

FC News

Editor: Ron Walton

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Welcome to issue number 31 of the FC News.

In the previous issue of the FC News I reported that the Sam L. Morse Co. had ceased operations; building the Bristol Channel Cutter and Falmouth Cutter was no longer profitable at their southern California location. Sumio Oya, the owner of Sam L. Morse Co. has now "sold" the molds for both boats, plus all related molds and patterns, to Cape George Marine Works in Washington state. The molds have been trucked up there and Cape George Marine Works will be offering new BCCs and FCs in their line of boats. Like the Sam L. Morse Co., Cape George Marine Works only builds new boats when a customer orders one. As of now, I have no idea of what the price for a new Falmouth Cutter will be. I just hope they will be able to continue the existence of the BCC and FC as available new boats.

Here at the FC News I was busy with projects unrelated to boats or the newsletter for much of 2007. But now I have some time and so have put out this new issue. Also, I have completely redesigned my **Falmouth Cutter Web Site**. Check it out at the new web address: <http://homepage.mac.com/rwsailor/FCHome.html>. You can read this newsletter on your web browser if you click on the **iFC News** link there.

This issue of the FC News has letters from the owners of *Narwhal*, *Dora Rose*, *Sapo*, *Penny Come Quick*, *New Salt*, and FC #39, which still has no name.

Pictures of *Dora Rose* are now included on the **Photo Gallery** page of my **Falmouth Cutter Web Site**. Take a look.

Well, I hope this brings us up to date. Remember: *if the owners and admirers of the Falmouth Cutter 22s don't report FC news, there will be no FC News.*

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Narwhal, FC #1

Nope. I haven't listed her anywhere so have no idea why *Narwhal* is available other than there's another one with that name? However, I do occasionally threaten to sell her and retire to the beach in Mazatlan or some other warm and inviting place. So word gets around. Who knows? I have just had installed a brand new 2 cylinder Yanmar and will haul out next week for a complete going over and survey. My plan is to get her ready for another 5 years of "trouble free" cruising further south or? But first I'll take a short cruise up or down the coast and see if I AM READY FOR ANOTHER 5 YEARS?! My 72nd B'day comes due in a few weeks and I ain't what I used to be. We'll see.

Mike Latta

The boat for sale is also named *Narwhal*. She's a gaff-rigged, wooden 24' and very pretty with a low profile cabin. Looks a lot like *Seraffyn*. As to my heading West into the south Pacific again...I doubt it. My double-handed, non-stop voyage from San Francisco to the Marquesas, Tuamotos, and Societies in 1984/85 was a great experience and opened my eyes to the reality of hanging out there. However, it's very expensive now and additionally I have no interest in continuing on through the pirate-infested waters of the Solomons, Phillipines, Indonesia, Malaysia, and on around. I spent a good deal of time in Singapore, Malaysia, Thailand, and Indonesia back in

1990/91 upon my return from a couple of years in Africa. I soon came to realize that the people of the Far East Asia area are very different from us - physically and meta-physically - and not necessarily inclined to get to know us like they do here in normally friendly Mexico. As a single-hander, it would be difficult for me to even leave the boat safely anchored and go ashore in many places. So the hell with it. Life is increasingly too short to spend my time amongst peoples that are already pissed at me before they even meet me. That's why I've been centering my wanderlust thoughts on Panama and beyond. Ecuador had been my next fantasy port until hearing all about the recent economic and political up-sets going on there. And now they have passed new regulations that make all yachts subject to the same costs and agent fees required of the big commercial merchant vessels every time we go to a new anchorage there. Screw it! So Panama is sounding better. Now I just have to figure out how I can fit and feed 4 line handlers, 1 pilot, and myself aboard *Narwhal* and still maintain their 6 knot minimum speed thru the canal?! Oh, yeah. The fee is now evidently up around \$1,000 USD...one way!

So...many up-coming decisions. None of them earth-shattering. All of them fun, and each will be made in a lazy, linear fashion, as the need arises. Hope all is well and fun with you too.

Mike Latta

*Dora Rose, FC #2**

It's been so long since I have written, I don't know where to start. First we came into the nineties and we now have e-mail (vickis1200@sbcglobal.net), so please put me back on your list. Next, after 10 years of owning *Mon Desir*, I have renamed the boat *Dora Rose*. Dora and Rose were my two grandmother's names and they are both now deceased. I think they would have liked the boat being named after them. I have done a top-to-bottom refit so the name change seems ok.

Let me go through what I've done to the boat, perhaps it can be of help to others considering similar jobs.

