

TONY WARREN Falmouth

# FALMOUTH FORTY FIVE...

The Falmouth 45 continues a tradition and represents a return to true values in terms of blue water cruising. Her classic fair lines have been proven in many thousands of miles sailing the worlds great oceans. She offers comfort and security with true yacht performance . . . a yacht with which to form a life long love affair.



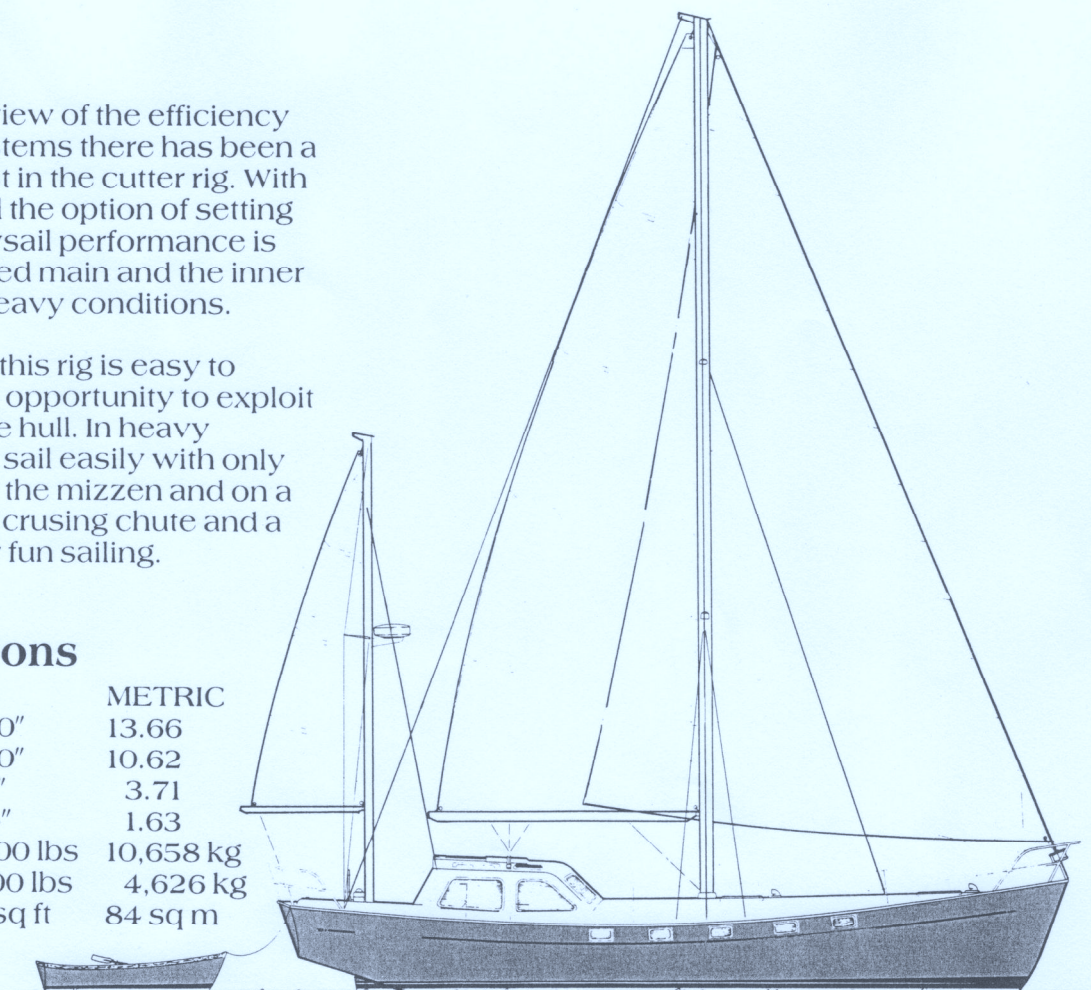
## The Rig

**The cutter rig** . . . in view of the efficiency of modern furling systems there has been a resurgence of interest in the cutter rig. With its yankee genoa and the option of setting an efficient inner staysail performance is sparkling. With a reefed main and the inner jib the rig is snug in heavy conditions.

