

FC News

Editor: Ron Walton

Winter 2006

I apologize for being so slow getting this issue published. Once the calendar day gets past Thanksgiving thursday, I get distracted. Right now I am rushing this job to see if I can beat the postage increase. For those of you who are counting, this is issue number 27 of the FC News, the current incarnation of a Falmouth Cutter newsletter.

When I published the previous, Summer 2005, issue of the FC News, I was worried about this years hurricane season. In particular I was glad to report then that Mary White had moved her boat south from Grenada to Trinidad for more safety, which turned out to be a good move. I haven't heard from Mary in a few months, or her son Berkeley, so I presume she and *Sapo* got through the remainder of the season safely.

But Hurricane Katrina came ashore right in the vicinity of several other Falmouth Cutters: *Bandit* in New Orleans, *Penny Come Quick* in Ocean Springs, Mississippi, and *Lonesome Dove* in Mobile, Alabama, according to my current owner's list. I have learned that *Penny Come Quick* survived with relatively minor damage, but have not heard from the owners of *Bandit* or *Lonesome Dove*. Also, Hurricane Wilma hit the Florida Keys where *Athena* is berthed, and I have not heard from her owner either. So, if any of you FC owners had boats in the hurricane zones this year, I would like to hear from you. Next year there will be another hurricane season and you might have some good lessons for other owners who were lucky this year.

This issue has letters from the owners of five boats: *Xtasea*, *Churruca*, *Starlet*, *Penny Come Quick*, and *New Salt*. FCs # 12, 25, 26, 27, and 30, respectively. Evald Narubin describes how he has installed spliced wire standing rigging on *Xtasea*; Manny and Roz de Lizarriturri put *Churruca* up for sale; Ken Banks fills in some information blanks about *Starlet*; Pat and Mike Hutter tell us about the new owner Todd Gauthier of their beloved *Penny Come Quick* and Todd briefly fills us in on what Hurricane Katrina wrought; and, finally, Shemaya Laurel recounts voyages and other happenings aboard *New Salt* and a Nimble Peep Hen.

Enjoy. And remember, even if your editor is a little slow sometimes, the FC News will only continue to exist if the owners write. You are my reporters, my eyes on and ears about the fleet.

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P.S. John Cole, the administrator of the Owners Pages on the new Sam L. Morse Co. website at www.samlmorse.com, has established a FC Forum there plus a Gallery for FC photos. I think that Forum and the Gallery are great places to exchange ideas on boat projects, etc. And I want to thank John for doing that. Hopefully, those of you who are connected to the internet, will take advantage of John's work. I have. Nevertheless, it seems to me that the FC News still has its place. So don't forget to write here as well.

Xtasea, FC #12

To make a splice (in 1 x 19 wire) takes only half an hour, but the whole project took me two months. I precut all the wires and spliced one end on each of them. Then when it got warmer I stretched them out and did the final measurements; my new turnbuckles were a different size (from

the previous rigging), plus I had to measure a bend around a thimble and subtract the stretch, which could be almost three quarters of an inch to 30' of wire (hard to believe to), and all kinds of other stuff. So it takes about three hours to do the final splice.

I did some research; most useful was a book by Brion Toss: **The Rigger's Apprentice**.

To find a rigger's vice was a problem. Price is around \$400, so I went to home depot and bought a vice for a press drill. It took me couple of hours to modify it to work; cost was \$14. I use a fist grip to clamp the wire to the thimble, then pull the wire and a thimble into a slot with a block and tackle (purchase 4:1), remove the fist grip, tighten the vise, and I am ready to splice. I am sending you two pictures, one of the vise, another of a fist grip. The fist grip is called this because, by osha, to connect two cables together requires three in a row, four to six inches apart, or a "fist" apart. At the end I used a U-type clamp.

Regarding the thimbles: They are cast stainless steel, very strong.... most bronze thimbles are solid, and my "en genius" vise would not work.

