
THE FALMOUTH CUTTER

Volume 1 Issue 2

March 1995

Thanks to all the people who returned the questionnaire. Judging from the volume of information you wrote, I should have given you more space to write. Some of you wrote on the back, down the margins and then included more pieces of paper with copious notes.

The last edition of this newsletter was done on my office computer with a standard newsletter format from *Word for Windows*, but to start the new year, my typesetter husband has graciously volunteered his services to give a new look and format to our newsletter. Since hearing from owners and sharing their information is the basis of the newsletter, we thought a boat by boat format might be the way to go. If any of you know about owners or boats that have been sold, please drop us a line and let us know. We are always so delighted to hear from you. Oh, by the way, Happy New Year!

notes from the sam I. morse company

A few weeks ago we visited with owners George Hylkema and Roger Olson at the yard to catch up on the latest BCC and Falmouth news. While sitting below in the newest Falmouth Cutter, *Maid of Slapton*, hull #32 due to be launched in January and going to a gentleman in England, George waxed philosophical:

"I believe in 'synchronicity' - you know, those little experiences in life that are somehow woven together in a greater pattern than you can appreciate at the time. For me it all started about 15 years ago. I wasn't into boats much at

that time, airplanes were my thing, but one day when I was driving through Costa Mesa I saw this little boat on a trailer and I said to myself 'now that's a fine piece of work. It looks like it could go anywhere and take anything.' I didn't have my camera with me at the time, but I returned the next day and shot a whole roll of film - just taking pictures of that little boat."

"Sam had actually sold the company to someone else, in Michigan or Wisconsin I believe, but somehow the deal didn't go through, and, well here I am. That's the first part. Then Roger comes along after all those years of sailing Xiphias in the South Pacific. (For pictures of Xiphias, see Ferenc Mate's Book, *The World's Most Beautiful Sailboats*, under the Sam Morse section.) With his immense practical knowledge of the BCC, you can imagine what he brings to the picture. It's even more prophetic that he has purchased *SERAFFYN*. Synchronicity!"

At this time there are four Bristol Channel Cutters and a Falmouth Cutter in the yard and orders for two more BCCs and another Falmouth. The yard will be represented at Sail Expo in February on the East Coast, and after this kind of exposure, I really believe these fine boats will receive the interest they are due. If any of you attend the Expo, go by the booth and see the beautiful new video put together by Mike Pearson. It is of a BCC on the way to Hawaii, but as I understand they are working on another video of the Falmouth Cutter and if any of you have video footage, you may want to submit it to George and Roger.

As a footnote, the base price on a new Falmouth is \$70,500. Protect your investment, Falmouth Friends, because as the price of the new boats increases, so does the

price of your used boat.

news from our falmouth friends:

Jolly Dolphin-- FC#3

"Jolly Dolphin is up on the hard in New Jersey right now; I am still looking for an EZ Loader trailer, either the TSR-7 or 8, something with a dual axle. I'm offering a \$100 finders fee to anyone that can help me locate one. Susan and I are planning to cruise the upper Chesapeake in May / June -- can't wait." -- Gray Multer

Popeye -- FC#4

PETE RICCI

John and I were up to see Pete in Long Beach a few weeks ago and took a tour of Popeye formerly owned by Phil Spiegl of Fallbrook, CA. This is an interesting boat whose uniqueness comes from the profile of that famous namesake cut into the hatchboards and locker doors. Pete has also mounted a small, unobtrusive step on the transom that is used for getting out of the water into the cockpit, a great idea. We all sat below for an hour or so and rambled on about boats and sailing. Pete has a couple of businesses going, one of which is manufacturing custom bicycle frames. (Hedgehog Bicycles).

Libertad -- NS#8

JAY COOK

Jay purchased his boat from Manfred Willasch in March 1994 after studying the Falmouth Cutter for most of 10 years in comparison to other similar designs. Conclusion: nothing like her! Jay and his wife are planning to cruise

the Puget Sound area in the summer of 1995 and he has made several additions to his cockpit area to support outdoor cooking. Jay, a life long wood worker, sent me lovely, detailed drawings of his cooking area project which I would be glad to share with any of you. The idea makes perfect sense to extend the rather cramped galley area of the boat, especially for those of us in the warmer climes.

