

# FALMOUTH'22' NEWS

NEWSLETTER ONE, JUNE 1, 1981, FOR ALL FOLK INTERESTED IN THE FALMOUTH '22'

## Newsletter Response

The response from the first newsletter was overwhelming. It is exciting to find so many enthusiastic owners. I feel that this newsletter will be a good sounding board and I look forward to its' continuation. Please don't expect this professional looking appearance every issue. Chuck St. John, owner of Nor'Sea 22 hull 3 and Good Impressions Printing, donated his time and shop for this issue. Chuck says that he'll continue to support the newsletter if there is a good response and something to print.

It seems that with few exceptions most of you have serious cruising plans. Below are the names and addresses of all the owners I currently know. I have also summarized your letters. Again, if there is anything at all you want to ask or say just drop me a line. The address

Gary Ryan  
c/o Nor'Sea Yachts  
108 Caledonia St.  
Sausalito, Ca. 94965

There are still about six Nor'Sea 22 owners I have been unable to reach. If you know any of them have them contact me.

Chuck St. John, owner of Nor'Sea 22 hull 3 sailaway kit, Good Impressions, 655 Redwood Highway, Mill Valley, Ca. 94941. Chuck is a good friend of mine and a good sailor. He has just really started on the inside of his boat and has some great ideas. Chuck is finishing his boat pretty close to the standard layout, but going back to the original galley layout just like Seraffyn. He was influenced quite a bit by Lin and Larry's book, **Care and feeding of Offshore crew** in his galley layout thoughts. He and I will be making our own wind vanes which I'll talk about later.

*This is Chuck writing. While I was typing this I figured I would take printer's license and insert some comments of my own. When I bought my boat (unnamed so far, so I'll refer to her as #3 so you'll know what I'm talking about) she was sitting right on her waterline. As I explored the boat, I found sacks of gravel and bars of lead everywhere (#3 had been used as a demo boat by NOR'SEA Yachts of Sausalito). I asked why all the gravel and lead were there. The answer should be of interest to those of you who have not yet put your boat in the water.*

*When NOR'SEA first put #3 in the water, she was about 11 inches too high, measuring from the waterline to the water. When they took her for a test sail, they were very disappointed with the way she handled, so they called Lyle Hess and complained about the handling, wondering if there might have been a serious design flaw, or ??????. Lyle asked if they had added extra ballast, pointing out that the Falmouth was designed to go cruising. With a complete interior, engine, fuel, water, and a hold full of food and other cruising provisions, she would sit right on her lines. So NOR'SEA went out with shovels and sacks to a pile of gravel and measured out 1000 lbs worth of instant ballast. With the gravel spread evenly, side to side and fore and aft to simulate a finished interior and provisions, she sailed much better. Then ??? plus pound bars of type metal were borrowed from a friend and added to the gravel, spread evenly again, bringing #3 within an inch and a half of her waterline. WOW!!! all*

the difference in the world. Now she sailed like a ...legend. I only was able to keep the lead one month because it had to be returned, but I will sure vouch for the Falmouth's sailability. She is faster than Cal 20's, 25's, 27's, 29's, Ranger 23's and 26's, and a lot of other boats on the Bay that we've left in our wake. She feels just fine out in the middle of San Francisco Bay when it is rough and choppy, and blowing like stink with the wind howling into the Gate. So those of you sailaway kit builders who have not launched yet may need to plan on a bit of extra ballast soon after you are in the water to get the waterline near the water.

John Ramos, owner of Nor'Sea 22 hull 7 kit, 3850 S. Harbor Blvd., Oxnard, Ca. 93030. John has completed his boat and has already left on a two year cruise for points south. He plans to take his time and end up in St. Thomas. He is looking for a good woman to go with him. Anyone interested can contact him through the above address. Lyle saw John just before he left and reported that there was so much shit on board you could hardly move. Good luck John and please stay in touch and let us know how it goes.

Gary & Nancy Ryan, owner of Falmouth hull 1, DOGHOUSE. That's me and my address is above. *(This is Chuck writing again. Gary has really fixed DOGHOUSE up, adding a lot of small touches that make DOGHOUSE easier to handle and trim. I'm hoping that Gary will include some of his modifications in this and future newsletters. For example, his third try at a downhaul on his jib works like a charm...GARY--how 'bout a write up in the next letter???* I think it is nifty to have Gary work out the details, do the testing, and then just copy him!!!