**The classic yawl** . . . this rig is easy to handle and offers the opportunity to exploit the full potential of the hull. In heavy weather the boat will sail easily with only the furling genoa and the mizzen and on a light weather reach a cruising chute and a mizzen, staysail offer fun sailing.

## Basic Dimensions

	IMP	METRIC
LOA	44' 10"	13.66
DWL	34' 10"	10.62
Beam	12' 2"	3.71
Draft	5' 4"	1.63
Displacement	23,500 lbs	10,658 kg
Ballast (Lead)	10,200 lbs	4,626 kg
Sail Area	903 sq ft	84 sq m

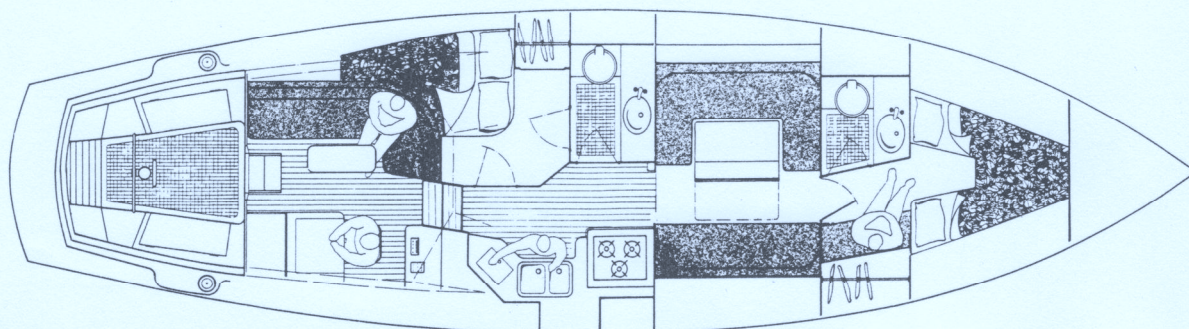
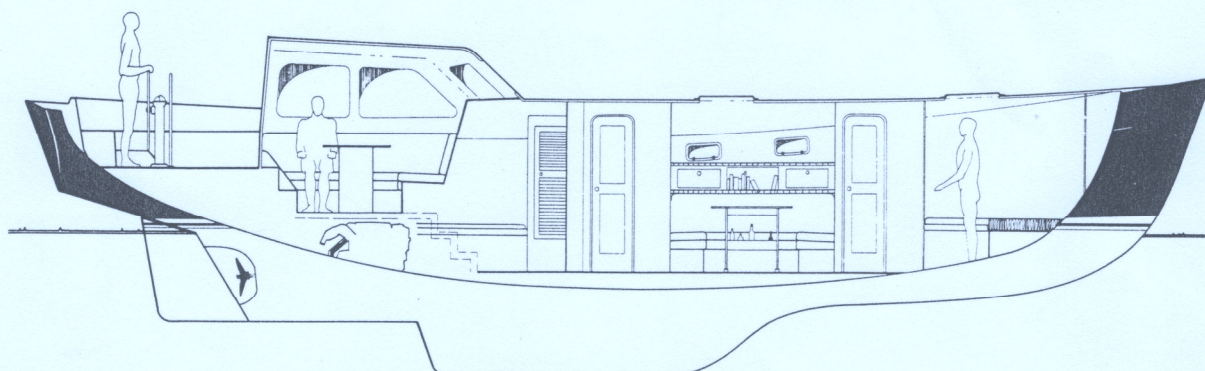


## The Inside Story

The accommodation of the Falmouth 45 is uncluttered and refined.

There are two big double cabins with their own shower and toilet facilities, a snug saloon with a generous galley and a light and airy pilot house.

The pilot house has a comfortable settee which doubles as a sea berth, a navigation area and a watch station to starboard. With its toughened windows offering all round vision this is just the place for the night watch or for the family on a grey day.

