

# FC News

Editor: Ron Walton

Spring 2002

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I want to begin this issue by thanking both the editors of **Good Old Boat** magazine and author John Vigor for their article on the Falmouth Cutter. It was a very good article and, I think, some well deserved publicity for our favorite boat. It certainly increased traffic on the Falmouth cutter website I maintain.

I also want to thank the editor's of **Good Old Boat** magazine for putting one of Bob Grieser's photos of *Mijita* on the cover. Bob is a great photographer and I feel very lucky that *Mijita* became a subject for his work.

And I was also happy to see photos of *Maid of Slapton* in the article; her owner Keith Smith has been a regular contributor to these pages. I am sure *Maid of Slapton* attracts a lot of attention in the United Kingdom, where she is based.

Spring already. The trees are leafing, the flowers are blooming, and the varnish is flowing on board *Mijita*. After the ego trip of seeing *Mijita* on the cover of **Good Old Boat** magazine, the work of maintaining the brightwork has sure brought me back down to earth. The beauty of our boats comes from all that exterior wood, but so does much of the maintenance!

Spring also brings the news that Lin and Larry Pardey have rounded Cape Horn the hard way, from east to west, on board their Lyle Hess designed, engineless, wooden Falmouth Cutter 29 *Taleisin*. Congratulations to both of them. For more information go to the Paradise Cay website at: <http://www.paracay.com> and click on "Lin & Larry Pardey" and then "Newsflash".

There is a new Falmouth Cutter under construction at the Sam L. Morse Co. A new shipwright there, Geoffrey Jenks, is building it for himself after normal working hours. It is hull number 38. Geoffrey is a former BCC owner looking for a boat he can trailer to new cruising grounds. Welcome to the fleet Geoffrey and good luck completing your boat.

A couple of boats in the fleet have new owners. Jeff Elias sold *Kastoria* to Steve and Eileen Kaufmann of Huntington Beach, CA (also former BCC owners) and Mathew Squires sold *New Salt* to Shemaya Laurel of Holyoke, MA. Welcome to the fleet Steve and Eileen and Shemaya. I have also heard (second hand) that John Hoffman has sold his boat *Seacall*, but I have no information about the buyer at this time.

And several boats are for sale: *Second Look*, *Ferial*, and *Calculated Risk*. See the letters from John Riebe and Chris Spohr plus the ad from Robert Young, all in this issue, if you are looking for a boat or know someone else who is.

Terry Hill (*Angelsea*) and I have recreated three of the original (pre-FC News) newsletters; they are posted on my Falmouth Cutter website at: <http://homepage.mac.com/rwsailor> Go to the FC News page and open the Archives folder there; then look in the Pre FC News folder. Back issues of the FC News are now located in the FC News folder within the Archives folder.

I have also added photos of several Falmouth Cutters, other than *Mijita*, to my website; see the new FC Photos page. If you would like to see your boat there (I would), send me a photo. If you send it digitally, please try to use JPEG format.

This issue has quite a few letters from the fleet, from the owners of *Mon Desir*, *Morning Glory*, *Anne Marie*, *Second Look*, *Hokje*, *Angelsea*, *Ferial*, and *New Salt*. Many thanks to all of the contributors.

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

Sorry it has been so long since writing you last. I hope the following bit of history is interesting to the newsletter readers. I was lucky enough to meet the first owner of my boat (then named *Palanthia*). His name is Ingmar Melin and he purchased the vessel new from Heritage Marine in 1979 after seeing bare hull No. One at the Long Beach Boatshow. Then called a Nor'Sea 22 by the builders of the Hess designed Nor'Sea 27. The deck molds were not even completed yet so this was truly a "bare hull". Oddly enough Hull No. 2 was completed and launched long before No. 1 (the boatshow hull) received its deck.

Anyway, Ingmar took delivery of the first completed boat in the Spring of 1980. Still unfinished inside, *Palanthia* was launched in San Pedro and then taken to Long Beach near the *Queen Mary* for a big launching party. Lyle Hess, Lin & Larry Pardey, Heritage Marine employees, and lots of Ingmar's friends attended and took turns sailing the new Hess design. Later everyone met at a local restaurant for dinner.

