

FC News

Editor: Ron Walton

Autumn 1998

Welcome to the Autumn 1998 issue of the **FC News**. My mailbox hasn't seen much activity this summer. I presume you have all been out cruising or just sailing your Falmouth Cutters and have not had time to write. Or, at least I hope that is the case and that you now all have many great adventures to share with the fleet. Please write.

Mike Meier has had an article about cruising his Falmouth Cutter *Mariko*, FC # 9, published in the September 1998 issue of the sailing magazine **48° North**. It is a lesson plan on cruising in a small boat. Mike, how about a report on the tactics you used to ride out that storm off of Mexico?

There was a rendezvous of Lyle Hess designed boats at Catalina Island on the last weekend of September. Roger Olson organized the rendezvous as a tribute to Lyle Hess on the occasion of his 85th birthday. Happy birthday Lyle and thank you for designing our boats. Included in this issue of the **FC News** is a letter from Roger commemorating the rendezvous. I understand Jason Feeny was there with *Zarpé*, FC # 36. Jason, how about a report on the rendezvous and what you have been up to since *Zarpé's* launch.

There is only one letter from the fleet in this issue, from *Mon Desir*. I did receive a second letter from Bud and Ginny Morrison saying that their Falmouth Cutter *Ginnywake III* was for sale because Bud needed an operation, but with no other news. Since that letter arrived I have talked to Ginny Morrison and learned that *Ginnywake III* is no longer for sale and that Bud is working to recover from total hip replacement surgery. We all wish you well Bud, and hope that you and Ginny will soon be sailing again on *Ginnywake III*.

Finally, if there are any Falmouth Cutters for sale, at the end of this issue are the names and addresses of two people looking for a used Falmouth Cutter.

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A Tribute to Lyle Hess

Whenever the discussion revolves around beautiful boats and their designers Lyle Hess's name is one of the first to surface. Anyone who owns one of Lyle's boats knows first hand what is meant by this comment because of the compliments they receive. Not only are Lyle's designs from the heart, but they surprise even their owners as they sail past much larger boats and point even closer to the wind.

Lyle has been designing boats for over 50 years. One of his earlier designs set the world on its heels when *Renegade*, a 24 foot gaff rigged boat won the Newport to Ensenada race two years running. He was accepted nationally when he designed the popular Balboa 20 and 26, as well as the Ensenada. It was after Lin and Larry Pardey asked him to design *Seraffyn*, which they sailed around the world without an engine and wrote many books about their travels, that Lyle gained world wide recognition. This was followed by the Pardey's *Taleisin* and more articles and books

about their travels. Besides the boats that made Lyle famous, he can be credited for the Fatty Knees dinghies, the total Montgomery line of sailboats, the La Paz, the Nor' Sea 27 and 37, the trailerable Falmouth Cutter 22, the Bristol Channel Cutter 28, the Hess 30 and 34, the Falmouth Cutter 40, and many other traditional boats from 7 feet to 40 feet. Lyle Hess's designs are timeless and will remain in our hearts as long as man sails the oceans.

As a tribute to Lyle Hess for his 85th birthday, the local Southern California boat owners of his designs held a rendezvous at Catalina Island. Unfortunately, Lyle couldn't attend because of bad health. None the less, 25 participants came from as far north as Seattle and as far east as New York. The rendezvous was a great success including a pot luck dinner ashore. A video tape document of the rendezvous and a half model of one of Lyle's designs, signed by all present at the rendezvous, will be presented to Lyle.

Because of Lyle's designs many lives have been altered. From Lin and Larry Pardey to any of the owners of his boats who have taken the challenge to sail across an ocean in a boat designed for the purpose, WE SALUTE YOU LYLE.

Roger Olson, President
Sam L. Morse Co.

Mon Desir, FC # 2

"Hello from Port San Luis. After wintering on the trailer, *Mon Desir* has been sailing every weekend since spring. The new sails from **Low Cost Sails** set beautifully and there is a noticeable increase in boat speed and windward ability. I ordered a battenless main for ease in reefing and furling and like it very much. I spend a lot of time with a double reefed main and the staysail. The roachless main is quite a lot smaller than my old one in this configuration, and the boat is better balanced. Speaking of sailing in too much wind, has anyone tried building some sort of cockpit coamings to keep the water from washing down the windward side deck and into the cockpit? I want to do something simple and not ruin the lines of the boat. I have been keeping a wet towel on the deck to deflect the water away before it gets to me. A proper coaming would be nice; so would a dodger."

"There have been three visiting Bristol Channel Cutters at Port San Luis this summer. All beautifully kept and sensible boats. Very nice people too."

"Well, not much else is new here. The more I use this boat the better it seems to get. Take care and come visit Port San Luis."

Larry Schmidt

P. S. "Does anyone have the handicap rating for the Falmouth Cutter?"

Looking for a Falmouth Cutter

Naftuli Furman
P. O. Box 1120
Fairfax, CA 94978
415-667-0392

John Boye
P. O. Box 1157
Brookings, OR 97415
541-469-6967