Victor Stump & Jennifer Firestone, owner Falmouth hull 2 kit, 2053 Newport 11, Costa Mesa, Ca. 92627. Jennifer and Victor are pretty far along. They have the sole, ballast, bulkheads, and the forward cabin in. 'It seems like slow going, but we know it's perfect as possible.'

Felix Mick, owner Falmouth hull 3, P.O. Box B, Milford, Del. 19963. Felix, wherever you are please drop me a note.

James Hughs, owner Falmouth hull 4 kit, 5231 Norwich Ave., Van Nuys, Ca. 91411. James is really cooking, he has the inside completely framed in and will be starting on the trim soon. Enclosed you will find a plan of James' interior, which he sent. James plans to leave in May of 1985 for the Pacific Northwest and then on to Mexico and the South Pacific. The Falmouth is his eighth boat after sailing for 17 years. 'I decided on the Falmouth because I feel it is the most sturdy and good sailing boat for the money.' James liked the Bristol Channel Cutter but felt it was too large. He had a bunch of questions for me which I'll answer later.

Will O'Brien & Kendall, owner Falmouth hull 5 kit, 2770 Westlake No., Seattle, Wash. 98109. The last time I talked to Will he was very close to launching. How about dropping me a note to let me know how you're doing and what your plans are.

Steve Casey, owner Falmouth hull 6, SIDDHARTHA, P.O. Box 14, Sausalito, Ca. 94966. Steve lives aboard in Sausalito and is one hell of a nice guy. His immediate plan is to pay for the boat and then say goodbye.

Lewis Lions, owner Falmouth hull 7 kit, 5473 Malvern Wy., Riverside, Ca. Lewis has the bulkheads, sole, engine, and rudder on. What are your cruising plans Lewis?

Garry Adalian, owner Falmouth hull 8 kit, ENGLISH GIRL, 5672 Bellevue Ave., LaJolla, Ca. 92037. Garry has completed the installation of a BMW D12 and says he was hoping to be completed for the 1982 Ensenada Race, but says 'if putting the engine in is any guide it might be 1985.' Garry is putting 55 gal. of water in three tanks. *Garry, where are the tanks? What are they made of? What is your plumbing plan?* He is also putting on teak decks which he says will probably add 200 lbs.

Rick & Marline Peters, owner Falmouth hull 9, MARIKO, 7 Fuchsia Wy., Healdsburg, Ca. 95448. Rick and Marline were new to sailing when they took delivery of MARIKO and they have come a long way. No immediate cruising plans, but watch out world.

Ken Bybee, owner Falmouth hull 10, 5519 Guadalupe Ct., Concord, Ca. 94521. Ken has his boat berthed in fantastic cruising country, the Delta. Ken, are you getting funny stares from the thousands of stink potters?

Carl Silva, owner Falmouth hull 11 sailaway kit, 7005 Hermosa Dr., Carlsbad, Ca. 92008. Carl will be taking delivery of his boat any day now. It is a beautiful black hull, so keep your eyes open for him. Carl is the first one to document his boat and reports that it is simple.

John Riebe, owner of the in-progress Falmouth hull 12, Box ..95, South Lake Tahoe, Ca. 95731.

## Questions & Answers

James Hughs had a lot of questions, so here goes.

### **DO I HAVE A LOT OF WEATHER HELM?**

No, but my answer is complicated. Lyle designed the boat to have 30 inches of mast rake. Lyle has told me that he likes to rake his masts because that way an owner can tune in any helm he wants. Lyle likes a positive helm for several good reasons, which include better feeling and forcing you to sail right on. When Sam cut the rigging for my boat we decided to put 18 in. of rake in it. This was based on my experiences on the earlier Nor'Sea 22 with the full 30 in. rake and Lyle's input. I did not purchase the standard Elliot battenless main on my boat. I have a very positive roach on my main with medium battens for better down wind performance. I find that my close-hauled helm is just right for me with a positive but not tiring helm. I find, however, that I need to be careful on my sail trim when reaching or else I will have too much helm. Because of this I plan to take out 8 inches of rake. A lot of where you put your mast depends on what kind of helm you like and what kind of main you put on. It is a credit to Lyle to give any amount of 'tunability' in the sail plan. With correct tuning you can achieve any desired helm you want on the Falmouth.

