

THE FALMOUTH CUTTER NEWSLETTER

JANUARY 1985

THREE ISSUES PER YEAR

VOL. 1 ISSUE 8

SANTA BARBARA

Designer's Notes from Lyle Hess

"Thank you for continuation of your Newsletter; it is not only enjoyable, it is extremely helpful getting ideas from the Falmouth Cutter owners."

(Ed. "Thanks, it's my pleasure. Don Hunter of Scappoose, Oregon, wrote to me with the following inquiry: 'Are there any Hess designed 26's in your group? They're built in the southeastern U.S. A design between BCC and FC in size...' What do you want to say about the '26, Lyle?")

Lyle. "I designed the 26' cutter to fill the gap between the 22' and the 28'; I also wanted a fiberglass, or wooden, model to give a little more elbow room than Seraffyn. I have plans for this boat for wood construction."

(Ed. "Next topic: Falmouth Cutter owner, Rex Smith, wrote: 'To add to the cockpit safety and to gain comfortable back rests port and starboard, I rigged two 3 inch wide oaks boards from the boom gallows to the first forward stanchion. We gave the oak a little warp for cockpit contour ... wonderful backrests when at anchor or sailing ... Of course, I'm eager to learn a better way if someone has a better solution.'")

"What are your notions on the oak boards, Lyle?"

Lyle. "Tell Rex that I think his idea of a back rest is great. I think if I were to tool the deck again, I would provide for a coaming to be put in. As long as there are ample drains in the cockpit this small well will drain quickly. If one keeps the cargo stowed properly, and watches his weights, I feel, except for knockdowns, it will be difficult to get green water in this buoyant little hull."

A Happy Holiday Season to you and all my boat owners."

(Editor's note: My own opinion is that with the bulwarks already in the cockpit area with double life lines -- Rex has single - the addition of boards is not necessary for safety. But undoubtedly the boards would add to the comfort when sitting in the cockpit. The boards are a neat idea. Some of us, e.g. Jim Hughes, have found satisfactory seating comfort from the use of 1.5 inch diameter pipe foam covering both life lines in the cockpit. I'm glad you didn't add a coaming, Lyle. What would have happened to the fine lines of the FC?)

Builder's Notes from Sam Morse

LIN & LARRY PARDEY AND THEIR NEW "TALEISIN"
WIN BRISTOL CHANNEL CUTTER CUP

On September 8th a fleet of 10 Lyle Hess - designed cutters sailed out of San Pedro Bay in the first of what will be an annual "Bristol Channel Cutter Cup" race series. The different models, including Bristol Channel Cutters, Falmouth Cutters, and Lin and Larry Pardey's "Taleisin", started at 0125 near the "Queen Mary" in Long Beach.

Conditions were less than ideal, with the skippers struggling to find a breath of air under a blazing hot sun. With winds varying between 1-7 knots, the course was shortened in order to ensure the return of all participants in time to enjoy the planned dockside festivities and barbeque. The course took the racers down the Bay to the L.A. light, thru the Harbor entrance, back easterly on a run to the Long Beach light, and finally into the Harbor for a reach to the finish line at Grissom Island. The course distance was about 11 miles.

At the very outset of the race, with wind of only 1 or 2 knots, the three smaller Falmouth Cutters managed to pull away from the rest of the fleet by perhaps a half mile (which took a discouragingly long time). Further down the Bay a better breeze helped the larger boats show some muscle and they all moved -- Continued on Page 4 --

* LETTERS *

Dear Paul,

"Anodyne"

November 1983

Greetings from the North: Holding down, as I assume I do, the northern outpost of F. Cutterdom I will note that August 28 saw our first snow on the mountains. "Termination Dust" as its known - Sam can, by virtue of his WW II service in Juneau, vouch for the fact that while rain/snow will now be the order of the day/night even the darkness of winter doesn't preclude the best sailing in North America.

35 or so daze from Seattle -- 970 miles -- with no engine (and, foolishly, no oars) not too bad. Counted over 186 whales including one 22 foot cutter who circled Anodyne with a radius of plus - five feet for the better portion of 25 minutes and 3/4 inch of rum. Gave up on eagles since they are everywhere. -- Continued on Page 2 --

EDITORIAL

* * *

There are so many contributors to this third-of-a-year issue that I will cut the editorial column to a minimum. The next issue of the Newsletter is due out in June, by which time I expect to be back with "Searcher" from trailering to and cruising the Sea of Cortez.

