

FC News

Editor: Ron Walton

Summer 1998

Welcome to the Summer 1998 issue of the **FC News**. It's hard to believe that it has been a year since I volunteered to become the editor. Thank you for all your support. And keep those letters coming.

On May 29 the Falmouth Cutter fleet increased by one as FC # 36 *Zarpé* was launched in Newport Beach. Jason Feeny, her proud owner, has spent the past seven months in Costa Mesa overseeing the construction of his dream boat. I took the time to go to southern California for the launch and got a personal tour of *Zarpé* conducted by Jason the day before the launch. And I can testify that *Zarpé* is beautiful. She has a black sheer stripe, all bronze chainplates and deck fittings, a wooden rudder, varnished bulwarks, varnished teak hatches, varnished interior with maroon colored upholstery, a Taylor kerosene stove, and an inboard engine. I also got to crew on *Zarpé* for her first sail, from the launch site to the Shamrock Bar for the post launch party. She sailed very well, with the helm well balanced even as wind gusts submerged the starboard jib sheet winch and threatened to force us to reef the main. Other crew for *Zarpé*'s first sail included Jason's uncle John and Roger Olson. Needless to say, Jason was so ecstatic he could possibly have walked on water. Jason promises that he will send me a letter soon describing what it's like to oversee the construction of one's own boat. Jason also indicated that he would like to sail *Zarpé* south to Mexico, Costa Rica, and other destinations before eventually returning home to Mendocino County, California. In Costa Rica, *Zarpé* means "one for the road".

In April, I was host to Roger Olson, president of Sam L. Morse Co., and his girl friend Marcela as they stopped in to inspect *Mijita* at her dock in Alameda. They, plus Mike Pearson, editor of the **BCC News**, and Mike's girl friend Lisa, had come up to the **2nd West Coast Sail Expo** boat show which took place in Oakland, California. In only its second year, the **West Coast Sail Expo** is already The Boat Show for sailors on the west coast of the U.S. with many new boats and more equipment vendors than I have seen at previous Bay Area boat shows. Hopefully, in its third year the **West Coast Sail Expo** will even be better with the presence of a new Sam L. Morse Co. boat.

In this issue of the **FC News** are letters from the owners of two boats, Mary White of *Sapo* and Keith Smith of *Maid of Slapton*. Mary answers the questions I asked her in the Autumn 1997 issue and confounds me with the possible existence of a third FC # 7. Or is it FC # 13? Mary and *Sapo* are still in Malaysia. And Keith Smith brings us up to date on owning and maintaining a yankee Falmouth Cutter in Queen Elizabeth's court.

Also, in this issue is an updated owner's list.

Finally, and sadly, I end my column with an announcement of the death of Paul Christensen, owner and skipper of *Searcher*, FC # 17, and previous newsletter editor. Paul died several months ago and I would like to express belated condolences to his family from myself and the fleet. *Searcher* has been sold to Robert Carmody of Santa Barbara, California.

Thank you.

Ron Walton
Mijita, FC # 5
1671 Via Rancho
San Lorenzo, CA 94580

Sapo, FC # 10

“To answer your questions:

- 1) Singlehanding? Yes.
- 2) Fill in voyage? It's all there on lines 1 & 2 via lines 4 & 5 of the letter you printed.
- 3) Why go? I wanted to find out what it would be like all alone, at sea, day after day after day.
- 4) How prepared? Check rig, check sails, buy charts, GPS, food and watermaker.
- 5) New Zealand / milk run? Never a plan -- 2 compelling reasons in 1994 (when I left Mexico) -- a) Cat aboard & b) Latitude 40 degrees South runs thru New Zealand. [by 1995 the paternalistic N. Z. government would have refused *Sapo* permission to leave ... Is not the N. Z. BOYCOTT still politically correct???
- 6) Dinghy? Deflate, fold, stuff into bag, drop bag into forepeak. Always.
- 7) About FC # 7s. Perhaps there are three of them: *Hay Chihauhau* is another (an NS-7), J. Ramos last known address P. O. Box 371, La Paz, B.C. S. 2300, Mexico) finished *Hay Chihauhau* himself -- not factory finished. For some (lost to memory) reason, I think (?) his hull is / was the phantom # 13.”

“I would not be surprised if *Hay Chihauhau* is still happily floating in Mexican waters. Why not take *Mijita* for a little vacation next November and ask about it in La Paz harbor?”

“Regards. “

Mary White

With regard to the New Zealand boycott, I presume it is continuing. But, I think that if a cruiser wants to visit New Zealand he/she should go; finding a way to leave when you want to is just a new part of the game. And, the legality of the New Zealand law is still being argued in court down there.

I have heard recently that there may have been as many as 20 Falmouth Cutters produced by Heritage Marine. So Hay Chihuahua might have hull number 13 if she is not a Sam L. Morse Co. boat. There is no file at Sa.m L. Morse Co. for a FC # 13.

