

F32 Newsletter

p. 12

The Journal of the Freedom 32 Sailing Yacht Vol. 1 No. 3 January/February 1987

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(#99 Indolence, Marblehead)

SPRING MEETING ON FOR MARCH 28-29 AT BOSTON YACHT CLUB, MARBLEHEAD

F32 DESIGNER GARRY HOYT
TO BE SPEAKER

In response to the strong interest evinced by several owners, F32 has booked the facilities of the Boston Yacht Club, Marblehead, MA for an early spring get-together of F32ers on Saturday and Sunday, March 28/29. Registration at the club will be from 10AM-noon on Saturday, with an afternoon program on F32 topics (for those who want to talk boats) and sight seeing in the Marblehead-Salem area (for those who don't). The afternoon boat program is not yet finalized, but among the candidate topics under consideration is a short F32 structure and systems seminar, probably done by TPI, and a boat and spinnaker handling review conducted by a couple of our successful racers. For the sight seers the focus will be on viewing the magnificent mansions of Marblehead Neck, browsing among the antique and other shops in Marblehead Old Town, and touring the marine and China Trade wonders of the world-famous Peabody Museum in Salem.

Cocktails will commence at 5 around the fireplace in the BYC's handsome living room-like Main Lounge and run until about 7:30, which should allow enough time for everyone to get quite well acquainted. Dinner will then be served, also in the Main Lounge; we will have this room to ourselves. Following dinner, Freedom Yachts founder and F32 designer Garry Hoyt will regale us with a review of his career as the originator, developer, builder, designer, and defender of the world's first line of high tech, low effort cruising sailboats. I am sure there will be a lot of questions, and it promises to be a fascinating evening.

Everyone Else Does It, Why Not Us?....

FREEDOM 32 OWNER SURVEY

It's a pain, but the results should be worth it — and we're only going to do it once!

One of F32s initial goals was to compile a complete listing of all of the boats, with owner names and addresses and boat name and location. This task is well under way and has benefited particularly from the invaluable help of Louise Annicelli of TPI's Customer Service Department, who dug through three years of sales records to come up with leads that could not have been acquired from any other source. The creation of this list inspired the idea of the "F32 Spotters Guide" which is planned for the May issue. But it was soon observed that a spotter's guide requires more information than was requested on the subscription forms, such as hull and deck colors, sail cover colors, sail numbers, etc. Getting this additional data would require another questionnaire, which was scheduled for this issue back in October.

Once committed to a survey, several other areas of valid owner inquiry soon raised their heads. For instance, F32 is presently trying to find solutions to about a half dozen boat problems that appear to be widespread — but we have no proof that they are. Having a good idea of the actual percentage incidence of problems can be most valuable, particularly when requesting help from the factory in assembling retrofit kits and repair instructions.

To round out our knowledge of the F32 fleet we are requesting information on draft, propellers, tankage, and so on so

Subscriptions

F32 is published every second month for a total of 6 issues/year. Subscriptions 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 data for crew subscriptions on reverse side of form.

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. All F32 author and editorial efforts are unpaid. 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 solicit the advice and assistance of Tillotson-Pearson, Inc. ("TPI") as appropriate, and plans on a constructive and mutually advantageous relationship with TPI. F32 is however an independent publication of F32 owners and its statements and opinions are not necessarily those of TPI 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.

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Scuttlebutt

It was anticipated that this issue of F32 would be the biggest yet, and that it would also be mailed two weeks early (in mid December) in order to preclude having to work on it during the holiday season, which was partly taken up with vacation plans anyway, commencing December 28. It is the biggest, that's true. As to the schedule - it's over a month beyond its target date, and 2/3 of the way into its published month. And, I say, blame Congress - and the Tax Reform Bill of '86, which suddenly made it very necessary for your editor to part with a small apartment building he'd owned for 11 years. As is true of so many realty passings, the transaction quickly turned into one stumbling block after another, placed among a morass of bankers, lawyers, appraisers, smoke detection experts who screwed up, puzzled electricians, and approval givers of every stripe, played out against an increasingly frenzied Christmas season of shopping, parties, and house guests from Far Away. Work on F32 became impossible as the problem progressed from distraction towards desperation, with the December 31 drop dead date days away and our departure on the Southward, bound from Miami for the Caribbean, looming on December 28. We sailed on that date with the deal still yet to be done. It was concluded on the 29th. We didn't know until we returned in January; I could not bear the idea of calling, only to find that we had failed.

