

F32 Newsletter

The Journal of the Freedom 32 Sailing Yacht Vol. 3 No. 2 Jan-Feb.'89

Edited by John Lease, 197 New Road, Exeter RI 02822 (401) 295 7817

News

SPRING MEETING-April 1&2 Mystic
Seaport Museum See page 11.
REQUIRES QUICK RESPONSE!

Since this is a newsletter there should be some news! Are you ready?

ITEM

Freedom Yachts has a new owner. TPI and Everett Pearson no longer own Freedom Yachts, as of Feb. 17, when the terms of the sale were agreed on and the new owner named.

The new owner is Jon Rotenberg, a business man and sailor; from what I can garner, President of Advanced Communications of Boston and proprietor of Eastern Yacht Sales of Riveira Beach, Florida and Yacht Headquarters, in Melville(Bend). He is well liked and has a high regard for Freedom yachts.

TPI was not advertising until a proposal was presented by a third party. Ultimately, three groups were in the running, with Rotenberg winning out.

TPI will continue to build the hulls, deck and spars and will honor warrentees as in the past. Hull and deck will be built to ABS specs.

From what I can learn, the package includes taking ownership of the former Freedom assembly building at Bend Boat Basin and restoring it to it's previous use under Jon's direction.

As yet I have been unable to discuss any of this with Rotenberg, he's been a hard man to catch. Keep your eyes open for a press release.

Paul Petronella has left TPI and is representing a California company marketing a computerized chart/navigation system. We wish him well.

ITEM

Yes, there will be new Freedom 32s in the boat shows and on the water, but not what WE know as F32s.

A swim platform has been added to the 30 and according to Everett, the USCG insists that it be called a 32, reflecting its real length. There will also be a 38(extended 36) and a 45(extended 42).

ITEM

Don't know if you have been watching the periodicals lately, but there will be others on the water answering the question "What's holding the mast up?" Interest in the unstayed rig is increasing.

The February issue of Yachting features an article on the unstayed rig by Gary Mull with a sidebar on Garry Hoyt. The March issue of Sail carries an article on sailing for the physically limited that includes the Freedom Independence Regatta and a piece about Garry Hoyt's latest development, Proton. The last special issue of Ocean Navigator included a feature article on the unstayed rig.

Maybe people are catching on?

Subscriptions

F32 is published every other month for a total of 6 issues/year. Subscription are \$18/yr; additional subscriptions are available for crew paid at the rate of \$15 by the owner. A subscription form is on the last page.

The publication of this newsletter was inspired by the interest demonstrated at the Freedom Rendezvous of 1986 and by the obvious benefits that would accrue by the exchange of information between owners concerning the maintenance, operation and customizing of the boats. F32s prime mission is to publish, in detail, information concerning the correction of problems and the implementation of improvements the the boats, F32s in particular, an relies primarily on reader/owner supplied articles. It will also carry articles of interest on cruising, racing, social events, interviews, etc.

All F32 author and editorial inputs are on a volunteer basis. Break even revenues come from about 70 subscriptions, so your support as a subscriber is needed and appreciated. Complimentary copies are sent to organizations felt worth lobbying.

Your editor will solicit the advice and assistance of Tillotson-Pearson(TPI) as needed, maintaining a constructive and mutually advantageous relationship with the builder. However, F32 is an independent publication and expresses it's opinions free of influence of other organizations.

The editor and contributors are not liable for comments, suggestions and recommendations made in this publication.

Editorial Bildgewater

Several weeks ago, after I had made some enthusiastic comments about Sans Souci, one of the listeners threw back at me "What do you think you have, a cult boat?". I don't remember how I answered, but it started a thought process.

What's a cult boat? What's a cult?

My dictionary describes a cult as: "1 a system of religious worship or ritual, 2 a) devoted attachment to, or extravagant admiration for a person, principle, etc. esp. when regarded as a fad(the cult of nudism) b) the object of such attachment, 3) a group of followers, "sect".

From this I would think that 2a and b probably apply most aptly to such a thing as a boat and perhaps 3. Is there such a boat?