### **HOW DID I RIG MY BOAT?**

The standing rigging is per Lyle's sail plan with the exception of the rake. I can think of no improvement to this rig. It is very strong ('overkill') and I have experienced no mast pumping. My sailmaker told me that the mast section is so strong that I could eliminate the spreaders, which I would never do. For you kit builders I highly recommend the Kenyon spars that Sam is using. I am very happy with mine and I love the features on it, especially the reefing system. My running rigging is very different from the standard arrangements and too involved to discuss here. I invite anyone interested up for a sail to see it first hand. As the issues progress, perhaps I will take one item at a time and go into detail. One of the things I'm really happy with right now is my super deluxe downhaul on the jib. I have found that with good ratlines and a good jib downhaul, one can avoid going out on the bowsprit in rough conditions. My downhaul

consists of a 4-holed bronze cleat placed between the samson posts on the sprit; a small bronze cheek block made by W/C screwed on the side of the sprit about 2 in. forward of the headstay; a S/S ring around the headstay; 40 ft. of 1/4 in. line; and two brass sail thimbles, one lashed to the headstay on the forward edge just above the swaged fitting and one on the bobstay toggle just under the sprit on the same side as the cheek block for the line fairleads. The downhaul as well as the jib halyard are tied to the S/S ring on the headstay. The downhaul runs fair, stays out of the way, and works like a charm. More in the next issue.

### **SAILS**

Lyle shows a total sail area of 357 sq.ft. including a 102 sq.ft. working jib. I had my working jib cut at 120 sq.ft., which I feel is a much better size for the boat. In addition to my working sails, my final inventory will include a 135% radial clewed 2.8 oz. drifter, a 40 sq. ft. storm jib / staysail, a 40 sq. ft. storm trysail, and a spinnaker. I don't feel the boat needs a genoa. The boat has excellent, *super*, light air performance. With my radial clewed drifter I go to weather just fine up to about 8 kts and from then on my working sails do a number. The drifter, I feel, is a much easier sail to handle than a genoa. I put a releasing hook on my staysail stay to make light air tacking easy. One more thing, it is my feeling that for cruising a battenless main is a much better sail for the boat. My battened main does require maintenance.

### **LEEWAY?**

She doesn't slide sideways very easily. You would expect the boat to have a lot of leeway because of her modest draft. I have not found this to be the case. She really holds on to the water. Lyle has told me why this is the case. It has something to do with the stern sections, but I didn't really understand it. *How about it, Lyle, can you explain this for us?*

### **SPEED?**

Faster than you would think by just looking at this fat boat.

Again, if any of you have questions, let me know in writing and if I can't answer them, I'll print them.

## **Renegade & Seraffyn!!**

Last November my good friend Tony Crispino was fortunate enough to purchase SERAFFYN. Since then, both SERAFFYN and RENEGADE have ended up here on the Bay. I have sailed on both boats now and they are super. They sail very much like the Falmouth with several differences, as you would expect. I'll say this much, give me a modern marconi rigged boat with an engine and head any day of the week.

One of the greatest things about SERAFFYN is 'Helmer' the wind vane. Helmer is a vertical axis controlled trim tab off the rudder that Larry Pardey designed and built for SERAFFYN. I am so impressed with Helmer's ability to sail SERAFFYN in all conditions that Chuck St. John and I are working on a similar system for our boats. If any of you are interested in having one built for you, let me know. The more we build, the cheaper it will be for all of us.

### **FATTY KNEES!!**

Lyle's latest masterpiece is 7 ft. long, 4 ft. wide, weighs 65 lbs, and has fat knees. I call it the *superdink*. I have been sailing and rowing one up here on the Bay and I'll tell you it is the greatest goddamn dinghy I have ever seen. Manufactured by Lyle's son and nephew, the complete sailing dinghy sells for a mere sum of \$995.00. Cheap ..... when compared to anything else. I don't know yet if it will fit on top of the Falmouth; Lyle says it will. If you or anyone you know is interested in buying a Fatty Knees, drop me a note and I

will tell you how to get hold of one.

## KERN SAILS OF THE WORLD!!

Now comes my sales pitch, so get ready. If you think I am excited about Fatty Knees just get me started on Kern sails. It is a rare thing in life when something lives up to everything you expected. I looked for a sail maker for a long time who I felt had the talent and enthusiasm I wanted. Through a friend I found him, or rather I found **sail heaven**. His name is Kern and he sews sails in his living room when he isn't working on one of the two boats he is currently building. If any of you are considering buying sails, I urge you to have a look at mine or drop me a line so that I can go into more detail as to why I think they are the greatest. Kern sails cost about the same as regular old non-cruising type sails, but they are a super heavy duty constructions, customized to your own requirements, with the cut and features of racing sails. I am so high on my sails that I've become a rep for Kern sails. So let me know what you are interested in and I will quote you a price. *End of sales pitch!*