It seemed, as Ingmar told it, a fine beginning for what had proven to be the wonderful little boat we all love so much. I wish I was there.

Later the Nor'Sea molds were, of course, sold to Sam Morse for production as the Falmouth Cutter. I wonder what Hess's original plans called the design? As far as I can tell, there has been very little if any change in the detailing or construction over the years. After 23 years, the boat is still in "as new" perfect condition, thanks to the excellent construction and several caring owners.

Since writing last time, I have done the following things to the boat: replaced all standing & running rigging, rigged a spinnaker, built a carbon fiber spinnaker/whisker pole with on-mast storage, painted the bilges gloss white (just for showing off and dusting), and rebuilt the galley to accommodate a kerosene gimbaled stove that came off Bob Carmody's *Jack Russell*. (He got a new propane stove, but I love the old kerosene model. It works perfectly and is fast & hot.)

Well, that's about it from here. If anyone is around the California central coast, please stop by.  
Larry Schmidt

P.S. Dennis Conner, Paul Cayard, Ted Turner, and Ron Walton--all have graced the covers of national sailing publications. You are famous now.

*Thank you for writing again Larry. I always enjoy your letters as well as our telephone conversations. As it turns out, there might have been some overlap in the production of Nor'Sea 22s/Falmouth Cutters as my boat was molded in June 1980, and it is the 5th boat built by Sam L. Morse Co. If you meet Ingmar again ask him about that; perhaps he can shed some more light. Also, the boats were all built the same at least until Hokje, FC #18, was built. At that point, Sam Morse started building all interiors of plywood rather than use the simple liner they had been using.*

*Ron Walton*

*P.S. Andy Warhol said we will all have 15 minutes of fame. I guess I have had mine now.*

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### *Morning Glory, FC # 3*

Imagine my surprise when I got my copy of "Good Old Boat" and saw "our" boat on the cover-tanbark sails and all! The interior of your vessel is beautiful.

Our first season on *Morning Glory* was a lot of fun-she handles differently from our old IF boat. I think the propellor opening in the rudder cuts down on turning ability, as she doesn't tack as quickly as we had thought. Sure do like the engine, though! Are there any tricks to getting a FC through stays quickly?

We have a fairly large Ideal windlass on our boat that takes up a lot of room for what it does.

Way oversized for the anchors, too. Generally, we handle the anchor the old fashioned way. We will likely remove it this spring. I notice you have a manual windlass on your boat. What type is it? Is it satisfactory?

Thanks again for keeping up on the newsletter. It makes a dreary winter a little less so.

Aaron Dewar

*To get through stays quickly, let the jib backwind before you release the sheet. Hold it until you are on the opposite tack.*

*I have a Simpson-Lawrence HySpeed windlass. Since my rode is 25 ft chain, 250 ft line I never use the windlass. In fact the windlass is not mounted right now.*

Ron Walton

Hmm.. we have about 100 ft of chain-I actually like the way the Ideal handles the chain on deployment without power.

Did you through-bolt a second roller on your bowsprit? I've thought about that, though Roger Olsen cautioned against it. I notice the Pardeys have one on their boat.

Aaron Dewar

*Yes, I have a second roller on the bowsprit. It came with the boat. I really don't like it, but my 25# CQR will not fit in the stem rollers. And if it did, the plow would be banging into the boat every time I tacked.*

*The bowsprit is designed for compressional loads, not bending loads. That is why Roger doesn't like a roller out on the 'sprit'. The Pardey's recommend that the roller be no more than a foot ahead of the gammon iron. That reduces the bending loads, but still...*

*Roger Olson stores his CQR on deck. I like that idea, but it works better on a BCC, with its high bulwarks to secure the anchor to. I have thought of lashing my anchor to the toe rail, which on my boat is made from teak handrails. But so far I haven't tried it.*

Ron Walton

Oddly enough, our CQR doesn't bang when stowed on the rollers, but we ended up the season leaving it hooked on the bobstay a la *Serrafyn*. The 35 lb CQR (!) that came with the boat did indeed hit the hull, but the 25# replacement does not.

