

✓p. 5

387-1772
387-1778
387-1778

F32 Newsletter

The Journal of the Freedom 32 Sailing Yacht Vol. 1 No. 1 September 1986

Edited by Don Peaslee, 99 Lowell St., Reading, MA 01867 * (617) 944-8158
(#99 Indolence, Marblehead)

Why F32?

The Freedom 32 Newsletter ("F32") was inspired by the interest demonstrated at the Freedom Rendezvous held at Newport this past June, and by the obvious benefits that would be gained by the exchange of information between owners concerning the maintenance and operation of the boats. F32's prime mission is the publication, in detail, of information concerning the correction of deficiencies and the institution of improvements to F32s, and will rely primarily on reader supplied articles and information in this area. It will also carry articles on the operation of boat systems, the cruising and racing of F32's, social events, raftups, factory advisories, interviews, owner profiles, classified ads and anything else deemed of specific interest to F32 owners and crews. F32 will solicit the advice and assistance of Tillotson-Pearson, Inc. ("T-P") as appropriate, and plans on a constructive and mutually advantageous relationship with T-P. F32 is however an independent publication of F32 owners and its statements and opinions are not necessarily those of T-P unless specifically attributed. While every effort is made to ensure accuracy, F32, its editor and contributors are to be held harmless from the consequences of inaccuracies of content.

Subscriptions

F32 will be published every second month commencing in September 1986 for a total of 6 issues/year. Subscriptions to owners and trade are \$8.00 per year; additional subscriptions mailed to crew (owner must pay) are \$5.00 per year. A subscription form is part of the last page of this newsletter; please supply separate pages with same data for crew subscriptions. All F32 author and editorial efforts are unpaid. Direct

(cont.)

FREEDOM RENDEZVOUS A FINE SUCCESS; F32s BEST REPRESENTED

On June 27-29 Tillotson-Pearson hosted the first ever "Freedom Rendezvous" at Newport, drawing forty boats from as far away as Maryland and forty-eight owners from both coasts and Puerto Rico. F32s were best represented, with ten boats on the starting line Saturday and two additional owners helping to crew. Headquarters for the event was the Treadway Inn and Marina which provided dock space (see sidebar) and function rooms for the breakfasts, cocktail parties and banquet which were hosted by T-P and its suppliers.

The weather was fine throughout the rendezvous, and Newport was at its colorful, frenetic, world-class yacht-hustling best, with two tall ships in port handling thousands of visitors, hundreds of spectator vessels dodging each other, and flags and bunting whipping in the breeze. The fact that Freedom's party was the weekend prior to the NYC Tall Ships/Fireworks 4th of July extravaganza helped to heighten interest in the rendezvous and made for a fully packed weekend for both those who stayed with the boats and the troops who chose to go sight seeing.

Late Saturday morning was racey time, with most of the forty Freedoms coming out to race and the ten F32s getting their own start. The course started near Potter Cove on Conanicut Island, then ran south under the Newport Bridge past The Dumplings to bell "11", the weather mark; then north under the bridge again to a counterclockwise rounding of Gould Island, then back south to the start/finish line - about eight nautical miles. The F32 race lead was quickly assumed by Portsmouth, RI skipper, Patrick de Mouligne' (#85 Sloop du Jour,

(cont.)

Subscriptions (cont.)

operating costs per year are estimated at \$500.00 and include reproduction, mailing, paper, typing, and author/editor out-of-pocket costs for gasoline and telephone expenses. Break-even revenues equal approximately 70 paid subscriptions, so your support as a subscriber is solicited and greatly appreciated. Direct operating costs include approximately 20 complimentary copies to be sent to major yachting magazines, Tillotson-Pearson Corporation, and other organizations worth lobbying.

F32 will provide owners with the type of information that can easily save the cost of a subscription for several years - for instance, had I known (and heeded) the fact that Harken's round shackle pin cotters sometimes work loose and fall off, I might have saved \$300.00 worth of gear and spinnaker damage (see article). Just as important, the existence of an active class publication (and organization?) creates a wonderfully warm feeling in the breast of any prospective purchaser of one's boat. The prospect is not just buying the yacht, but also joining the family. The effect upon saleability and price is salutary, as can be attested by sellers of other strongly supported craft, such as Tartans. So do yourself a favor, and F32 a favor, and send in your subscription today. Include your crew, too - we need the money!

Become an Author! Fame! Fortune!(?) Peer Approval!

