

# FC News

Editor: Ron Walton

Winter 1999

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Since I published the Autumn 1998 issue of the **FC News**, my mailbox has seen a lot more Falmouth Cutter related activity. Thus, in this Winter 1999 issue are six letters from the fleet, from *Second Look*, *Ginnywake III*, *Aspara*, *Ferial*, *Athena*, and *Walt Whitman*.

In case you don't recognize the two boat names *Athena* and *Walt Whitman*, they are the Sam L. Morse Co. built Falmouth Cutters numbers 34 and 37, respectively. Now, except for FC # 26, which was unnamed and for sale the last I heard, we have names for all of the Falmouth Cutters on the owners list. *Walt Whitman*, just recently completed by Sam L. Morse Co., is to be delivered to John Lipman of New York this spring.

I am occasionally contacted by people out there looking for used Falmouth Cutters. My response is to publish their names and addresses, so everyone in the fleet will know they are looking, and then send them a few issues of the **FC News**. Since the previous issue of the **FC News** John Boye of Brookings, Oregon has been looking for a Falmouth Cutter. When John Boye called me, he asked what he had to do to receive the newsletter as a nonowner. Since I have been paying for the newsletter out of my own not-so-deep-anymore pocket, I suggested he might voluntarily send enough postage for a few issues. I meant that he might voluntarily pay just the postage for the issues he would receive, but John sent me enough postage to send out two issues of the **FC News** to everybody on the mailing list! Thank you very much John, and don't worry about being dropped from my mailing list.

Finally, at the beginning of January, the Lyle Hess cutter *Renegade* turned up in the marina where I keep *Mijita*. As you all probably know, *Renegade* is the predecessor of all our boats. This year *Renegade* turns 50 years old. I wish I could say she was a spry or stately 50. But the truth is she is a derelict. Her bulwarks are gone and their stanchions are crumbling. Her topside paint is peeling and stained with the rust bleed from her iron fastenings. Her planking needs refastening at the stem and one of her original cockpit coamings is gone. One of her bits is missing, leaving a gaping hole in the deck, to go with several other holes left by other missing hardware. The harbor master told me that *Renegade's* new owner is planning to restore her. I have not yet been able to contact him, but I hope he has the passion and skill to do that since it would be a shame to lose such a famous boat. I will keep you all informed of what happens to *Renegade*.

Ron Walton  
*Mijita*, FC # 5  
1671 Via Rancho  
San Lorenzo, CA 94580  
(510) 278-3335

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## *Second Look*, FC # 11

I thought that I should write and let you know that Nancy and I have moved to the Bozeman, Montana area, after living in Lake Tahoe for over 35 years. Our boat, *Second Look*, is still on a trailer in Carson City, Nevada, and we will have to go back next spring to pick it up. We are

undecided at present since we are in the throes of building a new home, but we feel that we may be moved in by July, and could plan a summer break to the Northwest waters around the San Juan Islands, Gulf Islands, etc. Then we will decide on whether to leave it in a yard on the Olympic Peninsula, or tow it back to Montana. I don't like leaving the boat around salt water too long since it plays havoc with all running parts, and metals. We will have to appraise whether the lakes in the northwest, Idaho, and Montana are feasible for launching our boat, or we may consider selling it in a year or so. Sure hate to even consider parting with our Falmouth, but I know someday a younger couple will get as much pleasure out of this fine boat as we have had through the years. We have owned our boat since 1981, and outside of many short trips to salt water, she has been kept in fresh water 95% of the time. Will keep you up to date with our plans. Thanks for doing such a great job with the newsletter.

John & Nancy Riebe  
2411 Kid Curry Drive  
Bozeman, MT 59718  
(406) 852-8352  
e-mail: riebeto@aol.com

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### *Ginnywake III, FC # 16*

June 1997 was our time to quit work and downsize our living space ( our buoy on land). *Ginnywake III* is comfortable in a slip in Alamitos Bay Marina about five miles from our land buoy.

We spent most of June travelling to Everett, Washington for Ginny's 60th High School Reunion in Everett.

Upon arriving home, Bud had a complete hip replacement on August 31st. He is still recuperating. We are walking 2 to 3 miles every day -- once in a while - maybe close to 5. He should be discharged from the doctor about February 1st, 1999!!!!!!

We are both looking forward to that date, with a lot of plans for the *Ginnywake III*.

