

THE FALMOUTH CUTTER NEWSLETTER

SEPTEMBER 1982

FOUR ISSUES PER YEAR

VOL. 1 ISSUE 2

SANTA BARBARA

Designer's Notes

from Lyle Hess

I am very pleased to see the Newsletter started up again. I don't know of any endeavor that promotes actual camaraderie like getting together with sailors who have sister vessels, where comparisons, ideas, and experiences can be told, sometimes garnished, just a little. I feel as the designer, this camaraderie is a natural because of the uniqueness of our Falmouth Cutter. She was designed and built for offshore cruising, and I know she will give her owners many fine, eventful passages. I have sailed the little ship in San Francisco Bay, off the coast of Southern California, and I am completely satisfied with her performance.

Back in the sixties, when I was associated with Coastal Recreation, they formed a similar letter and went a step further, establishing their own Yacht Club; it finally became the largest Yacht Club in the United States, the North American Sailing Association, or N.A.S.A. as it was known. They organized joint cruises in the areas where they were grouped around the country. I have sailed along on several of their cruises and they were much fun and useful.

The mass output through the letter will add much to the fun, efficiency, safety, and value to our Falmouth Cutters. I will contribute when I can (to future issues) and I'm always willing to answer any queries concerning my vessels.

Thank you again, Paul; you have a fine group to work with, and I feel you are going to be successful.

INTERVIEW WITH LYLE H. -- NOTES

(Regarding mounting a windlass on the Falmouth Cutter)

I like the windlass on deck, but it's perfectly all right to mount it on the bowsprit. She has a housing bowsprit, you know; so if you put it right on the bowsprit, then you have to throw a bolt through your bowsprit and sampson post. But you have to realize you lose the advantage of being able to shorten your overall length in the marina. If you can pull 5 feet of the bowsprit and you are paying \$7 a foot, you are talking about saving \$35 a month. *(Incidentally, Sam Morse suggests that if you want a windlass along the bowsprit, that you might want to mount it on some sort of gammon iron that brackets the bowsprit; this way the load of the windlass stays completely independent of the bowsprit. Ed.)*

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Builder's Notes

from Sam Morse

Paul Christensen has had past experience in doing a newsletter of this kind and he kindly volunteered to donate time and energy to carry it on from where Gary Ryan left off. I believe it can be successful in direct proportion to the interest shown by Falmouth Cutter owners in passing on to Paul bits and pieces of news and information which will be interesting to others.

We have a good photo of the F.C. sailing off Newport with Lyle Hess and me aboard. A beautiful sailing day with 12-15 K of breeze and boat scuttling along at 6-6.5 knots. I will mail a 3x5 print of this to anyone who sends Paul a report in time for his next edition.

We would like to be of as much help as possible to home builders. It is in the interest of both of us that your boat be a fine example of what Mr. Hess had in mind when he designed her. If you would like help - ask - no charge.

We can usually provide our owners with savings on boat hardware, as we share our discounts with them. In some cases we can do even more when we enjoy especially long discounts. Example - bronze Barient winches which we can sell at discounts 30-40 % off list, depending on the model and how many we buy for our own use. (Owners only).

We have developed a little pulpit which fits on the end of the sprit, not too conspicuous and does not seem to detract from the traditional appearance of the boat. It enables us to raise lifelines and safety netting by 20" for a bit more security. Some disdain this "crutch", others welcome it.

Future boats will have a couple of small winches on the mast for main and jib halyards. We have found there are times when it is very difficult to obtain proper luff tension without mechanical aid. Will help a bit going aloft too.

We have recently had the opportunity to test systems on our Falmouth more thoroughly with Lyle Hess and Skip Elliott, our sailmaker aboard. One result, there will be a couple of minor changes in the head sails--this is no big thing, but if you do not yet have sails please check with us before ordering.

Editor's Note: Address correspondence to:

Paul Christensen
494 Alan Road
Santa Barbara, CA 93109

EDITORIAL

* * *

Got a nice letter from Gary Ryan, along with all the old correspondence on the Newsletter. Gary and Chuck St. John put out that one newsletter dated June 1, 1981 and then had to give it up because of other time demands. He asked me to insert the note appearing elsewhere on this page, which, of course, I was glad to do. We hope Gary can find time to be a regular contributor.

To introduce myself, I am the new editor of the Falmouth Cutter Newsletter; owner of FC #17, "Searcher"; owner of a home computer, word processor, and printer that works okay for setting up the Newsletter; and semi-retired writer. I am calling it the "Falmouth Cutter Newsletter" rather than the "Falmouth 22 Newsletter", since the owners seem to prefer calling the boat by its name, "Falmouth Cutter".

Searcher has been out sailing or slipped in the Santa Barbara Marina or moored next to Stearn's wharf since the launching in June, or nestled in various anchorages at Santa Cruz Island, or sitting next to my house. We launch Searcher at the Santa Barbara launch ramp in the marina, always at high tide. The stepping of the mast and the launching go very well, thanks to some clever designing by my brother, Max. The two of us step and unstep the mast using the "saddle" he made. There is very little lifting involved, just pulling, slacking off, and securing the many lines we rigged up. We also use the saddle for transporting the mast, along with a crutch set up in the cockpit. (Someday we'll have a boom gallows).

