

THE FALMOUTH CUTTER NEWSLETTER

JUNE 1983

FOUR ISSUES PER YEAR

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SANTA BARBARA

Designer's Notes

from Lyle Hess

This is like introducing the Lyle Hess show, starring Lyle Hess -- with today's guest host, old what's 'is name. Lyle is off on a design project but will have a column in our next issue. He is also busily working with Larry, who is making lots of changes as he builds his boat. In the meanwhile, we will use this space to get started on the first gathering together of FC owners. The BCC owners do it (get together, see Sam's column), and when the NS 27 owners did it, Lyle Hess was in attendance. Lyle intends to be at our meeting, as does Sam, and maybe the cruise to the Island. Lyle has in the past spent a great deal of time on Santa Cruz and has some interesting experiences to recount.

So -- about that gathering of the FC owners and boats in the fall. Nearly everyone who commented on the idea of a get-together liked the idea of a cruise to Santa Cruz Island and of Ventura as the place to meet. Jim Hughes is the only owner who is currently berthed in that area, and he has volunteered to be the coordinator of the event, or the wagon master, or the cruise director, or whatever is needed. With Jim and his wife, Gayle, taking it on, chances for a successful meet have skyrocketed!

There are some ideas that we have kicked around, and we would like to hear about yours. (Jim's address is listed in the enclosed directory, and he is the one you should contact to work our your plans to your own satisfaction.)

Jim tells me that they have opened up a marina section, Ventura West Phase 2, that would be ideal for the group; the rates are reasonable for visitor slips; and he should be able to arrange for us to be berthed close together. He intends to check further.

Although everyone agrees September is the best weather month for cruising the Channel Islands, it is difficult to pick out a particular weekend without having some kind of poll. Assume that there will be a get-together in Ventura, perhaps on a Friday afternoon/evening, maybe a barbecue; and that those who wish will cruise over to Scorpions anchorage Saturday morning; then play it by ear from there, some heading back, some moving around the Island. But which weekend should we choose?

Labor day weekend is not the best for finding good, unoccupied anchorages on the Island. Jim likes the idea of

Builder's Notes

from Sam Morse

We've sold F.C. hull No. 20 to Mr. and Mrs. Carroll W. Allen (address inside, Ed.) In the absence of any exciting Falmouth news, I might add a little on the B.C.C.'s. "Maiden of the Four Winds" was driven on the rocks at Hilo during their hurricane. She was holed, sunk, and salvaged. She will need some major repair, but will sail again. "Vagabundo", one of the vessels driven ashore at Cabo San Lucas, and one of the few survivors of that incident, had moderate damage and is cruising again. "Foxfire", who was 150 miles S.W. of Cabo during the night of the storm, was hit by 65 knot winds, 25 to 30 ft. seas, and her owners hove to for 18 hours during the worst of it -- damage only to her canvas dodger and weather cloths.

Moral? 1. You're better off at sea than in an unsafe anchorage during a storm. 2. And since you can't always put to sea in time, you'd better have good tackle. Foxfire had previously ridden out a hurricane at La Paz on her 35# C.Q.R. Vagabundo put mistaken trust in a 20# Bruce. Prior to the Cabo storm Larry Pardey had suggested to Vagabundo's owners that they might better invest in a heavier anchor and chain instead of some new radio equipment they were contemplating. After the storm the owners could only say "Well, you told us."

The first annual B.C.C. Northwest gathering took place at Port Townsend the first of April and was a great success, and well attended, although not everyone brought his boat. Another outing is planned for August, in Canadian waters. I hope you pursue those plans for a Falmouth get together this fall.

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meeting the second weekend in September, because that way we could maybe bring in those owners who were on the road or seas on Labor day and have them extend their vacations to the following Friday, the 9th. But Jim is willing to consider any weekend of the month as long as there is some agreement. The later it is in the month, the less crowded will be the SC anchorages.

Send your choice of September weekend to me at this newsletter address, and we will go with the consensus. If you are coming from the north, you may wish to meet on a Saturday or Sunday at the Island rather than meet with the rest of us earlier, in Ventura. If you can spend more than a weekend at the Island, try to do it; there is much to see. (Ed.)

EDITORIAL

* * *

In the last issue we promised to put in John Riebe's informative account of how he steps his mast. It can be found in the LETTERS section. In a succeeding issue we will present other procedures, such as the one devised by Max Christensen, also the method Duane Madinger uses with his hinged mast.

There have been some fun times with "Searcher". I took four trips to Santa Cruz Island last summer and fall, with crews of two or three, my brothers, my son, and other great friends, in weather that ranged from light air to 30 kt winds and 11 foot seas, and she performed beautifully and always felt well under control.

There are lovely, isolated coves all around for anchoring, and little beaches (or rocky shoals) for taking a dinghy ashore and exploring canyons and wooded hillsides, rarely encountering man, only indigenous foxes or wild sheep. Fern-lined streams with bathing pools etched out in the rock run down to some of the anchorages, like Fry and Lady's on the south shore.

When friends were here from Arizona in September, we dropped anchor at the mouth of painted Cave in the cliffs of Santa Cruz and rowed 600 feet into the black, rock-lined interior, then turned right for another 150 feet or so to the end. With a large spotlight we picked up the yellow and red lined walls and noisy, smelly sea lions. It was big and impressive like a cathedral.