- I got a new (new to me, but actually used) triple axle trailer with 6 adjustable jacks. It was originally a powerboat trailer, but now is perfect. I shortened the tongue, moved the axles, and built 6 supports for the screw jacks. Any 4 of the 6 screw jacks will support the boat, so the entire bottom can be painted. It tows nicely.
- All the fittings on the boat were removed and re-bedded. The chain plates were particularly difficult because of poor access to nuts on the inside. This job requires 2 people (my wife was a real saint as it was cold and foggy). I installed 1 inch bronze tracks for the staysail and jib blocks. This required pulling down all the overhead ceiling.
- Since the interior was totally ripped open, I insulated in areas where there was none and stripped and re-varnished all of the woodwork, including my new engine box.
- The exterior wood was all stripped and saturated with epoxy, then painted or varnished.
- The mast, boom, and whisker pole were stripped, primed, and repainted with polyurethane. I did it with a brush and it looks good.
- All of the wiring was replaced and a new battery system, battery switch, and main panel were installed. This was a way big deal with 160 solder joints all siliconed and heat shrink tubed.
- Last but certainly not least I installed THE ENGINE. It is a 10 horsepower, 2 cylinder "Westerbeke" with a 2 to 1 reduction gear. It has a 1 inch shaft through a flexible coupling and a dripless stern gland. The prop is a 12 inch feathering 3 blade model from *Veriprop*, made in Germany. I looked at all the brands of feathering props; this one took the least fore and aft space, it feathers beautifully, and the pitch is easily adjustable. The instrument panel is installed just inside the companionway hatch on the starboard side at a 45 degree angle so you can see it and start the engine just by reaching in from the cockpit. The engine control is a *Morse* single lever with kill switch located in the cockpit, recessed into the starboard side of the well.

The boat had always been outboard powered. I was advised by many to just sell the boat and buy one with an engine already installed. This was probably wise advice, but I like knowing the engine intimately and don't regret the experience. The engine is located about 6 inches lower and

farther forward than in a stock installation. This leaves the shaft nearly horizontal. So, I reshaped the aperture opening in both the rudder and the keel to allow better water flow and to meet the clearances suggested by the prop engineers. It is much smaller than in a stock boat. This required a lot of glass work, but it was worth it. The stern tube is an epoxy tube that I got from Sam Morse that was pre-bored to accept the cutlass bearing. They were very helpful with advice. All the glasswork was done with epoxy resin to better bond with the old polyester.

The boat is now launched and it is amazing that everything works. I think the boat actually sails a bit better as it is stiffer and has less weight in the ends.

Hope you are well and sailing often.

Larry Schmidt

Thank you for getting online. I have enjoyed your letters and our telephone conversations for the past 10 years, and I am glad to add e-mails to that list.

Ron Walton

Sapo, FC #10

I did buy a little Ford Escort "car" in which a stalwart car-camper, Falmouth Cutterite, can go anywhere--except I now seem to have five CATS, as in small and not so small furry animals that are acting as if they depend on me. I would love to drive to Mexico and buy a boat down there. Sailing in the cold Pacific does not appeal to me--even the Sea of Cortez is probably too cold for me now--reading my journal from the three years I spent there have told me that. Anyway, I think I am stuck here for the time being--although when winter comes maybe I will solve the cat problem and go down there....About your thinking it will be too hot in the tropics (the only reasonable place to sail)--I had a mini-maxi thermometer on board. NEVER (after I left Mexico) did it go above 100 or below 72. On board the boat (maybe not the land, I don't know??) the temp stayed very like the water, therefore usually in the low 80s which I found to be PERFECT. I hope you will get used to the 80s, you need not worry about much more. At night I usually needed at least a sheet, sometimes more, just to stay warm enough.

Mary White

Penny Come Quick, FC #27

Still using "Teak Guard." In fact I just had the boat hauled to do some work in order to have the renaming ceremony and did all the teak once again. It seems the Teak Guard holds well for about 1 year. It is easy to work with and requires minimal work between applications. We had to postpone the renaming ceremony due to the passing of my father a few days before our party was scheduled. Will let you know when we have it back on the books. Can't tell you the name just yet....you know about all the bad omens and wacky sailor superstitions.

Todd Gauthier

New Salt, FC #30

Just an update on *New Salt*. I'm planning on having her moved to Puget Sound (probably the 1st week of Nov.). Hope to get her wet and then head South (Mexico and then the Pearlas Isl's) after some good sea trials. I'm having her hauled on the Triad trailer she's sitting on.

..., once there, I may buy a tow vehicle for her...Anyone who has advice on that, I'd like to hear from...