Having had the good fortune to be at Mystic Seaport when the Concordia Yawl rendezvous took place I was able to witness firsthand the attachment and devotion their owners have for these beautiful boats. They have invested much time and pocket change in maintaining them, it's said that all the 103 boats built from 1939 to 1966 are still afloat and actively used. The look of wonder and pleasure on Waldo Howland's face as he stood by the Morgan looking over the docked fleet was special and will be long remembered.

Is this a fad boat? Hardly. The continued popularity of the vessel over the years has surprised all except the present owners.(The list of owners is complete and being maintained.) According to

(Editorial, Cont'd)

them the boats have very special and pleasing characteristics; many have been customized to suit subsequent owners.

The Concordia Yawl probably fits most closely being a "cult"boat. In talking to the owners one cannot help but get the impression that they come very close to forming a Concordia cult.

They speak proudly and emotionally about their boats, keep them in top condition and are not tentative in justifying expenditures on their craft. Does that sound familiar?

They were designed by a renowned architect(C.Raymond Hunt) and built by one of the most highly reputed yards in the world(Abeking & Rasmussen).

Don't our boats have similar origins?

Maybe the comparison is a bit presumptive but right now I would say a tentative "Yes" to the original question were I confronted again.

Time will tell.-Ed.

Letters

Re: Rendezvous Racing

I did have a thought about the racing at the rendezvous which I wanted to pass along to you.

I share your thought that the rendezvous ought to be a time for family, friends, and casual get-together and that the racing ought to be low keyed and friendly. If there are several people like Don Peaslee who would like to have serious racing, there

ought to be a good format for that. Last year two weeks after the rendezvous there was held in Newport the National Offshore One Design Regatta(NOOD).

While I am not a serious racer(but a good one-Ed) and I have not really had any success racing a Freedom 32 except for a rather fluky win in the Twenty Hundred Club's Cuttyhunk Race this past year which was due more to the fact that the race was a twenty mile reach than it was to any skill on my part, I think I would find it fun to compete in a rigorous racing series with other Freedom 32s. May I suggest that consideration be given to offering to all Freedom 32 owners that if they want to engage in serious racing they enter the NOOD regatta. If we get eight entries there will be a class and perhaps the Freedom Association can declare it to be our national championship and provide necessary awards.

This regatta featured cruising type boats racing without handicap in a round the buoys series. At least several classes declared the NOOD regatta to be their national championship.

I look forward to either hearing from you or from Don or having this thing discussed in the Newsletter and perhaps it is something we can put together for next summer.

Paul Koch, M.D.
Empress of Blandings #47

Thanks, Paul.

If we look back in the newsletters we will see that Don did bring this
(Continued page 5)