One like this every 10 years is quite enough.

After writing in November about oil changing problems, and subsequently putting that issue to bed, I picked up Practical Sailor to catch up on my boat reading. Lo and behold, another oil changing article! - but with a sadder ending. This poor soul's pump apparatus blew up in a big way, soaking him and the whole interior of his boat- teak, carpets gear, upholstery, clothes, overhead, everything - with filthy motor oil. You don't even want to think about it! When will the yachtsman be provided with proper, built-in oil changing gear fittings?

Saturday evening's events will bring to an end the "official" portion of our Spring Meeting. However, BYC has several guest rooms, many of them facing the harbor, for those who have come long distances or otherwise do not relish driving home after a long and relaxing evening. Those staying over will most likely assemble for the BYC's excellent late morning Sunday brunch before shoving off for home. Any local registrants desiring to return to the club for brunch Sunday morning will of course be more than welcome to join in. Sandi and I will be your BYC "hosts," and we will be staying overnight also.

An estimate of funds necessary to cover the indirect costs of the meeting indicates a registration fee of \$20.00 per person. This may change, probably downward, if we have a really good turnout. Dinner choices, including tax and gratuity, will run \$20-\$25.00 and will be delineated in the registration package to be sent to those indicating interest. BYC's guest rooms vary from \$50.00 to \$105.00, double occupancy. Cocktails, dinner wines, and Sunday brunch will be on a cash basis.

I think that all of you that are coming will not only have a wonderful time with your fellow F32ers and Garry Hoyt, but will also find that the BYC has an excellent, friendly, professional staff, and a wonderful chef to boot. It also is what you'd expect a proper eastern yacht club should be - a substantial building loaded with trophies, charts, wonderful old black and white pictures ranging from nearly a hundred years ago, varnished hardwood and white paint, a beautiful "good morning" staircase - and a huge cast bronze plaque donated by Sir Thomas Lipton, himself.

To receive your registration package, simply check "maybe," "sounds good," or "yes" after the "Spring Meeting" question on the enclosed Owner Survey, finish the rest of it, and mail. Or pick up the phone, dial (617)944-8158, and let us know! Any information not covered in the initial registration package will be provided subsequently.

that the fleet may be better characterized. Indications of interest in boat swapping and owner chartering are requested in order to determine whether F32 should consider trying to facilitate these activities. A summer cruise to Maine is also contemplated, and Freedom Yachts has requested comments on their 1987 Rendezvous (was late June in '86). And, - important! - you are asked for your intentions concerning our early spring get-together at the Boston Yacht Club on March 28 and 29. (see story this issue).

Finally, but not least - it would be interesting to learn a bit about ourselves, as a group. F32 owners by definition are willing to try something different. A few questions on age, education, family income, etc. are included, with the hope that we can compare this data to general yacht buyer profiles from NAEBM or other sources in order to see how we compare. The name connection to the data requested will remain private to F32.

Results of the Owner Survey will be published in the next three issues of F32. A 100% response to the survey is extremely important in order to gain the specific data required for the Spotter's Guide, and is strongly required for the other questions due to the statistically small data base we comprise. In fact, the survey may be the most important thing we do - and for this reason owners will find their copies with postage already applied, and pre-addressed, too. Just fill in the answers, fold over, staple or tape, and MAIL - Now! Nobody ever made it any easier - and I particularly need the Spring Get-Together information quick.

THANKS !

(THE SURVEY FORM IS FOUND ON
PAGES 13-14)

*later core
is better -
install mast agent*

"WHAT'S THAT THUMP!?"

Polyester Goo Proves to be Cure for
Worrisome Mast Noise

John and Cathey Weigel (#20 Liberty),
Ebenecook Harbor, ME)

"Cathey, that grey dust that we saw in the bilge in the forward cabin - I thought I vacuumed that out earlier this year."