F32 has already received one contributed article, and has a promise of another. Anything about the F32, or related to it, is of interest to F32 readers. So don't be bashful; write your idea up - in any form, we'll help edit over the phone if necessary - and share the wealth of your knowledge and experiences with your fellow owners. I'll bet every reader has a pet subject or experience certainly worth relating. If you feel you don't, F32 has a topic list over 30 items long just begging to be written up; the choice is yours. Start now and you might make the November issue!

Water, Water, Everywhere.....

For the two seasons Indolence has been in commission we have scratched our heads over the irascibility of its water system. When run dry and then refilled it would not prime. When switched from main tank to bow tank it would lose its prime. Measures taken ran from assembling all hands aft to raise the bow tanks level relative to the water pump to removing the main tanks vent hose and blowing air pressure into the tank to force water to the pump. Simply waiting for a while seemed to help, for reasons not then understood. T-Ps provision of a replacement pump was appreciated but did not help.

When a full and untapped bow tank recently went dry in two days, passage captain Rolly Gates pulled apart the fore berth and removed the tank. He found that it had been poorly installed, resting on its own outlet fitting, which had cracked and leaked. When full there is over 300 lbs. of water in the tank, so the load on the fitting was substantial. It was replaced and the tank correctly installed with support for its chines.

Shortly after this, following a long shower drawn from the main tank, a thin sighing noise was detected coming from the main tanks vicinity. The noise was traced to air leaking into the tank around the vent hose fitting! Removing the vent hose at the tank and blowing into it revealed it to be plugged. Blowing hard cleared the hose. The vent hose to the forward tank was also found obstructed, and was cleared with several red-faced exertions.

We don't know what plugged the vent hoses. The system now seems to be working correctly for the first time since the boat was delivered.

F32 will describe the water system completely- how it works, why it works, how to maintain it and trouble shoot it- in a coming installment of our Know Your Boat series of articles, providing the knowledge of experts in each field covered, applied specifically to the F32.

(cont. p. 6)

Rendezvous (cont.)

Portsmouth), who used his extensive Narragansett Bay racing experience to show the way to the rest of the fleet from start to finish. Runner-up Don Peaslee (#99 Indolence, Marblehead) was opening a beer 200 yards behind the starting line when the gun went (it's NOW ?!) and felt forced to try desperate measures, like splitting tacks - which worked, for a change. This lucky move gained Indolence fourth place at the windward mark, followed later by the agonized overhaul for second place of Al Pearlman's solid-propellored Sea Pearl II (#37, Portsmouth, RI). Sloop du Jour finally came into Indolence's sights after the north end of Gould I was rounded in light and fluky air. Starting the final windward leg to the finish line northeast of Potter Cove it looked for a short moment that the fleet Frenchman might be caught. The distance narrowed until Patrick noted the interloper over his shoulder, stopped passing the hors d'ouvres for a while, and trimmed sails a bit to easily hold off the challenge and take a solid first place. Next year, Patrick.

Shoreside activities were conducted in a large function room at the Treadway. There were two noisy (i.e., successful) cocktail parties Friday and Saturday, and buffet breakfasts on Saturday and Sunday. Saturday night's buffet banquet (what a 200 person chow line can do for one's appetite) was the high point, with the after dinner presentation of awards. One of the two "distance away" trophies went to Will Chesnut, who single handed his F32 Freedom (#24) from her home port of Solomons, MD. Bravo! Bruz and Ann Roettger left #1 Abu Dai back in Ceiba, Puerto Rico, but came to join in and help out. And in the "Best" awards, Peter McCrea (#35 Panacea, Portsmouth, RI) took home a nice Yanmar generator for his innovative rudder post lubrication scheme, the details of which will be published in F32's next issue (November). Patrick de Mouligne' did not win the trophy for best overall racing performance despite coming very close to passing the first place F36 which had not only started five minutes earlier but was a light weight factory boat with a factory team led by (no less than) Gary Mull. Evidently the award was based on

performance within class, and the winning F36 did indeed skunk the rest of its brethren, most of which were spinnaker-less. Patrick, and perhaps the 2nd place F32, had a faster time on course than the winning F36.

The audience settled in with substantial anticipation upon the introduction of Everett Pearson, the evening's prime speaker, and well they might. Here was one of the pioneers of the fiberglass boatbuilding business, who now ran the most high tech composite manufacturing operation in the marine field - not to mention state of the art windmill blades manufactured under secure process conditions. At a time when other boatbuilders were retrenching or quitting altogether, he was expanding. And, most important, he was putting solid backing into the continued development of the simple, unstayed, high tech-low effort cruising yacht, with three new designs in the last eighteen months from a new designer for Freedom Yachts.

