

FC News

Editor: Ron Walton

Summer 1999

Congratulations to John Lipman, whose new Falmouth Cutter *Walt Whitman*, FC # 37, was finally launched in New York. *Walt Whitman* has no engine, either inboard or outboard; John will rely totally on oars for his auxiliary power. I hope John will write to tell us about his experience going engineless. Roger Olson said "John is totally stoked about his Falmouth Cutter".

I am currently getting *Mijita* ready for some summer cruising; hopefully to the July 16 -18 rendezvous of Lyle Hess designed boats which I announced in the Spring issue. I hope some of you will be there, too. And, don't forget to tell any friends who own Lyle Hess designed boats about the rendezvous. Lyle Hess designed boats include the Montgomery line of sailboats, the Nor'Sea 27, the Balboa 20 and 26, the Fatty Knees dinghies, and several others.

Regarding the rendezvous, Roger Olson would like to present Lyle Hess with a book of photos of the boats owned by the attendees. To this end he asks, if possible, that you bring a photo of your Lyle Hess designed boat attached to an 8-1/2 by 11 inch piece of paper, prepunched to fit in a notebook. Roger also asks that in the remaining space of the page you write something to Lyle, such as you might write if sending him a letter about you and your boat. Roger will collect all the photos, *etc.* and assemble them in a notebook for presentation to Lyle. Roger would also like all the owners to bring a small photograph of themselves, again if possible, so that he can create a database of names and faces for use during the rendezvous.

As for events during the rendezvous, Roger is not sure there will be time for races, but he would like to have volunteers to put on a barbecue and a pancake breakfast. Roger also thinks an evening get together for telling "sea stories" would be fun; I am sure you all have some. Oh, yes, be sure to let Roger know by July 1 if you will be attending and bringing your boat, so he can arrange for the slips at the Downtown Long Beach Marina. Remember, if you are not bringing your boat, you are still invited, but you will need to make your own arrangements with the local motels / hotels near the marina, if that is necessary.

For more information about the rendezvous, contact Roger at the Sam L. Morse Co., telephone number (949)645-1843.

With Mike Meier's permission, I am reprinting excerpts from an article he wrote for the sailing magazine **48° North**. Mike and his wife Helen own the Falmouth Cutter *Mariko*, FC # 9, and have cruised *Mariko* to Mexico from the Pacific Northwest. Just as I was getting ready to send this issue to press, Mike sent me a letter announcing that *Mariko* is for sale. The details follow the excerpts from Mike's article. I have also written up some news about *Hokje*, FC # 18, owned by Jack and Sherry Lelah. Jack telephoned me recently to report on *Hokje* and his recent projects on her. And Glenn Geddes, owner of *Aspeden*, FC # 20, also called just as this issue was going to press to inform me that *Aspeden* is for sale.

In this issue is my annual update of the owners list. Hull numbers and E-mail addresses (when available) are now included. I apologize for the small font size; without it I could not include the E-mail addresses.

In the Spring 1999 issue Charles Naeyaert suggested that all Falmouth Cutter owners volunteer \$5 for their "subscription" and I counter-suggested that owners volunteer \$10 towards publication of any letters they submit. If any of you are hesitating to write because of my suggested \$10 "page charge", don't hesitate any longer. There is no "page charge" for any letter submitted for publication to the **FC News** by an owner or former owner. I do not want to compel anyone to

volunteer anything to the **FC News**, except “news” about themselves and their Falmouth cutters. And I hope you all feel compelled to write.

Finally, a correction. According to Roger Olson, current Falmouth Cutter serial numbers are of the form SFJFC####MNY, where all characters are interpreted as I wrote in the previous issue except M, which is a single letter designating the month the boat was built (A = January, B = February, ...), and N, which is the last number of the boats model year.

Thank you.

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Mariko, FC # 9

The following are a few hints for couples cruising on a Falmouth Cutter taken from an article Mike Meier published in the September 1998 issue of 48° North, a Pacific Northwest publication. I hope the readers of the FC News find them interesting. In later issues I will publish more of Mike's hints.