Head Sink Backup

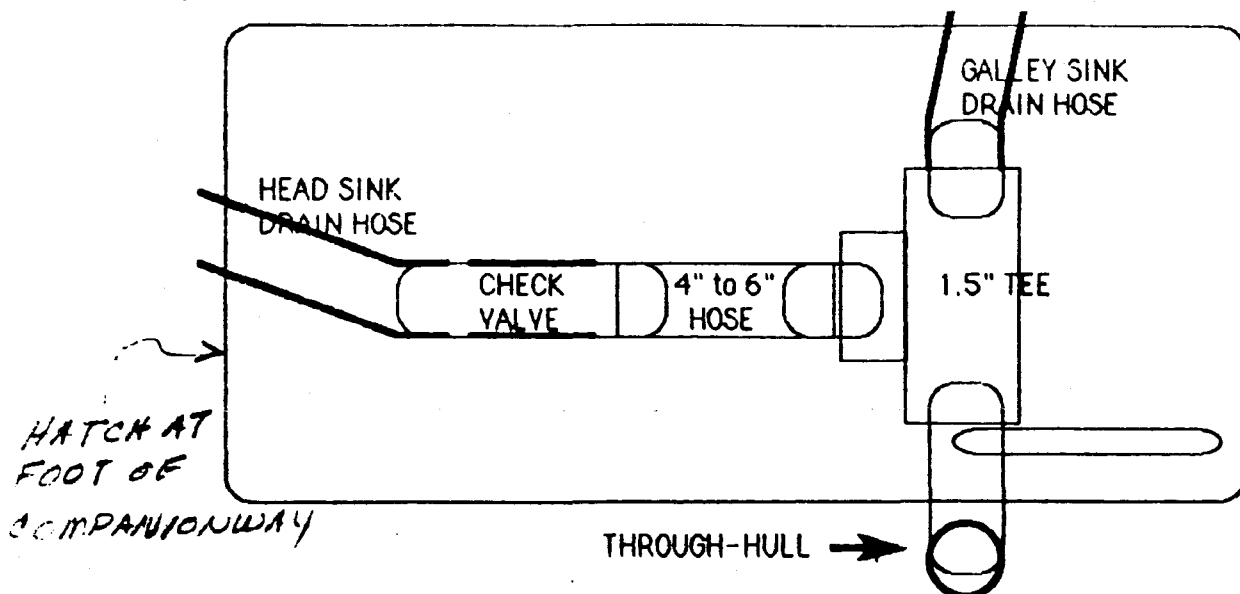
Mel & Jeanne Teare

AWOL #45

Those of us who are always last to reef, or just like to push on close hauled (especially on a port tack-Ed.) with everything up and gusts exceeding 25 knots, have discovered a minor flaw in our F32. Water sloshes up through the head sink, even when the through-hull is closed, due to water retained (next column)

in that portion of the plumbing below the water line.

I implemented a simple but seemingly sound cure for the problem, a check valve in series with the head sink drain. The in-line check valve (1.5" I.D.) is available from BOAT/US item #168008 for \$9.25. The valve is easily installed just before the through-hull as shown below. You will need two additional hose clamps and 4-6" of 1.5" I.D. hose.



The second item we discussed was TRIM WINGS, which are designed to be added to existing keels. If these things really work it seems to me our shallow draft (4 ft 11"-Ed.) versions of the F32 are an ideal candidates for this simple re-fit. However, your comment that wings generate different stresses on the hull and that the hull may not have adequate strength in appropriate places to support these additional stresses, is certainly worthy of further investigation.

My question is in two parts; (1) Is it possible to get professional opinion at reasonable price? (2) Are there other shallow draft F32 owners willing to share in the cost for a copy of the results?

I am enclosing a copy of the TRIM WINGS ad which in the Sail January 1989, pg. 98f. The size recommended for our F32 costs \$600 a pair and can be weighted up to 175 lbs. each. I wonder if weighting only the port side unit would help our starboard list? (continued next page)

(Head Sink continued)

Mel-that's a pregnant thought!

To get back to the sink, I especially appreciate the fix because there have been occasions when my wife or I have gone below during a delightful sail to get lunch only to have our olfactories accosted by the stench from a backed up sink. No more. Thanks, Mel.

When Gary Mull came on board Freedom Yachts two years or so ago I approached him with the scheme of bolting a plate on the bottom of Sans Souci's shoal keel that would project on both sides of the keel for six inches at an angle equal to the prevalent heel angle. His immediate response was that the end plate effect would no doubt be beneficial, but that extensive computer time would be needed for both structural and performance analyses and computer time was hard to get. We have not followed up; if there is enough interest we will.

I do know that I am under a threat from a very experienced sailing friend that if I do anything to change the way Sans Souci sails I will be in danger of losing critical appendages-Ed.

(Letters, from pg. 3)
up last year. But from what I remember, he got the notice from the NOOD organizers rather late.

Since we do have the time to organize this year, I think the idea is great.

Any takers?-Ed.

(Letters, Cont'd)

Dear Editor,

Enclosed is a copy of the first edition of our newsletter, which we are sending to our friends. Our F32 is Bosky Dell #52. We purchased the boat in May of 1988 and moved aboard immediately thereafter. In August we left Lake Ontario and our home port of Sackets Harbor, New York to cruise the Intercoastal Waterway. We are headed south but our destination is unknown at this time.

I have no idea what form future editions will take. Our newsletter goes to a wide variety of people, sailing buddies as well as staunch landlubbers. Feel free to use any of it you would like on none of it.