Meantime, our best wishes for the holidays and a great 1999!!!!

Ginny & Bud Morrison

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### *Aspara, FC # 22*

I had become the proud owner of a Falmouth Cutter, *Aspara*, built by the Sam Morse Co. However, it did not have either a depth sounder or a speed log. So I was faced with either installing a depth sounder or constantly heaving a lead line, as our waters in West Florida are notoriously shallow.

The conventional wisdom regarding installing a depth sounder's transducer calls for either boring a hole through the hull or making a plastic pipe coupler to conform to the shape of the hull and cementing it inside either side of the hull. I had always liked the idea of having a transducer located in the center of the hull, where it didn't matter which way You were heeled under sail, it always read the same. Also, I liked the idea of the transducer out near the bow, where it could read the water You were entering, rather than what You were already over. I contacted the manufacturer of the unit, and they informed me that the unit in question would not read through the hull, I would need a special transducer designed to read through fiberglass. However, a knowledgeable friend in the industry told me He hadn't heard of any transducer that wouldn't read through fiberglass. So I

proceeded to plan on housing my transducer in the bow. I located a spot, just aft of the anchor locker and 1-1/2 feet ahead of the lead in the keel, and fashioned a 1-1/2 inch PVC pipe coupler to fit into the vee formed by the hull. After cleaning the designated spot of all paint with a Dremel tool, I cemented the PVC fitting to the hull with epoxy and micro fibers. Then I filled the PVC fitting with baby oil and installed the transducer.

Space is at a real premium in my lovely little boat, but I located a spot just below my companionway hatch to mount the depth/speed display and wired it up according to the manufacturers instructions. It worked beautifully at the initial trial, faithfully recording the changing depths as I crossed a shipping channel. I checked it with a lead line at my mooring and it was dead on, adjusted for the depth into the hull. I collected the excess cable attached to the transducer, tied it up with plastic ties, and anchored it out of the way in a locker and the job was complete.

Charles Naeyaert

*Thank you Charles for the tutorial on installing a depth sounder without having to drill a hole in the hull. The depth sounder in my boat, Mijita, is installed exactly that way, but just behind the ballast, at the deepest point in the bilge. Since Mijita has an outboard motor, the bilge is always dry down there and I have had no problems with the depth sounder.*

*But tell us Charles, where did you install the impeller for the knot log? Not wanting to drill a hole in Mijita's hull for such a unit, I purchased a Speedmate electronic knot log with the trailing wire option. This unit has its own battery and mounts easily with heavy duty Velcro on the aft corner of my lazarette hatch to place it as close to the transom as possible. To find Mijita's speed I just toss the trailing wire impeller over the stern and turn on the unit. It also measures distance made good through the water for dead reckoning.*

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### *Ferial, FC # 25*

I am going to sell my Falmouth Cutter *Ferial*. Do you have any leads for me? Do you have e-mail addresses for members? Do you know what the factory charges for a new Falmouth Cutter? Do you know the prices received by owners for recent sales? I live in Marsh Harbour from November to May and in Iowa from May to November. The boat is in Marsh Harbour. Thank you for your help.

Leo Oxberger

*Marsh Harbour is in the Bahamas. Leo's address, etc. there is:*

Leo Oxberger  
P. O. Box 20825  
Marsh Harbour, Abacos  
Bahamas  
tel. / fax: 1-242-367-4835  
e-mail: jd1leo@batelnet.bs

*If other members of the fleet would like me to publish their e-mail addresses, please send them to me. If I get e-mail addresses from enough of you, I will include them in the owners list.*

*According to the last price list from Sam L. Morse Co. which I saw, the price of a new, factory completed Falmouth Cutter was approximately \$98,000.*

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## *Athena, FC # 34*

In April I attempted a trip to the Bahamas with a dentist friend who was on a time table. At the time, mid-April, the weather was quite fluky. To make better time we left the waterway (ICW) with weather reports calling for 2 to 3 feet seas and 4 to 10 knots wind. Ideal, if not a little light on wind. After a few hours, the seas piped up to 12 to 15 feet and the wind to 30 knots plus. This lasted for about 20 hours. The boat did fine and we did well considering the big waves every few minutes that would refill the cockpit. We each pulled 2 hour shifts (teathered).