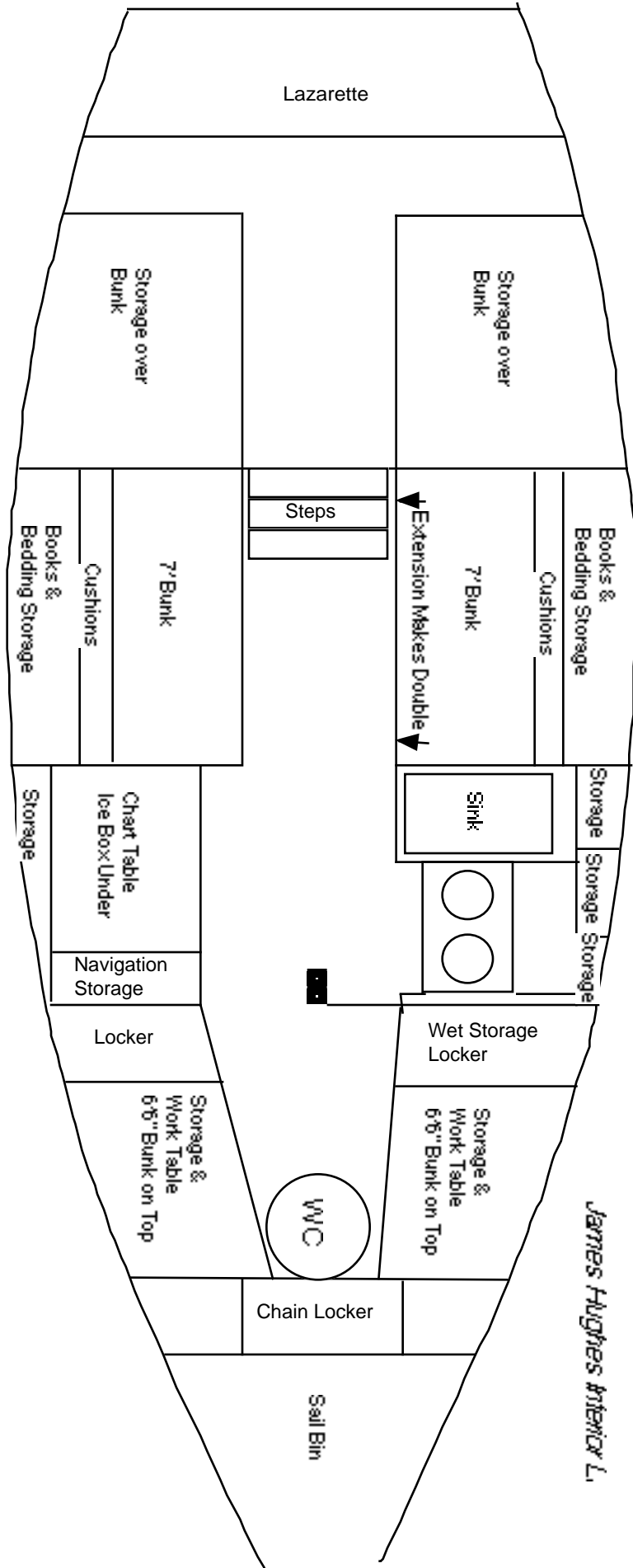
## HAWAII BOUND?

