

# FC News

Editor: Ron Walton

Spring 1998

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Welcome to the Spring 1998 issue of the **FC News**.

Congratulations to John Lipman. John has ordered FC # 37 from the Sam L. Morse Co. See John's letter below for more information.

I now have a name for FC # 26: *Inga*. Unfortunately, David Hamrick, who passed on her name to me, sold *Inga* some time ago and he does not know where she is now.

In this issue of the **FC News** are letters from the owners of four boats, *Mon Desir*, *Siddhartha*, *Aspeden*, and *Winslow Homer*, plus my report of a telephone conversation with the owner of *Xtasea*. Of particular note is the letter from Gregg McDonald, the owner of *Siddhartha*. In that letter Gregg resolves the mysteries which I mentioned last issue about the missing FC # 13 and the two FCs # 7. Additionally, Gregg resolves the mystery of *Essence*, the custom built FC which was written up in **Cruising World** magazine back in 1984. *Essence*, renamed *Anne Marie*, is apparently the second FC # 7 which I mentioned. But Gregg's explanation introduces another mystery, where are the other Falmouth Cutters which were not built by Sam L. Morse Co.? I am interested in both hearing from and publishing the **FC News** for the owners of all Falmouth Cutters, even if they were not built by Sam L. Morse Co.

Thank you. And keep those letters coming.

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

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## *Mon Desir*, FC # 2

"Here is the latest on *Mon Desir*, FC # 2. The boat was purchased in late summer of '96 in Vallejo, CA. After a month of nonstop work I was ready to sail home to Port San Luis, about 300 miles south. It was very windy, I averaged 5.0 knots after getting out the Gate. I must say it was not fun, but it was incredibly fast. The boat sailed well off the wind with just a poled out staysail, with the autopilot steering. It was blowing 30-35 with an 18 foot swell for most of the trip. There was a bit more rolling than I liked but I was thankful to be running before it, going down hill. The boat seemed very small, but safe."

"Since then I have been upgrading the boat and sailing it almost every weekend. The only place to sail here is on the open ocean so I'm getting a good feel for the little boat. A double reefed main and half furled jib seem to get me to windward better than using the staysail. Cracking off and footing at about 50 degrees off the wind seems to more than make up for the added distance sailed in big seas. In calm water it points pretty well. I am constantly impressed with how well this fat, heavy, short boat sails. Lyle Hess is a genius I think."

"Since buying *Mon Desir* I have done the following things: epoxied the bottom, installed a Cruising Design Flexible Furler for the jib (its wonderful), installed a Shipmate kerosene cabin heater, completely redone the galley, replaced the bulwarks on both sides aft of the cabin, installed lifelines at the cockpit, stripped and varnished all the interior and exterior wood except the bulwarks (its painted white), and completely rubbed out the hull. The boat looks new. I have just ordered new sails from Low Cost Sails and will let you know how they look. They were about one-half the price of American made sails. They are from Hong Kong. The 8 hp Nissan that came with the boat is working well and I have given up plans to install an inboard since I seldom have to motor."

Larry Schmidt

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## *Siddhartha, FC # 6*

“*Siddhartha* is currently sitting on her trailer alongside the house, after trailing back from three years in Florida. In winters we sailed the area of southwest Florida between the Okeechobee Waterway and the Florida Keys. In summers, during the hurricane season, we stored the boat on the trailer in inside storage while we returned home to work”

“Our best port-of-call was Ft. Jefferson in the Dry Tortugas, 70 miles west of Key West. We were befriended by a couple of the National Park rangers who happened to have a Lyle Hess designed Montgomery 17. When the weather turned bad, they put it on their trailer and snugged it down next to the fort.”

“I have a whole list of to-do projects, including new standing rigging using Sta-Lok terminals. I also wish to switch to a tall mast tabernacle to ease hoisting.”

“We don’t have any definite cruising plans. This last winter’s ‘cruise’ was limited to a three week raft trip down the Colorado River Grand Canyon - no motor, no sails - just leaning on oars (although with the help of a strong ebb tide).”

“Ennis Elliott sold *Tattooed Lady* in 1993 and moved aboard a 5th wheel RV. It was sold in Texas, but I don’t know where it went. Previous to being trucked to Texas, they lived aboard in Alameda (CA) at the marina just behind Svendson’s (*Boat Yard*) on Clement Avenue.”

“George Ceolla bought *Essence*, hull number NS02007.”

“It’s easier for me to keep track of hull numbers because owners and boat names can easily change. The first eight kit boats were put out as a NorSea 22 with a strange numbering system. (I’ve only heard mention of seven, though) After that, they were designated FC 1 through 12 and then FC 14 onward. At least, that’s my understanding of it.”

“If anyone has tried a 7 foot Fatty Knees dinghy aboard an FC, I’d sure like to hear about it.”

