

# FC News

Editor: Ron Walton

Summer 2001

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“What kind of boat is that?” Startled, I looked around, wondering if I had imagined the words. I was motoring *Mijita* out of the Oakland Estuary for an afternoon sail and my mind had been wandering as it often does during the four mile trip to the Bay. But, no, it was not my imagination; the words had been spoken by a kayaker paralleling my course. I slowed *Mijita* to answer his question. So began an odyssey which is still playing out.

The kayaker introduced himself as Dieter Loibner, a writer (especially about boats) and a sailor (especially of Folkboats) and a real environmentalist (the top of his kayak was covered with garbage he had picked from the waters of the Estuary for disposal). He did not recognize a Falmouth Cutter, but upon seeing *Mijita* was immediately interested in doing a magazine article on these beautiful boats. We exchanged cards and I proceeded on my way, thinking that was a very interesting meeting and hoping something would come of it. And something did! Dieter contacted me a couple of weeks later about going for a sail; he said he would bring a photographer to get pictures. And on the last day of Sail Expo, we did just that, with professional photographer Bob Grieser taking photos of *Mijita* both in her berth and under sail on San Francisco Bay with the City in the background.

According to Dieter, he proposed an article about Falmouth Cutters to the English magazine **Classic Boat** and they accepted. I don't yet know if his article will ultimately be published there, or in some other magazine (he has told me a German sailing magazine is also interested). And, I don't know when it will be published. But I am excited about the prospect and will let you all know when I know.

If any of you have visited the Sam L. Morse Co. website, <http://www.samlmorse.com>, you might have noted that the Spring 2001 issue of the **FC News** has been posted on that website; look on the Falmouth Cutter page and click on **Falmouth Cutter Owner's News** at the bottom of the index for that page (on the left side of the screen). You will need Adobe Acrobat Reader to see it since the posted newsletter is in a format requiring that program. As Acrobat Reader is free software, from <http://www.adobe.com>, nearly all computers now have it. I want to thank Sumio Ohya, new President of Sam L. Morse Co., for posting the newsletter on their website.

Speaking of websites, some other websites which might be of interest to you Falmouth Cutter owners include the following:

<http://www.geocities.com/bccowners> -- Unofficial BCC Owners Homepage. Has a very useful information forum, Q&A regarding BCCs, but also applicable to FCs.

<http://www.thewave.org.uk> -- Official Bristol Channel pilot cutter newsletter. Needs an update, but has photos of real BC pilot cutters that are still sailing.

<http://www.comlay.mcmail.com/hwtilman/tilman.html> -- Photos, etc. from some voyages to high latitudes of H. W. (Bill) Tilman, a famous British mountain climber and sailor of Bristol Channel pilot cutters.

I especially want to thank those of you who have asked to be added to my e-mail list for the newsletter as that saves me printing and postage costs (approximately \$US5 to \$US6 per year), not to mention the time it takes to fold, envelope, and address each issue. Again, I hope that those owners who are not receiving this newsletter by e-mail will look into that possibility, or let me know if you can download it from the web, such as from the Sam L. Morse Co. website. Your local public library would probably be a good place to do the latter without having to invest in your own computer. Talk to your librarian.

Finally, for this issue, I received letters from the owners of *Mariko*, *Second Look*, *Topito*, *Jack Russell* (formerly *Searcher*), *Ferial*, and *Francesca*. Note particularly the letter from Jorge Pasarel of *Topito*. You will remember the story he told in the Spring issue about his voyage from Florida to Puerto Rico. In this issue he references a website where you can find a chart of that voyage as well as photos. Very nice work Jorge. Also, *Mariko* and *Ferial* have new owners. Welcome to the fleet.

Thank you and keep those letters coming, by e-mail or by snail-mail. Remember, if you don't write, there won't be a newsletter.

Ron Walton  
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P.S. I apologize for the lateness of this issue. As I was getting it finished a month ago, my dad's health began to deteriorate very rapidly from cancer. He died on August 9, at home with my mother, my sister, and myself caring for him, assisted by a local Hospice. I had very few opportunities to get on the computer during his last month.

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### *Mariko*, FC #9

I've been living aboard about a year now in Oxnard, California (near the Channel Islands north of Catalina). I'm gradually getting over my timidity on singlehanding, developing more familiarity on *Mariko's* behaviour under sail, and working into the discipline of living aboard while staying organized enough to go sailing regularly.

I've got a few minor projects under way, and between working and sailing am gradually refinishing the topside wood.

I was intrigued that several people have refrigeration installed, I find that I'm generally unwilling to give up the storage space but may look into a small koolatron.

I'll see about writing up and submitting some trip/experience reports for the newsletter.