--- LETTERS --- "Anodyne" continued from p. 1.

Set the hook(s) some 52 times --- "good tidings" is the old phrase. Anchoring is my only big "refurbish". Having corresponded with Sam and decided that a redesigned bowsprit/roller is too spendy, I will most likely opt for the lo-tech solution favored by commercial fisherman in these parts to protect their plumb bows from the chain -- sacrificial teak strips flared out on either side of the stem. Keep the chain off the gel-coat and render less destructive the ubiquitous flotsam. Was pondering bowsprit rollers and decided to put five little nubbins on the sprit which will keep a 3-strand quoit with snatch block far enough out to ease stress on the bobstay, etc. The savings in welding alone could keep me in beer for a month -- no small consideration with only 5 hours of daylight in midwinter.

The plan is to get her ready enough to spend a winter month in Glacier Bay -- run a small trap line and hang some web for the fishies, cut fire wood, watch the ice bergs melt and read Shakespeare I never had time for when I was studying - most optimistic/hopeful thing I've done this year is order solar panels. I've not lost hope that the golden orb is out there somewhere.

It's clear/cold. The Aurora "borealis" looks nice tonight. Guess you've got to take what you get. Ciao,
Steve Willingham, 1635 Harbor Way, Juno, Alaska 99801

Dear Paul, "Simpatico" - #22 November 1984

Enclosed is our contribution to the Newsletter. Please accept our apologies for taking so long to contact you. Our boat, Simpatico, was delivered November 15, 1983 in Seabrook, Texas. She was totally completed on the exterior by Sam Morse; however, below deck she was bare save only the D/S settees, table, and major bulkheads.

Since December we have spent more time trying to finish off than sailing. We plan to leave Houston for an extended cruise of

the Mexican Carribean, Florida Keys, Bahamas, Caicos, etc. in October, 1985. Our ultimate goal is to take "Simpatico" to the canals of Europe and the Greek Isles...

I insulated the entire boat, ceilings, overhead with 3/4" foil backed exterior insulation; this acts as a noise insulator, cuts down on condensation & hopefully, the foam will give us more radar reflectability. In the V-berth, I enlarged the chain locker somewhat and it easily holds 200 2 1/2 gallon containers of H2O. The rope locker is somewhat smaller than Sam's standard boat, but it still holds all that we care to put in there, which includes one 2 1/2 gallon H2O container.

The V-berth itself is full-size athwartship, which gives us a large queen-size berth at the shallows. I moved the ice box from under the chart table to under the V-berth just forward of the door. This enabled us to enlarge the ice-chest to 48 quarts, put the weight on the centerline and down low, and access is surprisingly easy. The compartment for the chest is full insulated and ordinarily 10 lb. of ice will last 3 days.

P/S locker-shelves complete the V-berth areas; as of this writing I do not know what type of wood that I will use to finish the ceilings & overhead. For bilge paint, we used two coats of Interlux Epoxy Primer. Presently, we are working on the chart table & galley. (We are at) Southshore Harbor in League City, Texas, Pier 10... Adios Amigo,

Rich & Connie Nowak, 200 Pecan Dr #202, League City, TE 77573

Dear Paul, "Hokje" Nov. 2, 1984

Just a note to thank you for joining me in the race a couple of weeks ago. With your help as helmsman and with the expertise of Karen & Barry Moore I couldn't lose. Hope we can do it again sometime. Talked with Sam the other day and he mentioned the possibility of a race to Catalina. Sounds good to me. Here is a \$2.00 for the Newsletter -- you do great job on it. Good sailing.
Don Stadt, 6333 Colorado St., Long Beach, CA 90803

Dear Paul, "Popeye" November 2, 1984

We are just getting ready to leave dock for Mexico, so I thought would drop you a line. We finally met Larry & Lynn Pardey...We had met Lynn's folks at Santa Cruz Island and they got a tour of Popeye.... Popeye is sailing great at 8500#.