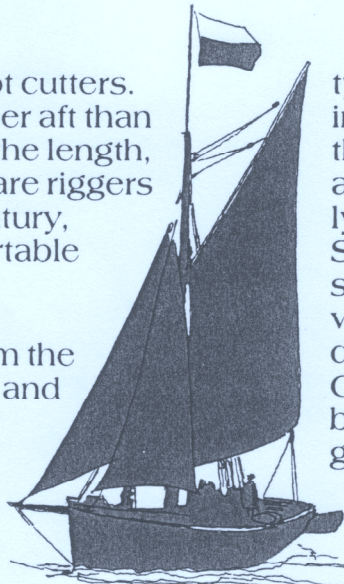




Falmouth had a fine fleet of pilot cutters. Masts there were stepped further aft than the usual distance of one third the length, and until the decline of the square riggers towards the end of the 19th century, Falmouth Pilots made a comfortable living.

Much of our Western coast lies fully exposed to every gale from the prevailing quarter. South West, and huge seas roll in unchecked by land for some 3,000 miles until they break in fury on the rock bound shores of Ireland and South West England. These coasts have seen countless shipwrecks as wind-driven vessels, off course, have sighted ahead that dread of all seamen, a lee shore against which white capped seas surge in endless succession. How welcome to a ship master was the glimpse of a tiny pilot cutter, riding the waves like a gull, head reaching a little under a scrap of canvas, and having on board a man whose knowledge could guide a ship to safety.

These conditions demanded a very fine



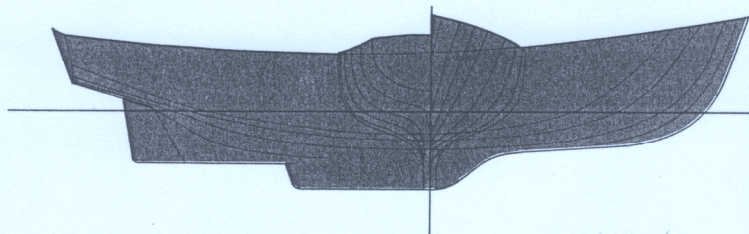
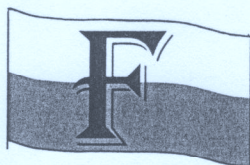
type of pilot boat, one easily handled in crowded waters yet able to face the full force of an Atlantic gale and, above all, having easy motion when lying to on station.

Some cutters were renowned for speed in light weather, others in hard winds, although the quality most desired was to be good in any wind. Ghosting ability in very light summer breezes was especially valued. A good average speed in a moderate wind was around 9 knots, but 10 was not uncommon. The smaller cutters did not set a top sail in winter, only a short mast to carry the pilot flag, and the main sail had no boom.

The bowsprit had a bob stay and shrouds, both set up with two single blocks.

A short iron on the starboard side of the mast head carried a white light when the cutter was on its station for pilot duty; then the statutory lights were not shown, but side lights were kept ready lit to display on the near approach of other vessels.

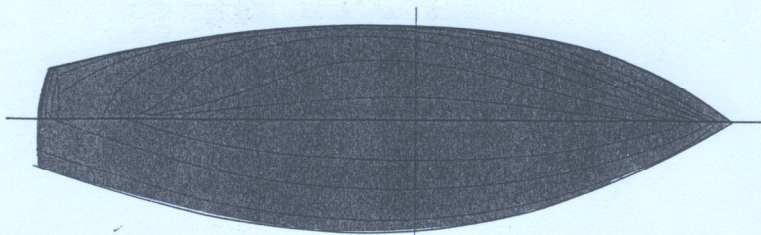
\*Reprinted from "Inshore Craft of Britain" by Edgar J March.



The hull design of the Falmouth 45 has its roots in the traditional working craft of the turn of the century. It's not so surprising to discover that our sailor forbears arrived at some pretty good solutions by trial, error and necessity . . . some basics cannot be bettered. They knew that a fat boat was not weatherly or fast in light weather . . . keels were long for downwind peace of mind . . . and they understood about displacement and stability. Too light a boat and she lacked power and needed too much attention to trim.