As things died down we reentered the ICW to check the engine, which had stopped with all the rolling around. We had gotten it restarted prior to entering the inlet by bleeding the system. At this point I was a little nauseated from the fuel smell and rough ride. We docked and checked the system out, bleeding air from all the points mentioned in the Yanmar book and changing all the filters. The engine ran fine after that.

But time ran out and my crew's dental practice dictated we head back. We got hit by one more impromptu storm on the way north while towing the dinghy, which was flying like a kite for roughly 45 minutes. When this storm hit we were at a very narrow point on the waterway and couldn't continue or see so I threw out a Danforth 13# anchor that was the easiest to deploy, let out what I thought was enough scope, and motored toward the anchor to maintain position. We repeatedly came close to being knocked down.

Following that storm, travel north on the ICW was uneventful, with stops and several nice but crowded anchorages. The FC *Athena* just took everything the weather cooked up. I've also got the 2GM20 engine which I'm glad I had when the weather got rough on the ICW and no where to go except in trouble as it was almost dark. I don't know how good the rationale was to drop an anchor and motor toward it, but it seemed to fit the situation. Also, I don't know how high the winds were at the time, but they were steady and under bare poles it was the roughest I've experienced. Perhaps a little sail would have stabilized the boat?

Since June I've been fighting termites in a Hawaii house which I decided to sell, and replace with a place in the Florida Keys. (A 1031 tax free exchange, rental-rental.) Surprisingly, most of the canal homes in the Keys won't support a sailboat because of draft. So I narrowed my search to parts of Cudjoe, some of Big Pine, and Summerland Key. My preference was Summerland because it was the only Key with flow-thru swimming canals and its only 25 miles north of Key West. I found a beautiful little place on Summerland, concrete block on stilts with a 75 foot dock and concrete sea wall and davits. I will move *Athena* south in February or March, and live aboard while in the Keys as hopefully, the house will stay rented and fill dwindling coffers. It will definitely help when the Flagler Beach (ICW) house sells. That will enable me to spend a lot more time on the boat and a lot less time cutting grass, painting, and other distracting endeavors.

Hurricane Georges knocked a few shingles from the roof and took out a couple of trees. Boats tied up between sea walls port and starboard did OK with very little damage aside from canvas, which should have been removed. Boats tied only on port or starboard ended up on the sea wall, or on someone's lawn.

Will quit rambling. When I have something interesting to share with the other Falmouth Cutter owners I'll do so. Until then, keep up the good work on the news letter and if you could, print the hull number with the name of the boat. It surely would help. I saw roughly one third of all the Falmouth Cutters while I was looking for mine, whether they were for sale or not, and connecting boat name with hull number and owner enables me to recall. Thanks.

Roger Kruckeberg

*Thank you for the story of your adventures in Athena. It sounds like you had an exciting trip.*

*The reason I have not included the hull number with the boat names is that several boats have the same hull numbers. Remember, not all Falmouth Cutters were built at Sam L. Morse Co. Thus, on my list are two boats with hull number 7. And, Hay Chihuahua, which I have listed as*

*if it were hull number 13, probably isn't. Nevertheless, I will attempt to include the hull numbers in future owner lists, if I can make my computer behave and let me reformat for the required space.*

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### *Walt Whitman, FC # 37*

I'm writing to you and any other Falmouth Cutter owners who use oil / kerosene lamps in their boats. I'm looking for suppliers of lamps and so far have found only a few in the U. S. (West Marine, Weems & Plath, Peterson & Co.) Keith Smith [ *owner of Maid of Slapton, FC # 32* ] sent me a catalog of a marine supplier in England but I'm wondering if anyone knows of other suppliers. The lamps I've found are too big or too small and not very bright (flat wicks rather than round wicks are all that seem to be offered in the catalogs. Round wicks give off more light.) I'd be happy for any suggestions or advice.

John Lipman  
450 West 58th Street #5A  
New York City, NY 10019

P. S. Name change of my FC: was *Winslow Homer*, now *Walt Whitman*.

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### An Address Change

In the previous issue of the **FC News** I mentioned that Mike Meier had published an article on cruising a Falmouth Cutter in the magazine **48° North**. Mike also has a new address:

Mike Meier  
319 Nickerson St. # 200  
Seattle, WA  
98109  
(206) 784-7807

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### Looking for a Used Falmouth Cutter

Robert Komar  
6921 Wellington Drive  
Naples, FL 34109  
(941) 592-0815 or (941) 263-4834