

FELLOW FALMOUTH CUTTER OWNERS,

THIS IS THE FIRST OF WHAT I HOPE WILL BE MANY NEWSLETTERS FOR ALL OWNERS OF FALMOUTH CUTTERS AND NOR'SEA 22s. In case you don't know me, my name is Gary Ryan. My wife Nancy and I own Falmouth Cutter hull #1 named "DOGHOUSE". With over 20 "Hess 22's" out there and more under construction I feel it's about time to get together to compare notes and experiences. I don't have any expectations but some reasonable goals are as follows.

- * Print a newsletter 3 or 4 or more times a year.
- * Exchange ideas and experiences on building and outfitting. With many of us outfitting for serious cruising and many others completing kits, the newsletter will allow us to ask questions and make recommendations.
- * Equipment purchase co-ops.
- * Print the names and addresses of other owners.
- * Form one design race groups for those who would like to race.
- * Sponsor group cruises and other functions for those owners in the same general area.
- * Keep each other informed as to who is cruising where and what kind of experiences they had.

If this sounds like a good idea to you, then participate! Send me two bucks to cover copying and postage for as long as it lasts. (I promise not to buy beer with it.) When you send me your money include a short note giving me your hull number, what stage your boat is at, and what your plans are. In addition, if there is anything, anything at all, you want to ask or say I promise to respond and / or print it.

Nancy and I have been sailing "DOGHOUSE" here on S.F. Bay since August. For those of you working on kits, work harder. SHE IS WORTH IT!! Lyle does it better than anyone. Nancy and I are having the time of our lives passing boats full of open mouths. We are racing our boat in the mid-winter series under PHRF (she rates 252). Our intent is to cruise and the checks have been flowing like water. Our first trip is up the delta (more about that in the next newsletter). I also plan to race in the MORA to San Diego in July. We have had our boat offshore and in some pretty bad conditions (winds at an honest 45 mph) and next to her speed I like the way she handles when the going gets rough the best. There is no doubt in my mind that not only is this boat capable of sailing anywhere in any conditions, but she is an amazing performer. So lets get out there and get sailing.

I look forward to hearing from all of you and I hope this is the beginning of a long association.

Sincerely,
Gary Ryan

P.S. Enclosed is a copy of an ad run by my company, Nor'Sea Yachts of Sausalito (dealers for the Falmouth), in Lat. 38 Jan. issue. I thought you might enjoy reading it.

FALMOUTH THE WORLD

My Ideal Boat by Lyle Hess

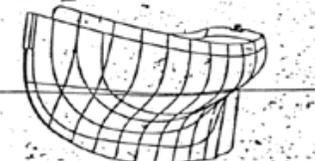
"I was at Catalina Island one night in a real blow. The sea was white with foam and the swells were huge. I asked myself, 'what if I had to leave tonight, what kind of boat would allow me to safely do it?' A good sea boat should be close winded; she should have reserve buoyance; a fine bow, but not too fine where she is cranky when running; buttock lines to provide plenty of lift; and she should be fast. Most importantly, she should be small enough for easy singlehanded, and yet still have a pleasant easy motion at sea. A short time later I designed the Falmouth with these qualities in mind. She represents fifty-two years of experience and study."

"The Falmouth is my ideal boat. I can't say that about any boat I have ever designed, even 'Seraffyn'. I can sum it up by saying the Falmouth is not a little boat, it is a small yacht that the able seaman can take anywhere in the world in comfort and safety."

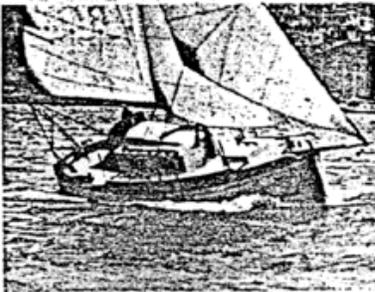


A Little History

Lyle Hess designed and built a gaff-rigged cutter named 'Renegade' in 1950. 'Renegade' was based on the classic English work boats. These were heavy displacement vessels with good beam and firm bilges, enabling them to sail well with cargo and to stand up to heavy weather. Adapting the lines for cruising, Lyle produced a fast boat. 'Renegade' surprised the ocean racers by twice winning the Ensenada Race in the 1950's.



SEE US AT THE COW PALACE
BOAT SHOW JAN. 9-18



A young man named Larry Pardey admired 'Renegade' and asked Lyle to design a Marconi rigged sistership. Lin and Larry Pardey built 'Seraffyn' and sailed her around the world. 'Seraffyn' became familiar to thousands through the Pardey's books, articles, and lectures. With their message of "go small, go simple, but go now" the Pardey's had kindled a tremendous interest in small boat cruising.

Lyle designed the Falmouth to be his own personal boat along the same lines as 'Seraffyn' and 'Renegade'.

A Word About Quality

The Falmouth is not mass-produced. They are carefully built to customer order by the Sam L. Morse Co. As the builder of the Bristol Channel Cutter, Sam has developed one of the finest reputations in the marine industry. Using the best materials and building to specifications that exceed the average 35-footer we can say with confidence this is a proper yacht for ocean cruising.

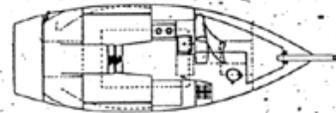


Room to Stretch

Like the English work boats, the Falmouth is capable of carrying a lot of cargo. One ton of equipment and provisions before she reaches the design load line. There's plenty of space to put it all in too. An extremely well-planned layout and plenty of storage space allow a very comfortable and uncluttered living environment. The 6'1" headroom and 6'6" berths give you room to stretch.

Consider a Kit

If you are looking for a challenge, or can't afford a factory completed boat just now, or simply want to do it your way, then consider a kit. The Falmouth is available in any state of construction. Designed for easy completion, numerous home-builders have completed their projects and are already out there sailing.



Ever Think About Trailering?

If not, you might. Think for a minute how great it would be to sail from the Bay to, say, the Channel Islands; or maybe into Mexico. Short vacation and time to come back? Well, load your Falmouth on a trailer and come back in one or two days at 55 m.p.h.

FALMOUTH CUTTER

L.O.A.	31'-0"
L.O.D.	22'-0"
W.L.	20'-10"
Beam	8'-0"
Draft	3'-6"
Disp.	7,400 lbs.

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