I enjoy F32 very much and find the articles very helpful

Signed: Millie Entrekin

Millie, we found you letter very interesting and informative, almost all is reproduced here for the pleasure of our readers.
Thanks-Ed

Aboard Bosky Dell
Somewhere in South Carolina
Nov. 1, 1988

It was 4:00(1600). There was a splash from the bow as John dropped the hook and then the sound of 50 feet of chain running over the bow roller. At his signal, I unstuck my frozen fingers from the helm and rammed the throttle into reverse.

Trying not to think about the cold rain running down my neck, I gazed off across the marsh grasses of South Carolina remembering that
(Cont'd page 7)

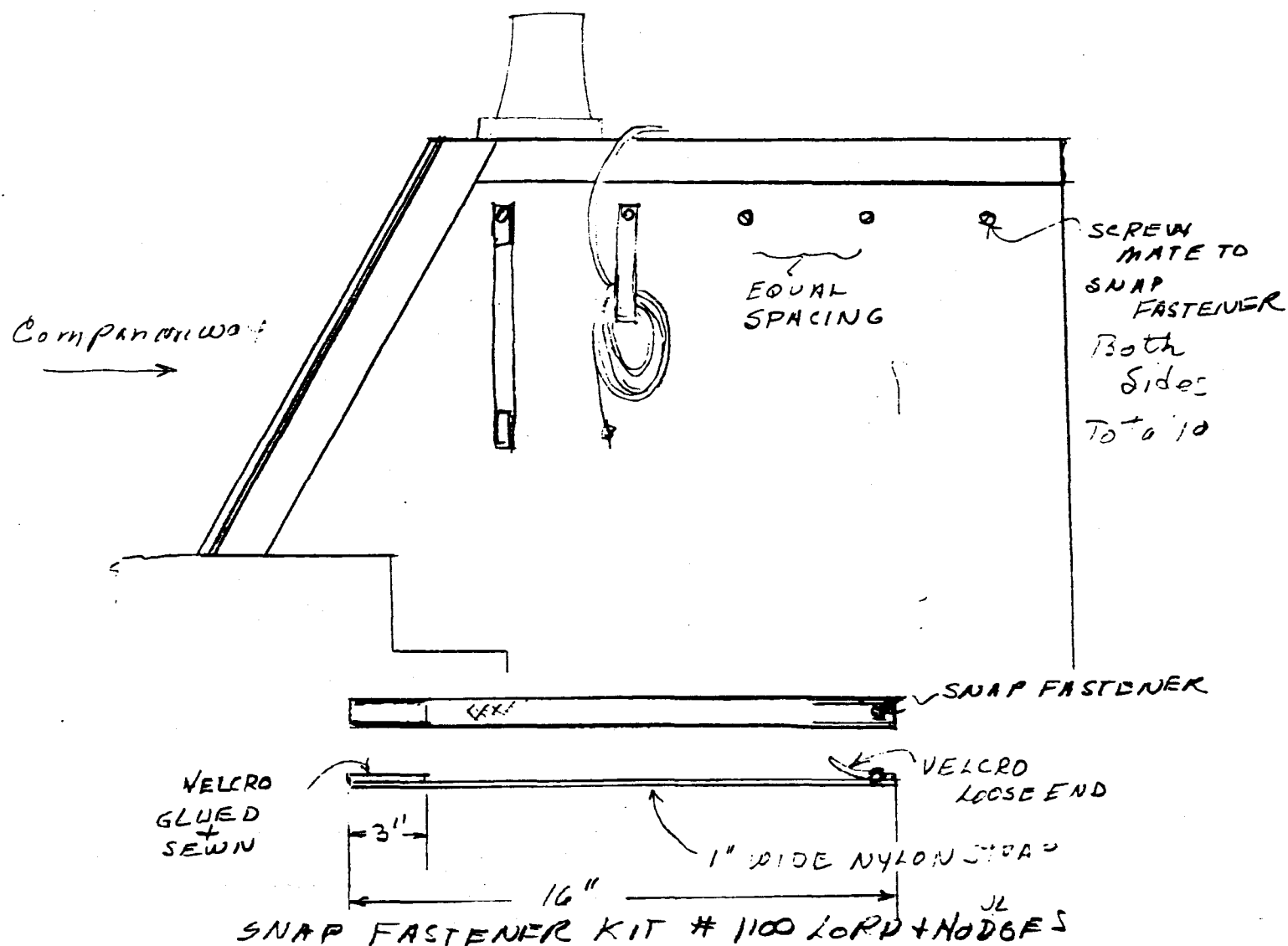
Spaghetti

Having all the lines coming back to the cockpit saves many trips to the bow or elsewhere, but if the lines aren't under control this arrangement surely makes the cockpit look and feel like a bowl of pasta.

Various schemes have been proposed such as bagging on the pedestal or bulkhead. We tried another system and have found it very workable over the past 5 summers. The basics are shown in the drawing below.

Lines are identifiable because they are under individual control, they are out of the way and they are readily accessible. On the negative side, they must be moved when closing the companion way hatch and penboard(s) but can be left in place when sliding the hatch only, the mainsheet and jibsheet are normally in the cockpit when under way, some lines are stored at the handrails

We have been getting interested queries so thought we would publish for info.



(Spaghetti, cont'd.)

Underway, the lines in use are coiled, the line loop is fed through the coil, Velcro fastened and the whole affair snapped to the wall. When a line is to be used as in reefing, the Velcro is separated with a simple tug and the line is released.

When moored the lines can be left coiled and looped to the companionway wall or the coiled line and loop unsnapped and thrown over the winch on the same side, the same can be done for closing the hatch. It's simple to snap the lines back in place prior to getting underway.

They are rather simple to make up with the proper tools. If you would like to have a set (10 + 2 spares) we will make them up for you. They cost about \$30 a set-Ed.

(Letters, cont'd)

