

THE FALMOUTH CUTTER NEWSLETTER

MAY 1984

THREE ISSUES PER YEAR

VOL. 1 ISSUE 6

SANTA BARBARA

Designer's Notes

from Lyle Hess

These are notes from a conversation between your editor and Lyle.

Ed. "I keep getting letters from owners saying how fast their Falmouth Cutters are."

Lyle. "People wonder why she will run away from other boats -- it's amazing how well she sails with that weight. Well, you haul her out and look at that bottom, that long flat bottom, she just can't help but go... People don't understand this, you know... And the deep part of the boat down there, we don't worry about because it's in still water, but you get up near the surface and your bottom wants to be flat if you are going to get the power and speed out of the boat... Its goes as to a ratio of the arc of your buttock lines and diagonals. So that's the principle in my boats."

Ed. "Of course you do find sailors who scoff at the concept of heavy displacement for sailboats."

Lyle. "It just depends on how the displacement is handled. When they come up and they say well what about these heavy displacement boats? ... My boats are all flat floored, fore and aft, and for this reason the displacement does not hurt them... in fact in a sense it's a help, because with the big turn in the garboard I cut the wetted area way down for the amount of displacement. I think I've got a good formula on my boats and it works. And I'm going to keep designing the same thing...."

ANNOUNCEMENTS

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

* When you write, please include the name of your boat and the hull number.

* If you have been on the mailing list but have not sent in \$2.00 in the last year, why not do it now? Besides, we need to hear that you really are after all alive.

* If you encounter a FC owner who has not received the Newsletter, please let us know and we will mail out a copy.

Builder's Notes

from Sam Morse

Since last reporting we have delivered 3 Falmouth Cutters: #21 went to Stephen Willingham who teaches at a native school in Tyonek, Alaska. "Anodyne" was shipped to Seattle for temporary storage, and Stephen will come down in June to take her home across the Gulf. Tynonek is located on Cook Inlet, near Anchorage. Hull #22 went to Richard Nowak and Connie Hildebrandt in Houston, Texas. Rich and Connie bought a sailable boat and can joy ride all over Galveston Bay. They will have to stop from time to time however to do a little of the interior finishing work which remains to be done. Hull #3 to Rex and Jeannine Johnson, also of Houston. The Johnsons had owned a spanking new Nautical 33 which had only a few hours of use before it was destroyed by hurricane "Alicia" last August. We are grateful they chose to replace her with a Falmouth, named "Seabird". We have heard from Gayle and Jerry Smith who are cruising in Baja in "Small World". They are presently in La Paz where they plan to stay several months. They can be reached C/O the Port Captain.

A bit of Big Brother news. Four B.C.C. owners challenged Lin and Larry Pardey and "Taleisin" for a go off Long Beach March 24th. A beautiful day, winds of 12-15 knots and a great get together after the race. Need I say more? What's that you say -- Who won? Well, if you must know, the old sea dogs came in first -- but not without a battle -- after 15 miles, Herb Reynolds in "Clunbungay" was just 3 minutes behind and Steve and Eileen Kaufmann in "Viajero" about 4 minutes. The lead boats were all doing over 7 1/2 kt on the reach home. The next morning everyone was back on his dock reloading the spare anchors, chain and books and refilling the water tanks, but it was all in fun. We would like to make this an annual event. We hope some FC owners might like to enter and we could then do a P.H.R.F. sort of thing.

EDITOR'S NOTES:

Address correspondence to:

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

If you wish to participate in a September 1-2 meeting of FC owners and boats, contact Jim before mid-June:

Jim Hughes, 213 788-5265
5231 Norwich Ave, Van Nuys, CA 91411

EDITORIAL

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Where are all the sailor's quills and paper out there? These should be a must in any sailing inventory. The delay in putting out issue #6 was due mainly to the slow pace of notes and letters received from you all -- but what has been received is all relevant and interesting. To beef up this issue, letters were used that had been received over a year ago. It must be admitted that a trip to Mexico added to the delay.

I finished up the study for the state of Arizona and then took a vacation to go camp out in Mexico and explore the places around the Sea of Cortez via land that we plan to visit soon with Searcher. From that overland camping excursion, these are the areas in the Sea of C. I would like to sail into, or reach via 4-wheel drive pickup, boat and trailer, and hang out at: Guaymas, San Carlos, Mulage, Bahia Concepcion, Puerto Escondido. And (from a previous sailing trip) I would like to spend more time in La Paz and Cabo San Lucas.

