

# FC News

Editor: Ron Walton

Winter 2003

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There are only a few more weeks of winter left, so I guess I better get the Winter 2003 issue of the **FC News** finished. The fleet remains pretty quiet. I am wondering if everyone has gone cruising except me. I doubt that, but maybe....

I have managed to continue my string of "months" where I have logged at least one sail. The hardest month is always December because the days are so short and that is when the local weather usually turns seriously wet. Still, on December 29 we had a dry day with enough wind to go for a short sail. Just in time. In January the weather always seems to improve. The storms, if they come, seem to space themselves out so we get a few good days in between. So I got a couple of sails logged in January, one on Superbowl Sunday. And I have logged one in February, right at the beginning of the month. A good thing too, because I needed to do some Preventive Maintenance on my engine in February. In fact I spent the last weekend of February doing that. With March fast approaching, it looks like it is going to be another good sailing year. Of course, part of March (or April) will be spent varnishing *Mijita*. But that is the price we all pay to sail these glorious little boats.

Speaking of sailing our boats, Larry Schmidt of *Mon Desir*, has written a letter to the fleet discussing his techniques for coaxing a Falmouth cutter to weather. Larry sails out of Port San Luis on the California coast a few miles north of Point Concepcion. I think you will all find Larry's letter enlightening. But Larry wants us all to think about his techniques and offer up our own to see if we can all improve our sailing. I have done so below and I hope to hear more from others in the fleet on this subject. With the tides and short seas of San Francisco Bay, ideas for improving the performance of *Mijita* when sailing to weather is certainly interesting to me; I am sure it will be interesting to you as well.

I also have received letters from John Riebe of *Second Look* and John Hoffman of *Seacall*. Both have their Falmouth cutters for sale. I have added a page to my Falmouth cutter website where you can find details about boats I know are for sale, including *Second Look* and *Seacall*. Again the website's URL is: <http://homepage.mac.com/rwsailor> Look for the link to the Falmouth Cutters for Sale page at the bottom of the Home page.

This issue of the FC News ends with a Postscript sent to me by Larry Schmidt, *Mon Desir*, and also includes the annual owner roster. Note that I don't have current addresses, etc. for *Grace*, *Aspeden*, or *Sun Wings*. If any of you can help regarding the latter, please let me know.

Also, I have added photos of several more Falmouth Cutters to the website. If you want a photo of yours there, please send me a photo.

Well, I hope the fleet will begin to make a little more *noise* this year. Remember, the FC News requires FC news and you are the reporters.

Fair winds and following seas to all of you.

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## *Mon Desir, FC #2*

After two years in the water I hauled *Mon Desir* out and put her on the trailer for this Winter. I don't have time for any major improvement projects this year so it will probably just be bottom paint, varnish, and a good wax job before launching in the Spring.

I thought it might be interesting to start some discussion about coaxing our fat little boats to windward. The following items are things that seem to help me. I would like to hear from other members of the fleet regarding tips on sailing to weather in our boats.

In light air, up to 5 kts or so, I sail without the staysail, just my 160 square foot jib and main. The jib is all the power, and it is easier to see without the staysail. The boat just goes faster in this configuration in light conditions. After tacking it helps to "go through the gears" while accelerating by sailing first with sheets eased a bit, then hardening up to course. Tell tales on the jib are essential. You can't see how sloppy you are being without them. I also "tweek" the topping lift a bit to put some twist in the main and loosen up the leach. In light air just the weight of our booms makes for too much leach tension. Don't pinch and ease the main as much as possible to close the slot caused by not using the staysail. Always trim the jib first, then adjust the main as required.

Between 5 and 15 kts, I use the full main, staysail, and big jib. The boat points the highest like this. The main is sheeted more inboard now so be sure to free up the leach. Tell tales on the leach help to adjust for proper twist. This is as good as it gets for our boats, when the seas are still small.

At 15 to 20 kts, we begin to be overpowered and on open water the seas begin to build and slow you down. I put a good reef in at 15 kts. Sometimes the second reef if it is building. All sails need more twist as it gets rougher. Your apparent wind angle is all over the place just because of the boat's motion in the building seas. I keep the power on and push the boat hard. Flat is not fast with these boats. Heeling to the top of the sheer stripe is OK so long as you keep the boat footing. If you see a vortex extending off the trailing edge of the rudder you're going sideways. Speed up by cracking off or reduce sail. In normal wind and water on the open ocean with 20 kts of wind I make the best time to weather by cracking off to about 50 degrees off the wind to keep the boat footing and trying to miss the larger seas.

