

# FC News

Editor: Ron Walton

Winter 2001

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Welcome to the Winter 2001 issue of the **FC News**. I wasn't sure that there would be one last autumn. I was so frustrated by the difficult publication process necessitated by my then outdated computer. Well, my computer is no longer outdated; I upgraded to a new one for Christmas. And I even have an E-mail account now.

Of course buying a new computer does not make the creation of an issue of the **FC News** any easier. I still need for you to write. But now you can write me by E-mail if you choose, although I still enjoy coming home and finding an old fashioned letter waiting. So don't feel you are being left behind because I have a new computer. I still believe computers have no real place on a boat. With the salt-air and the humidity, a boat computer is destined to die before its time. Very expensive and not a very good boat anchor. If you don't have land uses for a computer, don't invest in one.

There have not been a lot of letters since the summer, and not many then. Maybe I sent out a subliminal message in the last issue that has caused you to hesitate to write. Don't. I need grist for the mill if I am to keep this newsletter going. This issue is a good month late. So write.

Several Falmouth cutters have sold recently and there are some new skippers in the fleet who I hope will write us about their new boats and projects and plans. Specifically, I am addressing Aaron and Katherine Dewar of *Jolly Dolphin*, Curtis and Randi Johnson of *Wavewalker*, Chris Spohr of *Ferial*, and Bill Adams of *Zarpé*; I did receive a short letter from Christopher Grenda of *Hokje*. I also received short notes from Terry Hill, of *Angelsea*; from Leo Oxberger, formerly of *Ferial*; and from Roger Kruckeberg of *Athena*, all printed in this issue. Because of all the changes in the fleet, this issue also contains an updated Owners list. Please check your information and send me any corrections.

I believe several Falmouth Cutters are still for sale, possibly including *Dazzler*, *Mariko*, *Aspeden*, and *Inga*. I would like to hear from the owners of these boats about their boat's status.

Jason Feeny, formerly of *Zarpé*, FC #36, has returned from his voyage to Costa Rica. He sailed there with his girl friend, spending 6 months in country. Now they have returned and he has sold *Zarpé* to Bill Adams of Los Gatos, California. So *Mijita* and I will be getting some company on San Francisco Bay real soon. Jason told me that he has written some letters about his voyage, but had not yet posted them to me. I hope we will have them for the Spring issue.

Since there were so few letters this autumn, I have turned to the pre-**FC News** issues of the newsletter to put together some thoughts on anchor systems for Falmouth cutters. Lyle Hess expressed his opinions and ideas back then, and they are still good today. I have also included the thoughts of some other members of the fleet, including my own.

Ron Walton  
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*Hokje*, FC #18

My sincere thanks and appreciation for your time and assistance during the Lyle Hess Tribute in Richmond. I followed up on the lead you provided concerning FC#18 *Hokje*. I met with Jack

Lelah (an extraordinary man and very talented craftsman) and we instantly bonded. We just completed our deal (*October 1 -- Ed.*) and I am now the proud owner and skipper of *Hokje*. Jack's goal was to find a good *home* for this very special vessel and since he had other offers, I feel most fortunate he thought enough of myself to agree to sell her to me. Currently, I plan to keep her in her present slip at the Port Royal Marina, King Harbor, Redondo Beach. After a haul-out and a few small projects that Jack has agreed to help me with, I may be ready to bring her to the Bay (at which time I will definitely need to tap your knowledge and experience about sailing the FC on the Bay!) Jack has even volunteered his time to be my tutor while I learn the finer points of caring for teak.

Please add me to the FC News mailing list, and let me know if I can be of any assistance to you in its publication.

Chris Grenda

*Thank you Chris, I was glad to be of assistance to both you and Jack. I have had several informative and memorable telephone conversations with Jack, as well as several excellent letters from him. From the photos I have seen of Hokje I am sure you will learn a lot from him. Be sure to share some of that knowledge with your fellow sailors as Jack would. I also look forward to you bringing Hokje to the Bay; it's lonely having the only Falmouth Cutter up here, especially when there are 7 or 8 BCCs here. And I will be glad to introduce you to sailing on the Bay. Note that we will also soon have Zarpé, FC #36, on SF Bay as well.*

Ron Walton

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### *Angelsea, FC #19*

I was just thinking about the newsletter, so thought I'd drop a line. *Angelsea* has been enjoying the winter in dry storage. Her new diesel (Yanmar 1GM10) is almost installed - I'm looking forward to getting her in the water. Thanks Roger Olsen for your help and information. Have been doing lots of work on *Angelsea* over the winter. She has had her bulwarks awl gripped and bright work done. She is looking like a little lady now.

I am also looking forward to some warmer weather in the next couple of months to get back on the water. Once it warms up, we'll float her, line up the shaft, and be ready for the 2001 summer season. I want to take her to the ocean, most likely Savannah, GA. Should be fun gunk holing along the Atlantic.

Finally, if anyone has a FC trailer they are interested in selling, please call me. I will pick it up anywhere in the U.S.

Fair Winds and Warm Weather.