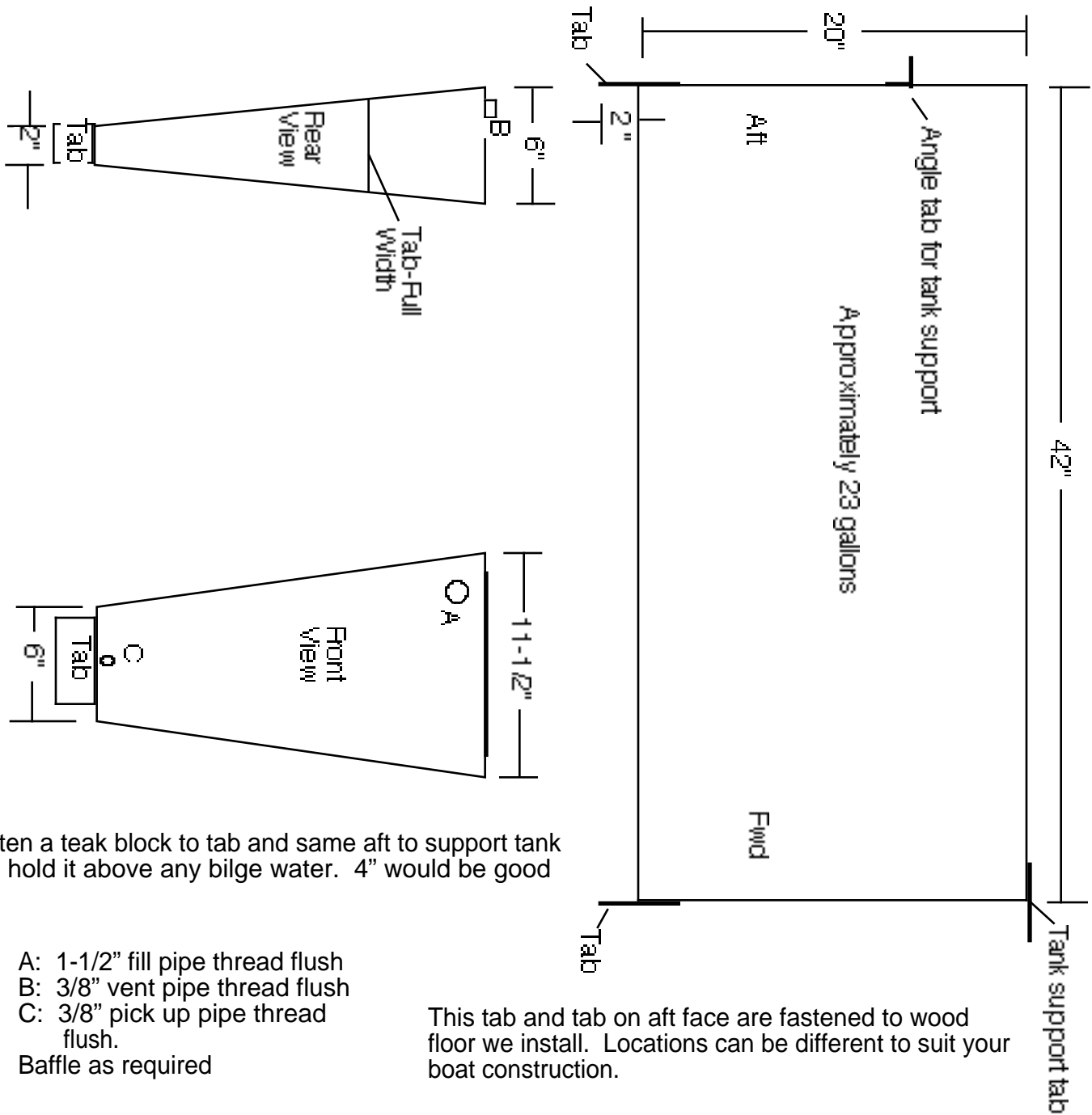
I'm getting closer to my goal of sailing in the singlehanded Transpac in June of 1982. DOGHOUSE is coming along great, I wake up at night in a cold sweat with this horrible feeling that if I drill one more hole there won't be anything left to drill into. It's called the 'I've got the one more hole left to drill blues'. I gave DOGHOUSE a good shakedown by going around the Farallones. It was rough, 10 ft. swells with 6 ft. seas and 30 to 45 kt winds. It was a dead beat going. At one point we were doing 4&1/2 kts hard on the wind with a double reefed main and the staysail. After rounding the islands about midnight we had a swell *fall* onboard. **It was rough as shit** and in general not a great day to be out. The trip home made it all worthwhile. You've heard of the space shuttle, well we flew even better. Averaging almost ? kts for a fat little 22 footer is a lot of fun.

## UNTIL NEXT TIME

Until the next newsletter stay in touch and let me know if there is anything I can do for you. For those of you who would like to subscribe to this mess and haven't already sent \$2.00 for beer money, let's get on the ball!!

Gary Ryan  
In Charge  
Chuck St. John  
Out of Control





Fasten a teak block to tab and same aft to support tank and hold it above any bilge water. 4" would be good

- A: 1-1/2" fill pipe thread flush
  - B: 3/8" vent pipe thread flush
  - C: 3/8" pick up pipe thread flush.
- Baffle as required

This tab and tab on aft face are fastened to wood floor we install. Locations can be different to suit your boat construction.

This is Sam's drawing for the water tank that goes under the engine. Reference material for those of you who have a factory complete boat; plans for those that don't. Sam says he has trouble shipping completed tanks, so I don't think he'll mind if we share this.