John LuValle  
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jluvalle@mcn.org

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### *Second Look*, FC #11

I had Acrobat 3.01 on my Dell, and it was fine for picking up the newsletter. I went to Acrobat Reader, then found new file and clicked on that, and the Falmouth Cutter newsletter access appeared. Clicked on that, and walla! the newsletter popped into view.

As for anchoring systems, my needs are not as great as those sailing off shore, and the only reason for dual anchoring systems was important in the Sea of Cortez where we had to hole up behind islands when heavy winds piped up. Was glad to have my heavy Danforth on 30 ft. of 3/8th chain followed by 250' of 5/8 nylon rode, since we were anchored in sand. My 11# Bruce on 150 ft. of 5/16 BBB chain seems adequate in most situations, and is my preferred anchor since I can retrieve it easily with my ABI bronze windlass, and the smaller anchor is held with two releasible snap shackles below the bowsprit for quick release. I pull out a loop of chain before releasing the anchor so that it will not swing back against the hull when releasing.

I too put in a series 40 PVC pipe leading back to the first compartment behind the forpeak locker, and from there I pull 75' of chain back to the compartment just forward of the cabin.

Right now I am short 75' of chain when I lost some chain which got jammed in rock about 15' down. I retrieved the anchor, and pulled up about 85' of chain, but had to cut off about 75'. One doesn't free dive down in cold Tahoe water unless they are in perfect shape. Knowing I wasn't that guy, I sailed home to get some help. By the time we came back to the anchor site, the chain had been stolen off the bottom! Such is life! Haven't replaced the missing chain since 85' seems to be plenty in the waters where we sail. I also have an 8# danforth stern anchor on 250' of 3/8 nylon, and 30' of 3/8 chain which passes down thru a bronze port into a plastic basket in the port side of the lazarette. Dump the anchor and chain into the lazarette where it can be retrieved quickly. We use this anchor frequently when rafting up with others, or when we want to prevent swinging at anchor. Can be a good emergency anchor, also.

One other piece of equipment I would not be without on long reaches, or when I have to motor long distances is an Autohelm. I thru bolted a dropdown tiller bracket at the recommended distance from the head of the rudder, and then mounted a wood block with the receptacle for the Autohelm close to the forward extension of the starboard boomkin. Ends up being a nice horizontal mount and works well in all but extremely gusty conditions when trying to remain on a straight course. Large gusts will often overpower the helm and will require shortening sail, or constant main sheet release to prevent rounding up. This is when I go to manual steering if I want to stay on course at a good clip. I shorten sail when the leeward rail keeps going under. Think mountain sailing prepares one for most types of wind conditions since it can be dead calm one minute, and gusting to 25-45 knots the next.

Short of roller furling, I would not be without downhauls led aft for the headsails, and a Shoot Scoup for any type of light air spinnaker or drifter. Learned that the hard way with my 150 drifter out when all of a sudden I saw dark crowsfeet coming across the water. I rushed to drop the drifter, but a gust dumped some of the sail into the water. Had the whole sail into the water before I could say "Jackrabbit". Only recourse was to climb out on the bowsprit, which I hate to do in high wind, and release the snapshackle to allow the sail to stream out behind the boat from where my wife could pull it onboard. The addition of a Shoot Scoup with downhaul solved this panic situation, and allowed me to strap down the sail to windward until I could stow it below. Guess those that have roller furling have the answer, save for the drawbacks of such systems.

One of the must sails for long distance offshore sailing mentioned in early newsletters is the 120 lapper, and was praised as a great sail on a crossing to Hawaii. My only problem with the cut of my original Skip Elliot sails concerned my staysail which should have had about 8 inches removed from the foot of the sail since my sheets hang up on my mainsail and jib winches which are mounted on the mast. The shape of the sail is compromised if you lead the sheets aft by passing them around the inner shroud to avoid this hang up problem; hence, I live with the problem, and only curse when I have to do a lot of tacking. Hope Sam Morse Co. has corrected this problem with starter sails on their new boats when mounting winches on the mast. My staysail winch poses no problem.

Guess this should be enough for your next newsletter.

John & Nancy Riebe

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### *Topito, FC #16*

I received your email. I would like to receive the newsletter electronically only. I think its a good idea, specially for people who move a lot.

I made a web site that has pictures of the trip that I describe in the Spring 2001 issue of the **FC News**. So if the document is to be published and if you want to also include the link, that would be nice. The only thing is that the site is in Spanish for now (you can use altavista translator to translate to English, <http://babelfish.altavista.com/translate.dyn> , it works ok). I plan to translate it in the future, gotta find some time-space. In any case, the site with the pictures is:

<http://jepi.edikon.com/suertes> .

The first part of the trip was on-land, the second on-water.