these waters are located in a wildwife preserve where eagles and alligators cohabit with other, less spectacular creatures. I wondered idly if alligators can climb when I noticed the shore approaching our stern rather more rapidly than I thought the skipper would like. Indeed, as I flashed my attention back to the chore on hand, I heard John screaming over the roar of the engine as he scrambled to get the anchor rode over the cleat and hand signal me to go to neutral. I did so immediately and then sat there sheepishly as he stepped into the cockpit and began the lecture about paying strict attention when anchoring. I wiped the rain out of my eyes with my soggy gloves, mumbling that I would do better next time, and went below. Standing there dripping on the cabin sole I visualized what I

(Letters cont'd)

look like in my yellow foul weather gear, which is nothing so much as a half drowned Big Bird. It has become my uniform during the past two weeks since we began this leg of the journey south. We've been having "nor'easters", a nautical, cutsey term to describe a weather phenomenon that is windy, cold and wet; it produces seas that are rough and sometimes downright terrifying. In other words NO FUN.

....I dried myself as best I could, put on my pajamas, and settled down beneath my wool Mexico blanket. It was damp.

"Okay, that's it, I'm not sticking my head out the hatch until the sun shines. This is now where we live, right here with the alligators and eagles and whatever else makes it's home in this marsh. I absolutely refuse to move another inch until I am warm and dry."

No Argument.

That was yesterday and we are still here. There are four other sailboats in this anchorage when we arrived and they are also still here. I've a feeling we have all overdosed on the rugged outdoor life. Last evening while I was swathed in damp blankets I found myself fantasizing about moving back to the city and getting a job. Now THAT'S misery! I thought about coming home from work and having a hot bath and then an elegant dinner. I could even wear dresses and work in a beautifully appointed office.... but there are also crowded buses, deadlines and other business pressures and worst

(Letters cont'd)

of all--pantyhose. Maybe I'd better think that out again.

Thinking back over the many ways we have lived in the past 20 years, I came to the conclusion that the one thing that distinguishes an alternative life style and the one thing they all have in common is physical discomfort. Stray one millimeter from the nine to five, three bedroom split level life and there is cold or hot or dirty or smelly or something uncomfortable waiting for you. Seems as though I would be used to it by now.

Actually this wouldn't be half bad if we had started earlier in the year. We read somewhere that the 13,000 pleasure boats that go south on the ICW every autumn try to outrun the cold but not catch up with the mosquitos.