"Yes, I'm sure you did."

"But here it is again. Hmmm, I wonder what it is. You know, it looks like spar material." (Telephone call to the dealer allowed he thought it was material used during the manufacture of the spar. (This turned out not to be true).)

July, 1985: Liberty under main leaving Ebenecook Harbor bound for the Sheepscott River and Damariscove Island.

"Thump!" - "What was that!! What did we hit?" Captain and Mate look over the side to see if anything has been picked up. Nothing evident.

"Cathey, look below and see if something is adrift down in the cabin."

"Hmmm - nothing. That's strange."

Ten minutes later. To starboard tack.

"Thump!" "There it is again. What the dickens is that? Let's check again. Make sure the spare anchor hasn't done something strange."

"Nope - Everything looks fine down here."

Five minutes later - port tack.

"Thump!" "John, I think it's coming from the mast, and it happens every time we come about. Let me take a look."

"You're right, the spar is moving on the mast step every time we come about and that's where the noise is coming from. Maybe that explains the grey dust. Boy, there's a lot of force there with the halyard tight."

Liberty returned to port that day to try to sort things out.

The following week a call was made to the dealer and the phenomenon of the thumping spar was related. He acknowledged that about 20-25% of the Freedoms have the problem, and that there was an "easy fix" available. He described a method of taping the bottom of the spar plug joint and pouring catalyzed polyester through the electrical and instrumentation lead hole, allowing it to harden between the spar and mast step plug and thereby preventing movement of the spar.

"Gee whiz, doesn't this make the spar difficult to get out of the boat for winter lay up?" "Spray some parting agent (WD4) before you pour in the polyester, and since the polyester will have less strength than either the spar or the fiberglass plug, the spar should come out quite easily."

The next weekend we proceeded with the suggested operation. We found the mast step plug was cocked so that only the leading edge of the spar was in contact with it. (Actually you could put half of a finger under the aft edge between the spar itself and the plug). Following the dealer's instructions we sprayed parting agent in through the after "gap" and electrical hole, and then taped all around the mast base to keep the polyester resin from leaking out. Then we poured the catalyzed resin in through the electrical hole, using a funnel and hose.

We then prayed that the reaction would take place and we would indeed have a firm bond to prevent the movement of the spar with relationship to the step plug. After careful application of a heat lamp we did in about two hours get a hardened

polyester, and Liberty sailed the rest of the season quietly. We were pleased that the thumping had stopped.

September, 1985 - One day before hurricane Gloria is predicted to arrive in the New England area.

We had scheduled Liberty for storage at that time and fortunately the yard was on schedule. Quite anxious about hurricane Gloria, we drove to the yard to watch the removal of the spar, but arrived just after it had been taken out. As we walked to Liberty, the yard crane operator said, "Boy, am I glad you weren't here ten minutes ago. We had Liberty a foot out of the water trying to get that spar out - It finally broke loose!" With all the hectic activity associated with getting boats out of the water in anticipation of Gloria's arrival the next day, we just buttoned things up as best we could and contemplated what to do about the spar over the winter of 1985-1986.

A letter written to the service people at Tillotson-Pearson indicated that maybe it wasn't a good idea to have a "working" spar in a sea going yacht. They recommended a spacer ring be poured and placed over the plug so that the spar would fit properly. (It was never followed through).

In the meantime, with some engineering friends, we devised a design for a bronze shoe that could be epoxied to the bottom of the spar, having first been fitted over the step plug so that it would be a snug slip fit. Materials were procured and the plan was to machine and install this ring as soon as we could get to the boat after the 1985/1986 winter season. This would prevent the raw carbon fibre from grinding against the fibreglass plug.

As it turned out, upon examination of the spar in the Spring of 1986 we found the poured polyester had adhered inside of the carbon fiber mast. We found, by

great good luck, that the spar plus its polyester filler formed a perfect fit over the cocked and too small diameter plug. The solution of using the bronze shoe, while perhaps still a good idea, was not needed in Liberty's case. We sailed all of 1986 with no problem with spar movement because the polyester really gave us a custom fit over the fiberglass plug. (We used white grease to lubricate the plug/spar joint).