Sapo -- FC#10

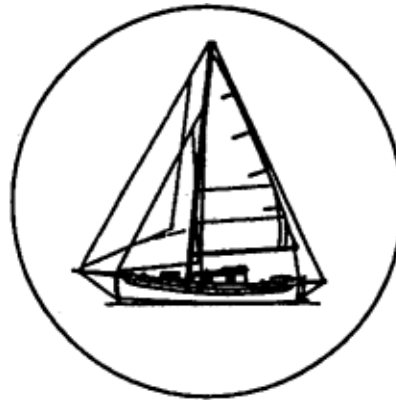
"...I'm in Vava'u in the Kingdom of Tonga. If you don't know where that is, I'm not surprised! New Zealand has many attractive qualities but warm water is NOT one of them... it's cold down there... it SNOWS! As I read the FC newsletter, I found myself wanting to respond to each and every article. 'Knockdowns'--how do you define it? Weather helm... or the lack of is a function of balance... of people, of stuff on board, rake of the mast, strength of the wind, how clean the bottom is... and, and, and. My comment on wind vanes: Everyday of my 31 day passage between Mexico and the Marquesas I gave thanks to (1) Lyle Hess, (2) Sam Morse, (3) the people who designed, built, and installed the Monitor. Nothing else made any real difference.

So much for my responses, now for my contributions: chafe is a major problem on a long passage. You may not be able to completely prevent it, but you can slow it down. Just make sure that nothing keeps rubbing on anything else, otherwise, very soon one or both will wear through. For those places that chafe no-matter-what (which turns out to be everywhere) keep a close watch so that you can replace what must be replaced before it gives out on its own and destroys a few other things in the process. Get a ham radio and the license to use it (minimum of General Class). Seamanship may be the bottom line but information and your state of mind provide the context for what you choose to do. There is no better source of information,

entertainment and communication when you are offshore or in so-called 'remote' parts of the world than High Frequency radio.

Thanks again for the newsletter. I suppose the reason it seemed so relevant to me is that this boat, *SAPO*, has been absolutely CENTRAL to my very existence for the past 3-1/2 years. Anything said on the subject immediately gets my full attention. Commenting on what I like best and least about these boats -- I like almost everything about my boat, but I still need to do something about the cockpit. I don't think it is comfortable enough and info on what other owners have done to make it more comfortable would be appreciated.

My mailing address remains the same. My son, Berkeley, will forward the newsletter to me... he



was once the owner, sole of this boat, but it is now really only mine."

--Mary White

Francesca -- FC#28

"You mean there really is cruising after work? I've been working on my boat awhile now and sometimes I think I would have been better off buying a factory finished boat, but then... I'm looking for a steering vane system now. I called Mike Anderson (new number 714-673-0270) about the Freehand System and will look at some others. If anyone has a favorite, I'd like to know."

--Ron Whitsel

Second Look -- FC#11

"We saw Sam & Betty in Port Ludlow just before Sam passed

away. Really nice people. Is Sam Morse Co. still in business? Haven't noticed any ads for the BCC.

We've cruised Lake Tahoe and the Northwest 5 times up into Desolation Sound after visiting Princess Louisa inlet. Went half way up Toba Inlet to see magnificent water falls. Would advise long range diesel engines on these trips because few fuel stops along the way... likewise in Baja. We cruised Puerto Escondido on the Baja Peninsula once, quite a trip, but launched and retrieved beautifully from the ramp at the hurricane hole. After retirement we plan to spend August & September in the Northwest, the bay area, Tahoe, Lake Mead, Lake Powell, the Sea of Cortez and anywhere I can get a travel lift and mast stepping help. I don't like backing my trailer into saltwater because the corrosion can get to brakes and wheel bearings. Hope to see some of you on our trips. As ever... "

-- John & Nancy Riebe

"P.S. Jerry Whitehead sold FC#1, after trashing it, to the Sea Scouts. Probably junked by now. He was a judge in Reno that had no time for it."

Xtasea -- FC#12

"Xtasea has a new galley, sink and stove, and it sure makes life aboard much nicer. When I think about our trip last summer, I wonder why I waited so long to make the improvements. We also added a lazy jack system from plans given to us by Roger Olson in one of his cruising seminars and what a difference it made. Another one of those, 'I can't believe I waited this long to do this' things. The next step for us is to try the ideas of Gary Felton and overcoat our varnish with clear Awlgrip. We have weathered the unprecedented winter rains/storms (it hailed today) here in California and can't wait for the spring when we can take some more trips."

-- Donna & John

Ginnywake III -- FC#16

"Lyle Hess is a friend of ours from way back. We are sorry about

his eyesight, but will be visiting him soon I hope. We have had a couple of his boats and now have one of our favorites -- a Falmouth. Presently named Bull Frog, but soon Ginnywake III. We are berthed at Harbor Island. We have done the Abacos, Florida, Gulf of Mexico and across the State of Florida through the Okeechobee and then from Hawaii to Prince Rupert, Canada in a lovely Bristol Channel Cutter. Not too much to see or do out there 2000 miles from USA, (celebrated my 71st birthday) but it was interesting and what a boat! We are looking forward to a great time this Spring and Summer, doing Catalina, Channel Islands, Santa Barbara, etc.”

