

FC News

Editor: Ron Walton

Spring 1999

This issue of the **FC News** is the eighth since I volunteered to become editor. I hope you are all enjoying the newsletter I have been producing. I know at least some of you are because you write or telephone me to say so. Still there are a lot of you I haven't heard from. Is the newsletter not meeting your needs? With so few boats in the fleet, we all need to "volunteer" news to make the newsletter work.

I received four letters from the fleet for this issue. From *Searcher* and *New Salt* we hear from two excited new owners. From *Aspara* we learn how to use that mast tabernacle to raise and lower the mast. And from *Kastoria*, we hear a story of a sibling mutiny on the high seas.

In the previous issue I mentioned that the first Lyle Hess cutter, *Renegade*, was now berthed in the marina where I keep *Mijita*. About a week after publication I finally met *Renegade's* new owner. His name is Robert Carter. He is an architectural consultant and has experience restoring boats. His main restoration project now is a 50 foot wooden schooner named *Landfall*. He acquired *Renegade* because he was afraid she was about to be cut up. He would really like to find somebody who would take *Renegade* as a project since *Landfall* is his main interest.

Previously, I have also mentioned that the editors of **Blue Water Sailing** magazine are researching a future article on the Falmouth Cutter. They have already done a very nice article on the Bristol Channel Cutter. Recently, I have also been contacted by the editors of **Good Old Boat** magazine. This is a new magazine devoted to older boat restoration and maintenance. They, too, are planning to do a future article on the Falmouth Cutter, currently scheduled for November, 2001. Since these two magazines have different editorial interests I am looking forward to both articles when they appear. Both magazines receive the **FC News** to aid them in their research. If any of you are interested in subscribing to these magazines, **Blue Water Sailing** can be contacted at (888) 800-SAIL and **Good Old Boat** can be contacted at (612) 420-8923.

In the next issue I will publish the annual list of Falmouth Cutter owners. If you have an E-mail address and want it included, please contact me. So far I have only received a few E-mail addresses.

Ron Walton
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Searcher, FC # 17

As the proud owner of FC # 17, *Searcher*, I have been busy trying to add some things to make her more singlehand friendly. Per Roger's help, I added some well needed Lazy Jacks and a great reefing system. Can you believe, I had many complements on both. Last week added some winches to the main mast as I was not particularly happy with the cockpit led stuff. Will eventually add a Force Ten 2 burner to replace a non-working kerosene Optimus. (Anyone know how to fix my old stove?) As a side note, I had the good fortune of meeting Lin and Larry Pardey during the Christmas time. They invited me to their cocktail party and I was also able to attend their great

seminar held in Port Hueneme. They were the reason that I picked the Falmouth Cutter and my real heroes!! I have bought their recommendations hook line and sinker. Roger has also been so helpful and I am amazed that he is often found working at the shoppe on Sunday. His gang of Tom and Dick are super. Enough of that. I need some help from the gang regarding the hellashus port walk of the prop while backing. I could use anyone's tricks. Often, I have simply backed all the way out of the slip onto the fairway. What the heck, it works!! Eventually will change the name of the boat, but not at the moment.. Ran into a mate who sailed with Sterling Hayden and he told me a funny anecdote. It seems that one day this fellow told Sterling that it was a "great day". Hayden replied sourly, "I will be the one that decides that". Well, all for now.

Bob Carmody

P. S. What does "NS" mean on hull I.D.?

NS on the hull I.D. may stand for NorSea; Falmouth Cutters were also produced as NorSea 22s by another builder. Falmouth Cutters built by the Sam L. Morse Co. have serial numbers on the transom of the form SFJFC###MMYY, where SFJ is the Sam L. Morse Co. designator; FC is the boat model designator (Falmouth Cutter in this case); ### is the three digit hull number; and MMYY is the month and year of construction (2 digits each).

Ron Walton

Aspara, FC # 22

In answer to your question about the speed impeller I installed when I installed my depth sounder, I regret that I didn't know of one like yours and I drilled a hole in the hull for my unit. But the worst thing of all is that if I leave it in when the boat is moored, barnacles render it inoperable, and if I take it out, I get a bath. I did hear of a replacement unit that senses the water molecules going by to measure speed, but it costs over a \$1000. I guess I'll have to wait for the price to come down.