P. S. We got the polaroid camera and we've been having fun with -- Continued on p. 3 --

it. (Jim listened to one of my recommendations, to buy a Sun Camera, but instead of following another suggestion, that he get the portable model Dometic refrigerator, which fits neatly in the cold food compartment across from the galley, he opted for a relatively large Norcold that he found space for atop a forward berth! Ed.) Sincerely, Jim Hughes

(-- Hughes continuing in later letter, December 24, 1984)

...Off to San Diego we went to meet up with Denny, Stephe & Gaelen on "Clover" (our "buddy boat" to Mexico), go to the P.M.S. Cruiser Kick-off Party and pick up the last minute items that we just couldn't leave without...

On Nov. 4 we finally left San Diego for our first really long offshore voyage, non-stop to Cabo San Lucas about 750 miles south on the very tip of the Baja Peninsula. The first night found us off the Coronado Islands in Mexican waters. After a radio check with our friends in "Clove" we discovered that their radio would receive, but not transmit. That meant we could not have normal radio contact with them for the trip down. Both boats stayed within eyesight of each other for 5 days enjoying SE to W winds, then W to NW. We were averaging close to 100 miles per day after the first day...

About noon on Nov. 8 we started to get our first worsening weather. The wind was blowing a steady 20 knots with higher gusts, and the seas were starting to build. The only problem was that the largest waves were behind us while the smaller waves came from 2 other directions. We had a poled out genoa (230 sq. ft.) and reefed main, and with Eugene Steering we were surfing at 7-8 knots. (We can't say enough about Eugene! He steered the whole way down except when we motored using the autopilot.) That night the wind & seas increased. By 10 P.M. Gayle had put another 2 reefs in the main & moved the poled-out genoa forward to depower it. We were still surfing at 8-9 knots at times. I got up and we replaced the genoa with the working jib (128 sq. ft.) and shook one reef out. It was blowing about 25-30 knots.

The next morning we lost contact with "Clover" and were not to see them again until Cabo. Our noon-to-noon run was 217 miles that day. The wind came down a little, but the seas remained the same, about 6-15 ft., depending on the direction. We had a great sail with Eugene handling all the hard work while we kicked back. We were worried about "Clover", but there was really nothing that we could do.

The next 24 hours we sailed 125 miles, then the wind started to die. Our taffrail generator put out about 200 amp-hr in those 2 days. In fact, all our equipment functioned well. For us Sat Nav

and refrigeration are luxuries we will always have along... The next 2 days were uneventful. We motor sailed when our boat speed dropped below 2 knots...

At noon on Nov. 8 (Thursday) we sailed into Bahia Cabo San Lucas having covered 760 miles in 8 days. We anchored in the outer harbor.. On Tuesday "Clover" arrived, and we were surely glad to see them. They had heaved to for part of the two nights during the storm, and Denny reported that it seemed as if he were at anchor. There was very little motion, and no waves broke on "Clover".

While at sea we took no waves over the stern. The only time the cockpit got wet was from the waves on the beam. As we would roll, water would sometimes come in under the bulwark scuppers and go out just as quickly. We took no water on deck forward of the mast, and down below we were snug & dry. We stood 3 hour watches starting at 1900. We stayed between 60 and 120 miles offshore and saw only two ships until we started to close in on the peninsula. Our little boat brought us down with very little need of attention. Gayle could handle all aspects of the boat with absolutely no trouble. She handled nearly all the sail changes on & off her watches. You all must wonder what I did. Well, doesn't someone have to supervise? The bottom line is that Lyle Hess designed one hell of a boat! --- and we'll always appreciate the assistance from Sam Morse...

We'd appreciate any correspondence, newspaper clippings, pictures, gossip, etc. to help keep us in touch with home... address below. Have a safe and happy new year.

Jim & Gayle Hughes, c/o Susan Franks, 212 Calle de Andalucia, Redondo Beach, CA 90277

Dear Paul, "Seabirds" - Hull #23 September 10, 1984

Hope the Sept. 8th BCC Cup event was a grand success. How I wish Jeannine and I could have been in attendance. We enjoy reading L & L Pardey's books -- what a treat to meet and be with them -- and see "Taleisin".

I sent some pictures of Steve Willingham's boat to him a while back. Steve sent a thank you note to me with the enclosed message (See LETTERS, p. 1, Ed.) for the FC Newsletter. Steve had lost your address. I gave it to him again, so his future sailing adventures can be shared with the group...