-- Ginny & Bud Morrison

Angelsea -- FC#19

“I eventually wanted a BCC, so I decided the Falmouth would be a good place to start. Well, I’ve had her for 9 years and have had a great time with her. At first I was just going to do some local cruising with her... now I’m in the Caribbean. My first offshore passage was from San Diego direct to Cabo San Lucas. After 7 months in the Sea of Cortez, I returned to San Diego from Gyamas via a borrowed trailer then trucked her to Ft. Lauderdale. Made a 21 day passage to the Virgin Islands... weather was easy but on the nose the whole way making the distance 2100 miles.

I took the diesel engine out so I could carry more water and have more storage space. Now with a 5 gallon jug on deck I carry 54 gallons of water. I also filled in the aperture which did amazing things for her speed, especially in light air. I use a Yamaha 8hp for my dinghy and store the engine on a Garelick outboard bracket on the stern of Angelsea. I’ve had it set up like this for 7 years and am very happy with it.

I built my own self steering, but it is almost exactly like the ‘Freehand System’. It has steered Angelsea for 99% of her offshore miles and works very well. Unless someone likes building things I

wouldn’t recommend building it yourself.

I use a 15 watt solar panel to keep an 80 amp gel battery charged. This works well for powering my stereo system, the occasional use of VHF or an electric light, (I have kerosene lamps on board) plus a helluva turbo fan for those rainy nights when you are closed up here in the tropics.

I used to carry a 25# CQR with 180’ of 5/16” chain with 120’ of 1/2” rode. I handled this with the small ABI windlass. Worked great but a lot of weight in the bow. Two years ago I entered the Sweethearts of the Caribbean Race. Instead of hauling my anchor, I buoyed it and departed to do battle. The class was boats up to 32’ with no handicap. Angelsea was the smallest of the fleet. She finished 4th and in the process beat a Herreshoff H-28. The amazing thing was how much better she sailed to weather without all the weight in the bow. Instead of plunging into the heavy chop and almost stopping at times, she happily leaped over the crests. Now I use 100’ of 1/4” HT, 25# CQR and 200’ of 1/2” rode. I removed the windlass altogether. It’s not too much to haul by hand and keeps me put.

A word on Varnish: if you have a minimum of 7 coats of a good varnish on the wood and your last coat is 7 weeks or more old (well cured) topcoat it with 2 coats of clear Awlgrip. If you keep a bottle of clear nail polish handy and keep the dings sealed, you will only need to put on 2 fresh coats of Awlgrip once a year. This is the method used by the pros here in the Caribbean and I use it on Angelsea. When the time comes to remove it down to wood, use a heat gun. Since you have a varnish base, you are separating the varnish from the wood, not the Awlgrip from the wood (which is next to impossible). Good sailing to all.”

-- Gary Felton

Coconutz -- FC#29

“Merry and I are still aboard

Coconutz and we are planning a sailing vacation September 8-18th. Coconutz got a new Survivor-35 watermaker for our upcoming trip. My book ‘Landfall Legalese, The Pacific’ is on the shelves of most major nautical chart/book dealers including West Marine. The second volume entitled: ‘The Caribbean’ is scheduled for release September 1st. Volume 3 ‘Asia’ is due to be released in January ‘95. Our plans are to take Coconutz off shore, keep writing and hopefully, to get the hell out of here someday. Fair winds.”

-- Alan & Merry Spears

Notes from editors:

For those of you who do not know Alan Spears, he is an attorney who has combined his sailing knowledge with his professional knowledge to write several books about the legal aspects of entering and leaving harbors of the world. The idea was given to him by a person in the Midwest who wanted to start a publishing business and after publishing the first book, “Landfall Legalese”, Alan has carried the idea through with two more volumes that now include the Caribbean and Asia. These books are available in most nautical book/chart stores and make great ‘bon voyage’ gifts for all those cruising friends who are leaving us behind to follow their dreams.

This has been a longer than anticipated newsletter, but we had so much we wanted to share with you and nothing we wanted to leave out. In some of the letters and on some of the questionnaires we received some great comments on weather helm which I am going to put together as a special topic for the next newsletter. If any of you have more plans for cruising, more ideas to share, or just want to say “hi” to all the Falmouth owners, please drop us a line as we love to hear from you. Until next time, remember “...go cruising now my brother, it’s later than you think!”

Fair Winds! -- Donna and John