The procedure is to swing the cradle aft, put the mast at the balance point, which, for Searcher, is at the spreaders, then rotate the whole unit forward out to an angle of 45 degrees; still at the balance point, the base is pulled right down to the step and bolted on; the boom is then put on with guys to the shroud turnbuckles; and the mast is raised with the mainsheet and topping lift. There's no heavy lifting, but there are a lot of lines and blocks involved and we go through the procedure slowly and carefully. If you are interested in more details on the design and cradle setup, my brother, Max, tells me he will be happy to furnish them. You may wish to include a stamped, self addressed envelope when you write him:

Max Christensen
12962 Ranchwood Rd.
Santa Ana, CA 92705

It may not be too early to start thinking about a get together of Falmouth Cutter owners next September or October on Santa Cruz Island, with Ventura, Oxnard, or Santa Barbara as the staging areas. Let me know what you think of that idea, or you may wish to make other suggestions. San Francisco?

--- EDITORIAL CONTINUED

This channel between Santa Barbara and the four islands south of here is an ideal cruising/sailing area, as the winds and seas round Point Conception and funnel through the channel. A heavy displacement cruising hull like the FC is ideal here. It goes without saying by now that I am deeply satisfied with my Falmouth Cutter and with Lyle's design concepts and skills. After owning a fine block-island ketch for a number of years, I decided to go smaller and simpler, and his brainchild fits my ideas and needs perfectly.

In the next issues there should be much less from me and more contributions from you all, much about your boats, your further construction or rigging plans, problems you have encountered, interesting cruising experiences you have had, and questions that you would like to see answered in the columns by Lyle, Sam, or others.

While you are at it, please send names and addresses of other FC owners of your acquaintance and I will work up a directory of owners for the next issue. Maybe the directory can be an added incentive for you to send in your \$2.00 check for 1983 to take care of mailing and other incidental costs of putting out the newsletter.

NOTES FROM GARY RYAN

Let's give a big thank you to Paul for taking on this Newsletter before I let it die. This has been an incredible year for me. My wife gave birth to our son four months ago and I opened my own business. Between the two I have had zero time to do anything fun like sailing my own boat and writing a newsletter. I can't tell how many times I have wanted to respond to your fantastic letters. We all own fantastic boats and I love to talk about it.

Well, my plan to race in the single handed Transpac this July has been delayed due to the birth of my son. I put him to bed every night with a spinnaker pole to get him ready to handle my foredeck work. From now on any racing I do will be double handed, I'm getting lazy in my old age.

Until the next Newsletter I hope that all of you will have smooth sailing and cold beer.

Gary

P.S. I forwarded all the beer money you sent to Paul, honest.

- - - INTERVIEW WITH LYLE H. - - Continued from p. 1

But everyone to his own. Larry is going to put his on his bowsprit on his new boat; and he's going to put his rollers quite a ways out on his bowsprit instead of on his gammon. I'm not sold on that but he says he wants to prevent chafing.

(Regarding stowing chain)

With the chain clear forward near the stem the motion is going to be quicker... I like to see the chain come aft, down into the bilge....then you've got the power of it and you get the benefit of having it near your center of gravity.

These are small vessels and any time you have that weight up forward, it takes away from the power of the vessel and hurts the motion of the ship; then when you have to go forward to shorten and you put a man's weight forward there too, this decidedly brings the bow down and increases the motion.

(Regarding stepping the mast)

You ought to have Sam show you pictures of the mast I designed for a young San Francisco couple, it's the old fashioned way of doing it. Coming up through the deck it's just two oak cheek pieces, about 3 1/2 to 4 feet above the deck, with mast pivoted right on there. One man can raise the mast. You just swing your mast up and throw your pin in the bottom and tighten it up and you're ready to go. Really, I had this drawn on the first drawing I made for this boat. Of course, I like the system that you use. (*Lyle is referring to the mast-stepping gear described on page 2; let's hear from other owners about stepping your masts, launching, etc. -- Ed.*)

* LETTERS *

(*These are excerpts of letters that were passed on to me by Gary. -- Ed.*)

Dick Moroney, N.S. Hull #7, L.A., July 2, 1981

I would like to join up and receive future issues. My \$2 for your beer money is enclosed.

I have Nor'Sea hull #2007. I see you have John Ramos down for number 7. I have compared his hull number and it is #3007. I guess Heritage Marine did some funny things with numbers...

My plans are clear. I want to hit every navigable ocean, river, lake, and stream between here and Alaska and ... Nova Scotia. After that I'll think about some other places.

John Ramos, N.S. Hull #7, "Hay Chihuahua", Mexico, Nov. 3, 1981

Well here I am into my 3 year cruise. Now at Puerto Escondido, just out of Loreto. Will be here till the first of December. Then over to La Paz. We'll leave La Paz on the 10th and on to Cabo San Lucas for Christmas and New Year's party which lasts all week. Last year there were about 300 back there for the party. We'll stay for the mo. of Jan. and then on to the mainland.