Terry & Mary Ann Hill

*Thanks for the telephone conversation and the e-mail. Your letter is the first one delivered to me that way. Thank you for the photos, too.*

Ron Walton

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### *Ex-Ferial, FC #25*

I sold *Ferial* to Chris Spohr, P.O. Box 308, Barnstable, MA 02630, e-mail: [chrisspohr@worldnet.att.net](mailto:chrisspohr@worldnet.att.net). He sails it in the Atlantic out of Maine. And he spends the winter at Green Turtle Cay, Abacos, Bahamas.

My web site is [www.geocities.com/leo\\_mona](http://www.geocities.com/leo_mona).

We live 9 months of the year on *Snug*, a 36 foot Katy Krogin Manatee trawler and 3 months

(August, September, and October) in Iowa doing senior judge work. Spend November to April in Marsh Harbour, Abaco Bahamas; rest of the year cruising the ICA from Florida to Canada. I am 70 now and enjoy the comfort of a trawler. I remember my years with *Ferial* fondly.

Leo Oxberger  
jdlLeo@aol.com

*Glad to hear you found a good home for Ferial. Good luck.  
Ron Walton*

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### *Athena, FC #34*

Has anyone had any experience removing Cetol finish? Is sanding the only recourse?  
Roger Kruckeberg

*I remember a ships-carpenter friend of mine here on the Bay saying that acetone will remove Cetol, or its twin Armada. I have no personal experience, but you might give it a try. But be careful as it can soften gelcoat.*

*Ron Walton*

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### A Few Thoughts on Anchor Hardware for Falmouth Cutters

*In some of the issues of the **Falmouth Cutter Newsletter**, the predecessor to the **FC News**, Lyle Hess would answer questions from the fleet. I have already used some of what he wrote to comment on weather helm in the Falmouth Cutter. In this issue I will borrow from Lyle's answers about anchor hardware. I will also supplement his answers with other comments on anchor hardware from the fleet. Hopefully, this will give us all some information to reflect upon.*

*Ron Walton*

Regarding windlasses, Lyle Hess wrote: "I like the windlass on deck, but it's perfectly all right to mount it on the bowsprit. She has a housing bowsprit, you know; so if put right on the bowsprit, then you have to throw a bolt through your bowsprit and sampson post. But you have to realize you lose the advantage of being able to shorten your overall length in the marina. If you can pull 5 feet of the bowsprit and you are paying \$7 per foot, you are talking about saving \$35 a month."

"But, everyone to his own. Larry (*Pardey - Ed.*) is going to put his windlass on his bowsprit on his new boat (*Taleisin - Ed.*); and he's going to put his rollers quite a ways out on his bowsprit instead of on his gammon. I'm not sold on that but he says he wants to prevent chaffing."

Lyle then goes on to say: "With the chain clear forward near the stem the motion is going to be quicker. I like to see the chain come aft, down into the bilge. Then you've got the power of it and you get the benefit of having it near your center of gravity."

"These are small vessels and any time you have that weight up forward, it takes away from the power of the vessel and hurts the motion of the ship; then when you have to go forward to shorten sail and you put a man's weight forward there, too, this decidedly brings the bow down and increases the motion."

Also on the latter problem, Gary Felton, ex-*Angelsea*, FC #19, wrote in 1995 that: "I used to carry a 25# CQR with 180 feet of 5/16" chain with 120 feet 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 in the Sweethearts of the Caribbean Race. Instead of hauling my anchor, I buoyed it and departed to do battle. The class was boats to 32 feet 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 sometimes, she happily leaped over the crests. Now I use 100 feet of 1/4" HT chain, a 25# CQR, and 200 feet of 1/2" rode. I removed the windlass altogether. It's not too much to haul by hand and keeps me put."

And, Mary White, who has cruised *Sapo*, FC #10, to Malaysia from Mexico, wrote in 1999: "I have all chain on my main anchor and have never been sorry. I started with 300 feet of 5/16 inch chain. Recently, I bought 100 feet of 3/8 inch chain that I put first and then 150 feet of 5/16 inch chain. Both of them work fine on my windlass gypsy. I like the 3/8 inch chain better; it is heavier and I think that is good; frequently I do not even need the anchor because the pull hardly ever gets out to where the anchor is. In a blow, of course, my CQR disappears right down into the sand and does its duty." Mary did not say how or where she stowed all that chain.

When I bought *Mijita*, FC #5, I found two anchor rodes stored in the bow lockers. One rode had 120 feet of 5/16 inch chain and 180 feet of 5/8 inch rope; the other rode had 80 feet of 5/16 inch chain and 180 feet of 5/8 inch rope. All of the chain was rusty and of unknown (probably China) origin. After I took it off the boat, *Mijita's* bow floated more than 4 inches higher and she sailed both better and drier. So, I decided to use a combination rode with less chain. In my case, I replaced all the old rode with one consisting of only 25 feet of 5/16 inch chain plus 250 feet of 1/2 inch nylon rope. I also carry a similar spare rode under the V-berth. Since I prefer to sail rather than anchor, this has worked for me.

If cruising, I would choose the length of the chain leader so that I could anchor with almost all chain in the typical anchorage of my cruising grounds. That would give the rode good protection from bottom snags and chafe as well as minimize the boat's motion at anchor. In deeper than normal water, or in storm conditions, I could deploy additional rode which would be rope. Rope is lighter in weight, more elastic, and cheaper than chain.

Ron Walton