The FC is the perfect boat for flexible cruising in Mexico, heavy enough and nimble enough to maneuver through the open seas in stormy, tropical weather and small enough to move over the fine but often narrow highways. The Larry Smiths are currently in southern Baja (with trailer aid), and Jay Ramos has been around there in Hay Chihuahua for over two years. Jim and Gayle Hughes plan to be there for an extended period this coming year (see their letter)

There was a delightful get-acquainted get-together of FC owners and friends at the Hughes home in Van Nuys in October, at which time a meeting in August or September was proposed to be coordinated by Jim. Jim tells me he has not received any inquiries about a FC owners meeting this year, nor has he received any of the promised information about places and facilities to meet. Rick Peters has subsequently suggested to me that we meet the last week in August or later. Rick also wants to find a trailer after his trip up the coast, to use to get back to Richmond. (If you wish his address, see Letters.)

Present at the get-together were (alphabetically): Max and Paul Christensen; Denny and Stephanie Fechner and son, Gaelen; Garry Gillst; Jim and Gayle Hughes and youngsters, Tyler Butland and Michelle Butland; Lew and Marilyn Lyons; Ingmar Mellin; Dick Moroney; Carl and Peggy Silva and daughter, Heather; and Don and Eleanor Stadt.

LETTERS

Dear Paul, "Mariko" - #9 June 10,1983

Let me start by introducing ourselves. My name is Ronald Peters, I go by the nickname Rick, my wife's name is Marline, and our Falmouth Cutter is Mariko (hull #9). We have also added a new crew member; in November (1982) we adopted a four month old baby boy named Mathew.

Since Mariko is our first sailboat, these first years have taught us a lot about sailboats and sailing. Our sailing ground has been San Francisco Bay and the Delta and will be until we get a few more seasons behind us. Our weekend trips have been up the Petaluma and Napa Rivers, down the South Bay, and of course Angel Island. The last two summers we've spent our vacation on the Delta, last year going up to Sacramento.

With the addition of a new family and crew member, we've added more projects to an unending list, such as turning a quarter berth into a crib and full netting around the safety lines. We've also found the cabin sole makes a great playpen, just watch your step!

We've also benefitted from suggestions in the F.C. Owners Newsletter. From Sam's column in the Sept. 82 issue, he mentioned a pulpit mounted on the bowsprit. This past January (1983) we installed one and raised the lifelines. The bow pulpit looks good and doesn't detract from Mariko's lines.

Some hints you may be interested in. Port screens for 6" round ports can be inexpensive. Cruising World (July 1982) had a project for port screens using fiberglass screen and embroidery hoops (inside ring)... For owners with a BMW inboard diesel, the stock fuel filter (PER 156-F) may be substituted by a Volkswagen Rabbit diesel (1980) fuel filter. I installed one 3 months ago with no problems...

How would the San Francisco Bay F.C. owners like to get together for a raft up to Angel Island this Fall? If you're interested call me at home in the evening (707)433-2684. Has a fellow F.C. owner installed a cabin heater on board? It's a top priority for winter. I may have a mutiny otherwise.

Ron and Marline Peters, 337 Fuchsia Way, Healdsburg, CA 95448.

----- LETTERS --- continued from page 2

Dear Paul, "Bandit" - #2 March 24, 1984

Tell all Sam Morse has been great, with advice and encouragement always available.

Questions: Anyone thinking of running chain instead of wire to the bowsprit and boomkin? Could Lyle tell us what size would be sufficient?

(In an earlier letter, Jim Hughes wrote: "I wouldn't recommend using chain for a bobstay. It doesn't come close to stainless steel for safe working load or breaking strength. Also, as chain is pushed to its maximum, the links elongate which would slacken the headstay." Ed.)

Here's two bucks to the beer fund.

Victor Stumpf and Jennifer Firestone, 2053 Newport Blvd., Costa Mesa, CA 92627

Dear Paul "Popeye" May 3, 1984

Here is a rough schedule of what we are going to be doing this summer (and beyond). At the end of June we will be giving up our slip, and it's off to the various islands, (Catalina, Santa Barbara, San Miguel & Santa Cruz) to meet with various friends. In October we will be hauling out for our trip to Mexico. We are leaving on approx. Nov. 1. On our way to Cabo we will be probably stopping in Ensenada, Todo Santos, Cedros, Turtle Bay, Bahia Acension, Mag Bay arriving in Cabo approx. Dec. 10 or sooner. We will probably spend a week in Cabo, because we would like to spend Christmas in Puerto Vallarta. We will cruise as far south as Manzanillo before working our way North back to the Sea of Cortez.