Thanks for the tip on the sprit roller. The only irritation is the possible hit on the hull during retrieval, which I can manage. I think we'll keep on with the electric windlass one more season at least.

BTW, did you do the inside of your boat? It looks like a great setup!

Aaron

*The interior of my boat was designed by the first owners. It is quite cleverly done and the boat definitely seems bigger inside than the standard Lyle Hess interior. Lots of storage under the V-berth and in the pantry on the starboard side under the navigation station. Also the shelves behind the quarterberths are a neat idea.*

ron walton

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*Anne Marie, FC # 7\**

I just took a look at the updated roster and discovered that you still have me listed in Port Hadlock. Thought I notified you of the change, but perhaps not. At any rate, I moved from Port Hadlock to Sheboygan, WI in April of 2000. Sheboygan is a town of 50,000 located about 75 miles north of Milwaukee on the western shore of Lake Michigan. Magnetic compass correction, interestingly, at this point on the planet, is zero. Harbor facilities here can only be described as superb, primo, primo. It is a lovely place, clean, cold, an ocean of fresh blue water. You can see the

big coho salmon come in to spawn in the fall. The scenery is gorgeous. Deer run the sand beach surf at sunrise, fox have their dens located on the birch covered bluff overlooking the water. No dolphins or other big sea mammals tho. No rays or sharks either. Everything is a tradeoff....

Currently, the *Anne Marie* is living in inside storage in Iowa, quietly awaiting her owner's return. Up until now, I have been engaged in getting the house (1925 vintage) restored to her traditional original self. You probably get the picture, traditional boat, traditional home. I had hoped to bring the boat here this spring, but now I think I will need another year to get things situated as I want them. I do not want the temptation of sailing to interfere with the projects because then all will probably grind to a halt from its current snail's pace. I truly miss being on the water, but family responsibilities with my elderly mom who lives in Milwaukee required me to make the move. While the lake never freezes, you would not want to spend a winter here as a liveaboard. At some point, however, I dream of returning to the Sea of Cortez during winters with the *Anne Marie* and my young grandson as crew.

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P.S. Thanks. It is really nice to receive the newsletter via the internet. Keep up the good work. The newsletter is the best it has ever been.

*Good to hear from you George. Since my father died last summer, I have spent a lot of time helping my mother. So I understand your motivations right now. Best of luck to you.*  
Ron Walton

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### *Second Look, FC # 11*

I am in the process of Epoxy coating all my bright work now that I have stripped off all the varnish, and hope this results in a better seal against dings and moisture. Have an article forwarded to me by a Shemaya Laurel from Massachusetts who is buying a Falmouth from someone in the Seattle area, and the article states that TheWest System epoxy with the 207 hardener is the best one to use on clear finishes, before going to new varnish. I bought the Interlux epoxy, but will make some tests to see if it works well with surfaces that are to be varnished.

Thought I had my Falmouth sold to her, but she must have had a better deal crop up in Seattle. Perhaps my BMW diesel engine turned her off, since more recent hulls have Yanmars. At any rate, I know that what I have will be in bristol shape when I get the bright work back on *Second Look*, and I will enjoy her this summer on Canyon Ferry and Flathead Lakes, and perhaps a trip over to the San Juans. Know the boat will be easier to show when it is back in the water. Hope you are looking forward to great sailing on the Bay this summer.

John Riebe

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### *Hokje, FC # 18*

Nice to hear from you and to see the newsletter in good shape. Great website! I really enjoyed archiving the old newsletters I had missed before I became an FC owner. I'll try to scan a few photo's of *Hokje*, and hopefully they will make it to you. Thank you for doing a great job with both the newsletter and website!

Progress with *Hokje* has been slow. We were busy buying a house and moving in July and had a baby in October (her name is Sheridan, 4 months old now!). Hopefully the pace will let up enough so I can finish *Hokje* and finally get her up to the bay. I did manage to accomplish a few projects and do a bit of day sailing off King Harbor. So far I have been extremely impressed with

the FC's abilities at sea. I really look forward to sailing her in more challenging conditions which I'm sure will only further highlight her capabilities and delight her owner!