Work commitments keep us sailing within a 20-30 mile range of Clear Lake just off Galveston Bay. Over the Labor Day

weekend we had overcast weather with light rain and some winds in the 25-30 mph range. My son and I sailed some 21 miles across Trinity Bay with stays and one reef in the main -- flying along comfortably at 5-6 knots. My son Mike owns an interest in a J-24 racing machine -- even he was impressed with the speed and especially the comfortable motion for such a small boat...

I'd like to note what we have done to improve the comfort of the cockpit of our boat "Seabird". We have single life lines. Jeannine didn't feel secure in the cockpit during some of our 30-40 degree sailing. To add to the cockpit safety and to gain comfortable backrests port and starboard, I rigged two 3" wide oak boards from the boom gallows to the first forward stanchion. The result is a feeling of protection in the cockpit and wonderful backrests when at anchor or sailing. If others like a backrest, this idea may be of interest. Of course, I'm eager to learn a better way if someone has a better solution. I tie the boards off with 1/8" dacron line -- clove hitches on top and bottom. I drilled holes in the oak boards to accommodate the tie-offs. Easy to remove and put back as needed.

Best wishes to you Paul -- thanks for the good job you do as ED of the FC Newsletter. Sincerely,

Rex & Jeannine Johnson, 2907 Summer Sweet Place, The Woodlands, Texas 77380

-- "Builder's Notes" from Sam Morse, continued from p. 1 --

ahead. It was soon apparent that "Taleisin", a bit larger than the B.C.C.'s and manned by a very talented crew, would never be headed. Lin and Larry Pardey had on board not only Lyle Hess, the designer and a very experienced racing man, but also Tom Linskey, an Olympic class sailor. Tom is currently building a Bristol Channel Cutter and has written about the experience in a National magazine.

Taleisin did in fact win by a large margin and was first to tie up in the nearby Long Beach Marina. First B.C.C. to finish was "Viajero", skippered by Steve Kaufmann. First Falmouth Cutter was "Hokje" with Don Stadt in charge. All race boats were able to tie up near one another in the Marina, soon followed by lots of boat hopping and a cooling dip in the Bay. Then came the barbeque, enlivened by music from Dick and Chris Todd playing banjo and mandolin, and Lin Pardey with her guitar. The Todds had worked feverishly to ready their new gaff-rigged B.C.C. "Chatauqua" for the race, and she was indeed a lovely thing to see.

Trophies were awarded to winners Steve Kaufmann, Don Stadt, and the Pardey's. Winners of Special Category, "longest sail in order to enter the race," were Bob and Sonja Hammond, who brought "Peregrine" all the way from San Diego. As a grand finale, a very large and impressive looking flagon of rum, donated by Pusser's and "Yachts & Classics", was raffled off among the race skippers. The lucky recipient was Gary Felton of "Angel Sea", who proffered the traditional "Tot" to all hands. A great day.

(HOT FLASH ---- RECEIVED JUST AT PRESS TIME ----)

A number of B.C.C. and Falmouth owners have expressed an interest in a get-together on Catalina Island this spring.

SO LET'S DO IT!

Tentatively we are suggesting Sat.-Sun. May 4th and 5th at the Isthmus. The consensus so far is that these dates are late enough to give us a good chance of fair weather, but early enough to avoid summer crowds...

A race to the Island has been suggested but this would require a get-together on Mainland early morning for the start (when there is usually no wind).

It is thought best if we all arrive early at our destination so as to obtain moorings as close together as possible. We could plan for a Sunday race home when we are all together on the Island.

We plan a barbeque and potluck for Sat. evening. Each skipper will contribute a favorite salad or dish of some kind to the pot luck and also bring plates, silverware, and refreshments for himself and crew. The committee will supply hamburgers, buns, and condiments for all.

We would like an early expression from each one of you as to your ability to participate on the dates suggested, the number you would expect to have in your crew, comments on proposals we have made or new proposals of your own.

This can really be a great affair if everyone will save this weekend and determine to be there. Please call or drop me a note. Best regards,

Sam Morse, 1626 Placentia Avenue, Costa Mesa, CA 92627, 714 645-1843.

ANNOUNCEMENTS

* Have you done some cruising in the FC? Write about it. Or write about whatever is on your nautical mind.

* When you write, please include the name of your boat and the hull number.

* If you have been on the mailing list but have not sent in \$2.00 in the last year, why not do it now? If you encounter a FC owner who has not received the Newsletter, please let me know and will sent one along.

The Falmouth Cutter Newsletter
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