Regarding sails: This was my second season with a hundred ten percent lapper. I am so happy with this sail that I am changing my inner stay to be removable, so that I can sail *Xtasea* into my slip more often without turning on the engine. My lapper probably is the same weight as yours (*Mine is 6.5 oz.--Ed.*) and it has a reef point. When the sail is reefed, it is about the same size as a working jib. I used it this way only a few times, to check it out. When it gets windy, I prefer the working jib.

I also have a 135% nylon drifter that I use a lot. It really works well on all points of sail. I already need a new one; I abuse it because it is really meant to be used only up to ten knots of apparent wind.

I would like to get a cruising spinnaker for next season. Any recommendations? I think, with my Monitor steering and with a sock, I can handle it by myself.

Regarding sailing: I sail on lake Michigan and I trailer *Xtasea* just to her launching and to bring her home at the end of the season. My plans (*to sail to Europe--Ed.*) are still in works but my kid is in his last year in high school. I guess I still have to wait couple of years more for him to finish college. It's always something in life, you know...like obligations.

You can't get bored sailing on the Great Lakes. We have no wind, and we have a lot of wind, and it could change in a few minutes; June and July usually being lazy days of sailing. This season was good for us, just a little too short. So this about wraps it up. Short winter to you, Ron.

Evald Narubin

Look for photos of Xtasea's wire splices, etc. on my Falmouth Cutter website:
<http://homepage.mac.com/rwsailor>

ron walton

Churruca, FC #25

Unfortunately, we have to sell our Falmouth Cutter *Churruca*, because my parents are getting to be very old. Consequently, Roz and I have decided to move back to Mexico.

If you know anyone interested in a Falmouth Cutter, we would be grateful if you let him or her know about ours. *Churruca* is in Bristol condition. I have posted an ad on the Boats for Sale Forum at the Sam L Morse company. You can also visit *Churruca's* web site. Check her out at:

<http://www.falmouthcutter.com/>

We would really appreciate it if you could forward this e-mail the the Falmouth Cutter fleet.

Manny & Roz de Lizarriturri

I forwarded this e-mail to the fleet right after I received it. Last time I checked, Churruca is still for sale, so if anyone has any leads for Manny & Roz, contact them at:
churruca@comcast.net

ron walton

Starlet, FC #26

Thanks for the FC News! Here is some more information.

147 Bennett

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Alamitos Bay, Guy 26, Slip 1226

Yacht Club - Blue Water Cruising Club. We have no mainland club facilities but rather a lease on Big Geiger Cove in Catalina.

Starlet was a kit boat finished by an fellow named Tim Brennan. I purchased her in Santa Barbara almost five years ago. There are several differences from a the factory finished boat. There is no boomkin or boomchocks; there is a traveler aft above stern cap rail. The boat came with a two stroke Merc. 15 HP outboard. It moved the boat at about six knots. I have since switched to a 6 HP Merc. four stroke. It uses much less fuel and moves the boat at around 4.7 knots.

Ken Bank

Penny Come Quick, FC #27

This is to inform you that after 18 years we have parted with our friend *Penny Come Quick* (FC #27). The proud new owners are the Gauthier family of Ocean Springs, MS: Todd, Cindy, Dan, and Allie. I'm sure they will be as welcomed in our small fraternity as we were. They are fine people and committed to the Sam Morse tradition.

May all our friends experience fair winds and following seas.

Pat & Mike Hutter

FC Penny Come Quick was harbored in Ocean Springs, Mississippi when Hurricane Katrina came ashore. I e-mailed her new owner Todd Gauthier regarding his situation afterwards, and got the following reply.

ron walton

Thanks for asking....we are just now coming up for air. We lost our home (except the top floor which housed my kids' bed rooms). And... hard to believe... the boat survived. It was one of nine out of ninety still floating in the harbor. As you can imagine, it did sustain some damage but nothing life threatening.

We are not sure if we will remain in the area or relocate to another spot.

todd gauthier

New Salt, FC #30

That's great about the new Falmouth cutter forum... I'm writing to let you know that my e-mail address has changed; my new, permanent, address is: smountainlaurel@verizon.net

I really appreciate getting the mailings that you send out. I've been laid up the last couple years, so no climbing in and out of *New Salt*, but I have great hopes for the future,... keep considering selling the boat and then saying forget it... so the boat hasn't been in the water, but is being well cared for regardless.

