

Falmouth Cutter Newsletter

September, 1992

AHOY!

I'm sure some of you have been wondering what has happened to the newsletter? Well, a new job has been keeping me busy. Becky & I are managing PORTOFINO HARBOUR MARINA. Even though it is a small marina (213 slips), it has been a challenge getting things going. Hopefully, the newsletter will be forth coming on a quarterly basis again. It's been good hearing from you, but remember, your input is important so let me hear from you & I'll pass your news on to the group.

NEW OWNERS:

Grant Todd has purchased FC 5, formerly "TOMAQUAG", from Will O'Brien and renamed her "MIJITA" which means little girl in Spanish. The boat currently is in Mexico. Grant said he would drop me a line on his trip down the west coast. WELCOME ABOARD GRANT!!!

Michael Meier & Helen Snow have purchased FC 9 "MARIKO" from Chuck & Shalline Chism. Their letter and QUESTIONS are printed under Owners News. WELCOME ABOARD!!!

NEWS FROM OWNERS:

From Manfred G. Willasch "LIBERTAD" NS 8:

"As a devoted follower and occasional contributor to the Falmouth Newsletter, the time has come to thank you for the continuance of this letter.

I have owned LIBERTAD (NS 8) since she was commissioned in 1984 (see photo).

My home is Everett, WA, approximately 15 miles N of Seattle, and cruising grounds include the Northern Puget Sound and San Juan Islands.

Reluctantly I am putting her up for sale and please print the following ad in the next issue. Thank you for your efforts."

The photo shows a beautiful, well kept vessel. Thanks for the photo. The ad appears in the For Sale section of the Newsletter.

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From Merry & Alan Spears FC 29 "COCONUTZ"

"I am writing this letter as sort of a notice to prospective outboard engine buyers who may be contemplating the purchase of a new or used Johnson 9.9 HP 'Sailmaster' engine for use on an ocean going sailboat.

I fitted a new 1991 'Sailmaster' to my Falmouth Cutter. The engine has performed reliably. But recently the gasket on my after market Tempo fuel tank compromised the mix requiring removal of the carburetor and fuel strainer on the outboard. I was under way at the time, and found much to my amazement that the carburetor cannot be easily removed without first removing the manual recoil starter assembly. The fuel strainer fitted to the fuel pump assembly is extraordinarily difficult to remove due to its positioning.

When I finally got the carburetor off the engine, I saw it was stamped 'Made in Mexico'. The top of the carburetor where the low speed screw threads in and the float bowl are made of plastic. There is no drain plug in the bowl, except for the small brass fuel inlet pipe.

Working on an engine in a rolling or pitching seaway is difficult enough if the components are readily accessible. In the case of this particular outboard they are not.

I wrote the Outboard Motor Corporation explaining these difficulties and the paint flaking off the gearcase, and was told by someone representing himself as the Plant Manager that the engineering people are of the opinion that the accessibility of the carburetor and fuel strainer/pump assembly is acceptable. He kindly offered to have the engine repainted at a dealer as a courtesy even though the warranty has expired.

To anyone buying an outboard for use off shore, I have these words of advice: Caveat Emptor! Look under the housing before you buy. Make sure the carburetor and other components which may need servicing while under way are readily accessible.

The particular Tempo after-market fuel tank I purchased used a round rubber o-ring on the rectangular fuel gauge and leaked fuel like a sieve shortly after purchase. The gasket under the gauge assembly and fuel outlet went away in less than a year permitting moisture to invade the tank. My call to Tempo Customer Service went unanswered, as I called at inventory time and was promised a call back which never came.

My next outboard will be a Yamaha."

Next is a copy of a letter written to Latitude 38 on March 16, 1992, as a follow up to the above letter.

"On January 15th I mailed a letter to this column complaining my 1991 Johnson 9.9 'Sailmaster' outboard was defectively designed with a 'Made in Mexico' carburetor which has no drain plug on the float bowl, and could not be removed without pulling the recoil starter mechanism.

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I sent the letter after first writing OMC and politely being told I was mistaken in my belief this engine was poorly designed.

I sent a copy of my January 15th letter to the Consumer Protection Bureau of BOAT/U.S., which brought a response from Ms. Caroline C. Ortado, Administrator, and ultimately a phone call from Bob Schroer of OMC. It seems the corporation had a slight change of heart and decided to appease me by fabricating a special float bowl with both a drain plug and petcock. In addition to supplying this special floatbowl, Mr. Schroer sent me a complimentary products package consisting of a 6 gal. fuel tank, oil, and fuel additives. While this fell short of my request they repurchase the engine, it does show corporate conscience and responsibility deserving of recognition.

The 'Sailmaster' will stay aboard our Falmouth Cutter."

I hope these letters help out if you have a "Sailmaster." Has anyone had similar problems? Or problems with other brands of outboards FC owners have?

From Brian Wootton-Woolley FC 23 "PUFFIN"

"PUFFIN" has been fitted with a new propane 2 burner stove with oven and is getting a new built in ice box and other changes prior to being sailed to the Bahamas in November. The Ratcliffe wind vane will be installed at haulout prior departing" Since Brian will keep his home in Nassau Bay, Texas, I hope to get a full report on his trip to the Bahamas & cruising the Bahamas. Stay tuned....

From Michael Meier & Helen Snow FC 9 "MARIKO"

"MARIKO has a new family and home. The boat is now moored at Scappoose Moorage, Scappoose, Oregon.