At 20 to 30 kts, I am down to triple reefed main and the staysail and then to storm jib. The pointing angle just gets worse and worse as the seas build, but if you don't keep the boat footing you will never get to windward. If you slow down and pinch in these conditions, leeway will increase and the motion will be even worse making it impossible to keep proper sail trim.

In winds of over 30 kts I have not had much luck going to weather on the open ocean. The seas just stop you. But these boats heave to very nicely with backed storm jib and triple-reefed main. In protected waters it's easy to keep going in high winds and even point pretty high.

So that works best for me. Like I said, it would be great to hear from others on their windward sailing techniques.

Having said all of this, lots of the time I don't even sail the boat to weather. It just steers itself once properly trimmed, while I read, sleep, cook, or just enjoy the ride. After all, these are cruising boats. It's not supposed to be too much work.

Larry Schmidt

*Thank you for the very thoughtful letter on sailing a Falmouth cutter to weather.*

*My own technique is the following. For winds less than about 10 knots, I sail to weather with full main, staysail, and yankee. Because the winds on San Francisco Bay can be expected to exceed 10 knots on any spring or summer day, it makes sense for me to use my yankee and not my lapper.*

*When the winds exceed 10 knots, I put a reef in the main. If the wind continues to increase, I take down the staysail. Up to about 20 knots I can then sail with the reefed main and yankee. After that it is necessary to put a second reef in the main and replace the yankee with the staysail. I have sailed in winds up to gale force on SFBay with the latter combination.*

Ron Walton

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## *Second Look, FC #11*

Thanks for the fine newsletter Ron. Wish I could add to the cruising notes, but *Second Look* has been maintained on the trailer since 1998. If I have not sold her with trailer by next Summer, I think I will relaunch her in Canyon Terry Lake with a possible trip to Flathead Lake and then over to the Northwest. Have a very committed party from Colorado Springs, but until I see the green backs I will not hold my breath. Hoping to find a nice young couple to take over and enjoy this fine boat.

Is BMW Marine still in business in the yard south of Svendsen's Chadlery in Alameda? Need to be able to tell buyers that parts are still available for my BMW D7 engine.

Hope you can use the photos of *Second Look* in the newsletter. Had someone inquire about my trailer, but I will not sell it separate from my boat. The truck can be optional.

Good sailing.

John Riebe

*I have scanned and posted the photos of Second Look on my Falmouth Cutter website at: <http://homepage.mac.com/rwsailor>.*

*BMW Marine of Alameda, CA is no longer in business there, but John has informed me that he has found another source for BMW spare parts.*

*Ron Walton*

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## *Seacall, FC #33*

I believe my macular degeneration started about the time I left the boat factory to tow the boat by trailer to my home in Jackson, Michigan. Since then my macular degeneration has developed to the point where I am legally blind.

*Seacall* is now for sale at \$89,000. It is completely equipped for overland travel and worldwide sea travel.

The boat is equipped with a dodger and full covering of the cockpit. The steering is by hand and special other means and mechanical compass tiller; plus vane steering installed at the factory.

Special anchors on the boat fit perfectly. The forecabin has extra room by use of a porta-potti; plenty of room for anchor chain.

The main cabin, including the galley, has port and starboard bunks, along with the bunk in the forecabin; pressure fresh, filtered water; a two-burner propane stove, with broiler; a propane cabin heater; and, storage areas in the quarters.

The boat has four deep-cycle batteries with charger which power electric refrigeration with freezer.

The boat has a Yanmar 1-cylinder Diesel with feathering prop.

The boat has specially machined seacocks for hose connections to drain into tanks mounted on trailer. This allows use of trailer parks when transporting the boat, without water pouring out underneath the boat.

The boat is transported on a Trail-Rite trailer designed and built near the Sam L. Morse Co. factory. It has three axles with electric brakes.

The boat has been housed in a "pole barn" for its full life, whenever not being used.

For more information, please call (517) 750-2083.