Of course, we could have bought a power boat instead of a sailboat. All the powerboaters seem comfortable, and I'll wager they don't even own any funny looking yellow plastic suits. They go roaring past us, smiling and friendly and waving from their climate-controlled inside pilot houses. Of course we can't even wave back because we don't dare let go of the boat as we careen through their wake, the mast rocking wildly back and forth. Almost all of them slow down a little, but it is never enough and always too late. I spend many long hours on the helm dreaming of methods of revenge against power boats. Most of them

would involve a long jail sentence if I were caught, so I probably will never taste that particular sweet revenge

We have a revenge of sorts when we manage to tie up at a fuel dock with a power boat. The most we have been able to spend for fuel is \$21.36.....a boat from New Orleans called the Aegean Princesstook on 2,058 gallons of diesel.

One thing that we would do if we had left the Chesapeake earlier is to sail. We have been on the engine every minute although we have done some motorsailing. There are more opportunities to sail than the the literature...gave us to believe. When the wind in not on our nose and is at least 8 knots, we gain an extra 2 or 3 tenths of a knot on the jib alone and anywhere from 1 to 2 knots under full sail. We see a lot of boats with unfurled genoas motorsailing.

We found early on that to sail on Lake Ontario has its pluses and minuses. The best thing about it the general contrariness of the weather and the sea conditions. Every large body of water on the ICW(Albemarle Sound in particular) described in the guidebooks as treacherous has been a piece of cake compared to Lake O. On the other hand, when one becomes accustomed to sailing in that much water, one has a tendency to go aground unless one is very mindful for the depth sounder. Take it from one who knows! I remember so many times when we were (next pg.)

(Letters continued)

approaching one of the shoal areas in Lake Ontario, I would announce with alarm "We're down in the twenties. Shouldn't we tack?". Ah, the good old days. We now regularly go along full steam ahead in six feet of water and think nothing of it.....

I have run us aground three times, every time a consequence of lack of attention. Just about the time I say "Oh, look over there....".

....As far as memorable sights, there have been quite a few. We saw deer swimming across the waterway in Virginia. There were flying swans along a creek of the Chesapeake. We anchored right between the Beaufort, North Carolina waterfront and a salt marsh where little wild horses live. These are the same little horses that live on Chincoteague Island in Virginia. It was roundup day when we were there. Their numbers have become so great and the vegetation on the marsh so paltry that a few of them starved last winter, so the city fathers decided to round up a goodly number of them and offer them for adoption. They are beautiful as they gallop over the dunes.

There are hundreds of images that have now become familiar but were strange and interesting when we first saw them: the osprey nests atop the buoys, the many different kinds of waterbirds, the jellyfish in the Chesapeake, oystermen walking chest-deep in the water not 50 yards from the dredged channel in which we hoped to stay, dolphins playing alongside the boat, and the boats--more kinds than we ever knew existed.....

There is one phenomenon that is strangest of all, this one a psychological curiosity rather than a visual treat. Maybe it's this way in all walks of life and we never noticed or maybe it's particular to new experiences or maybe it's just for boaters, but it's true for this lifestyle for sure: everybody thinks everyone else is the expert. We have found it to be so time and time again. Many times we will call a boat on the radio to ask them a question only to find they were getting ready to call us and ask the same thing.

"What do you think about the anchorage described in the Waterway Guide at marker 490?"

"Funny that you should ask. I was just going to call and ask you the same thing".

"I guess we're going to try it."

"Good! Can we follow you in?"

And so it goes.

Well, the sun has come out but it's too late in the day to start out now. We'll spend another night in the wildlife preserve. Looks like our sailboat neighbors have decided to do the same thing.

....Write to us. The address is
P.O.Box 488
Boonville, NY 13309

...Say, you don't suppose an alligator could actually climb into the boat, do you?

Millie and John Entrekin, Bosky Dell #52.

Fuel Tank (AGAIN)

We have concluded our tests and decided to retrofit our tanks with a modification designed by Everett Pearson.