*Finally, Mexico could figure in my plans by autumn ifel nino ever departs so I can finish some necessary projects on *Mijita*.*

Ron Walton

P.S. Mary has provided a Malaysian address. She did not say if it is a change of address, but perhaps some members of the fleet would like to write her directly. The address is:

Mary White / yacht SAPO
c/o Poste Restante
07000 Langkawi, Kedah
Malaysia

Maid of Slapton, FC # 32

“My letter is prompted by Larry Schmidt's account of his downhill sail when taking *Mon Desir* home. The comment was 'a bit more rolling than I liked' -- I guess perhaps an

understatement. Anything to reduce downwind roll must be a good thing and, I thought, the enclosed article from **Sailing Today**, a relatively new UK magazine, might be of interest. I know that a pair of headsails poled out is not a new idea, but the method of transfer of thrust to the hull might be of interest.”

“I have enclosed the original pages from the magazine as I did not think they would reproduce very well. If nothing else they might be a source of discussion. The expense probably would only be worthwhile to anyone considering long passages. I leave it to you, of course, to include in the **FC News** if you think it might be of interest.”

“As far as my own boat, *Maid of Slapton*, is concerned I have to, unfortunately, put my sailing interests onto ‘hold’ until the middle of the year. Since February I have been on a fairly intensive training course with a new employer in the London area. After July I shall be working a two weeks on / two weeks off schedule which will be ideal but, until that time, the company insist on a full time consolidation period.”

“Prior to restarting work I had a fairly productive winter. I removed the Groco sea toilet, holding tank, and all the associated plumbing. This has really given me a great deal more stowage space and, after finding a first class g.r.p. specialist who removed the sea cocks and faired up the hull, removed two of the points where the ocean might intrude! A Porta-Potti chemical toilet keeps me acceptable when inshore.”

“A couple of water based products have proved most successful. I used these for last year’s sailing season--April through to the end of October in my case. The first was Blake’s Sea Tech antifouling. It was easiest to apply using a large brush -- I spent some time with a roller but experience showed brushing to be much more effective and quicker bearing in mind the various curves particularly towards the after end of the keel. A water soaked rag quickly removed a couple of splashes above the boot top due to a moment’s distraction. Clean up of brushes, rollers, and pads is, of course, so simple provided its done right away. After hauling the *Maid* and a high pressure wash I could have just put on three or four more coats and dropped her straight back in with an immaculate bottom.”

“The other treatment was for the teak bulwarks, hatch covers, deck boxes, *etc etc*. The original coating was Cetol, but after a year afloat in Newport Beach and infrequent visits from myself plus the passage to England, as deck cargo, the brightwork actually looked like sadly neglected varnish. Wanting to retain the warm look of the natural wood, I sanded back to the bare teak and applied **Burgess Wood Sealer**. This water based product dries very quickly so a second coat can go on after thirty minutes. Two coats is max otherwise the wood will become too dark. The sealer provides good u.v. protection and has been used successfully on commercial vessels. Another product, **Topgloss**, from the same manufacturer can be applied over the sealer to give a harder gloss finish. This water based varnish is also very quick drying but, although u.v. stable it is not a u.v. barrier. I have started to apply **Topgloss** straight onto the teak down below where u.v. protection is not a factor -- it looks good.”

“No, I have no commercial interest in either of these companies! Anything that keeps her looking smart without a great deal of effort is, for me, a bonus. I know the purists only consider multiple coats of varnish to be acceptable but something that only requires fresh water and a kitchen plastic scourer before retreatment is a plus for me.”

“I seem to have rambled on for a little too long but Roger Olson will tell you that just occasionally I get the writing bug and it’s difficult to stop. For someone who hates paper work that is truly something. Please pass on my letter to Roger and tell him that U.K. propane tanks just screw right on to the U.S. connections. No conversion is required. Horizontal tanks are illegal over here but the smallest vertical tank just fits into the standard Morse deck box. The regulator and solenoid have to be moved slightly but otherwise there is no problem and a spare tank fits very snugly on it’s side in the other deck box.”

“Best wishes to all Falmouth owners and an open invitation to any passing through the U. K.

to contact me for a visit -- even perhaps a sail along the Devon coast and, time permitting, a call in at Falmouth.”

“Very best regards,”

Keith Smith

Thank you very much for your letter and for the articles on the down wind sail rig, the water based antifouling paint, and the Burgess Wood Sealer. For anyone wanting a copy of the articles Keith sent, please send me an SASE (self addressed stamped envelope).

Ron Walton

Mark your calendars!!

The new factory Bristol Channel Cutter under construction at Sam L. Morse Co. should be launched in late June and Roger Olson invites all Falmouth Cutters and Bristol Channel Cutters to a rendezvous at Santa Catalina Island on the weekend of July 24 to 26.

Blue Water Sailing

Be on the lookout for the June 1998 issue of the magazine **Blue Water Sailing**. It has a cover story about the Bristol Channel Cutter and the managing editor Nim Marsh has told me he is collecting information to do a future story on the Falmouth Cutter. If you cannot find the magazine on your local newsstand, the magazine's telephone number is (888) 800-SAIL.

A Falmouth Cutter for Sale

FC # 26, currently unnamed, is for sale in Santa Barbara. Contact Tim Brennan at (970) 259-6000 for more information.