Everett proved to be a relaxed, confident, engaging speaker. He welcomed the group and after introducing lots of T-P staff, dealers, Gary Mull, ad people, sponsors, and press, he recounted the early days of the business (Pearson Yachts once did 63% of total fiberglass auxiliary sales!), the creation of his silent/active partnership with Mr. Tillotson to create Tillotson-Pearson, and the progress of the Garry Hoyt and other Freedoms through the years, down to Freedom's recent acquisition by T-P and the production of the Gary Mull designs. In all his comments Everett pressed home the intent of Freedom to continue in the forefront of yacht quality boat building by producing high tech, low effort cruising yachts of great general appeal in appearance, layout, handling, and appointments. He also stressed the desire of T-P to forge and maintain a close bond between the builder and existing Freedom owners.

F32 applauds this policy, and has been created to be a communications vehicle not just between F32 owners but between the owners and T-P. In our view strong factory interest in and support of existing Freedoms can do nothing but favorably affect future Freedom sales while aiding the detail development of new and existing Freedom designs.

(cont.)

The Newport Raftup: Bow By Stern, Cheek By Jowl

Overnight accommodations for the forty Freedoms registered at the Rendezvous consisted of a large rectangular area of water partially bounded by two floats, directly in front of the Treadway Inn. It quickly became obvious to arriving skippers that "normal" berthing was not to be expected here; the procedure was instead to simply fill up the water with as many yachts as would fit in it. Once embedded in this marine collage it was wise not to plan on getting out for a moonlight sail. Everyone on Friday afternoon tied up without difficulty, fine tuned their fenders and spring lines and headed off to the first cocktail party.

Saturday afternoon's docking was much more of a sporting event, particularly for those arriving after the "raft" was half full, and moreso for those with folding propellers. A moderately stiff breeze on the starboard bow going in called for a fair bit of speed in order to ensure steerage way and keep the bow from blowing down on the innocent raftee to leeward. But no sooner was the steerage way assured and the boat coming up parallel than the next hazard had to be coped with: the stern of the rafted boat ahead, less than a length away, with its skipper trying to look unconcerned while sweatily groping for cushions to hang over his stern - while eyeing one's spinnaker yard with rising dread. With a folder one simply grabs reverse, pulls full power, holds it and waits. The boat gradually slows, while all hands scramble to fend off, if necessary. I don't believe there were any "incidents," but entering the raftup certainly gave everyone a fine opportunity to demonstrate their skill.

A graphic demonstration of the reversing power of a solid propeller was afforded shortly after tying up Indolence. Sans Souci (#34, Portsmouth, RI) arrived at good speed to tie up to me, and mindful of my own tight arrival moments earlier, I unnecessarily called to skipper John Lease for reverse. John reached down, blipped the Yanmar momentarily to 2000 rpm or so, and Sans Souci stopped as if at the end of a rope.

The raftup was fun, most certainly represented the most Freedoms ever seen together in the water at one time, and assumedly was professionally recorded on film. It certainly exemplified Newport, where they do the in-the-water boat shows the very same way.

Rendezvous (cont.)

Everett also talked about the Freedom Independence, a 20 footer designed for use by wheelchair users. It uses a gimbaled helmsman's seat and has special provisions for access and control, which should make sailing accessible to many who now find it difficult or impossible. The program fielding the Independence will be through Shake-a-Leg, an organization for the physically challenged.

The Rendezvous was a very encouraging and successful affair, revolving, it seemed, around the person and efforts of Karla Holmes of Magratten-Wooley, T-P's Newport-based advertising agency. If you didn't attend this year, consider it for '87. Dates and location will be published in F32 as soon as available.

Xmas Presents (Expensive) Dept.

Our Cal 2-30 had a slatted teak cockpit grating. It did wonders for the appearance of a Fiberglas cockpit, and we determined to have one for Indolence also. It was made by H&L Marine (Compton, CA), who to my knowledge are the only manufacturers of custom teak gratings. I will make a pattern from my grating for anyone who wants to order one. The price is about \$500.00, delivery 3-4 months. Contact F32.

F32 Performance

The Wednesday night chowder racers at Marblehead appear to have such a good time that we joined them this year, racing in PHRF Class C with a cruising handicap of 177 (no spinnakers are used). Indo presently shares the 177 scratch rating in class with two other boats (the class limits are 172-201). She is the biggest boat racing in a class that tends towards 30' but also has a couple of 26'-27' flyers.