Also, I was going to recommend using normal HTML email instead of PDF files for the electronic newsletter. It is also platform independent and the file size is much smaller. It's easy to make (cut and paste), you can add pictures, working links, file attachments, etc.

Finally, I could help with posting the newsletters on a web site. But we would need to finance the hosting and the Domain Name. (DN = \$50 for 2 years, hosting = \$16.95 a month). It could have forums and news, and other things. Although I realize there's not too many of us. Just giving out ideas.

Jorge Pasarel

*Thank you for your ideas for having the **FC News** online. I would also like to do that, but only if I can be sure that all owners will have access. Right now I am not sure of that and so have been reluctant to go that way. I even resisted buying a new computer with internet capability, etc until I absolutely had to in order to continue publishing a hardcopy newsletter.*

*Note that some FC owners are already participating on the Unofficial BCC Owners Homepage, for which I gave the website address above.*

Ron Walton

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### *Jack Russell, FC #17*

Enjoyed the last FC News. Our wx here has been rather cold and rainy so boating has been on back burner. Last year Larry Schmidt and I sailed on his little cutter out of Pismo Beach and certainly enjoyed ourselves. He is much fun and has a very nice boat. I have had a couple of very nice social affairs with Lynn and Larry Pardey when they were in Santa Barbara. What a thrill.....Here's a couple of changes or new info:

My Email: bcarm@west.net

My Boat's Name: *Searcher* --> *Jack Russell*

Bob Carmody

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### *Ferial, FC #25*

I don't recall if I sent a note to you about my purchase of Leo Oxberger's Falmouth Cutter *Ferial* last May. Anyway, I developed a friendship with Leo when we were both singlehanded sailors in the Abaco islands of the Bahamas almost 10 years ago. I owned a 33' Freedom Cat Ketch and Leo his beautiful cutter. We would often take off and sail through the islands together and made many mutual friendships we still share.

I had a long "love affair" with *Ferial* and always had an informal "first right of refusal" with Leo if he would ever sell her. Well, it took 10 years, but the timing was right since I was looking for a boat to take to Maine and live aboard during the summer as I can not afford waterfront property along the coast of Maine. I now sail into beautiful harbors like Boothbay, Friendship, and Mt Desert Island and just set the hook for days at a time at a fraction of the cost of Martha Stewart and her neighbors; a great life I am fortunate to enjoy.

I simply call my boat *The Falmouth Cutter* until I come up with a proper name that is worthy of her. She is an unusual FC since she has a Bristol Channel skylight and deck boxes. Also, the interior is all Port Orford cedar and has over 22 custom crafted cabinets making her a work of art below... Well, the affair has now become a marriage and we presently sit at anchor off Great Diamond Island in Casco Bay about 12 miles from Portland Light where at present it is 45 degrees! And we wish summer would Hurry Up!!

Best Regards..

Chris Spohr

chris.spohr@worldnet.att.net

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*Francesca, FC #28*

Please do send my FC News letter via e-mail. Do not use the address that this letter was sent from but: rwhitsel@geocities.com

P.S. Thank you for the FC News letter as it gives me pleasure to read about other people who have the same interest as I do. Please, I encourage you to keep the letter alive. I will give you an update when my life gets a little more well defined.

Ron Whitsel

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**For Sale**

*Second Look, FC #11.* Finished by Sam L. Morse Co., 1981. All teak trim, except bowsprit, boomkin, tiller, boomgallows. Custom deck box and forward hatch. ABI bronze windlass plus 3 anchors (22 # Danforth, 11# Bruce, 8 # Danforth). Working sails plus 150 drifter with Shoot Scoup. Lythum Mariner two burner propane stove and Adler-Barbour refrigeration. 200 hours on rebuilt 7.5 HP BMW diesel. 26 gallons fresh water tank. Evinrude long shaft outboard motor. Avon Redcrest dinghy plus motor mount. TSR8 Eze-Loader trailer with rollers. 1985 Ford Super Cab with 6.5 diesel and 4WD. Less than 120K miles. Many accessories for boat. Asking \$59,000 for complete package: boat, trailer, and truck. -- John Riebe, 8694 Theisen Rd., Belgrade, MT, 59714. E-mail: riebtwo@aol.com. Telephone: (406)388-2636

*Calculated Risk, FC #31.* 1993 semi-project boat requiring exterior woodwork and forward cabin completion. Purchased while I was shipping for a circumnavigation, life changes mean I have been unable to complete the refit. Many new parts including custom castings for hardware, aluminum spars, doug fir boomkin, and bowsprit. Main cabin mostly complete along the "Pardey" line. Working sails and 4 stroke outboard as well as many other accessories and parts. Lying Annapolis, MD. Asking \$28,500. Contact Rob Young or Caitlin O'Brien at 703-684-5354 or 703-683-7916. Leave message if no answer.