John J. Hoffman  
5019 Ridgecrest Dr.  
Jackson, MI 49201

*Photos of Seacall can be found in the December, 1997 issue of **Cruising World** magazine.*

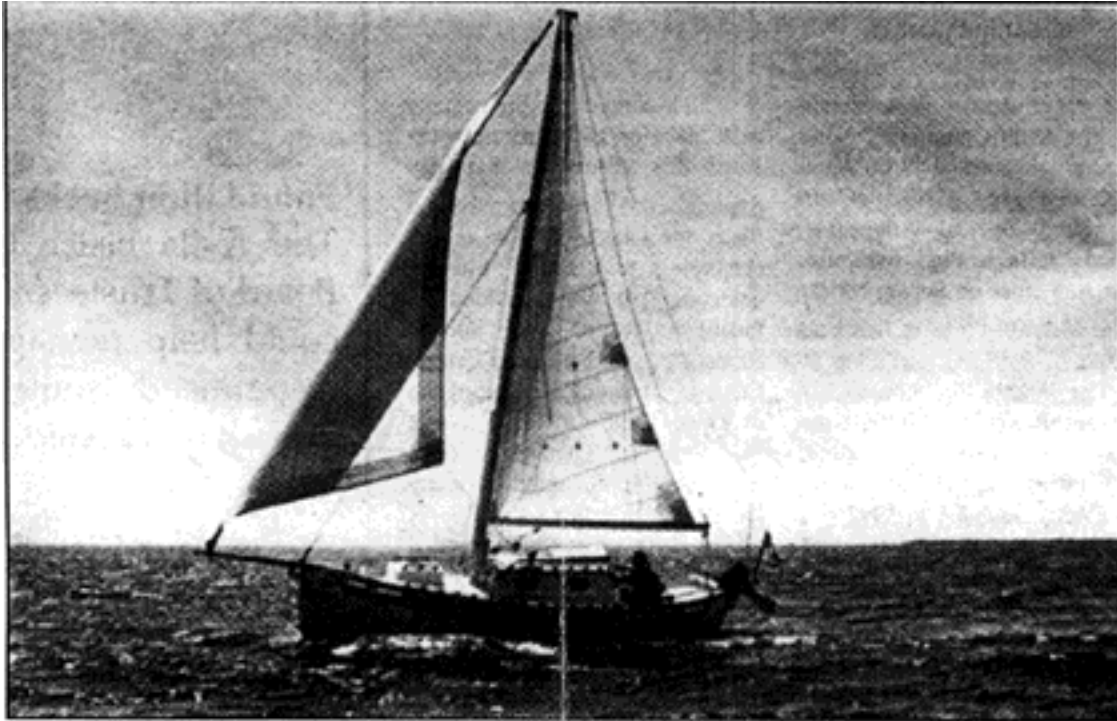
*Also, Seacall appears in the Falmouth Cutter video produced by the Sam L. Morse Co.  
Ron Walton*

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### Postscript

I'm not as famous as you, but this was in our local paper. The harbor patrol guy who wrote this seems to think the boat is bigger than it is. Oh well, I thought you might be interested.

Larry Schmidt  
*Mon Desir, FC # 2\**



Courtesy Harbor Patrol

The harbor at Port San Luis has long supported a wide variety of interests and activities. From commercial fishing to sport fishing to beach goers to restaurant patrons to sea lion watchers; everyone comes to the Port to enjoy ocean and the down home ambiance. Some come out to work on their boat on a lazy Sunday morning and others come to stare at the 'Boats for Sale' ads posted on the board at the Main Office. But of all of them, few enjoy their boats more than longtime local, **Larry Schmidt**. Larry's 28' Bristol Channel Cutter (22' *Falmouth Cutter--Editor*) 'Mon Desir', is perhaps the most lovingly cared for sailboat in all of the Port. Larry can usually be found cleaning it, painting it, buffing it, or sailing it, and behind his beard shines through one of the biggest smiles of anyone. Most weekends the Harbor Patrol can usually spot Larry out just past the windline, heading off on a broad reach with the lee rail of 'Mon Desir' pinned over, and Larry comfortably reclined, enjoying another perfect weekend. As the famous saying goes, "God does not deduct from man's time on earth that time spent sailing." Many of our patrons surely believe it, and practice it as gospel.

Officer Jeff Chamberlain