

FC News

Editor: Ron Walton

Summer 2006

Welcome to the Summer 2006 issue of the FC News, the last issue of the FC News for which I will mail out paper copies. For all future issues I will only e-mail Portable Document Format (pdf) files of those issues (readable and printable using Adobe's free Acrobat Reader application) to people who provide me with an e-mail address. If I don't have an e-mail address for you, then you will no longer automatically receive the latest FC News. You will, of course, still be able to go on the Internet and read, or download for printing, the latest published issue of the FC News from my Falmouth Cutter website at: <http://homepage.mac.com/rwsailor>. I apologize to those who have been receiving the FC News by postal mail, but I simply cannot afford to continue both forms of publication and most FC owners now have Internet access and e-mail addresses.

In this issue I am publishing letters from nine FCs: *Morning Glory*, *Jaquelina*, *Sapo*, *Second Look*, *Elise*, *Maramenum II*, *Penny Come Quick*, *Lonesome Dove*, and FC #39 (still unnamed). Some of the letters are written by new owners. Therefore, I want to welcome Larry & Mary Wood, John Bowman, and Dennis Mahon, new owners of *Second Look*, *Elise*, and *Maramenum II* (formerly *Churruca*), respectively, to the FC fleet.

Before and since the Winter 2006 issue was published I received a number of e-mail technical questions from FC owners. I answer any such questions as best I can, but would like to suggest that FC owners publish technical questions on the FC Owners Forum page of the Sam L. Morse Co. website: <http://www.samlmorse.com/forum/list.php?7>. That would immediately make more expertise available than I alone can provide. I frequently check the FC Owners Forum to see what's new and respond when I think I can contribute something.

With this issue I include the annual FC Owner's List, so you can all find your nearest neighbor FC. Some FCs have moved since last summer. And for some FCs on the list I don't have an address. If you come across any of those FCs without addresses, please let me know where they are. And ask the owner to also contact me.

Thank you.

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Morning Glory, FC 3

Interesting letter (*In the Winter 2006 FC News--Ed.*) on spliced standing rigging. We did that to *Morning Glory* two years ago, and we went up slightly on the size. It looks good, though I notice the wire tends to look rusty at the stern.

We removed the very nice (but way too big) Ideal windlass this year. This has been a boon both in room available and sailing ability. We took the opportunity to go to high-test chain in a smaller size, and went to two 60' chain/200 ft. rope rode. Most of the anchoring here is in 10' of water, so we'll end up with most of the benefits of all-chain rode anyway.

We hope to do more sailing this coming year than the last few.

Aaron Dewar

Jaquelina, FC 8

I took your advice and ordered a chain plate from Pete at PTF (by the way, I am in no way suggesting you are to blame for the following catalogue of errors!). After 7 weeks it arrived. However they had drilled the holes in the wrong places (from talking with Pete it appears that they made a template from my old chain plate and then turned it upside down before drilling the holes; net result is that the holes were way off). Even a rudimentary QC process should have spotted this before they shipped it. Guess they do not check their products too carefully.

I asked for a new one and one week later got a second. This time it was 3 inches too short!! They blamed this on me, said that the fax of the outline of my old chain plate was wrong (my thoughts on this is that they probably have their fax machine set on 80% not 100%; I kept the drawing I faxed and it was accurate). Here is the rub, I was charged an extra \$80 for a template for the first chain plate; to make it I sent them my original chain plate. I guess they threw away my \$80 template, hence the request for a fax of the outline of the original chain plate.

After some heated e-mails I got a third correctly sized chain plate (this time minus holes; I just did not trust them to get it right). This all took from mid March to mid June to complete (so I missed one month of sailing). The only thing wrong with the final chain plate is that the tang, which was supposed to be machined down to 3/8 inch thick, is closer to 1/2 inch so I had to bend open the jaws at the end of bobstay fitting. At the end of the season I will probably replace the bobstay with one that has a 1/2 inch jaw. I am not sure that this sad story needs to be published in the news letter but I wanted you to be aware that they certainly have some issues with their QC process to say the least.

Other than that, the boat is sailing well and I am enjoying the summer on the water. Cheers.

Paul McNicholas

Sorry to hear about your difficulty getting a new bobstay chainplate made. My experience with Port Townsend Foundry (PTF) was virtually pain free in comparison.

Using Mijita's old chainplate as a guide, PTF drilled the mounting holes round on my new chainplate but forgot to square them before bending the chain plate to fit the stem of my boat. Thus I ended up using hex head bolts rather than carriage bolts. Pete Langley (of PTF) thought hex head bolts actually might be better because the heads on carriage bolts are thinner. In the three years since I installed the bronze chainplate I have had no problems or leaks. (I used 3M 4200 to bed it, giving it 48 hours to cure; 3M recommended 24 hours to cure. And I used a continuous 1/8 inch thick bronze backing plate behind the boat's stem to spread the loads from the bolts.)

