

THE FALMOUTH CUTTER NEWSLETTER

SEPTEMBER 1984

THREE ISSUES PER YEAR

VOL. 1 ISSUE 7

SANTA BARBARA

EDITOR'S NOTE

The September issue of the Newsletter is coming out a little early so that we can pass on this hot item prior to the event (For this issue we will forego the columns by Lyle and Sam.) Note that the announcement includes the Falmouth Cutters as invitees. If you can get your FC to the skipper's meeting by 12 noon, you can join the fun!

REMINDER

* Have you done some cruising in the FC? Write about it. Or write about anything that is on your nautical mind.

Address correspondence to:

Paul Christensen, Ed., 805 682-8304
494 Alan Road, Santa Barbara, CA 93109

ANNOUNCEMENT

BRISTOL CHANNEL CUTTER CUP

Long Beach, Calif., Sept. 8, 1984

Start: 1 P.M.

All participating yachts will rendezvous 12 noon at Grissom Island, N.E. of Queen Mary, for a skipper's meeting and discussion of the rules, handicaps, course, etc.

The race will be open to all sailing yachts of Lyle Hess design and we expect to have not only B.C.C. but Falmouth Cutters and L & L Pardey's "Taleisin" as well.

At the conclusion of the race we will join for some appropriate festivity and a pot luck dinner.

To let us know you are coming and to find out what you can bring for dinner, call Doug Smuck (714) 642-3259, or Sam Morse (714) 645-1843.

WE'RE GOING TO HAVE A BALL! DON'T MISS THIS!

* LETTERS *

Please find enclosed \$2.00 for the Newsletter.

Dear Paul,

"Aspeden"

June 7, 1983

Good Sailing, Sincerely,

Enjoyed your May 1984 Newsletter very much with the comments by Lyle Hess and Sam Morse.

Carroll and Lore Allen, P. O. Box 267, Arcadia Road, Pass Christian, Mississippi 39571

I am enclosing a copy of a letter to Sam about our recent cruise, and some suggestions and comments on the FC.

(Selections from Carroll's letter to Sam are reproduced on page 2. Ed.)

-- Carroll -- Continued

We made a short cruise of 6 days and about 130 miles from Pass Christian to Big Lagoon, just west of Pensacola, Florida and return. We cut our trip short because of bad weather caused by a stalled front and low in Texas.

Our first day from P.C. to Dauphin Island, 70 miles in 14-1/2 hours, with head winds from light in AM to about 15-18K in PM. The second day we crossed Mobile Bay in head winds ESE of 18-25, with first single reef main and Jib Top and later double reef and stays'l. I think the boat performed beautifully. We spent our second night in a place called Pirates Cove, Ala. Showers and rain squalls. Good anchorage, good hamburgers, and a pretty place to lay over.

The weather continued bad with rain and squalls, so on the third day we sailed to Big Lagoon, swam in the gulf, and returned to Sailboat Bay on the eastern side of Mobile Bay.

Fourth day we left Sailboat Bay at 6AM and started across the 25 miles of Mobile Bay in light but rising S winds. Mobile Bay is only about 10-15 feet deep, has a ship channel, 4 oil wells, and several wrecks all centered about the ship channel, and this is where the squall line hit us and a shift with winds (I think) to 50 knots plus from the NW, later veering to N and even later to E. Torrential rain, no sea room, and too much wind to sail; we ran the Yanmar at 3000 rpm barely able to keep her nose into the wind, and unable to make headway, as we had an oil well to beam that refused to move. The seas were very steep and close together, but I guess only about 8 feet high. However we were able to take several aboard, which put a foot or more of water in the cockpit

and washed several personal items overboard. Lore and I both tied ourselves to the boat. After about an hour the winds slacked and we were able to hoist the stays'l and later the double reefed main. We arrived at Dauphin I. at 11 AM and rested and walked on the Island the rest of the day, very pleased with the performance of "Aspeden".

An hour after we arrived in Dauphin, a 38' Morgan and another boat of comparable size left the Island heading across the bay. At three PM they had given up and were back in Dauphin I. harbor.

The fifth day we motorsailed in light NE winds with reacher stays'l and main to Broadwater Beach Marina at Biloxi, MS, where we showered, had dinner, and spent the night.

Sixth day we returned to Pass Christian in light air and fair weather. Since our return the weather has of course been beautiful. We traveled the intracoastal waterway the entire trip and found the boat most comfortable and roomy, even though we are both large. My wife enjoyed the trip so much she is ready to move aboard. We both had a great time and hope to do it again in the fall.

One suggestion I have, has to do with the water tank filler cap. I think it would be better if the filler cap could be directly over the aft end of the tank instead of sticking aft of tank into the bilge. If this could be done, then it would be possible to sound the tank to find out how much water it contains. This would also give more room in the bilge and make it easier to reach the seacock for the engine intake. I have installed an electric bilge pump (Rule 2000 gph) and the filler cap for the water tank was somewhat in the way.

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