MARIKO has been a busy little ship. She has cruised two separate trips to the Blue Pacific Ocean and many small day trips since she has found her new home. We are planning to head south on the milkrun June 1, 1984, so lots of details and sea trials will need to be worked out.

The South Pacific trip is going to be with another Lyle Hess boat. Ho Lo Kay, Norseia 27 will be sailing with MARIKO plus a Flicka & Cheoy Lee 31. This little group will be out for about 2 years as the sail plan looks now. We are always looking for other small boats to join the group so any members of the newsletter wishing to go should contact MARIKO.

Mike is an old salt and has found the Falmouth to be a sturdy, able small cruiser. When Helen & I first saw MARIKO she was not for sale. We both loved the look and the wheels started turning. When she became available we jumped at the chance.

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Helen had been to sea before on the Pacific Dory Fleet out of Pacific City. I used to think that all the adventuresome women of the world were long gone, but to my surprise there are still some left. Helen has been learning everything she can about sailing, navigation and seamanship, and just loves it.

I have had six sailboats in my past, the last one being a Fuji 32 ketch, which MARIKO replaced with ease. I have cruised north to the Canadian Islands seven times with the company of my son and daughter. The kids are both excellent crew having lived aboard, and cruised, and will someday be cruising in their own boats. But first college and the income earning years.

I have copies of the old news letters and found a lot of comment on the weather helm tendency of the Falmouth in anything over 10 knots of air. After hour upon hour of tuning and sail trim, the easiest answer is to reef the main. Such a simple solution to a complex problem. The boat stands up, and goes straight, very straight.

Has anyone repowered from the BMW diesel? Also has anyone played with the prop pitch, etc., to try to get the little BMW a little more sting? Anyone with input on engines in the Falmouth please write.

Its our pleasure to contribute something to the newsletter and would like to be added to the mailing list. Since Helen is a professional photographer, maybe we can even get a useful photo or two that might be interesting. We are looking forward to hearing from all you fellow Falmouth owners.”

From Leo Oxberger FC 25

“Enclosed please find pictures of my boat. I’m about 95% finished. I hope to finish it this winter. I didn’t want to rush to finish in time to sail this summer.

I have Pro Furl Yankee jib furling, compressed natural gas stove and oven and Port Orford cedar interior with cabinets galore.

I’ll be happy to supply more details if desired.”

The photos of the boat are beautiful. The interior is light and spacious looking. I wish I could share the photos with the rest of you. By the way, Leo, what is the name of your boat?

From Brinton Wells NS 5 “GRACE”

Received a call from Brinton & got a new telephone number. He keeps his boat on Canyon Lake near San Antonio. I hope to get over to see Brinton in the future.

From Gregg McDonald & Leah Adams FC 6 "SIDDHARTHA"

Got a long letter from Gregg & Leah. They stayed home last winter working on the boat. Thanks for the contribution for the cost of the newsletter. Gregg & Leah, Becky & I owe you a phone call. Gregg is still looking for a trailer & Grant Todd also might be interested in one. Can any of you help?

FOR SALE:

"LIBERTAD" NS 8

22' Falmouth Cutter, professionally finished in 1984 which includes insulated hull, Faryman diesel and 2 batteries, 3 burner propane stove w/oven, Tillermaster, oversize mast & rigging, triple stitched working sails w/jiffy reefing by Port Townsend Sail Loft, wooden storage boxes on deck, 6 cabin lights, oil lamp, hinged table, all navigation and running lights which include spreader lights and portable strobe light, 3-part full canvas cover over entire boat, etc., etc. Beautiful mahogany exterior and interior in traditional yacht finish, high quality boat in absolutely bristol condition, maintained by a perfectionist. \$29,500. Call 206-387-2883 evenings for additional information and spec sheet.

WINDVANE UPDATE:

"COCONUTZ" FC 29 Merry & Alan Spears

"I thought I'd drop a line concerning the spectacular performance of the Ratcliffe vane gear we had fitted to "COCONUTZ" before she left Sam's yard.

We sent Mr. Ratcliffe a check, and he shipped the vane directly to the yard where Dick and Tommy installed it. The installation is extremely sanitary.

Sailing with the vane in moderate air is simple & easy. It performs extraordinarily well, and I like it much better than our Autohelm 1000 tiller pilot.

I highly recommend this vane to anyone considering purchase of vane gear. It should be high on the list of priorities of every Falmouth sailor."

A quote from Edward Abbey:

“One final paragraph of advice: Do not burn yourselves out. Be as I am -- a reluctant enthusiast.... a part-time crusader, a half hearted fanatic. Save the other half of yourselves and your lives for pleasure and adventure. It is not enough to fight for natural land and the west; it is even more important to enjoy it. While you can. While it’s still there. So get out there and hunt and fish and mess around with your friends, ramble out yonder and explore the forest, encounter the grizzly, climb the mountains, bag the peaks, run the rivers, breathe deep of that yet sweet and lucid air, sit quietly for awhile and contemplate the precious stillness, that lovely, mysterious and awesome space. Enjoy yourselves, keep your brain in your head and your head firmly attached to the body, the body active and alive, and I promise you this much: I promise you this one sweet victory over our enemies, over those deskbound men with their hearts in a safe deposit box and their eyes hypnotized by desk calculators. I promise you this: you will outlive the bastards.”

A great bumper sticker --- “Life’s a Reach and then you Jibe!”

Next Newsletter January 1993.

MAY THE WIND ALWAYS BLOW ON A REACH
AND
YOUR ANCHOR ALWAYS HOLD

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