We will be back to Cabo or La Paz by the end of February. We will probably get as far North as Puerto Escondido where we might spend the summer. The following May I think we're sailing to Hawaii, after that who knows? All of the above can change, "we are not on any kind of schedule, and hopefully we can sail, as long as we're having fun." Where have I heard that before?

Popeye is doing just fine. Our approx. sailing displacement now is 8,000 lbs. We will be cruising at probably close to 9,999 lbs. Our trip last summer we were close to 8,500 lbs. and the boat sails great. We are a little heavy because this is our permanent home. We carry 60 gals of H2O, 5 anchors, chain & line for each,

complete tool set, spares, paint, 2 dinghies, 2 engines, food for a month, and our sewing machine. We generate power with a Yamaha generator hooked up to the 35 amp. battery charger. Our Honda 10 has been doing fine, our vane steers great, and we also have an autopilot. Sailing is really rough! We will keep in touch telling everyone how the equipment is holding up.

Thanks for your interest.

Sincerely,

Jim and Gayle Hughes (See p. 1 for address)

Dear Paul, "Aspeden" July 20, 1983

Thanks for sending me the Falmouth Cutter Newsletter. I found it most interesting and would like to continue it, so please find enclosed \$2.00.

We took delivery of Aspeden on April 18 (1983) and have been enjoying sailing and tuning her and becoming familiar with her sailing characteristics. We hope to take a short cruise down Florida way in the fall, and hope to be joined by the "Brevity" owned by Duane and Wendy Madinger.

Aspeden has been admired and praised by many people since her arrival, and is one of the outstanding small yachts along this coast. We are most pleased with her and are looking forward to a long relationship. Can you believe that in the short time we have owned her that my wife Lore's log reads 45 trips. We must like her!!!

Thanks again for the newsletter, and we look forward to the next issue. Good sailing and may your anchors hold.

Best regards.

Carroll & Lore Allen, P.O. Box 267, Pass Christian, Mississippi 39671

OTHER NEW ADDRESSES:

Rex Johnson -- 2907 Summer Sweet Place, The Woodlands, Texas 77380

(Felix Mick has sold "Jolly Dolphin" to:) Samuel E. Lippincott, 221 Colonial Ridge, Moorestown, N.J. 08057

Richard Nowak -- 3919 Law #4, Houston, Texas 77005

Stephen Willingham, C/O Bartlett High School, Tyonek, Alaska 99682

Dear Paul, "Tiffin" -- NS #5

I thank you for including me in your newsletter. When the little cutter first appeared in the drawings in Cruising World I jumped for joy.

I bought Nor'Sea hull #5. I named her Tiffin, and about a month after delivery, my wife delivered, too. As Tiffin is a kit boat, her development has been slow. She is berthed in a slip in Canyon Lake, Texas. I have working sails and the boat can sail. To keep her down in the water my wife and I bagged up 2000 lbs. of sand and placed it down below. I have had occasion to raise the mast twice. I use a similar method to John Riebe. The only difference. I tie three lines on the end of the boom. The center line goes to a block & tackle on the boomkin for raising the mast. The other two lines to the toerail even with the tabernacle and then to the winches. If the mast twists or sways, pull on the opposing line and the mast lines up to the center. This works well for me. I'll try Riebe's method next time.

I do have a lot of questions as to how things are doing on other boats. Maybe you know someone who wouldn't mind a short interrogation.

I also notice hull #13 & #14 were not accounted for. One of these belongs to Tony & Paula Diez. They used to live close by. When they took delivery of their Falmouth Cutter in Houston, TX, we never heard from them again. I'm reasonable sure they are cruising full time, as both of them quit their jobs and sold their house. If I hear from them I'll let you know. Tony named his boat, "Annie", and the dinghy is "Orphan".

Please accept my donation to help with the newsletter and if you have any past issues, send them my way and I'll reimburse you!

Sincerely,

Brinton & Candace Wells, 942 Cole Ave., New Braunfels, TX 78130