We think Tillotson-Pearson may wish to pay attention to this condition because with a "working" mast there is a gradual wearing away of the tiny part of the spar that is actually touching the mast step plug. We would not like to be on a transoceanic passage with this condition, as it can only get worse. Besides, the noise was quite loud on Liberty.

There were two fault conditions on Liberty. One was the overall diameter fit of the spar to the plug, the second the cocking of the plug in relationship to the base of the spar. Liberty had both problems simultaneously.

(John and Cathey Weigel's address is 81 Perkins Row, Topsfield, MA 01983, (617)887-8882)

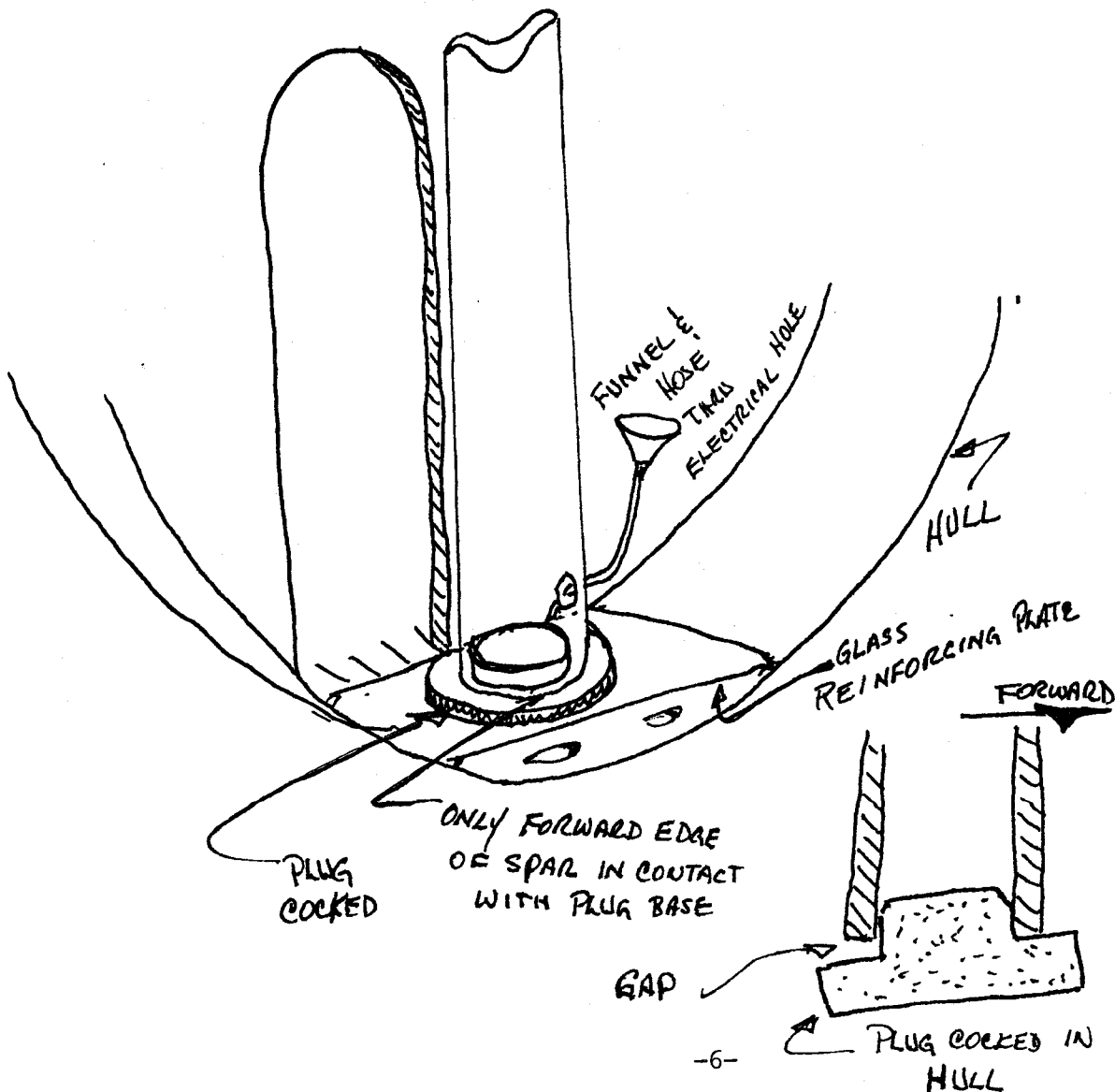
(Please see next page for additional comments and John Weigel's excellent diagram of the mast butt and mast step.