As predicted by friends, we neophyte racers found out more about the boats speed and pointing ability in the first two Wednesday nights than we had learned in a whole season of cruising last year. One of the most interesting observations was that the F32s relative performance profile is completely different from that of the conventional sloops we race against, and our ability to compete is strongly affected by the wind strength in which the race is run. Under most conditions the F32 will not point with the competition, and in 3-7 knots it will not foot with them, either. As the point of sailing broadens out towards a beam reach the F32's performance improves, holding even with similarly rated boats just forward of a beam reach, and gradually beating them as the wind goes farther aft. Downwind we pass everything. Note that this performance profile is just about opposite that of most modern conventional sloops, which go to weather quite well but need a spinnaker to go decently downwind.

As is generally the case, stronger winds favor the bigger boats, although the displacement speeds attained by some of the smaller recent MORC designs (such as S2s) are quite remarkable. In 3-10 knots several of the boats use non-porous, lightweight mylar headsails which are tremendously effective upwind. When the winds get into the 10-15 knot range these are usually replaced by heavier, more conventional genoas, the whole fleet is sailing closer to hull speed, and the larger boats stand a better chance. As the wind gets past 15 knots and pushes towards 20 we observe a most remarkable and unexpected trait of the F32: it will now point upwind with the best of the sloops, and foot with them too! This is

accomplished with the traveler well down to leeward and an enormous "fisherman's reef" in the main. The sail stays quiet and the helm feels fine while the boat stomps upwind at 5 1/2-6 1/2 knots in apparent wind speeds of 20-28 knots.

Jibe marks in these conditions are thrilling indeed, calling for 2-3 crew on the mainsheet and zero defects technique. Even then, count on the F32 to take over the steering for a while after the jibe. In this light one must, when planning the place at which to jibe, carefully consider the possibility of hitting the jibe mark or interfering with another boat. We learned the importance of this in a few frantic seconds following our first ever heavy race jibe, with the helm hard to leeward, the boat charging up to weather, and a 10 ton nun buoy dead on 50 feet away. The only option was to reverse helm, carry on around in a 360° turn and jibe again, while trying to miss the following (read passing) boats in the process. Ah, you know you're alive!

When short handed or in really heavy winds the best recourse is probably to have everyone hold on, put the helm hard alee and tack around to the other jibe.

Reaching the full main in heavy winds seems to boil down to balancing mainsail power to steering control. When things get too hairy one dumps lift off the top of the main by slacking the vang (if it can be undone. Good luck trying to tension it in such conditions).

The F32 has shown one other unanticipated characteristic, at the other end of the wind spectrum: in 0-3 knots she will slowly ghost ahead of most of the competition! In such light airs their lightweight headsails are not filling consistently, while the F32's forced camber mainsail is developing power even in zephyrs. Progress in these conditions appears to be abetted by sending the crew to the bow to shorten the waterline and reduce the wetted surface.

Starting from Hoyt's sailing instructions we continue to try to find the correct traveler position for each condition of wind and sea, and continue to tack too

(cont.)

F32 Performance (cont.)

early or too late. The skipper doesn't know the racing rules and the green crew can't cleat or tie knots yet. But everyone's enthusiastic, learning, and having fun. As for results, we managed by trying hard and being lucky to get a couple of second places early on, and finally a first, on a heavy evening. Our worst has been next to last, on a course that turned out to be a beat plus two close hauled legs, in light air. To our surprise (and a tribute to beginners luck) we tied for first place in class in the spring series. Meanwhile we do our heavy air dance on Wednesday afternoons while the rest of the fleet prays for 10 knots. It's been a lot of fun - you should try it!

Heavy Weather Jibing (cont.)

You do things racing that you wouldn't do cruising. One thing we do is jibe in strong winds rather than tack around. After a couple of these hair-raisers it was observed that better control could be kept of the boat by letting the main fly through part of the jibe - say, 60° - by pulling the main in part way, bringing the stern thru the wind, jibing (violently) and then paying out the rest of the sheet. Admittedly this is hard on the equipment, but the gear is pretty robust.

Hoyt advocates keeping the traveler centered when running off the wind, but we don't when racing, as we want the traveler pre-positioned for the upwind legs to follow. To do this we used the traveler stops, being careful always to get the stop pin into a correct hole, rather than the countersunk traveler extrusion attachment holes. One day it was noticed that one of the stop pin holes had become laterally elongated, evidently from the terrific load it was absorbing while arresting the traveler during those almighty jibes. So now we don't use the stops, but rather set up the traveler lines to stop the traveler where we want it. The stops are set up in "backup" position a couple of inches farther down. By doing it this way the jolt is dampened by several feet of dacron traveler line, making the jibe easier on the boat, and on the mental state of the skipper.