I have, fortunately, not been entirely land-bound. To tide me over this period of time, last year I got a 14' Nimble Peep Hen (microcruiser), which has been in the driveway. I've spent a tremendous amount of time "driveway sailing", and making various adjustments to the boat, and this summer have had *two* little sails on the Connecticut River, up the street from where I live. Doesn't sound

like much, but gosh it's been good to manage *something*! The really endearing thing about the Peep Hen is no headsails...at the same time as being small enough that the mainsail isn't enormous either. Sailing up the river on hundred yard tacks is so relaxing! Of course, I did get a kick out of doing that in *New Salt* too, but it was a lot more work.

New Salt is down by the ocean, an hour and a quarter car ride from here, which is more than I have been able to manage. I got a triad trailer last year, and had the boat in the driveway for a couple of months, but it's not an ideal location, because of overhanging trees and various wildlife. And it was frustrating to look at all the time, and so rarely be able to manage the stepladder to get up there, not to mention the reminder that I wasn't sailing! So I'm contenting myself with the Peep Hen, which is much more accessible all the way around, and *New Salt* is back in a proper boatyard, safe from the woodpeckers and squirrels...

Before this big knee problem though, I did have some really nice times sailing *New Salt*. I'm not entirely spry in general, even before the knee thing, but I was fine with managing the boat so long as things didn't involve walking any distance on shore. I lie down a lot, for disability reasons that involve back issues, but it's amazing how far you can sail lying down most of the time!

New Salt lives on the Connecticut coast, and over the course of 2-1/2 months I went from there, up to Maine, and along the Maine coast to Cutler, which is about 20 miles from Canada, and then back. Because of the walking/carrying thing, getting provisions was complicated, but it worked out fine just stocking up for the duration, and having friends meet me now and then with treats and water. Being no good with chlorinated water is *not* the way to make an uncomplicated trip! But it turned out nice, because I probably wouldn't have bothered to go through all the coordination to meet people along the way to help if it hadn't been for that, and we had some really nice times as a result.

The boat was just wonderful -- so sturdy, and secure, and forgiving, in case of goofing up. It has a Yanmar diesel, but I had a real thing about not turning it on unless safety was at stake, either because of calms and currents, or because of exhaustion at the end of the day. Of course, this made me look pretty silly, floating around within sight of the same silly buoys (NOT in traffic) for hours at a time, waiting for the wind to come back! But it was so satisfying, each time it did... though I have started to think that I might have found long-distance sailing less tiring if I had been a bit more relaxed on this subject.

Lately I'm seriously thinking about electric motors. No noise, no fumes, and enough power for when there is no wind... can't decide if I'm ready to give up being able to power through more significant currents in a pinch. The electric outboard on the Peep Hen is great -- and one of the benefits I hadn't thought of before actually using it has been how simple it is to turn it on, off, and on again, depending on how the wind comes and goes -- so it doesn't feel like such a "commitment" to actually use the motor. Very relaxing! And then, the solar battery recharging is so satisfying...

So that, and environmentally friendly bottom paint, are the serious issues I'm thinking about for *New Salt*, if I get back on the bigger water in a reasonable amount of time. I had *New Salt* up for sale last year and the beginning of this, with some almost-buyers, but after a few rounds of that decided that it was way too stressful emotionally, so in the spring I took the boat off the market. I would just barely get used to the idea of "yes, now I'm really going to sell the boat" and then everything would change back, and as soon as I was comfortable with "well, really it's okay to keep the boat" right about then the next seriously interested individual would show up. So now I'm back to holding on to *New Salt*, and hopeful waiting, seeing if the health picture can get more together, and make all that up and down scrambling to get around a Falmouth cutter more possible again. It's looking lately like the answer to the entire big health picture, knee, back, and all, is all about Lyme disease. This is actually a good thing -- much more treatable than other diagnoses I've carried around! So we'll see what happens.

Shemaya Laurel