

# THE FALMOUTH CUTTER NEWSLETTER

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JULY 1985

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SANTA BARBARA

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## Designer's Notes from Lyle Hess

Ed. Recently I have read about boats that occasionally capsize or even roll 360 degrees and their drop boards fall out and they gulp up the water and sink. The boards drop out unless they fasten them in.

Lyle. Paul, that's the reason I put my drop boards square up and down. There's no taper to them. Now you take these production boats; most of them have got that board because it's convenient ... lift the board a little ways and take it out; but I think it's very dangerous. Sure, we could make a great big opening there and huge hatch. But these huge hatches are vulnerable. It's all just common sense.

Ed. Right. I do like the way these three boards work. What I did with mine, ...the board rattles a bit, because the width of the board is somewhat less than the hatchway slot it fits into. So I put this rubberized, self sticking tape used as insulation on RV's, along the outer edges of each board, facing in. Then they just fit tight and snug there.

Lyle. You know what we used to put on our hatches? We used to use felt, and the reason was it doesn't stick. We used to put it on the foreside of the companionway hatch, so when it came to, it sealed that. Now you take in hot weather, sometimes you pull your hatch to, and lock it up, and go away. You come back and it's hot, and you push it away and it pulls the gasket loose. I like felt. It will take a little pressure and will stick with good contact cement. It won't come off. It will keep it from rattling. It won't mar your boards.

Ed. Sailing around the Sea of Cortez in the Spring, I set up with a lot of boaters, and everyone was talking about the Pardeys, who had been spending time in and around La Paz in their Taleisin. They'd all either seen Taleisin, or talked with Larry & Lin, first or second hand, and everyone was impressed. They headed for the Marquesas. Have you heard from them lately?

Lyle. I got a good letter from them. They averaged 148.3 miles to the Marquesas. They had two days of 173 miles. They're pleased with it. They went to the Tuamotus; I got the letter from there. They were headed for Tahiti, where they should be right now.

Ed. From my experience in the South Pacific, Lyle, I would expect them to spend extensive time among the Polynesians.

## Builder's Notes from Sam Morse

First Catalina Rendezvous was held at the Isthmus May 4 and 5. Participating were (3) Falmouth Cutters, (6) Bristol Channel Cutters, and (2) non conformists. Falmouth owners were Duane and Wendy Madinger in "Brevity", Lou & Marcia Lyons "Aurora" and Gary Felton in "Angelsea".

The B.C.C. owners were Bob & Sonja Hammond in "Peregrine", Steve & Eileen Kaufmann "ViaJero", Geoff Jenks "Fifflers Green", Neil & Lou Mahony in "Refuge," Hal & Patti Caldwell with "Foxfire", Carl Henger and Laurie in their new "Bijou". The odd 1 boats were skippered by Herb Reynolds and Janie, Dick McCo and Tricia. In addition to these above and their guest we enjoyed the company of Doug Schmuck and his wife Barbara, CraiJohnsen, and Paul Christensen, each of who had to leave his elsewhere for one good reason or another.

This was not quite the turnout we had hoped for but it was a find get together for all those good people who have so much in common with their classy little cutters. Next go around we will strive for a much larger turnout as there is no reason we shouldn't attract 15-20 boats from this area.

A new Falmouth Kit was delivered to Henning Christiansen.

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----- HESS - Continued -

Lyle. Probably what they'll do, Paul, is spend a couple of months in Tahiti. You know how long it takes to write. Stay there long enough to at least get two months of writing in. Two articles for Sail magazine, because they have an obligation to Sail. But Larry is not much for this hot weather. He doesn't stand it too well. On their first trip when they went down to Costa Rica, Panama, Larry was getting sick. He couldn't take it. He had to get out of there. I look for them to go to New Zealand and Australia and spend a lot of time there. Several years.

Ed. Of course this is their winter in the South Pacific islands and the trade winds are fairly constant. But if he can't stand high humidity along with moderately high temperature, then, as you say, they will probably move on. Thanks for the interview, Lyle.

Lyle. And thank you very much for the good work. You're a good friend.



