

JUNE 1988

FALMOUTH CUTTER NEWSLETTER

Dear Falmouth Mates:

Here is the news since our December 1987 newsletter:

Ennis Elliott and Becky Sanders wrote on January 29th to advise that they have purchased Steve Willingham's boat F. C. #21. They advise that Steve had an addition to his family and needed a bigger boat - thus his move to the 25' English built Virtue Class Sloop. They have renamed the boat "Tattooed Lady" and have had her shipped from Alaska to San Francisco Bay last February. Upon arrival, Ennis and Becky moved aboard with their two cats and say, "we love it". Becky advises, "The first Falmouth we saw was Jim Baker's "Bosun". We met Jim in 1985 in Cabo San Lucas, Mexico. We were on our Downeaster 38 and when we saw Bosun, we commented on what a beautiful boat she was. We saw Jim again later in La Paz where he went up into the Sea of Cortez that year and we spent hurricane season in Bandaras Bay on mainland Mexico. We realized then that the big boat was too much in the way of up keep and sail handling. Our thoughts kept going back to Bosun. Then, we would observe little boats tucked way up in protected coves while we would be stuck anchoring much farther offshore with the monsters. That cinched it! Back in La Paz, we met Jay on his boat HAY CHIUAUA. Jay was kind enough to loan us back issues of the Falmouth Newsletter. Through this we were able to find Steve Willingham. We gained valuable information about the Falmouth from the newsletter. Later, we met Jim on Popeye. What a magnificent job he has done with her. Jim spent alot of time with us showing what all he had done. I was amazed at the space and how Jim has used it on Popeye." (Jim Hughes, you should share your talent/ideas with the Falmouth gang in the Newsletter!). "We returned to San Francisco and sold the Downeaster in just three months. The rest is history and here we are in Alameda, CA. We are currently readying the boat to cruise. We plan to trailer her to Florida in November and eventually sail down the Caribbean Chain to Venezuela and on to unknown destinations. So far, we have not regretted having our Falmouth and I don't think we ever will. The more we work on the boat, the more we see what an amazing little ship she is! -We kept track of Bosun through the cruising grapevine. Jim has had some adventure on BOSUN and we hoped we could somehow find him and swap a few sea stories. Well, he showed up on our door step a few months ago on his way to Washington. It was great to hear how the little Falmouth did on ocean passages. Jim gave us a copy of the latest newsletter along with your address Rex. So far, everyone we have met with regard to the Falmouth has been so friendly and helpful. The sailing community is very small and we look forward to crossing paths with other Falmouth owners and hearing of their adventures in the newsletter. If you ever see TATTOOED LADY, come over and visit! - Yours around the buoy - Becky and Ennis.

Guys, thank you for your letter and for the FC Newsletter contribution. It is great to read of F.C. owners plans and dreams, boat improvements completed and ideas for more and better ways to enjoy our great little ships.

On that note, I'll toss in another improvement Jeannine and I have made to SEABIRD. Seems I'm very much into letting light into the boat these days. In December, I advised you of our new teak forward hatch with a large Lexan window. Now, in the main cabin, I have created a "Bay Window" .Using the three hatch drop boards as a pattern, we cut out a 1/4" clear plastic one piece window which can be dropped in the hatch slot come rain or cold weather. From the comfort of the main cabin, one can look out over the anchorage through the "Bay Window" in real style while wondering what the, "poor folks is doin' ". We have really enjoyed this addition. For example, last Spring, while sailing in the Gulf of Mexico to Freeport, TX, we had a good "dark" thunder storm pass over us for several hours. Jeannine was in the cabin doing some of the outstanding needle work she enjoys. The last thing Jeannine wants to experience in the Gulf is a storm. Seeing the storm coming, I went below and told her that I better put in our Bay Window as a little rain was coming. The wind picked up and the sky got dark, but with the Bay window, Jeannine went right on with her needle work. I put a reef in the main and dropped the jib. Under reduced main and sty'sl we rushed along through the storm. I didn't say a word to Jeannine about top side conditions. She was listening to the radio and sewing happy as a lark when I checked on her thru the Bay Window from time to time. The storm was brief, and really not bad, but with the natural light filling the dry cabin, Jeannine was more relaxed and able to carry on in her "perch" on the leeward settee. With the Bay Window, she felt connected with me in the cockpit, but out of the action. I had to laugh when I told her of my antics and concerns during the storm, she really didn't know it had been a bit rough on deck. ..and thats good! If you want more light below, try the "Bay Window" idea. Making one is easy and doesn't cost much.

Dave Hamrick, F. C. #26 " INGA" wrote to tell us of his continuing work on his boat. Dave reports, "I'm presently installing 2,500 lbs of lead ballast in our Falmouth, and will start the fun part, "woodwork" next month. The casting and installing of the lead has been a chore, but well worth it. The interior will go much faster. I'm also restoring a 34 year old Thistle Class Sailboat, and I'm building a hard dinghy for the F.C. Much work! But I love it! Thanks again for the Newsletter, keep up the good work, I sure hope it continues." - Well Dave, I'll do my best to keep it up. I can't tell you how much it helps to receive letters from you F.C. owners telling of your activities, plans etc. If there isn't any news to write about, we surely will not have a newsletter. Let me keep hearing from you. I'm sure you'll have some excellent ideas for your boat. Share them with us. What you are doing might be a great improvement idea for the other guys and gals.