PTF also bent the chainplate to match my old one, not the drawing I sent them. The old plate sprang back to a straighter shape when removed and because the new plate is 3/8 inch thick, I could not bend it by hand to mount it. This could have been a big problem. But, the foreman of the metal shop at the local boat yard fixed that for me. For free!

So I guess my experience with PTF was colored by some luck. Nevertheless, I have been happy with the final result.

Ron Walton

Sapo, FC 10

Guess what? I am in Colon, Panama, watching the mega freighters entering and leaving the canal (with the occasional little sailboats muscling into the line) I might work up my nerve to do it myself....but first I am going to go as line-handler for a couple of other boats....The horrible truth is that I have stopped having fun. I think the hurricane helped that, but mostly I think it is because the dogs killed my cats. ...Otherwise, I sort of fixed SAPO good enough, even hauled and painted the bottom, and THEN a real jerk slammed right into SAPO and made me work many hours more.

(He disappeared in the night. I actually reported it to INTERPOL, which I thought was a made-up name for a TV show until then, but I don't know what they found out because the report to me is an attachment that I cannot read. Tra-la) Nag me again, soon, and I might write again. All kidding aside, I really do appreciate it that you take an interest, etc and go to all the trouble that you do.
Mary'--SAPO

P.S. I did the canal on another boat. The locks are no problem for SAPO, but the lake crossing... 28 miles that they want you to motor at 8 knots. Of course, mostly no one can, but we did it at 5.5 or so. SAPO could maybe average 4.5 and take an hour and a half longer...anyway, I want to explore some more on this side so have not yet applied. I will DEFINITELY let you know when I do it....

I look forward to hearing that both you and Sapo are back in the Pacific Ocean. Enjoy Panama while you are there.

Ron Walton

Second Look, FC 11

I have finally sold *Second Look* to a nice couple from Winter Garden, Florida, and they will come to Montana in the spring to tow it to Florida. They are having trouble getting insurance for the boat without an up-to-date survey. I have never had my boat surveyed, and the closest surveyor would have to be flown in from Seattle at a large expense. I can get insurance through my home-owners policy, but I am no longer the legal owner, and Larry is having a problem getting interim insurance. Have any other owners had these problems? Anyway, I had a great time being part of the Falmouth family, and hope to hear about events in the owners lives on the water. Could I continue to get the newsletter? Have a nice safe New Year on the Bay.

John & Nancy Riebe

In November 2005 we wrestled *Second Look* (FC 11) away from John and Nancy Riebe. If you own a Falmouth Cutter you know why we acquired her so I will not bore you with the details. We first boarded her just ahead of a snow storm in Belgrade, Montana. She was on her trailer, covered for the winter, sitting next to the Riebe's home. It was love at first sight.

What with the press of business and the school schedule (my wife, Mary Judith, is a teacher) we were not able to retrieve my new found mistress until late May of this year. Our first cruise was the 2500 miles between Belgrade and Orlando, Florida. The trip was delightful, without incident; the boat never tried to pass the truck and every stop seemed to draw one or two passersby who just had to stop and take a look.

June was spent putting on a new bottom, performing some minor repairs and generally getting to know the boat. In late June we contracted with a boat yard on Pine Island to crane her into the sound. We expected, since she had not been in the water since 1998, that there would be a good bit of mechanical work necessary once the mast was up and all the systems were brought into play, and we wanted a boatyard at hand to handle the repairs. I think the boatyard experience was well worth the cost, but not because of the necessity for repairs. We made some additions and had some rewiring done to meet current code, but, in testimony to the Riebe's, the boat was in great shape and in certain sail away condition.

July was spent sailing Pine Island Sound and the Gulf just offshore Captiva Island. Each day we learned something new and each day we gained in our appreciation for this design.

July is an interesting time on Captiva. In the morning there is usually a breeze that degenerates by noon as a prelude to the afternoon thunderstorms. Such was the case this year. We experienced everything from sailing under genniker alone in near glassed off conditions (at 1.8 knots) to passing what I believe was an Islander 30 in a beat in 20 knots of wind. In between I proved the

theory (twice as a matter of fact) that a 3 foot draft will not sail in 2 feet of water; no matter how hard you push.

As I write, my girlfriend is in the front yard on her trailer calling to me. There is cleaning and varnishing and what-have-you waiting. Our next adventure will be in the Florida Keys during Christmas. In the interim we'll not have slip fees and will not worry about the threat of a hurricane/marina combination.