You can tell your people the Falmouth Cutter is the best sailing boat for cruising there is. Just about once a month the wind blows real hard for 3 days and of 38 boats I am the only boat sailing out of Puerto Escondido. The harder she blows the more fun she is to sail.

Hope you are having as much fun.

Felix Mick, hull #3, "Jolly Dolphin III," Milford, DE, 1/10/82

I started down the Intracoastal Waterway singlehanded from Cambridge, MD, on Oct. 16, and I'm now in Jacksonville, FL. I would have preferred going outside, but I have not finished my celestial course and actually the boat wasn't really ready for offshore work...

My prop. was too big (14x10) & it took all summer to get it shortend to 13x10. In spite of this - or because of poor torquing, the cylinder head gasket blew and the cylinder head had to be replaced in St. Simons Island, GA. I am in Jacksonville to have a thorough check-up on the engine and add a tach and maybe speed me up a little. I get only 4 1/2 Kn. under power. I notice Gary Adalian, hull #8, installed a BMW D12; I have a BMW D7.

I tried to get my boat documented, but the local office (Phila.) said no. I wonder how Carl Silva (Hull #11) did it? Documentation is a definite advantage. (*Carl, write us about your documentation and we will put the information in the Newsletter. -- Ed.*)

I have a Hasler servo-pendulum vane gear, which I have had before and liked. The only disadvantage is its appearance - looks like a Rube Goldberg apparatus!

I first tried setting my jib flying, in order to avoid going out on the bowsprit. (Everybody said I was too old for such things (63) - but I have had 3 skipjacks and they have long, long bowsprits). I couldn't tighten the luff enough, & tacking the flying jib in a 15 knot breeze was a hell of a job!! So now I have a Hood Seafurl which is O.K., except that changing jibs underway is difficult. I should have stayed with a hanked on jib with a downhaul like I had in the first place.

I plan to go down the ICW & maybe go to the Bahamas - or just find a quiet place & finish my celestial course.

--- * LETTERS * --- Continued from p. 3

Will and Kendall O'Brien, "Tomaquag," hull #5, Seattle, date?

We've had Tomaquag tied up to our houseboat since we launched her last November 3...The winds in Lake Union are relatively light, ranging to our having the lapper reefed once, and good strong sailing under the main and stays'l several times to absolute calm. It feels so good to have "Nice looking boat!" yelled to us over and over. We just grin and keep sailing...

We got chain for our bobstays instead of wire and are glad. Makes it easier to climb back aboard to the boomkin & also to stand on while "sitting" on the bowsprit.

Have you heard from George Austin? He lives in Kirkland, Washington and has the last hull Nor'Sea made. I gave him your address so you should hear from him. (*Haven't heard from George. We'll send an extra newsletter to you, for him. -- Ed.*)

Our main parameters are: engineless, world cruising for 2 with occasional overnight for 4; 60 gal H2O in beneath-sole tanks and bilge tanks; kerosene lights, cooking, and heat; emergency battery system for strobe light and deck illumination; water propellor generator; at least 1/2 " foam glassed in insulation everywhere above sole; battenless main, standard staysail with one reef, 179 sq. ft. high clewed lapper. We have all these at present in tanbark carolon. The dinghy situation is still a challenge --- don't know what it'll be. We'd like to hear about the inflatable feasibility.

An enclosing \$2 and would be willing to pay \$2 for each issue. (*\$2 per year will be sufficient. -- Ed.*) Thanks for being willing to do this thing that gives us so much pleasure.

Time for a swim and a sail....

Jim and Gayle Hughes, hull #4, Ventura, ?/1981

I decided on the Falmouth Cutter because I feel it's the most sturdy and good sailing boat for the money. I wanted something not only I could handle in all conditions but also my girlfriend, Gayle Grant (*now wife, Ed.*) ... sailing for 17 years ... done extensive remodeling of boats, designed much of my own rigging but I never built a boat before. Lynn & Larry Pardee were very instrumental in my ambitious undertakings...

Progress report: Cabin sole is in white oak, varnished, held down with about 100 oval head brass screws. Teak ply cabin sides laminated in & varnished. Alaskan yellow cedar T&G overhead (coach roof) & painted white. Started on the T&G under all deck surfaces but is slow going. Surfaces are too wavy to screw directly so have to lam. and screw 1/4" ply fairing strips first. Compression post in sitka spruce 3 1/2 x 5 1/2 to look like an extension of the mast.

(*Just visited Jim and Gayle at Ventura Isle Marina and the boat is essentially complete, with many special features. -- Ed.T*)

ANNOUNCEMENTS

* When you write us, please include the name of your boat and the hull number for inclusion in the Directory of Falmouth Cutter Owners.

* In future issues we'll put in some diagrams and pictures, so send along some interesting ones, but don't be mad if we can't include them all.

* If you encounter FC owners who have not received this FC Newsletter, please send their addresses and we will mail it out and add them to the Directory.