Anyhow, on to my latest project. I have a "tall" tabernacle for my mast, and raising the mast by myself has been a desire since I've owned *Aspara*. This last summer I fabricated all the parts to enable me to use the boom as a gin pole and now I can easily raise the mast without any help. First, I made a bracket to attach the boom to the the mast. One part of this bracket is bolted permanently to the front of the mast, at the pivot point, while the other part fits in the gooseneck of the boom. The two parts connect together with one bolt to attach the boom to the mast. Now, with the boom lying on the mast, in a cradle to stabilize it, I fasten the mast raising line (a genoa sheet) and the gin pole stabilizer lines to the mainsheet end of the boom. The gin pole stabilizer lines consist of the staysail stay plus port and starboard lines which terminate at pivot points drilled, in line with the mast pivot point, into aluminum chain plate extensions. Using the mast raising line led through a snatch block at the end of the bowsprit to a winch, I first raise the boom to a position 90 degrees to the mast to put the staysail stay under tension. This is the hardest part of the operation. Now I can hoist away and raise the mast. It works like a charm. I have both shrouds fastened for safety, but the tabernacle holds the mast quite steady. If anyone would like drawings of my fittings, I would be glad to comply.

And now for a note to my fellow recipients of the **FC News**. I am most grateful that Ron has taken it upon himself to publish the **FC News** and keep us informed of happenings in the FC Fleet. I think we should all kick in and help Ron keep the **FC News** in operation without it costing him personal funds. To this end, I'm proposing that we each send \$5.00 per year to cover the cost of our subscriptions. If this is not adequate, Ron should let us know what is required to operate the newsletter and we should respond accordingly. I thank John Boye and Ron for

bringing this matter to our attention. Rally round to the need, fellow FC owners.

Charles Naeyaert

I hope you have seen the Falmouth Cutter video which the Sam L. Morse Co. has produced. In it they show how to use the tall tabernacle to raise and lower a mast. Contact the Sam L. Morse Co. at (949) 645-1843 about the video if you are interested in it. For those of us whose boats have the short tabernacle for the mast, can anyone provide directions on how to tilt the mast forward safely?

*Also, thank you very much for your contribution to the **FC News** and for your proposal regarding contributions to the newsletter. Your letter has prompted some personal thought to clarify my own position on this matter. I think that any Falmouth Cutter owner who sends a letter to be published should make a voluntary contribution of US\$10 towards publication of the newsletter. That is less than the reproduction and postage costs they would incur by sending their letter out to the fleet themselves. But, I am reluctant to ask for contributions from everybody because (1) unless I receive letters from the fleet, I cannot produce a newsletter; (2) I did not become the editor to make money; and (3) I do not know how much longer I will continue to be editor. However, I will continue to publish any letters I receive from the fleet, even if there is no accompanying contribution to the newsletter.*

Ron Walton

P.S. From now on it will be my policy to ask for US\$10 contributions to the newsletter from people whose interest is in finding a Falmouth Cutter which is for sale. I think it is only fair that they help pay for the newsletter cost since their names and addresses are sent to all boats in the fleet.

New Salt, FC # 30

I confirm that I purchased the Sam L. Morse build Falmouth Cutter # 30. My address is:

Matt Squires

7323 Old Redmond Road #14

Redmond, WA 98052

The vessels name is now *New Salt*. (Formerly the boat's name was Buckshee. --Ed.)

I visited Roger Olson recently and he was surprised to learn that *New Salt* is not a bare hull anymore. I'm happy to report that *New Salt*'s previous owner did a fine job adding rigging, sails, cabinetry, etc. and she is now cruise ready. This winter I've been adding some finishing touches like a jib downhaul, sculling oar, and bowsprit netting.

My long term plans are to cruise Puget Sound this summer while learning the skills it takes to maintain a high quality, traditional sailing craft.

I am curious if any owners have installed a hard dinghy over the cabin top. Roger Olson mentioned the Sam L. Morse Co. built Cherub, but he says it must be installed over the foredeck, which I like to keep clear.

Matt Squires

Your letter brings up at least two sets of questions which I think would make good topics for discussion in the newsletter.

First, how many Falmouth Cutters have oars for auxiliary power? Are they "sculling" oars or "sweep" oars? How well does oar power propel the boat? How long are the oar(s)? How are the oar locks mounted and where? Where do you store the oar(s)?

Second, do any owners have a hard dinghy which is carried on board over the cabin top? If yes, what kind of dinghy are you using? How does your Falmouth Cutter sail with the dinghy on

board? And, have you made any modifications to the dinghy to improve access in and out of the cabin?

Also, if you have hard dinghies which you carry on the foredeck or tow, I would like to hear from you, too. What kind of dinghy do you own? If you carry the dinghy on the foredeck, how do you deal with the dinghy when handling headsails or anchors? If you tow your dinghy, how does that affect your Falmouth Cutter's sailing? What do you do, or plan to do, with your dinghy in storm conditions?

Ron Walton

Kastoria, FC # 35

Here is the story I committed to do during our last phone conversation. *Kastoria* is in dire need of some Cetol and I'm heading back to the Marina this weekend.