Technology and useage have moved on since those days and we now know a lot more about the theory of yacht design. Modern developments relating to efficient keel design and reduced wetted area would have been welcomed by our forbears when performance meant income . . . welcomed, that is, so long as the handling characteristics for tough going remained unaltered.

The Falmouth 45 hull, conceived by cruising yacht designer Chris Freer, has a near ideal beam/length ratio . . . the bow sections cut the water cleanly giving a very soft ride in short wave conditions . . . the buttocks and daigonals are beautifully fair for downwind speed and the powerful quarters give added stability on a reach. The skeg hung rudder terminates the long skeg and keel configuration and is protected from grounding . . . the fore foot has been reduced in the light of recent Wolfson Unit research indicating that this improves handling in heavy weather downwind, a feature which adds to the efficiency of the keel upwind.



*Too many modern yachts sold as cruisers are half breed modifications of racing yacht designs. Not so the Falmouth 45 which represents a return to fundamental principles and successfully offers a true blue water hull form, seakindly, fast and stable.*



## On Deck

The flush decks not only give a remarkable feeling of space inside the boat but allow for uncluttered sunbathing and offer a secure working platform at sea. All the main sailing controls lead aft to the protected cockpit.

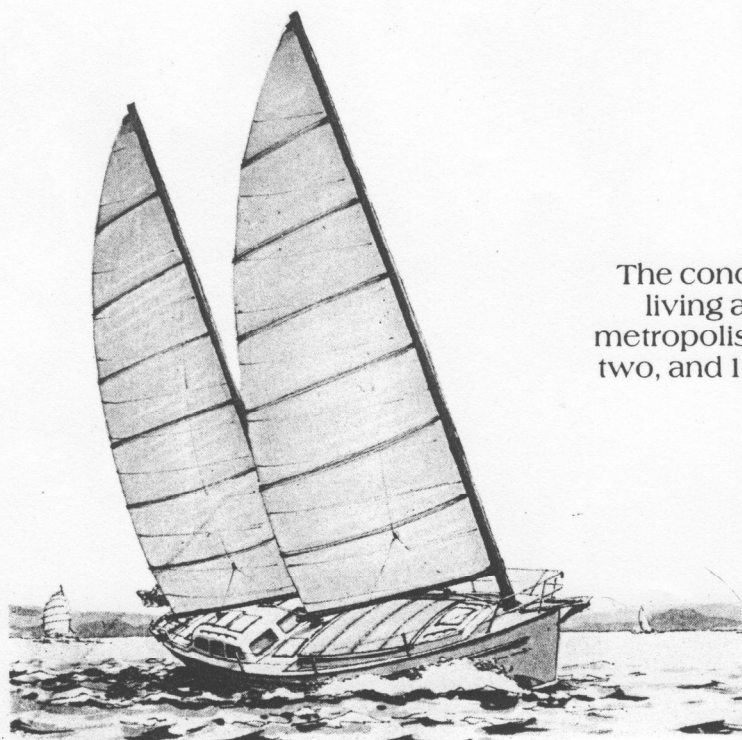
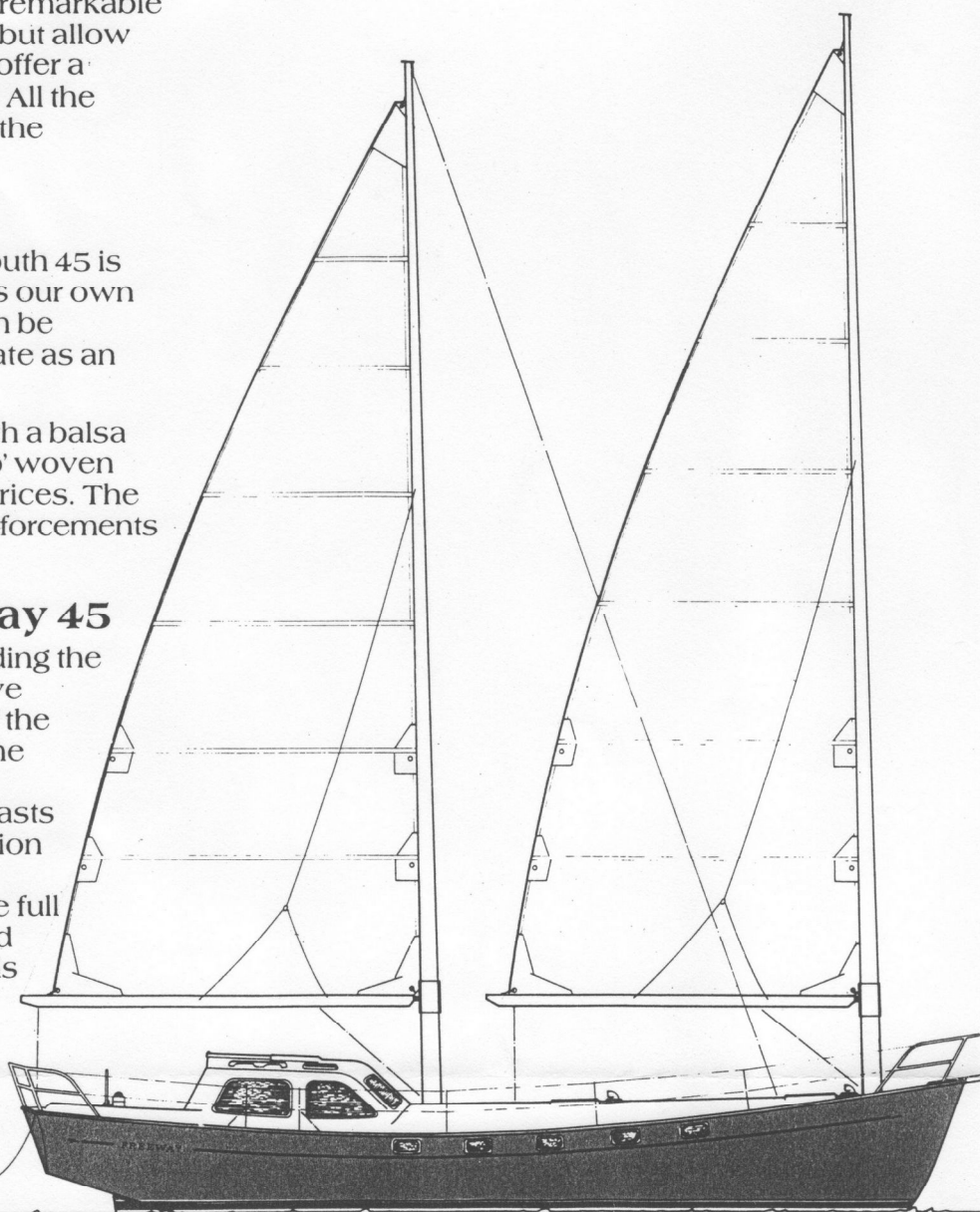
## Construction

As you would expect the Falmouth 45 is built to last . . . each boat passes our own stringent quality checks and can be delivered with a Lloyds certificate as an option.

The hull is layed up by hand with a balsa core between thick 'hand lay up' woven rovings and chopped strand matrices. The deck has a similar core with re-inforcements in stress areas.

## The Falmouth Freeway 45

Western Yachts have been building the Freedom 40 since 1978 and have developed an understanding of the Freedom rig second to none. The Freeway 45 offers the tried and tested carbon fibre unstayed masts with the standard accommodation layout. The yacht has been designed from the outset to take full advantage of this easily handled rig. The latest fully battened sails improve both the performance and the handling.



## Freetrader 44

The concept of a simple Sail Trading vessel, offering a living and a way of life away from the routines of the metropolis has great appeal. Living accommodation for two, and 1200 cubic feet of cargo capacity. Why not mix business with pleasure?

Ask Western Yachts for a brochure.

# WESTERN YACHTS

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