

# FC News

Editor: Ron Walton

Autumn 2002

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Lyle Hess, designer of our Falmouth Cutter 22s, the Bristol Channel Cutter 28, and many other beautiful small sailboats, passed away this past July. He was nearly 90 years old. I first learned of his passing from Roger Olson's letter to the Unofficial BCC Website in September. It has since been mentioned in *Cruising World* and in *Classic Boat* magazines.

I am sorry I never got the chance to meet Lyle Hess; I think it would have been very interesting. But, I did talk to him twice by telephone, and in the first of those conversations he steered me away from the *Nor' Sea 27*, another of his designs, to the Falmouth Cutter. Less than a month later I bought *Mijita*.

I have received a few letters from the fleet since Spring. From *Anne Marie*, *Sapo*, *Angelsea*, *Aspara*, and *Kastoria*. These letters are reproduced here, as is my report on the new bobstay chainplate I installed on *Mijita*. I presume you all did some sailing this summer, so I hope I will hear from more of you before the next issue of the FC News goes overdue.

In the letter from *Aspara*, Chuck Naeyaert announces she is for sale and lists the particulars. To my knowledge John Riebe's *Second Look* and Robert Young's *Calculated Risk* are still for sale as well. But I have heard indirectly that Chris Spohr has sold *Ferial*. Does anyone know who purchased *Ferial*? I have no one to send a newsletter to there...

There are photos of several Falmouth Cutters on my Falmouth Cutter web site. If you would like to see your boat there (I would), send me a photo. If you send it digitally, please try to use JPEG format.

Finally, if you don't write, there can be no newsletter. So, please keep your letters coming.

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## *Mijita*, FC #5

This year I finally addressed a problem that has bugged me ever since *Mijita* arrived in Alameda. The bobstay chainplate on the stem of the old Falmouth Cutters like mine was fabricated from stainless steel. Stainless steel is a very poor metal underwater. It pits and corrodes in that corrosive environment. The chainplate should have been made from silicon bronze. In August I had *Mijita* hauled out and replaced the old chainplate with a new one cast from silicon bronze at:

Port Townsend Foundry  
11 Crutcher Road  
Port Townsend, WA 98368  
(360) 385-6425  
E-mail: [ptf@olympen.com](mailto:ptf@olympen.com)  
Website: <http://www.porttownsendfoundry.com>

To see what the new chainplate looks like, go to the FC Photos page of my website at:

<http://homepage.mac.com/rwsailor>

A couple of weeks later I took *Mijita* and a couple of friends out to see the parade of tall ships planned for San Francisco Bay. Instead of greeting the tall ships we were greeted by a gale. Eventually we rounded Treasure Island, gybing and running for shelter in winds officially reported as 34 knots with gusts to 40. I wonder if the old chainplate could have handled it? Probably, but I had a lot more confidence with the new chainplate installed.

If you have an older Falmouth Cutter with a stainless steel bobstay chainplate bolted to the stem, you might want to consider replacing it with a new one. Do not even consider stainless steel. Even 316 stainless isn't good enough; the old ones were probably 304 stainless. Besides, the silicon bronze casting cost me about half what a fabricated stainless steel fitting would have. So you can be penny wise too when you make the change.

Ron Walton

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### *Anne Marie, FC #7*

Congrats on the new bobstay fitting. It is expensive, but will pay you back in the feelings of security you will gain. I use mine in anchoring (I know Pardeys anchor from the tip of their bowsprit, but I disagree with the application of that much stress on the bowsprit despite the wide distribution of forces through the whole rig.) Your new fitting will probably be about 3 times the heft as the old SS one and when you are anchoring in 55 knot winds for ten days straight, as I did in the Sea of Cortez.... well, how do you put a price on peace of mind? Never again will you worry about welds or crevice corrosion.

Now to get to your question. The portion of the stay that is below the waterline is both barrier coated and painted on mine. (same with the bronze through-hull fittings and rudder pintles below the waterline.) My theory is that it is easier just to paint rather than try to neatly paint around it every time you bottom paint. Secondly, even tho the fitting is almost pure copper, growth can still occur, whereas the ablative paint I use (Interlux CSC) keeps all just as clean as the rest of the hull. Lastly, I think it looks better painted below the water line. The downside is if the anchor chain hits it, it will chip right down to the metal, but that has not been a big thing for me.

Fairwinds.