We ran tests on several arrangements using the test stand shown in the last issue. Sorry the photo was so poor, I hope this one reproduces more legibly. Below is a sketch of the new design.

The results were interesting.

With the present design in most boats, sloshing introduced air into the fuel at a tank level of 16 gallons. This approximates our experience on the water.

With the pickup near the center of liquid volume air was introduced at the 10 gal. level.

With Everett tube (see sketch)-no air down to 6 gal.; we could not test below this level, the small holes became blocked with sawdust

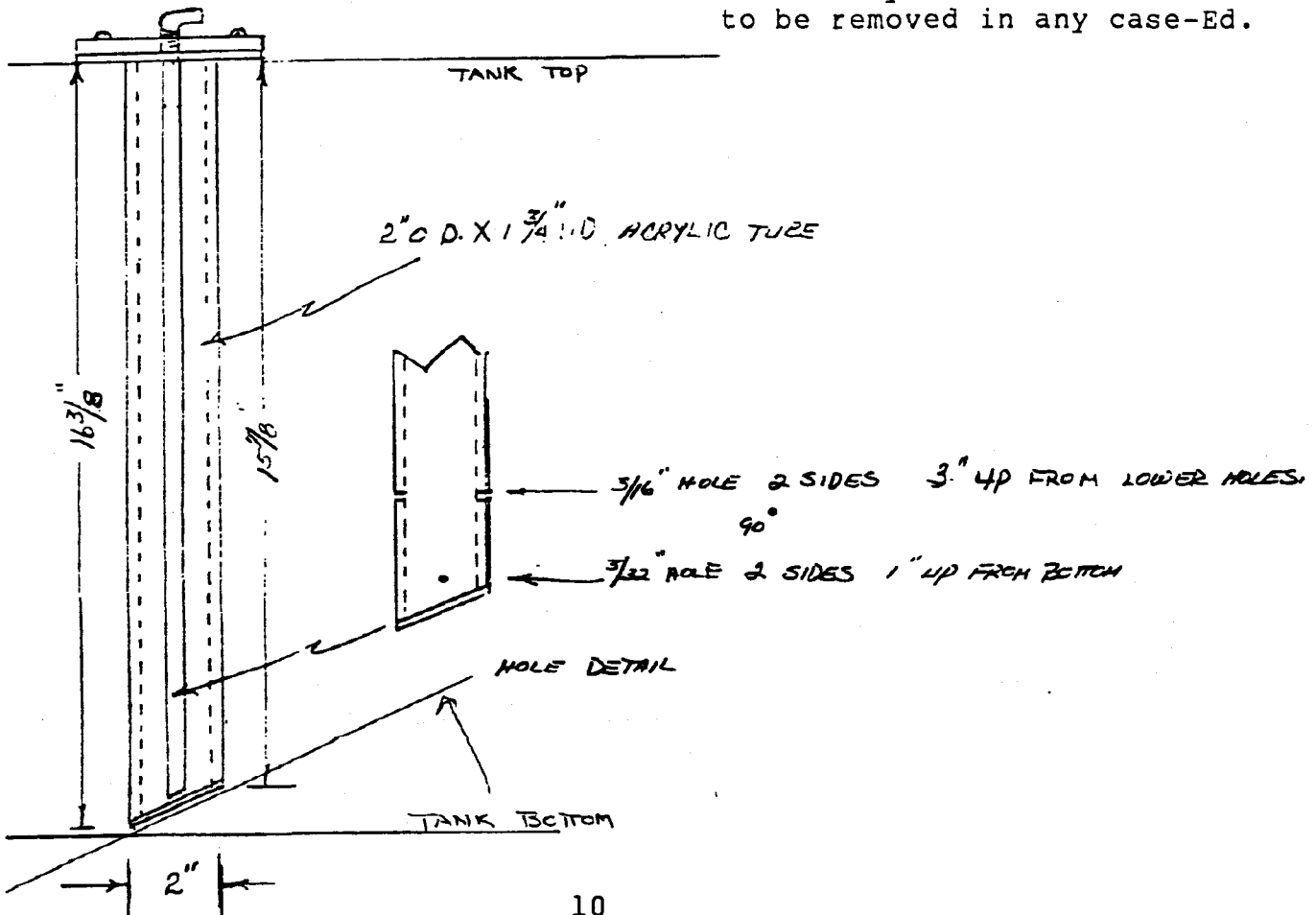
in the test tank.