I hauled *Hokje* in May 2001. I did bottom paint, new LP for the boot and shear stripes, some minor glass repair on both sides (cosmetic in nature), a small gelcoat repair, and I removed the old carpet from the cabin and stripped and prepared the inside of the hull. I buffed-out and waxed all gelcoat and it's incredible the vibrance and shine it still holds after 21 years! Most impressive was the shape the exterior of the hull was in. After 21 years in the water, not a hint or bit of evidence concerning blisters. The only show of any moisture was some slight retention of water in the rudder, but no signs of any delamination could be detected. Perhaps I'll investigate swapping out rudders, maybe going with wood? All in all, a true testament to quality materials and workmanship at the Crystaliner yard! Next I replaced the V-berth cushions, and for now I'm ok with the marine plywood cabin sole. It's functional, and I'm still undecided on how I want to ! finish this project.

Mechanically, the Yanmar 1GM is a little workhorse. It was time for routine maintenance,(filters, oil, engine zinc, etc.) and I also replaced the injector, had the injector pump rebuilt, replaced the muffler and adjusted the valves. It starts on 1 turn, hardly smokes and runs great! I even made a trip down to SLM in Costa Mesa. It was nostalgic to talk with Dick and Tommy, the two superb shipwrights who built *Hokje* over 21 years ago. They even remembered the boat and her original owner Don Stadt. Roger was already gone, but I met with Sumio and he was extremely accomodating with information and leads I was searching out for hardware, etc. My only disappointment (besides not enough sailing) last year was that I ran out of time and good weather for refinishing my exterior teak. After several discussions with Jack Lelah (*Hokje's* previous owner), he felt confident the teak would come back nicely and I shouldn't have that much more work awaiting me. He also reiterated his gracious offer to be my mentor and help me with my initial attempt at *Hokje's* brightwork.

Since I am keeping *Hokje* relatively simple (a la Pardey's), I only see a few projects remaining before I'm satisfied with her condition and fit. I'll probably see Skip at Elliot-Pattison for a new set of sails (perhaps we could discuss later appropriate sail plans and combo's for the bay?). Running rigging needs replacing (with the addition of a down haul for the jib), a full deck awning, maybe self steering and new batteries and I'm ready!!!!

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### *Angelsea, FC #19*

*Terry Hill e-mailed **Good Old Boat** magazine for information regarding John Vigor's safety at sea rating for the Falmouth Cutter. Here is what he learned.*

To: jerry@goodoldboat.com  
Subject: safety at sea factor  
Hi!

I have been enjoying the reviews by Mr. Vigor of great sailboats. How does the safety at sea factor get assigned? Is it a mathematical formula?

Terry

To: "Terrel Hill" <h\_terrel@bellsouth.net>  
Subject: Re: safety at sea factor  
Hi Terry

John's safety at sea factors are completely subjective. Actually, I don't know any practical way for them to not be. Actual safety records (boat by boat), do not exist.

Even the capsized screening formula is a very rough indicator at best, and contrary to a fairly

popular misconception does not attempt to predict the tendency to capsize, but rather the likelihood of recovery from capsize which is a very different thing altogether.

John has had a fair amount of blue water experience, and I think his opinion is based on that.

Jerry Powlas  
Technical Editor, Good Old Boat magazine

To: "jerry" <jerry@goodoldboat.com>

Subject: Re: safety at sea factor

Jerry,

In June 1999 issue John rated the Bristol Channel Cutter a 9 of 10 for the safety at sea factor where in the latest article on the Falmouth Cutter (difference is 7000lbs and 6 ft overall longer) he rated the boat a 7 of 10 for this factor.

I was curious, the design is nearly identical. Same builder. Only major difference is length, beam, and the weight. Hull shape is nearly identical. Ratios too.

I expected the factor would have been identical to the BCC's. I'd love for John to give an explanation. I actually feel safer handling a smaller craft in heavy weather than handling a larger one.

Terry

To: "Terrel Hill" <h\_terrel@bellsouth.net>

Subject: Re: safety at sea factor

I passed your question to John. I'd say however that given two very similar designs as is the case here, the larger would usually be thought of as safer. That is an indefensible generalization that could be debated until the cows come home, but one that is generally held. That may have been what was on John's mind.