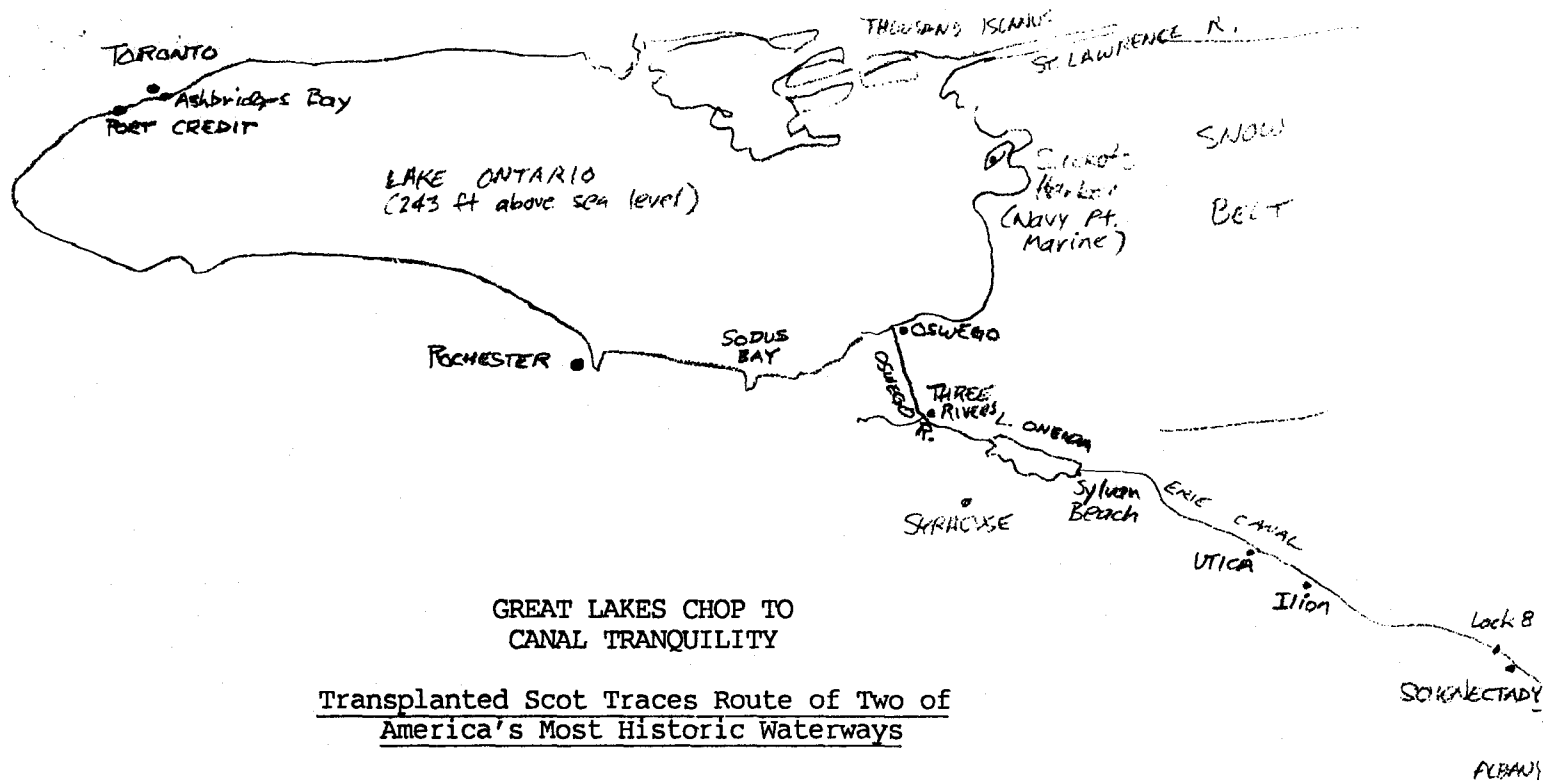
-Ed.)