George Ceolla

*I followed Pete Langley's advice; I just painted the new chainplate. He said "don't use a primer, etc", so I didn't. However, the antifouling paint just above the static water line is coming off, a little bit with each sail. So next time I might use a primer.*

Ron Walton

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### *Sapo, FC #10*

I finally signed up for e-mail, so you can use it for the newsletter. I accessed the 'homepage' but it is not good at this cyber shop, too slow (worse than waiting for the wind). I am currently using ordinary cooking oil on SAPO's exterior teak. I mention this only in contrast to another owner's comment that he "stripped...,cleaned, sanded, then applied 10 coats of Bristol Finish" to his. Perhaps it is a good thing that SAPO and I are still in Thailand/Malaysia where we are less likely to be an embarrassment to other FC owners! And don't worry, when I complete my circumnavigation I promise to request "no photos" from the World Press.

Best Regards,

Mary Ellen  
e-Mail: [whitemaryellen@hotmail.com](mailto:whitemaryellen@hotmail.com)

*Don't worry about what anyone else might think. When you finish your circumnavigation, no*

*one will care if your boat looks "used". In fact, it probably wouldn't even be noticed except by expert eyes.*

*I have a friend heading your way on board his BCC, named Calliste. My friend's name is Doug Walling. Keep an eye out for him. Last I heard he had departed Bali heading for Singapore; he arrived in Bali from the Brisbane, Australia area, a few days after the terrorist attack; and after 49 days at sea.*

*Ron Walton*

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### *Anglesea, FC #19*

It has been a very pleasant summer in the South East. I haven't had as much time as I'd like to spend sailing. My buddy and I got my new SSB installed. I am studying for the General HAM license test to take this summer so I can use the HAM bands. Other than that, life is busy with work and homelife. I joined Team in Training in the spring to raise money for the Leukemia Society and will complete an Olympic-length triathlon in September in Orlando, FL. That should be fun. I am starting to get back into shape.

I was looking at some pictures of my trip to Bermuda from a few years back, and found this pretty one of Anglesea pointed at the cut into St Georges harbor. Thought it would be a nice addition to the website. I hope this email finds you doing well.

Enjoy the rest of summer!

Terry Hill

*Thank you for the photos of your boat. I hope more owners will send me some photos to put up on the website.*

*Ron Walton*

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### *Aspara, FC #22*

I'm selling ASPARA for health reasons. Following are its features:

Engine: Yanmar single cylinder Diesel

Sails: Main w/ 3 reefs. Hank on yankee and staysail. Forestay removable to use Schaeffer furling & 130% genoa. All sails tanbark, except colorful green, yellow, and brown drifter in sock. Mast has tabernacle and setup for easy one man raising and lowering of mast. Also, set up with track and wire on bowsprit to deploy yankee if the genoa is furled. Whisker pole carried forward on deck.

Anchors: 22 # Bruce anchor, with 3/8" chain and 1/2" line. Custom SS anchor bracket on bowsprit. Also, 180' of 1/4" galvanized chain & chain pipe that stores the chain just forward of the main bulkhead. 25 # CQR stores aft on bumkin with custom SS bracket.

Interior: First owner lived aboard while building interior which I finished. There is a working 2-burner propane stove w/ oven plus electronic and manual shut-offs for the propane. Aluminum propane tanks are stored in sealed lazarette. Sink and stove are to port and have removable cherry wood covers for cutting and preparing food. There is no refrigeration; instead the original owner built a cabinet to starboard for a stereo, the VHF radio, chart storage, etc. Many additional cabinets fore and aft. The dining table has a formica surface with chess/checker board face. Two batteries located above engine plus a starting battery located forward of engine beneath dining table. Water storage is beneath quarter berths; electric toilet is in forward compartment. Forward V-berth can be used for sleeping or for sail storage.

Trailer: Heavy duty goose neck trailer. I've used it every year to move *Aspara* to and from launching on Tampa Bay.

Asking price: \$49,900 for boat and trailer.

Charles Naeyaert  
38102 Centennial Rd.  
Dade city, FL 33525  
(352)567-9798  
e-Mail: [dutchman@3oaks.com](mailto:dutchman@3oaks.com)

*I am sorry to hear you are selling Aspara. I know whoever buys her will get a fine boat. Good luck to you Chuck.*

*Ron Walton*

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### *Kastoria, FC #35*

I spoke with you on the phone about our little boats. I'm interested to hear what other Falmouth Cutter owners are doing with their boats.

I hope to transport my little cutter back east next spring. I want to explore the I.C.W. and other places I've read about and seen in pictures; I'm interested in history of some of the early settlements in our country. I want to see some of the haunts of pirates who terrorized the Caribbean and East Coast like Black Beard and Stead Bonet. I want to see the Dry Tortugas off Florida and sail the Chesapeake. So many places I can visit in my little cutter.

I will make some modifications this winter and then hope to be off on an adventure. Keep me posted.

Steve Kaufmann

*I think you have it all right Steve. That sounds like a great adventure you are planning. Keep us posted on how it goes.*

*Ron Walton*