The same tube with a custom made low inertia check valve in the bottom took the level down to 3 gal.

Following the completion of tests, in a meeting with Everett and Jim Kyle, engineering Manager, a decision was made to go with the tube shown which provides a tank within a tank, preventing the surge wave from reaching the pickup tube. (Unfortunately, we could not find an off-the-shelf check valve).

A decision is yet to be made on the implementation of the fix; as soon as we have word, you will hear.

We do know that our tanks need to be clean and have been if we have not had a fuel stoppage: there is mesh filter in the upper end of the fuel pickup tube that would have blocked the line had our fuel been dirty. This mesh filter needs to be removed in any case-Ed.



SPRING MEETING

We have finally been able to put together an arrangement for a meeting at Mystic Seaport Museum. We know the notice gives little time for a response but we have had little choice.

The dates are Sat. April 1 & Sun. April 2.

The place is at Blunt Library, Mystic Seaport Museum CT. off Rt. 95.

The program is tentatively like this:

Saturday	0900	Breakfast catered at the Library
	0930	Presentations and discussion of F32 seaworthiness
	1200	Lunch at Seaman's Inn
	1330	Presentations and discussion of enhancements and summer cruise
	1600	Break for Museum tour and optional cocktails
	1800	Dinner at Seaman's Inn
	2000	Day's end
Sunday	1000	Guided tour of small boat storage
	1200	Free time for self tours of Museum and/or town and home

Parking and entrance will be limited to the North gate

The fee includes the above meals, group rate tickets for access to the Museum grounds and exhibits, and a small contribution for the use of the Board Room.

Rooms are available at local motels. Make your own reservation. Airports (Bradley at Hartford and T.F. Greene at Providence) are about 45 minutes travel from Mystic.

MYSTIC

		Rates	No. of Rooms	Restaurant	TV	Pool: I = Inside O = Outside, or OC = Ocean Swimming	Game Room	Pets	Lounge
9	Comfort Inn, Rte. 27, 132 Greenmanville Ave., Mystic 06355 572-8531/800-228-5150	43-70	120		•				
9	Days Inn Motel, Rte. 27, Mystic 06355 572-0574/800-325-2525	40-83	122	•	•	O			
10	Howard Johnson Motor Lodge, I-95, Exit 90, Rte. 27, Box 159, Mystic 06355 536-2654/800-654-2000	44-130	75	•	•	I		•	
11	The Inn at Mystic, Rtes. 1 & 27, Mystic 06355 536-9604/800-237-2415	60-145	67	•	•	O			•
10	Mystic Hilton, 20 Coogan Blvd., Mystic 06355 572-0731/800-826-8699	90-140	187	•	•	I			•
10	Old Mystic Motor Lodge, I-95, Exit 90, Rte. 27, Mystic 06355 536-9666	35-80	56		•	O			
9	Ramada Inn, I-95 & Rte. 27, Mystic 06355 536-4281/800-2-RAMADA	50-99	150	•	•	I	•		•
10	Seaport Motor Inn, I-95, Exit 90, Rte. 27, (mailing: P.O. Box 135) Mystic 06355 536-2621	38-78	118	•	•	O			•
11	Taber Motor Inn & Guest House, Rte. 1, 29 Williams Ave., Mystic 06355 536-4904	48-125	28		•				
11	Whaler's Inn & Motor Court, 20 E. Main St., Mystic 06355 536-1506/800-243-2588	45-110	45	•	•				

WE MUST HAVE YOUR RESERVATION FOR THE MEETING BY MARCH 22
We are limited to 40 attendees.

Use the enclosed slip to make your reservation for the meeting. Send slip and fee to John Lease, 197 New Rd. Exeter, RI 02822

SUBSCRIPTION FORM

Please send, with \$ 18.00 check enclosed, to F-32 Newsletter, John Lease, 197 New Rd., Exeter RI 02822. for 6 issues.

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