

A QUOTE FROM STERLING HAYDEN'S BOOK, WANDERER

To be truly challenging, a voyage, like a life, must rest on a firm foundation of financial unrest. Otherwise, you are doomed to a routine traverse, the kind known to yachtsmen who play with their boats at sea.... "cruising" it is called. Voyaging belongs to seamen, and to the wanderers of the world who cannot, or will not, fit in. If you are contemplating a voyage and you have the means, abandon the venture until your fortunes change. Only then will you know what the sea is all about.

"I've always wanted to sail to the south seas, but I can't afford it." What these men can't afford is not to go. They are enmeshed in the cancerous discipline of "security". And in the worship of security we fling our lives beneath the wheels of routine - and before we know it our lives are gone.

What does a man need - really need? A few pounds of food each day, heat and shelter, six feet to lie down in - and some form of working activity that will yield a sense of accomplishment. That's all - in the material sense, and we know it. But we are brainwashed by our economic system until we end up in a tomb beneath a pyramid of time payments, mortgages, preposterous gadgetry, playthings that divert our attention for the sheer idiocy of the charade.

The years thunder by, The dreams of youth grow dim where they lie caked in dust on the shelves of patience. Before we know it, the tomb is sealed.

Where, then, lies the answer? In choice. Which shall it be: bankruptcy of purse or bankruptcy of life?

Sterling Hayden



Bristol Channel Cutter

SAM L. MORSE CO.

1626 Placentia Avenue
Costa Mesa, Ca 92627
(714) 645-1843

Yacht Builders

3-19-87

Paul C. Meyer
8 Bedford Rd.
Carlisle, MA 01741

Dear mr. Meyer:

We thank you for your interest in our Bristol Channel Cutter and hope this brochure will provide answers to many questions you may have.

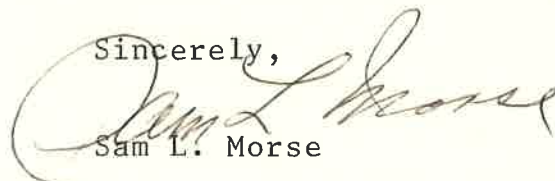
Through our words and pictures we have sought to convey to you how beautiful our little yacht really is, how well we build her and what extraordinary performance you can expect.

We handle all sales directly thru this office and have no dealers. So, if you are interested in seeing a B.C.C. first hand, please let us know so that we might put you in touch with an owner near you who will be happy to show you his. We would also welcome your visit to our yard where you can examine our construction more closely and we can show you what goes into a great boat.

For an independent appraisal of the B.C.C. we refer you to "Best Boats to Build or Buy" by Ferenc Mate'.

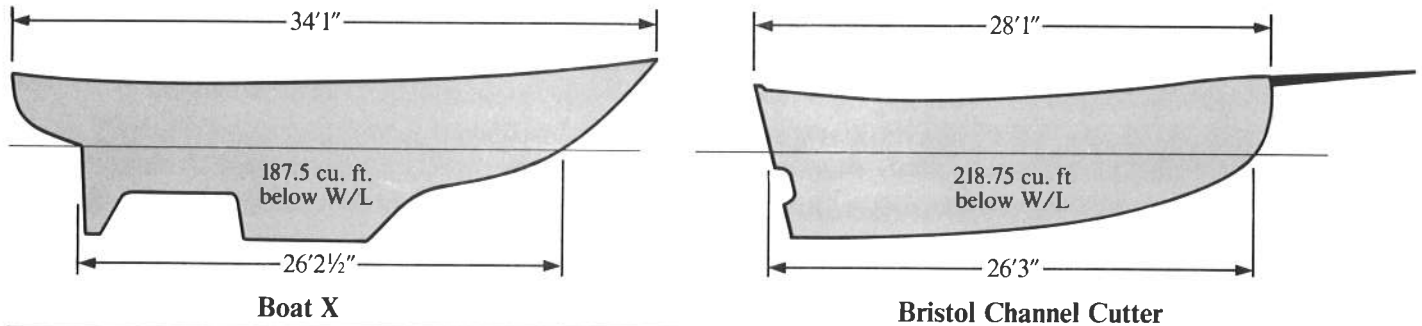
Please let us know if we can help.

Sincerely,



Sam L. Morse

Just how big is that boat anyway?



12,000#	.....	Displacement	.....	14,000#
34'1"	.....	Length on Deck	.....	28'1"
26'2½"	.....	Length Waterline	.....	26'3"
10'0"	.....	Beam	.....	10'1"
4'11"	.....	Draft	.....	4'10"

Size, to the mind of most, is simply a function of numbers, and these numbers are what we use to visualize size and to compare boats with one another.

Length on deck (L.O.D.) is most often used in describing a boat, but it is essential that all other dimensions are taken into account as well, or we will get a distorted picture of actual size. Length of waterline is a better indication of a boat's size than is L.O.D., and beam and draft enter in to complete the three-dimensional view of the hull. Then comes displacement.

Displacement is the most important element in a boat intended for carrying cargo or very much of anything else for that matter. It is the total weight of the vessel and so is also the weight of the water she displaces when down to her waterline. Since a cubic foot of seawater weighs 64# we convert displacement pounds into cubic feet below waterline by dividing displ. by 64. So the 14,000# boat, pictured, has a volume below waterline of 218.75 cu. ft. The 12,000# boat has a volume of 187.5. Not all this space can be used for stowage as some goes for ballast, some to the engine—

but the more space below the waterline—the more you have for stowage of water, fuel, chain, canned goods and all manner of heavy equipment needed for the cruise. All this belongs low, where it helps stabilize the boat, not piled on top of the bunks.

So displacement of a vessel is by far the most important factor in a realistic comparison of boats. It means a great deal more than deck dimension in a cruising boat and we hope you will agree that the 28' Bristol Channel Cutter is more than a match for the 34 footer in terms of carrying capacity—not in number of bunks perhaps, but certainly in the weight of the groceries she can carry.

And once you're convinced that displacement is your friend you can start thinking of boat prices in terms of cost per pound (Boatbuilders do). If you will divide the price of the boat by her displacement, you will obtain a far better figure for comparison than dollars per foot of deck. Who knows, you might even decide the little cutter which at first looked so expensive, is really one of the best buys on the market.



Builders of the Bristol Channel Cutter and Falmouth Cutter.

1626 PLACENTIA AVENUE, COSTA MESA CALIFORNIA 92627 • (714) 645-1843