"May 25, 1998 started off as any other spring day in Southern California. It was in the low 70's, sunny, with little breeze and no swell. FC35 *Kastoria* was moored in Avalon Bay, Catalina Island next to BCC *Mon Desir* skippered by Simon Blythe. Simon had awaited my arrival two days earlier at Two Harbors, another anchorage located at the Isthmus of Catalina Island. We had motored together down to Avalon the previous afternoon. In Avalon we escorted my crew to the Blue Parrot Cafe for dinner and good comradeship."

"Before departing Avalon, I took *Kastoria* over to the fuel docks since I did not have enough to motorsail back to Marina Del Rey, 41 nautical miles away. As I pulled into the fuel dock I noted a strong surge pushing me into the dock. Coasting in under neutral I snuggled up next to the dock. I was thinking to myself that it was odd to see that kind of surge in the morning."

"Heading out into the channel at 10:21 AM, I raised the main and began motorsailing at 4.0 knots towards Marina del Rey. Normally this is a 9 to 13 hour trip, depending upon conditions. At 12:30 PM I had all the sails up and had shut the engine down as we were enjoying an 18-20 knot breeze and 4-5 foot swells. Thirty minutes later the situation was radically different. The breeze was now blowing a constant 30 knots with gusts to 40. The seas had changed from 4-5 foot swell with 30 second interval to 8-15 feet with a 10 second interval. While conditions changed, I had an even more precarious situation: a mutinous crew member. My girlfriend Henri slept in the cabin the entire trip, even as conditions worsened, but on deck with me was my older brother Ken. Being the older brother, Ken was not keen on taking orders from little brother (me) and he decided that the sea was not only a fine place to practice democracy, but an even finer place to debate and filibuster my orders. Ken believed that what we were experiencing was a great simulation of that of the *Whitbred* in the Roaring 40's. I believed that we had to get sail down and lower the stress on the mast and rigging. In addition, not only was the rail completely buried 100% of the time, but I had no harnesses or jack lines, and we were facing a knockdown situation given the fact we were on a port tack with the waves coming at us directly to port. After over an hour of arguing, shoving and fisticuffs (all the while at 35-40 degrees heeled), I was mentally and physically exhausted. It was taking a lot of effort just to keep from being knocked overboard or falling over the sides. I settled for using a fisherman's reef on the main and kept a firm grip on the helm where I steered more directly into the larger swells increasing my angle of attack and taking less of the wave broadside. What a boat! *Kastoria* held her own and we pulled into my slip at 3:52 PM. The speeds I recorded were not in the owner's manual and I'm too chagrined to share them with this forum. The Falmouth Cutter can clearly hold her own and take more punishment at great speed and ocean than much larger vessels."

"The lessons from the adventure are many. First and foremost is to never take crew members who may have a tendency to not obey orders, or mutiny. The second is to always check the weather

reports, even in peaceful Southern California. I assumed that normal late spring weather patterns were in effect. Third, reef early. This will be a mantra that I practice from now on. My first reef will be done at the dock, anchorage, or mooring if there's even a hint that I may have to reduce sail later."

"But it was a great sail in record time and, despite the trying circumstances, it was exciting."

Jeff Elias

e-mail: Jeff4kx@aol.com

Thank you for the exciting story of your passage from Catalina to the mainland. By my calculation you averaged almost 7.5 knots for the trip. That's fast. I presume you have added harnesses and jacklines to your equipment list. And I hope for the sake of family that you didn't keel haul your brother.

My only comment on your conclusions is: don't count on the weather forecast to be accurate; just be prepared. Two years ago a friend and I were "knocked down" by a squall while sailing Mijita on San Francisco Bay. The National Weather Service had forecast winds of less than 15 knots!

Ron Walton

A Rendezvous in July

Roger Olson is organizing another rendezvous of Lyle Hess designed boats for the weekend of July 16 to 18 at the Downtown Long Beach Marina in Long Beach, California. All Lyle Hess designed boats are invited, not just Sam L. Morse Co. boats. So if you have a friend with a Lyle Hess designed boat, such as a NorSea or Montgomery, let them know, too. If you plan to attend, please let Roger know by July 1 so he can reserve the berths. Roger says there is a large block of empty berths at this marina so he can probably get all the berths together. Activities are still being arranged, but the marina has plenty of facilities. For those wanting to attend, but who cannot bring their own boats, there are hotels and restaurants at the marina; you will have to make your own hotel reservations.

At last summer's rendezvous on Catalina only one Falmouth Cutter showed up. Let's try to do better this year.

Wanted: a Falmouth Cutter

If your Falmouth Cutter is for sale, here are two more potential buyers.

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