John and Cathey Weigel's mast article describes a situation known to exist on quite a few F32s. While it is doubtful that any real failure would occur due to this condition, the noise generated by the mast suddenly shifting sideways is very startling and not a noise that one gets used to. The propensity of the mast to shift is probably affected by several factors - the amount of download on the mast, roughness of the water, angle of heel, and the amount of looseness and misalignment between the mast plug and the mast. Mast download varies with sailing conditions; going hard to weather adds the increased tensions of the forestay and mainsail leech (via the tightened mainsheet) to the loads already created by the tensioned halyards and the weight of the mast itself. If the mast sits squarely on its step this total load (several hundreds of pounds) is distributed around the mast and absorbed by an area of about 12 square inches. If the mast is notably cocked on its step the bearing area drops to 2 inches or less, an undesirable high-wear condition which may also aggravate the "sudden-slip" "thumping" condition.

In order to come up with a corrective procedure that does not feature the risks and resultant "luck" aspect so well described by the Weigels, F32 will explore other methods for eliminating the unnecessary free play and stabilizing the mast over its maximum bearing area while also better locating the mast in torsion to keep it from twisting (which was corrected in the F36).

It is likely that the procedure selected will require that the mast be lifted clear of the mast step for a couple of hours. TPI's assistance will be requested in this effort, with the goal of presenting a simple, cost effective fix in time to be implemented prior to spring launching.





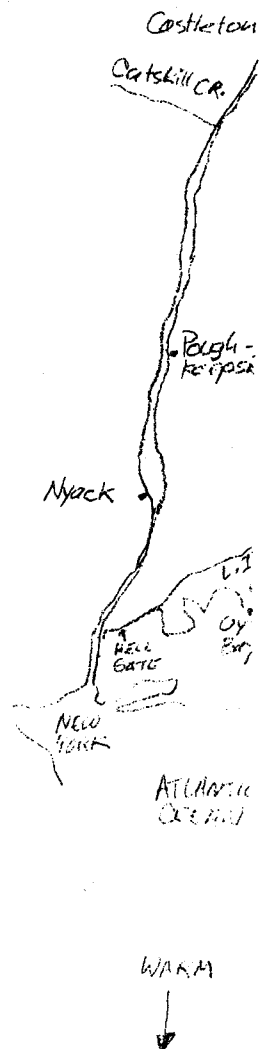
Ian and Frances Morrison (#73 Scot Free, Portsmouth, RI)

You should know for starters that when Fran and I are cruising we don't have the slightest hesitation when it comes to starting up the diesel. We like to plan our passages and, God and diesel willing, we make them. And that really was the secret of a very happy three week cruise last summer- planning and a diesel. And lots of help along the way put the icing on the cake.

We shipped Scot Free to Sills Marina on Sodus Bay, Lake Ontario during the first week of August. As luck would have it (good planning) Paul Petronello, my colleague at TPI and Sales Director of Freedom Yachts, was on holiday that week visiting relatives in Rochester, about 30 miles west of Sodus Bay. He generously offered to rig the boat and to meet us on Friday night at Rochester airport where he had been joined by our daughter and son-in-law who had flown over from Toronto.

Saturday morning saw us up-and-at-em so that, with the help of Steve Sills and his men - to say nothing of Sue and Eric - we were able to leave before noon. Perhaps the first day is best forgotten. I was so good to be on board and off at last that we almost ignored the 8-10 ft. seas and the 30 knot wind dead out of the west. Lake Ontario provides a fetch of over 200 miles so that it is truly an inland sea under those conditions.