Jerry Powlas  
Technical Editor, Good Old Boat magazine

To: "Terrel Hill" <h\_terrel@bellsouth.net>

Subject: Re: safety at sea factor

Terry:

The thinking behind my seaworthiness ratings is explained in the introduction to the book, but basically the reason for the lower rating of the Falmouth Cutter is its size. For reasons too numerous to go into here, a good big boat is safer than a good small boat, all else being equal--so the ratings are biased in favor of the bigger boats.

I, too, feel safer at sea in a small boat that I can physically control. But I know that, despite my feeling, a bigger boat would be less likely to capsize and would take longer to flood and sink if she did. Stability rises as a cube of boat length so a bigger boat stands up to her canvas better. She'd also be better able to claw off a lee shore, the cause of many shipwreck. The smaller-is-better argument applies only to short-handed sailing. Given a normal crew on a well-found boat, bigger is always safer.

The fact that a tiny 22-foot boat like the Falmouth Cutter rated 7 out of 10--better than some much bigger boats--is actually a great compliment to her design and construction.

Cheers.

John Vigor

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### *Ferial, FC # 25*

I hope this message finds you well and enjoying your FC...I have decided after 10 years of cruising to sell my 33' freedom cat ketch and also put the Falmouth Cutter I have owned the past 3 years #25 *Ferial* up for sale since I will be moving to Colorado in September to open an Inn in the Breckenridge area. Would you please list my boat for sale in the next newsletter? She has been

completely refitted after I brought her to Maine from the Bahamas: sails cleaned and repaired, Yanmar engine removed and new fuel tank, lines & gauges, engine mounts, bilge pump, battery charger and shore power outlet installed, new cabin lighting, new fabric on all cushions, new sail covers, new Life Lines, and a new Lyle Hess fatty knees sailing dinghy. The forward cabin has just been professionally finished in port orford cedar. This boat has a unique interior with 18 custom cabinets and lockers, also made in cedar. She is a joy to live aboard with her custom built, British Channel Cutter type forward Hatch offering lots of light and ventilation along with a large icebox and stove. She looks and acts a proper yacht. Asking price: \$49,000.

Chris Spohr  
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e-mail: chrisspohr@pocketmail.com

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### *New Salt, FC # 30*

Would you please add me to your electronic mailing list for the fc newsletter? I saw the one on the Sam L. Morse web site, from summer 2001. I hope that it's still happening -- I know how much work it is to put out a regular newsletter, particularly keeping it up over an extended period of time.

I am the delighted new owner of *New Salt*, previously *Buckshee*, two owners ago. I don't know what the hull number is, but the date of manufacture is 2/92. I am in Massachusetts, but sail out of Connecticut -- *New Salt* just crossed the country on a truck from Seattle. Made it into the water this past week, and should be sailing soon!

I loved seeing the pictures of Mijita in the recent issue of Good Old Boat-- what a lovely, beautiful job you did with the interior. It's been giving me lots of happy ideas.

Thanks much for all your efforts -- the newsletter contributed quite directly to my having the wonderful pleasure of getting to sail a Falmouth cutter now rather than years from now. The timing of various events was really quite amazing.

Best regards,

Shemaya Laurel  
smountainlaurel@aol.com

*Welcome to the fleet. I had heard that a Falmouth Cutter was for sale in the Seattle area. But I didn't know which one. According to my records New Salt is hull number 30 from the Sam Morse Co. Since they did not build a hull number 13, yours is the 29th FC built there.*

*And thank you for your kind words regarding the FC News and its influence on your choice of boats.*

*Ron Walton*

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### **For Sale**

*Calculated Risk, FC #31. 1993 semi-project boat requiring exterior woodwork and forward cabin completion. Purchased while I was shipping for a circumnavigation, life changes mean I have been unable to complete the refit. Many new parts including custom castings for hardware, aluminum spars, doug fir boomkin, and bowsprit. Main cabin mostly complete along the "Pardey" line. Working sails and 4 stroke outboard as well as many other accessories and parts. Lying Annapolis, MD. Asking \$26,000/ negotiable to good home. Contact Rob Young at 703-780-3747.*