We are grateful to the Riebe's for allowing us to purchase their boat. We are appreciative for the patience exhibited by Sumio Oya in fielding my numerous calls for assistance and information in this last year. Most of all, I now truly understand why Lyle Hess is revered in the manner he is. This is one nice boat.

Larry & Mary Judith Wood

Elise, FC 19

I came across the FC News website recently and thought I'd introduce myself. In October I purchased FC#19, *Elise*, from Bob and Lois Plank. Absolutely love the boat. I had been looking at FC's and BCC's for a year and half when this one came on the market. Right now I'm keeping her on Lake Lanier, here in Georgia. Certainly not the best place for a boat of her specs, but work keeps me here - at least in the short term.

As an aside, I happened to come across *Penny Come Quick* in the yard here the other day. You could imagine how shocked I was to find another FC landlocked here in Georgia. Anyway, if by chance you are in contact with the new owner, please feel free to pass along my contact info.

John Bowman

Maramenum II, FC 25

I was able to buy Manny & Roz DeLizarriturri's *Churruca* last month which on the July 4th weekend I then sailed up from Inner Harbor, Baltimore, where Manny had berthed *Churruca*, to Cedar Creek, off Barnegat Bay, just north of marker 40 on the ICW where I have a house on the water. The only remarkable thing I learned (within the first half hour) was that freeboard on a Flicka is much higher than freeboard on the Falmouth Cutter, especially given that two inch open slot at the cockpit gunwale, port and starboard. All of a sudden, just past Fort McHenry (of Star Spangled Banner fame), I was looking down at wet feet as a slug of harbor water sloshed around the cockpit grate. Certainly got my attention. Rest of the voyage was great and unremarkable.

Faithfully following Manny's boat name "christening/dechristening" ceremony, I have renamed her *Maramenum*, which is my attempt at the Latin for "sea kindly".

Please let me know any other protocols and procedures. A great boat.

Dennis Mahon

Penny Come Quick, FC 27

I wanted to touch base with you and let you know my new location following Hurricane Katrina. The good news is after some hard work and time the boat is in great shape. A new set of sails, all new standing and running rigging and a new paint job on the hull....wow. This last weekend my family and I had the chance to sail her and camp out overnight. We have her located on Lake Lanier near Atlanta, GA.

I am about to add a manual windlass and would like some suggestions when you get the chance.

Lastly....another falmouth (hull #19) is also on the lake just four berths down from me on the pier. John Bowman owns the boat now, having just purchased it over the winter on the Chesapeake.

todd gauthier

You have probably already bought a windlass for Penny Come Quick, but here is my opinion. The ABI horizontal axis windlass is made of bronze and built to last. But it is heavy, 50 pounds, and the smallest chain it can handle is 5/16 inch chain. That can add up to a lot of weight in the bow which will affect her sailing significantly. All other horizontal axis windlasses that I am aware of have aluminum bodies and are lighter in weight, but will eventually corrode to junk. However, there are chain gypsies for them which will handle 1/4 inch chain if you choose that size.

There are some bronze vertical axis windlasses available. Muir has some nice looking manual ones. But remember their mechanical advantage is only about 5:1 versus 12:1, or so, for the horizontal axis windlasses. So if you need mechanical advantage you may not want to consider manual vertical axis windlasses. But, Muir and others have electric motor powered, vertical axis windlasses as well. These are heavier (see the letter from Morning Glory above) and have plenty of power. But they use a lot of electrical current so you might need bigger batteries and alternator.

Ron Walton

Lonesome Dove, FC 31

Lonesome Dove came through Hurricane Katrina without a scratch sitting next to my shop. I'm about 80% finished with the interior, after ripping out all the previous owner's work. (Glass over paint was not a good idea.) I started over with the 2 original factory installed bulkheads on this 1993 never in the water FC. All hull attachments are now 2 layers of biaxial 6" tape with West epoxy. I'm serious about installing an electric motor with golf cart 6 volt batteries as the means of propulsion. Cruise during the day, charge at a marina at night (or wind/solar during the day). No diesel smell or noise – just think of what you can sneak up on.

She will more than likely be for sale upon completion. If you have an interest, I can send a CD of all the work to date.

Charlie Kemp

If you plan to sell her, you might prefer to install a diesel engine. An electric motor might significantly reduce the size of your pool of potential buyers.

Ron Walton

FC 39

Just a quick note to let you know that FC39 (still un-named) has moved to Canada on the East coast. She arrived to her new home in Chester Basin, Nova Scotia in March. She made it on her Trail-Rite trailer all the way from Irvine, California with no problems. I have taken semi-retirement and will now be able to spend more time on her.

John & Cheryl Verlinden