Gary Felton  
Address Unknown  
"Angelsea" F #19

James Hughes  
212 Calle de Andalucia  
Redondo Beach, CA 90277  
"Popeye" F #4

Don Hunter  
(A prospective "Hess boat" owner)  
28963 Huber Road  
Scappoose, OR 97056

Rex Lawley  
Rt. 2 Box 330  
Woodland, CA 95695  
Unnamed F #15

Sam Lippincott  
221 Colonial Ridge  
Morrestown, N.J. 08057  
"Jolly Dolphin" F #3

Lewis M. Lyons  
5473 Malvern Way  
Riverside, CA 92506  
"Aurora" F #7

Duane Madinger  
1525 West 5th Street  
San Pedro, CA 90732  
"Brevity" F #14

Ingmar Mellin  
1810 Cliff Drive/Box #80  
Santa Barbara, CA 93109  
Palanthia N #1

Dick Moroney  
2270 Ewing St.  
L.A., CA 90039  
N #2007

Sam Morse  
1626 Placentia Avenue  
Costa Mesa, CA 92627

Rich & Connie Nowak  
200 Pelican Drive #202  
League City, TX 77573  
F #22

John R. O'Brien  
8 Ormond St.  
Bellerive 7018  
Tasmania, Australia

Will & Kenoall O'Brien  
2270 Westlake No.  
Seattle, WA 98109  
"Tomaquag" F #5

Rick and Marline Peters  
337 Fuchsia Way  
Healdsburg, CA 95448  
"Mariko" F #9

John Ramos c/o Capitania De Puerto  
Cabo San Lucas  
B.C.S. Mexico  
"Hey Chihuahua" N #3007

John and Nancy Riebe  
Box 8895  
South Lake Tahoe, CA 95737  
"Second Look" FH #11

Chuck St. John; Good Impressions  
Foot of Spring Street  
Sausalito, CA 94965  
"Wavewalker" N #3

Carl Silva  
1399 9th Ave, Apt. 202  
San Diego, CA 92101  
F #12

Jerry and Gayle Smith  
P.O. Box 24206  
Nashville, TN 37202  
"Small World" N #1

Don Stadt  
6333 Colorado St.  
Long Beach, CA 90803  
"Hokje" F#18

Jennifer Firestone & Victor Stumpf  
1515 W. 19th  
Santa Ana, CA 927006  
F #2

Brinton & Candice Wells  
942 Cole Ave.  
New Braunfels, TX  
"Tiffin" N #5

Jerry C. Whitehead  
232 Court Street  
Reno, NV 89501  
F #1

M. B. Willasch  
P.O. Box 3994  
Seattle, WA 98124

Stephen Willingham  
1635 Harbor Way  
Jeneau, Alaska 99801  
"Anodyne" F #21

- - - LETTERS ---- continued from page 2

Dear Paul, 7/26/85

Here is my \$2.00 for the Falmouth Cutter Newsletter. I would also like to have, if possible a set of all back issues ----they are so loaded with info. About this remarkable little ship. (Sorry, we're not programmed to send back issues, but we'll add you to the mailing list. Ed.)

I do not own a F.C. at this time, but someday I expect to. It certainly is the prettiest cutter I've laid eyes on, and what you owners say about it is truly exciting.

Many Thanks. Felix Knauth.

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Excerpt from Jim's & Gayle's cruising notes; Spring, 1985

...Puerto Escondido, about 25 miles north of Bahia Agua Verde, is one of the few true 'hurricane holes' in Baja. They have a small marina, & for the first time since San Diego we tied up Popeye up to a dock. We loaded our water tanks, hosed down the boat and provisioned for the trip north to Bahia Concepcion. ...We met Dale & Debbie on La Gitana, a Formosa 46, who really serious on spending the summer in San Carlos. Paul Christensen on Searcher, a Falmouth Cutter, arrived, and we all got together at Isa Danzante, an island 3 miles east of Escondido. The kids on LaGitana & Clover caught 9 fish, so we all enjoyed a barbecue

on the beach. A couple of days later we rode in Paul's truck into Loreto ... to pick up mail and visit the mission museum. (We crossed Jim/Gayle's path as we had just sailed south from Bahia Concepcion, Santispac, Mulege, San Juanico, and Isle Coronado, where they were heading. Ed.) After 16 days we wended our way 24 miles north to Puerto Bannadra on Isla Carmen. Five days went quickly by while we snorkeled, trolled & traded with local fishermen. We then sailed to Isla Coronado for a night...

...On April 2 we motorsailed to San Juanico, 20 miles north...After 6 days we departed for Bahia Concepcion, 60 miles north. We sailed down into the bay for 8 miles to Santispac anchorage...After five days we left for Punta Domingo, a fair weather anchorage at the entrance, to do some snorkeling while waiting for the tide to be high enough to get in the Mulege River...We crossed the bar into Mulege with 2 feet of water under our keel and reefs on each side.

After 6 days we departed for our 80 mile sail to San Carlos. At 7AM we motored into San Carlos bay, a land-locked bar surrounded by magnificent homes and mountains (Amen. Ed.)...San Carlos Marina has double slips with water and power. A 32 ft slip runs \$130/month, whereas a mooring is \$55. We opted for a mooring because the wind supplies our power, cools us off, and helps keep the mosquitoes at bay. We are looking forward to a safe but hot summer here.

-----Jim and Gayle Hughes (See Roster for forwarding Address)

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The Falmouth Cutter Newsletter  
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