Ron Walton

Okay, okay, you're all saying this guy is nuts--going to sea in a small boat and expecting the Admiral (wife) to like it. You're right, it is a problem with every man and woman who go to sea. After talking with all our fellow cruisers, they all had difficult times with their spousal unit.

Hint #5: Expect stress. The emotional stress of bad weather, long hours, cold, hot, worry, and sometimes down right fear takes its toll.

Everyday life is full of frustration from outside sources. When you go cruising, all of a sudden the source becomes you! You're the only one around, and like every human in the world, nothing is ever your fault; it must be someone else's fault. So guess what folks, you're in trouble for the lack of wind. She is in trouble because the meal is cold, the coffee is strong, the clothes are all wet, etc. You need to talk about the stresses in your life together, work them out before they become mountains that cannot be conquered.

Some things at sea cannot be changed, but we complain to our mate like we expect them to change them. I apologized for rough weather all the time; she apologized for lack of warm meals when you couldn't cook if you wanted. If we could accept the things we cannot change, we would find serenity in our sailing life.

The other half of that statement is to change the things we can change.

Hint # 6: Don't yell when there is no need to.

All of us so called captain types have raised our voice to the spousal unit. All of the spousal units react to this raised voice activity, and we don't understand why, we were only giving directions (orders). Okay guys, maybe that's a problem, we think we are the boss on the boat. On our boat, whoever is on watch is the captain.

We don't raise voices anymore unless it is an emergency, or we are trying to really show some urgency in the request. This trip (*to Mexico...Editor*) has taught us both a lesson in understanding. We sail much better together now than we did when we started our trip. Yelling was part of our cruise at times. It showed stress, fatigue, and basic frustrations with the things we could not change.

Hint #9: Prepare yourself for happiness without the satisfaction of a job.

Some of you are thinking “I would love to try to be happy without a job.” That’s great, I hope you can be; a lot of people need that daily interface with the satisfaction from earning a buck, doing a good job, getting “atta boys” or “atta girls”, or just being able to say “I am CEO of Microsoft”. About all you will be able to say is “Yeah, I’m the skipper of that little boat over there.” If you need more than that, you’d better rethink your cruising plans. My wife is a wonderful person, has always been a professional, and had good positions. This very same lifelong training to succeed, be something, be someone, made it tough for her to make the transition. She never did feel comfortable being a boat bum, being a transient without a plan, and damn sure sticking to it. Work on it before you leave, it will be a bigger problem than you think.

Mike Meier

RE: Selling *Mariko*

Sorry to say but yes we are going to sell *Mariko*, our Falmouth Cutter. We wrestled with the decision for the last year and finally decided since we have lived aboard for so many years, and with being back to work and all we need some space.

Even thought about moving to a BCC, but decided a pilot house for the dismal NW weather would be best so have decided on a Fisher 34 pilot house for the time being.

If you have any hull kickers looking for a Falmouth send them our way. We just love the boat and will have a hell of a time saying good bye.

If and when we go off shore again we will be back. I wouldn’t go in anything but a Hess design, I’m spoiled.

Mike Meier

Mariko is for Sale

Mariko is a Sam Morse Falmouth Cutter, Hull # 9 built in 1981, completely factory finished. She has been meticulously maintained and has many extras added to her compliment of equipment. She has journeyed to Mexico, British Columbia, and all the Pacific Coast of the U. S. There is no finer small cruising vessel.

Her equipment list includes: new standing rigging 1996, new running rigging 1996, new sails by the premier sail maker in the northwest 1996, new diesel (Yanmar 2GM) 1996, new Sigmar-Faball diesel cabin heater 1996, new canvas including dodger, bimini, full cockpit enclosure, awning, sail covers 1996, new PUR watermaker 1996, new Prowatt 800 inverter 1996, new batteries 1997, new Balmar high output alternator and smart 3 stage regulator 1998, new 55 watt Siemens solar panel with regulator 1996, new Furuno radar 1998, and new Navico 300 autopilot 1997.

