Ron Walton

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### *Aspara, FC # 22*

“‘*Aspara*’ comes from an old 20’s novel, **Islandia**, and means sea gull in their mythical language. These boats do look like a perky gull on the water, with the tail jauntily cleared of the water.”

“I also have been upgrading several subsystems to my desires and am currently debating the inclusion of an Electric Head. Electric because it takes up less room, and as you well know, room is at a premium in these boats. If anybody in the fleet has done this, I would love to talk to them about where it is installed, and where they located the waste tank. I am also in the process of installing a Ham radio (Icom 745) opposite the galley, mating up with the VHF and CD-FM radio. The only way I can figure for the Antenna is an ‘Outbacker’ on a stern pulpit that still must be purchased and installed. Any comments about this problem that other owners may have solved would be greatly appreciated.”

“My boat comes out of the water each summer because of the hurricane season, and sets in my backyard on a fifth wheel trailer, so I can work on it at my leisure. Our best sailing in Florida is in the winter, thus my reason for taking it out in the summer.”

“I have had a dream of sailing up to Alaska from Puget Sound, and could truck my boat overland on its trailer. I wonder if anybody in the fleet has done this, and if they would be willing to correspond either by mail or by E-mail. I wish to know about the weather to expect, sailing conditions, time involved, etc. Perhaps someone may have one of our boats in the area, and would like to swap a vacation in Florida in the winter for a summer vacation in the North. Any one interested? I’m based on a mooring at Appolo Beach, on the east side of Tampa Bay, FL. There is no end of cruising possibility on the West Coast of Florida.”

Charles Naeyaert

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“P.S. I meant to include that I had installed a depth transducer in *Aspara* without drilling a hole in the hull. It is forward of the lead keel and anyone wishing to do this, I would be glad to send instructions.”

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## *Ferial, FC # 25*

“I have a hull constructed in 1984 but I didn’t launch her until 1992. The original owner was Henning Christensen of Holland, MI. Due to health reasons he was unable to finish constructing her. I bought her in December 1990. Henning had put in the engine and fuel tank and water tank and about 25 % of the exterior but none of the interior. I was able to sail her summers of 1992 and 1993. I finished her in time to take her Feb. 1994 to Hopetown, Abaco, Bahamas. Her name is *Ferial* a Spanish word for a National Festival when all business and judicial activities is suspended while people play. I retired after 25 years as a State trial and appellate judge in Feb. 1994. I spend the winters (Nov-May) in the Abacos, Bahamas. In 1994 and 1995 I lived on *Ferial*. I now live on a 40’ Pacemaker and sail the Abacos on *Ferial*. I leave *Ferial* in Man of War, Abacos during the summer out of the water. Brian Wooten Wooley kept his FC in Man of War until recently when he bought a BCC. He plans to bring it to Man of War soon.”

“I find my FC ideal for sailing the Abacos because of its shallow draft and heavy displacement. The usual winds in the Abacos during the winter are 15-25 knots.”

“A friend Mindi Miller is sailing around the world in another Lyle Hess boat, Inchon Ferry 32’. Their daily log, etc. is on the Internet at [www.chron.com/voyager](http://www.chron.com/voyager).”

Leo Oxberger

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## *Kastoria, FC # 35*

“Falmouth Cutter Hull # 35 *Kastoria* was launched in Newport at the end of May (1997 -- *Editor*). During June and July she underwent a series of sea trials and outfitting runs off her home port of Marina Del Rey, CA. At the end of July she went down to Catalina Island for two day with her Captain, Jeff Elias, girlfriend Henri Jordan and Jeff’s 7 year old daughter Stephanie.”

“The destination was the Isthmus and the sail down was tremendous. Leaving at 11:00 AM it was the goal of the Captain and crew to utilize as much sail power as possible in the light air of Southern California. By 2:00 PM the breeze had picked up to 12 knots and *Kastoria* sailed all the way. The cruise down was uneventful save a large pod of dolphins that crossed her wake. *Kastoria* moored in Fourth of July Cove and spent the next two days at rest. She motor sailed back on the morning of the third day.”

“Another sail in August to Catalina and San Diego is planned.”

Jeff Elias

*Kastoria is the newest Falmouth Cutter. And Jeff Elias, her owner, was one of the first to respond to my call for “news”. I would like to welcome Jeff to the fleet and to thank him for helping to enlarge the fleet.*

Ron Walton