“Hopefully more later,”

Gregg McDonald

*Gregg, thank you very much for resolving so many mysteries. I hope eventually to be able to put out an owner’s list with the boat hull numbers as well. But this is complicated by the fact that more than one company produced the Falmouth Cutters early on. For example, as I understand it, Mon Desir FC # 2, actually hull # HLK02002, was produced by Heritage Marine and somewhere there is also a FC # 2 produced by Sam L. Morse Co., last known to be named Bandit.*

Ron Walton

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## *Xtasea, FC # 12*

I received a telephone call from Evald Narubin, owner of *Xtasea*. He informs me that he has owned *Xtasea* for four years now and really loves her. He bought *Xtasea* in Dana Point, California from Donna Hayward, the previous editor of the Falmouth Cutter newsletter. Currently, *Xtasea* is homeported in Chicago, Illinois. *Xtasea* is the only black hulled Falmouth Cutter in the fleet. Evald thinks this may be an advantage at high latitudes since the boat will warm sooner in the sunshine.

Shortly before Evald bought *Xtasea*, her previous owner had major interior work done. This has saved him some work on her, but he has other projects to carry out. Recently he installed a Monitor wind vane and currently he is installing a track on the mast for a storm trysail. The storm trysail has not yet been delivered. Lin and Larry Pardey’s book **Storm Tactics Handbook** influenced Evald’s decision regarding the latter. Remembering Gordon Lightfoot’s song about the loss of the ore carrier *Edmund Fitzgerald* in a storm on Lake Superior, I can appreciate Evald’s thinking.

Evald wants me to mention that he owns *Xtasea* together with his wife Laima. And also that his first mate is his ten year old son Eugene. Evald immigrated to the United States from Latvia where he dreamed of cruising the Baltic, especially Sweden which was forbidden territory before the collapse of the Soviet Union. Perhaps someday Evald and his family will be able to cruise to Sweden on board *Xtasea*. I certainly hope so and look forward to his reports from there. Thank you Evald and Laima and Eugene.

Ron Walton

P. S. Evald says that his telephone area code has been changed to 847, but all other address information is correct. Please give Evald a call if you are in Chicago.

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### *Aspeden, FC # 20*

“*Aspeden* is in Destin, on the northwest panhandle of Florida. My wife Diane, 5 year old daughter Jessica and I sailed from Pass Christian, Mississippi on November 22. Despite head winds, cold (for this part of the world) and one very rough night on Mobile Bay, we had a nice trip; arriving in Destin on Thanksgiving Day.”

“We had hoped to sail on to Southwest Florida before winter set in. But a week in the shipyard for bottom paint and business commitments delayed our departure until after Christmas, so we decided to spend winter exploring the area around Destin instead. This spring we are planning to sail east to Apalachicola and the ‘big bend’ area of Florida.”

“This part of northwest Florida is beautiful, with white sand beaches, secluded anchorages, and spectacular emerald water. It is also an area of continually changing shoals, strong currents in cuts, few landmarks or aids to navigation, and lots of shallow water.”

“I have been towing a Watertender 8.8 foot poly dinghy but would like to build or buy a two piece nesting one to fit on the foredeck. I would like to talk to anyone with any ideas on this.”

“Also, I have considered changing the stove to propane, but where can the tank be placed that is safe and not in the way?”

“My current address is:

Glenn Geddes  
4003 Drifting Sand Trail  
Destin, FL 32541  
(850) 650-5262 Home  
(850) 650-4846 Office  
(850) 650-4863 Fax “

*The usual place for propane tanks on these boats is in front of the cabin, next to the mast. If you use the horizontal 10 pound tanks, they just fit. The Sam L. Morse Co. builds wood deck boxes to enclose the tanks; see the photo in the December 1997 Cruising World. I am currently preparing to install such a tank on Mijita. Rather than build deck boxes, the tank(s) will bolt to stud plates thru bolted to the deck and the propane hose and solenoid wires will pass through the deck via a Blue Seas Cable Clam packing gland. I will have a canvas cover made for the tank.*

*Ron Walton*

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### *Winslow Homer, FC # 37*

“As you know, I hope, I’ve ordered hull # 37 from the Sam L. Morse Company. So far I intend to name her *Winslow Homer*. She should be finished late this year.”

“I’ll have her trucked across country and sail her out of City Island in the Bronx. Looking down your list of owners I will be the only FC in Long Island Sound. Please extend my invitation to all FC owners to call and say hello if they pass through NYC.”

“As my boat progresses I will send more information to you. I am quite happy to be joining this small, happy club.”

John Lipman  
450 W. 58th Street Apt. 5A  
NYC, NY 10019  
(212) 247-5723

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## Some More Address Changes

Bud and Ginny Morrison, owners of *Ginnywake III* have moved to  
13800 Canoe Brook Dr., Apt. # 15D  
Seal Beach, CA 90740  
(562) 431-6804

*Thank you for the photo of Ginnywake III in Long Beach Marina. -- Ron Walton.*

Alan and Merry Spears have moved *Coconutz* to Dana Point and have moved themselves to:  
24471 Lantern Hill Drive, Unit F  
Dana Point, CA 92627  
(714) 240-5133  
FAX: (714) 240-4054

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## An Important Message From the Factory

The boom gallows of *Seacall*, FC # 33, was broken this winter when water that had collected in the stanchions froze. Either no drain hole had been drilled in the stanchions or the drain holes had plugged up. In any event, the president of Sam L. Morse Co., Roger Olson, wants all owners of Falmouth Cutters to be aware that when storing your boat for the winter pay particular attention to preventing water from being trapped in any closed space on the boat if it might freeze. The expansion of water when it freezes can exert very large forces, as the damage to *Seacall's* boom gallows proves.