January 13th Carroll Allen, F. C. #20 "ASPEDEN" sent us a letter. (Thanks for the Newsletter contribution). Carroll writes, "The enjoyment and pleasure we get

from this little boat is fantastic. We mostly day sail and short cruise, and take great pleasure in giving some of the production boats fits. I have recently come up with a couple of very neat ideas, and I would like to pass them along to you and the other Falmouth owners. You may already use these things or something better, but here goes; I recently had to replace the black rubber gaskets in my port holes, and I found that clear plastic hose 3/16" OD does the job just find. I put it in the gasket grove with a little contact cement and have had no problem. Put the seam at the top of the window. The other idea is to put a bulb pump from an outboard motor gas line in the fuel line serving your F.C. diesel. This makes bleeding the line, when necessary, so much easier. Put the bulb between the fuel tank and fuel filter, close to the filter so it is easy to reach. I have other ideas I'm working on for my next input to the Newsletter. ..." Great ideas Carroll! I'm sure when gasket time renewal comes all will thank you for this input. Your comments on the outboard bulb pump are timely. A diesel mechanic I talked with told me that with the tank so low in the F.C. bilge, sometimes the fuel pump may not lift the fuel from the tank when the fuel level gets low. I had this happen to me. The engine just stopped - starved for fuel. This is what the mechanic told me was my problem. I still have not put on the bulb. I keep the fuel level high, and hope it won't happen again. I'll wise up and get it done one of these days. Have any of you guys had a similar problem? I'm really not sure if this fellow was right in his diagnosis; KEEP THE IDEAS COMING CARROLL!

Jack Spey, General Manager of S & S Sailing, Inc. at Fort Walton Beach, Florida wrote to advise..."I recently visited Mr. Carroll Allen in Pass Christian, Miss. and had an opportunity to see his Falmouth 22. I have been a great fan of that boat since the days when it was being built by Nor'Sea. I would greatly appreciate being placed on the mailing list for the Falmouth Newsletter and will pay any necessary costs for the subscription." Thanks Jack for your interest. We hope you'll decide to become a Falmouth owner soon. There isn't really a subscription - this is a real informal Newsletter effort. There is no set fee to receive the letter. If you have a couple of bucks for the cause, drop it in the mail, and it will be used on future mailing efforts. Enclosed is a copy of the December 87 Newsletter. As you can see, the production is "real down home" - hopefully the news and spirit of the letter will be helpful.

Ric Nowak, F. C. #22 "SIMPATICO" phoned me the other day to tell me that he is about 90% complete on his boat interior. Ric purchased from Sam a sail-away finished boat. Ric has been doing his own custom interior. I've see her, and he is doing a TLC job. I've asked Ric to drop me a line so we can share his finish out experiences with you, i.e. the new ideas he has used to make his boat fit his and Connie's needs. Ric is a college professor with cruising dreams. Both he and Connie are working hard to build up the famous Pardey "Freedom Chips" so they can head for Florida and the exciting cruising areas that location leads to. Ric said with luck, he'll have the boat interior finished in the next month or so. Then he plans to gain needed experience sailing her in Galveston Bay and the Gulf of Mexico towns nearby before heading across the Gulf in April 89 for a year or so of the

cruising dream they have worked so hard to realize. Good luck and power to ya! - don't forget to drop us a line covering your FC building/design experience to get her the way you want her. I'm sure your experience and general news will be of great interest to the FC mates.

Well, sports fans, thats all the news I've received. Be generous about showing your boat off to sailors in your area. We need to help Sam sell more of the "LITTLE HUMMER" - (not a bad boat name)...Sam recently advised that he is seeking ways to re-tool and improve production methods so he can hold the price of the FC down as low as possible. I hope his efforts are successful as more folks should enjoy this cozy little boat. Of course, Sam builds quality, and thanks for that! Not too many folks out there are doing that these days in any business. Sam reports that sales of the BCC are booming along – good news! Keep up the good quality work Sam – we know you will.

A closing story...not too long ago, we were tied off to a dock with a lot of other boats over in Galveston, TX. Most of the boats had sailed over from the Clear Lake area, about a twenty five mile sail, for a long weekend of "enjoying"... While sitting on the dock by our boat watching the sunset, I couldn't help but over hear some comments made on the 35 footer next to us. A white haired guy like myself strolled down the deck and tapped on the head window where his wife was taking a shower. The window opened and his wife said, "Hi, whats up?" "Not much" he answered. "I miss you that's all. The sun's almost down, and I want you here beside me as the day ends." I sat there and reflected on this gesture so warmly and sincerely expressed. Soon, his wife appeared in the cockpit and sat next to him. A wonderful quiet filled the air as the blue/pink glow of sunset rested on the moment for us all. Watching old lovers as they rested quietly in each others arms as the day came to a rose colored end was a renewal of love and commitment for all who were lucky enough to enjoy the moment.

My FC friends, I hope you are rich in such experiences, and I hope you will share them with your sailing buddies. Without news from you, there is no FC Newsletter. See ya at the next beautiful sunset...

Rex Johnson, 2907 Summer Sweet Place, The Woodlands, TX 77380.

P.S. If any of you know of someone who is interested in buying or selling an FC, let me know. The Newsletter might serve to put buyer and seller together.

A handwritten signature in black ink, appearing to read "Rex". The signature is stylized with a large, sweeping initial "R" and a long, horizontal stroke extending to the right.