Had a last cruise before hauling out with my son, Dan, and two of his friends as crew. We came back from Fournery's at the west end of Santa Cruz Island during the first day of the big November storm. When we first heard the small craft advisory on the VHF weather channel, Searcher was already responding to the storm. Seas were crashing over the boundary rocks in Fournery's anchorage and breaking on her pitching bow in the early morning. We weighed anchor and beat up Santa Cruz Channel to clear West Point, and the sail home was exhilarating. Searcher sailed higher and moved away from a sloop-rigged H-28 that left the anchorage with us. When she rounded the point the H-28 continued on around the south coast of the island, so we couldn't compare performance on the reach home toward Santa Barbara. In the main channel, the seas were about 8 feet and a northwest wind was blowing hard enough that with double reefed main, reefed stays'l, no jib, in a quartering sea but on a beam reach we were racing along at 7 knots, well under control. She's a fine cruiser.

DIRECTORY OF FC OWNERS

Garry Adalian
5672 Bellevue Ave.
La Jolla, CA 92037
"English Girl" FH #8

Carroll W. Allen
PO Box 267
Pass Christian, Miss. 39571
"Aspeden" FH #20

Bill Andrews
31121 Holly Dr.
So. Laguna, CA 92677
"Carol Ray" FC #19

George % Will & Kendall O'Brien
2270 Westlake
Seattle, Washington 98109
NH #7

Ken Bybee
P.O. Box 151
Rio Vista, CA 94571
"Tullee" FH #10

Steve Casey
P. O. Box 14
Sausalito, CA 94966
"Siddhartha" FH #6

Paul Christensen
494 Alan Road
Santa Barbara, CA 93109
"Searcher" FH #17

Robert and Vanda Davey
Rt. 1, 37 Meadow Dr
Rockwall, Texas 75087
"One Trick Pony" FH #16

Michael Fellows
7420 Northrop Rd.
Alexandria, VA 22306

James Hughes
5231 Norwich Ave.
Van Nuys, CA 91411
"Popeye" FH #4

Ross Lawley
Rt. 2 Box 330
Woodland, CA 95695
Unnamed FH #15

DIRECTORY OF FC OWNERS -- Continued

Lewis M. Lyons
5473 Malvern Way
Riverside, CA 92506
"Aurora" FH #7

Duane Madinger
1522 St. Rose
Baton Rouge, LA 70808
"Brevity" FH #14

Bob Merry
12 Service St.
Oroville, CA 95965

Ingmar and Cathrine Mellin
P.O. Box 40503 Milpas St. Station
Santa Barbara, CA 93013
"Palanthia" NH #1?

Felix Mick
Rt. 1, Howell Point Rd.
Trapp, MD 21673
"Jolly Dolphin III" FH #3

Dick Moroney
2270 Ewing St.
L. A., CA 90039
NH #2007

Will O'Brien
2270 Westlake No.
Seattle, Washington 98109
"Tomaquag" FH #5

Rick and Marline Peters
337 Fuchsia Wy
Healdsburg, CA 95448
"Mariko" FH #9

Charlie Phillips
1022 Powell St.
San Francisco, CA

John Ramos c/o Capitanía De Puerto
Cabo San Lucas
B.C.S. Mexico
NH #3007

John and Nancy Riebe
Box 8895
South Lake Tahoe, CA 95731
"Second Look" FH #11

Chuck St. Johns; Good Impressions
Foot of Spring Street
Sausalito, CA 94965
"Wavewalker" NH #3

Carl Silva
PO Box 271114
Escondido, CA 92027
FH #12

Jerry and Gayle Smith
P.O. Box 24206
Nashville, Tenn. 37202
"ZZ" ?H #1

Don Stadt
4333 Colorado St.
Long Beach, CA 90803
"Hokje" FH #18

Victor Stumpf & Jennifer Firestone
2053 Newport Blvd
Costa Mesa, CA 92627
FH #2

Brinton Wells
942 Cole Ave.
New Braunfels, Texas 78130
NH #?

Jerry C. Whitehead
232 Court Street
Reno, Nev. 89501
FH #1

LETTERS

JOHN RIEBE'S MAST PROCEDURE

As to stepping and unstepping the mast, I found out quite early that one must take off the forward hatch cover and swing it to the side. It is not necessary to remove the hatch spring. Then place safety back-up 2" x 12" boards between the base of the mast and the cabin. Place a chunk of 4x4 in front of the base of the mast so that it will begin to lift the mast up as it swings forward. You must take out the bolt at the base of the mast where it goes through the tabernacle before lowering the mast too far, or the leading edge of the mast will sever all your mast wiring. I made this mistake so I have now routed all my wiring outside of the tabernacle which was no easy job. My VHF antenna also comes up next to the base of the mast, has a quick connect, and then loops up under the leading edge.

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When lowering the mast, I make use of the topping lift, which is reinforced with one halyard. Then extra lines are run from the tip of the boom down to the pulley blocks on the Boomkin and then to the main winches. Two lines run to both winches give better safety, especially if you have two people to man these winches. On land we find a sloping roof that one guy can get on to handle the top of the mast; on the water, find a high pier. Another man is needed to guide the base of the mast and work the bolt out at the right time, or slide the bolt in, since one must often use a small crowbar to help line up the holes. Remember to remove the bolt before dropping the mast more than 30 degrees since you will elongate the bolt hole in the base of the aluminum mast as the bolt begins to bind.

The shrouds must be loose almost to the ends of their threads when lowering or raising the mast, and the man at the base must be sure that excess slack is taken up as the mast rises. Of course, the forestay must be threaded to approximate tuning position before the mast starts up, so that it will prevent the mast from falling over astern. I say these obvious things for beginners since I was in that category once. If one over tightens the shrouds before raising the mast, one will note early that undue strain is placed on the stainless steel thru-hull bolted tangs which may result in splitting the teak. I told you I learned the hard way! The winches are great for raising the mast as well as lowering, but one can see that four men are ideal for the total operation...

John Riebe