Watch Those Shackles.....

While at the Milford Boat Works fitting out Indolence for its maiden voyage last spring we were cautioned by John Jinishian (#10 Lucy J., Riverside, CT) about the curious propensity of the shackles around the mast base to loosen up. John's advice was well given; we found shackle pins substantially backed out on three different occasions last season despite considerable armstrong in tightening them. There has been no loosening this season; it appears that a bit of corrosion is helping them to stay put.

Would that we had taken John's advice more generally and kept an eye on the Harken block shackles too. While running single reefed in 20+ knots down the Muscle Ridge Channel a year ago Labor Day weekend the boom suddenly slammed forward, bending the 1/2" thick steel boom gooseneck flange and turning the mast in its step about 25°. One of the 3 boom bail blocks was found dangling from the mainsheet minus its shackle pin and circular split pin retainer.

This year we lost another pin retainer in one of the spinnaker clew blocks. This let the clew droop too far under the bow during the takedown, with terrible ripping sounds ensuing while the flow of 4 knots of water tore the chute apart.

\$300 later the chute is repaired, the gooseneck straightened and the mast more or less pointed in the right direction. The circular shackle pin retainers have been replaced by conventional cotter pins, with each leg bent back in a circle (Rod Stephens' disapproval notwithstanding). Sure wish we'd kept an eye on those shackles earlier.....

Water, Water...(cont.)

Among the subjects presented will be the exhaust system, propellor shaft and steering post stuffing boxes, electrical system and hardware maintenance. The plan is to write, in installments, a systems manual for the F32. We hope for T-Ps assistance in this effort.

WANTED: The Other 68 F32 Owners

To my knowledge there are 115 F32s extant. We have owner information on 47; your receipt of this newsletter indicates that you are one of the 47, and that we at least know your name, address, and boat #. (But frequently not your boat name, stern home port, actual home port if different, and phone #s).

The completion of information on yourselves is easy; just fill it all in on your subscription form. As for the "other 68", please start querying other F32s as they are encountered, get the information, and transmit it to F32 post haste, so that these poor sinners may be included in the fold! There will be notices published in the major yachting magazines, but they will not appear for months. Whatever can be done in the meantime is all to the good. Call information into F32 at (617)944-8158; there is an unlimited message length phone machine if we're not home.

Here are the boats we know about. (Hull#, Name, Boat Name):

#0, Blanken	#44, Knudson,
0, (!) Lucyk,	48, Emerson
1, Roettger, <u>Abu Dai</u>	48, (!), Koch, <u>Empress of Blandings</u>
2, Hand,	49, Horn,
10, Jinishian, <u>Lucy J.</u>	50, Dyer,
11, Walcoff,	52, Aronsohn,
13, Amedio,	54, Mahan-Haft,
14, Harker,	57, Morely,
15, German,	58, Parrot,
20, Weigel, <u>Liberty</u>	61, Rutherford,
22, Pearlman, S.,	63, Christman,
24, Chesnut, <u>Freedom</u>	64, Repass,
26, Rickard, <u>Illusion</u>	71, Spaugh,
27, Lyon, Jr.,	73, Morrison, <u>Scott Free</u>
29, Haberstock,	75, Serfustini,
31, Weinstein,	76, Wyckoff,
34, Lease, <u>Sans Souci</u>	80, Schubert,
35, McCrea, <u>Panacea</u>	81, Salerno,
36, Debacher,	82, Webster, <u>Wild Turkey</u>
37, Pearlman, A., <u>Sea Pearl II</u>	85, de Mouligne', <u>Sloop de Jour</u>
40, Taylor, <u>Radiant</u>	86, Hojlo, <u>Surrender</u>
41, Belshe,	99, Peaslee, <u>Indolence</u>
42, Phelps,	116, Hardy,
	119, Hafken,

-7-

SUBSCRIPTION FORM

Please send, with check enclosed, to F32, 99 Lowell St., Reading, Ma. 01867

Subscriber Information ☐ Check if non-owner Boat Information

Name (include spouse) _____ Hull Number _____

Street _____ Name _____

City, State, Zip _____ Stern Home Port _____

Home Phone () _____ Actual Home Port _____

Business Phone () _____

Please make checks payable to Freedom 32 Newsletter.
Owner and other subscriptions are \$8.00/year. Sponsored crew subscriptions are \$5.00/year. Please provide crew info on reverse of this form.