

THE FALMOUTH CUTTER NEWSLETTER
JULY 1991

After sixteen years with the company, Sam Morse is turning the operations over to foreman Richard McComb, who will continue the line of Bristol Channel Cutters and Falmouth Cutters. Sam and his wife are semi-retiring to Port Townsend, Washington. They hope to keep active in the marine field by opening a marine supply business. We wish them well.

J. Ramos, "Hay Chihuahua" (Jan 91)

J writes that he is still in La Paz and will be making it his sailing port for all of 1991.

Liz & Phil Spiegl, "Popeye" (Dec 90)

Purchased from Jim & Gayle Hughes in August of 90, Liz, Phil, and daughter Candy have been busy learning about their FC. Previously racing their Nacra 5.2 catamaran, they especially appreciate the room and comfort aboard "Popeye". They are currently docked at Harbor Island in San Diego.

Gary Felton, "Angelsea" (Nov 90)

Gary was departing Ft. Lauderdale the first part of December sailing direct to the Virgin Islands ("out to 65 degrees W and hang a right.") He had the boat trucked out from southern California getting a good price by riding out with a couple of Hobie Cats on the trailer with "Angelsea".

Leo Oxberger, FC 25 (Dec 90)

Leo purchased Henning Christiansen's FC 25 in December 90. The interior is unfinished, and he is looking for any written material, plans, drawings, pictures, etc. of a Falmouth interior. His plans after retirement in three years include sailing the Bahamas in winters and the Great Lakes in summers. Leo had been contemplating buying a Flicka until a mutual friend suggested a Falmouth. After contacting George Ceolla through the Newsletter and seeing "Annie", George put him in contact with Henning -- so maybe this Newsletter isn't totally useless!

Lore & Carroll Allen, "Aspeden" (Jan 91)

The record for most-used-docklines in the fleet must surely go to Lore and Carroll. Their logbook documented well over 700 departures from the dock in 7 years. While most trips are daysails, that's a lot of cruising.

Larry Hipple, "Wakeena" (ex-"Small World") (Jan 91)

When former owners Gayle and Jerry Smith were circumnavigating in their B.C.C., Larry joined crew for the Indian Ocean crossing. He currently docks "Wakeena" at the Eden Isles Marina in Slidell.

Merry & Alan Spears, "Coconutz" (Nov 90)

The latest FC to come out of Sam's yard "Coconutz" hit the water in January. They changed the interior design a bit, added heavy duty rigging, outboard motor and attempted to adhere to the K.I.S.S. theory. Sailing out of Newport Harbor, Catalina was to be one of the local destinations while firming up future cruising plans.

Ennis Elliott & Becky Sanders, "Tattooed Lady" (May 91)
"Tattooed Lady" has been trucked from Alameda, CA to new homeport at Legend Point on Clear Lake off Galveston Bay. Ennis and Becky are making final preparations before heading south through the Caribbean.

Manfred Willasch sent this ad in November, but I think his boat is still for sale: 22' Falmouth Cutter (NS 8), professionally finished in 1984 which incl. insulated hull, Faryman diesel, propane stove w/oven, Tillermaster, oversize mast & rigging, heavy work sails with jiffy reefing, full canvas cover, etc. Beautiful mahogany exterior and interior (traditional yacht finish). High quality boat in absolutely bristol condition, maintained by a perfectionist. \$29,500. Call (206) 387-2883 eves. for info and a spec sheet.

I have not heard of any other FCs sold, but Ron Whitsel told me that he is not trying very hard to sell his hull and deck and would like to keep it as long as possible with hope of completing it sometime in the future.

Since i'm hoping to accessorize "Siddhartha" with a trailer and new tow vehicle, I've been soliciting advice from the land sailors. John Riebe shared some of his thoughts on trailering: We trailer our Falmouth a lot and usually come through your town and the San Juan Islands every summer. Our toughest trailer trip was to Puerto Escondido on the Baja peninsula. The road was so wavy and bumpy that my front tires on my F250 Ford Supercab wore unevenly since the bouncing trailer threw my front wheel alignment off. Otherwise trailering on U.S. highways is easy. You need one ton capacity rear axle and at least a 6.9L Diesel with 4.10 rear end or the 460 engine in gas. The 455 GMC engine is fine, but I have my doubts about transmission strength in the GMC 3/4 ton range. My roller type TSR8 EzeLoader trailer with dual axles will carry up to 10,000 lbs. Surge brakes are probably better than electric brakes if you are going to launch in salt water. A travel lift will save on corrosion.

FOR WHAT IT'S WORTH:

If your are looking for a windvane, you might consider the Ratcliffe trim-tab system. I've heard good reports about the one on "Tomaquag". Chuck and Shalline Chism just installed one on "Mariko", and I understand a third one is in the fleet somewhere. The best part is the price at \$775.

Having to replace a cylinder last winter for an out-of-production Petter-Westerbeke diesel made me think of parts replacement for "Siddhartha's" BMW 7. I know there are other FCs with BMWs -- anyone know a souce for parts?

If anyone has a favored piece of equipment or an idea they want to brag on, feel free to share it with the rest of us that are still outfitting our boats. Also, if anyone can fill in the blanks on the Directory, let me know. I'm particularly curious about the one out of eight NorSea 22s that has never been mentioned in any of the old Newsletters. My mailbox is always open.