Standard cabin equipment includes: marine head with holding tank and switchable overboard pump out/shore side pump out, soft storage lockers with cushions, propane 2 burner stove with oven, dual large propane tanks, kerosene cabin lamps, multiple 12V Thin-lite cabin lights, fresh water and salt water pumps, carpet, pullout table, food storage lockers, acrylic and teak drop boards, port hole covers, port hole screens, hatch screens, Dry Dek in all lockers and in bilge, large bronze dorade vents, Sunbrella cushion covers, gas detector, smoke alarm, ships clock and barometer.

Electronic equipment includes: Garmin GPS with outside remote antenna, AM-FM-cassette with Kenwood speakers built in, digital depth sounder with backup in case of failure, CARD radar detector ship warning system, and Standard VHF with METZ antenna. She also has a Ratcliffe self-steering vane.

Safety equipment includes: flares, fire extinguishers, manual and electric automatic bilge pumps, CQR main anchor with all high test chain rode (275’), Danforth secondary anchor with chain and rope rode, Lifesling, multiple deck eyes (thru bolted) for tie downs, Simpson Lawrence windlass, anchor snubber at end of bow sprit, boom gallows, Tricolor masthead light, oversized seacocks, and high secure double lifelines with cushions in cockpit.

Mariko has never had any blisters, and has an epoxy barrier coat to 3 inches above the water line. Her extensive teak trim is finished with Cetol for rich easy care and maintenance. Her interior is hand rubbed with Howard's Orange Oil with blue Sunbrella cushions as an accent.

Price: \$65,000.00

Contact: Mike & Helen Meier at 319 Nickerson St. #200, Seattle, Washington, 98109, or phone (206)682-3934 work, (206)784-7807 home, or e-mail to mariko@isomedia.com.

Hokje, FC # 18

It's been almost two years since I last heard from Jack Lelah, who along with his wife Sherry, own *Hokje*, FC # 18. In May, Jack telephoned to bring me up to date and pass along some information that he had meant to give me sooner. Soon after that telephone conversation Jack sent me some photos of *Hokje* which he had just taken. What a beautiful Falmouth Cutter. Jack says he was told that *Hokje* may be the last Falmouth Cutter that Sam Morse himself had a hand in building.

Anyway during our first conversation almost two years ago, I had asked Jack about his experience anchoring a Falmouth Cutter. I was particularly concerned at that time with chafe of the rode on the bobstay. Jack avoids problems with the rode chafing on the bobstay by tying the rode to the bobstay's stem fitting from his dinghy. That is a variation of a method suggested by Eric Hiscock.

The exterior and interior wood finishes on *Hokje* look superb in the photos Jack sent. And he does it with \$11 per quart marine spar varnish bought at the local paint store, not some high priced brew sold by the local chandlery. Why have I been buying that Epifanes gloss varnish?

Concern about the yellowing of the plastic covering of lifelines has recently led Jack to an interesting solution; Jack has covered his lifelines with the outer cover of double-braided dacron rope. This rope cover is seized to the lifelines to prevent its movement.

Since Jack leads the lifelines on the inside of *Hokje's* shrouds, Jack is also experimenting with using a bronze eye-jaw toggle to secure the lifeline to the intermediate shrouds; the lifeline passes through the eye of the toggle and the shroud passes through the clevis pin holes in the jaw of the toggle.

Finally, from Jack's photos I learned that *Hokje* has a 6 foot long, custom fiberglass tender named *Poquito*. When underway, the tender is towed since Jack believes there really isn't room on a Falmouth Cutter to carry a reasonably sized hard dinghy. And, for those thinking about a hard dinghy for their Falmouth Cutter, Jack thinks *Poquito's* small size makes her a little tippy for use in rough conditions; *Poquito's* beam is less than 4 feet.

Ron Walton