Eric and Sue Sine

Unnamed, FC #39

I own FC #39, a partially completed Falmouth Cutter which I purchased from the Sam L. Morse Co. before I retired. Figure 1 shows the Yanmar engine control panel as originally installed by the Sam L. Morse Co. in the forward side of my FC's cockpit. Note the engine stop knob protruding aft into the cockpit from the panel. I imagined my clumsy foot (followed by my 260 lb frame) doing real damage to that engine stop knob someday. In this letter I want to describe an enclosure which I have built and installed so as to recess the engine control panel and prevent that accident from ever happening.



Figure 1: Original Engine Control Panel Installation

Basically my engine control panel enclosure is a wooden box with a flush mounted opening / closing plexiglass lid and a flush mounted 1/2" plywood bottom where the engine control panel is actually mounted. The original cutout in the cockpit well was used as a pattern for the cutout in the plywood bottom of the box and overall dimensions of the box (15" x 9-1/4" x 3") were determined by the requirements that (1) the Yanmar engine control panel just fit into the box carcass (frame) and (2) the ignition key can stay in its socket with the cover closed. After construction and finishing with varnish (the box carcass) and black paint (the plywood bottom), the box fit plywood-bottom-side forward into an enlarged cutout in the the cockpit where it is attached to the fiberglass using both caulk and screws from the inside.

The box carcass is miter joined, 1-3/4" x 3" teak rabbeted on the outside to create a flange for mounting the box to the fiberglass around the enlarged cutout. It is also rabbeted on the inside for flush mounting both the 12-1/2" x 6-3/4" x 1/4" plexiglass cover and the 12-1/2" x 6-3/4" x 1/2" plywood bottom. See Figure 2. Mitered corners are used on the box carcass because strength is not needed. The box only projects 1/2" into the cockpit when mounted; and the box is restrained both by the fiberglass cutout in the cockpit and its plywood bottom adding to the box's strength. A good waterproof glue (Resorcinol) ensures that the joints will not be affected by water.

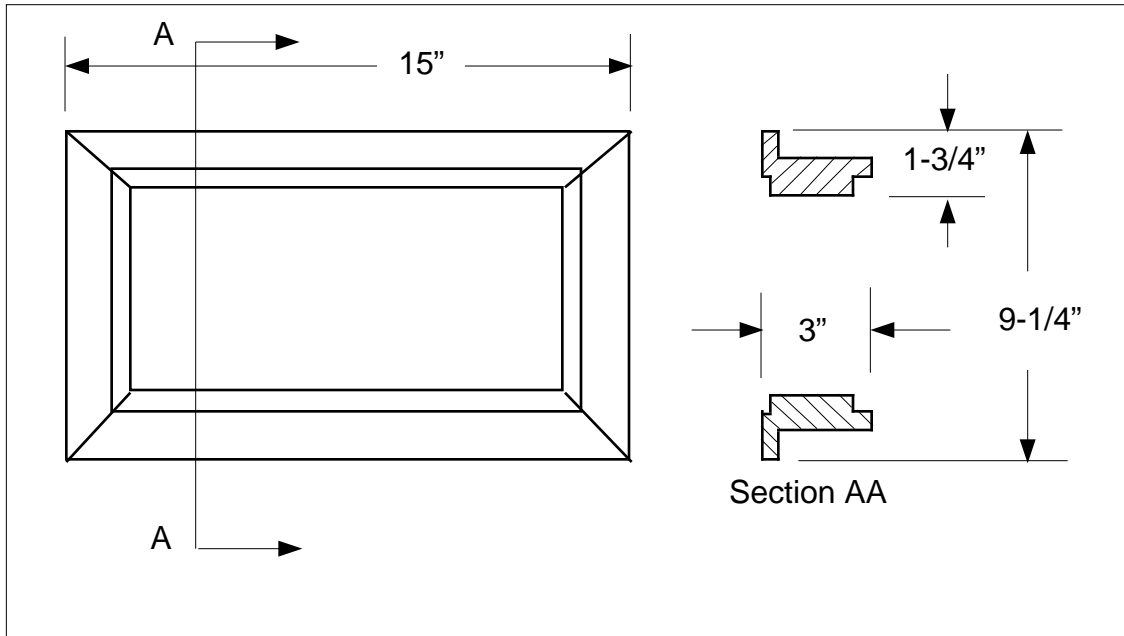


Figure 2. Sketch of the box carcass construction.

Bronze hinges and a bronze latch are used to attach the plexiglass cover to the box carcass.



Figure 3: Installed recessed engine control panel.

This project was a fun one to do and I hope one that will better protect the control panel. I will try this out for a couple of seasons and if I find too much moisture builds up inside, I will line the rebated edge for the plexiglass cover with some soft foam sealant to offer better protection.

John Verlinden