Suffice to say we motor sailed/tacked down to Rochester, entering the harbor at 8:00 PM. Our average down the rhumb line was only 3.6 knots and we were glad to be in at the most comfortable slips of the Rochester Yacht Club. We were met at the dock by Don Phelps of F32 #42 Schizanthus, who certainly made us most welcome and provided cocktails!



With a long run ahead we left our slip next day at 0500 bound for Ashbridge's Bay Yacht Club, just to the east of Toronto. It was calm and starlit but the wind soon picked up and we were sailing on a close reach before 6. By 10 we were on our compass course of 300° and the wind now on the nose. Back to the diesel and so it went, sail or motor, until we reached Ashbridge's Bay at 7:45 PM, a run of 82 miles for the day. By this time it was raining hard. Customs is in Toronto Harbor about five miles away. We called (973-7403) and were given a clearance number over the 'phone by a most obliging and understanding officer. Sue and Eric live only a few blocks from the Yacht Club. The day ended with dinner at their home.

The weather became sunny, and with Eric's parents having arrived from Montreal we sailed through Toronto harbor for Port Credit, our old yacht club before we moved to Rhode Island almost seven years ago. A sail through Toronto Harbor is well worth the effort. The waterfront has been completely redeveloped. There is a walk along which are located restaurants, open areas for musical groups, poetry readings and general recreation. Excellent hotels abound - a new one since we left - and a ferry service to the Toronto Islands where even more diversions can be found. And, of course, The Royal Canadian Yacht Club, among others.

It was great fun to spend a few days at Port Credit Yacht Club visiting old friends and enjoying the hospitality that is characteristic of the Lake Ontario yacht clubs.

Now began the adventure. Fran and I made an evening departure at 10:00 PM bound for Sodus Bay in one leg - 120 nautical miles on our own. We were blessed with a beautiful night. Crystal clear, the Milky Way shone in its glory and the meteor showers were spectacular - as was the Toronto skyline which we viewed from about 6 miles off. Chart number L/C 2000 from the Canadian Hydrographic Service is good for this passage, giving reasonable fixes using the Loran lines.

The sky was fairly clear, wind out of the east - on the nose again - as a beautiful sunrise found us motoring along about 40 miles east of Port Credit into a 3-4 foot chop with a 9-10 knot wind. The wind would back a little, we'd think about putting up the sails, and that was enough to put the wind back on the nose. However, we did manage some motor sailing before we finally spotted Sodus Outer Light and were docked at Sills Marina again at 6:00 PM. We were duly pleased with having made our passage in 20 hours at an average speed of 6.0 knots.

In the morning we pulled the mast, bought fresh provisions, topped up the fuel and water tanks and left to motor to Oswego, the entrance to the Oswego section of the New York State Canal System. The Oswego River/Canal takes one SSE from Oswego and joins the Erie Canal a few miles northwest of Syracuse. The New York State Canal System is a magnificent commercial and recreational transportation facility based on the Erie Canal, which was opened in 1825 by Governor DeWitt Clinton. Traveling through the canal today it is hard to realize that by 1833 one boat every 17 minutes, day and night, passed through the Schenectady Locks. The cost of shipping freight between Buffalo and New York City had dropped from \$125 to only \$4 a ton. New York State was opened up to commerce world wide and the state soon became known as the Empire State.

And there we were, the next morning off up the Oswego into that historical transportation system. The canal system provides note books, a chart and other helpful information on how to manage your boat through the locks. You need excellent fender boards, lines and a stout pair of gloves. The lockmasters are very helpful. We had no trouble at all. When the wind caught us off guard, help was at hand and there was no problem.

About 24 miles down the Oswego section and through eight locks took us to Three River Point. The first lock opened at 7:00 AM. We were past Three Rivers and into lock 23, our first Erie Canal lock, before 4:00 PM. We went into Trade-a-Yacht Marina for the night where we met very friendly sailors who helped us get propane and recommended the Castaways Restaurant where we had an excellent dinner. Overnight dockage with power and water at 0.50/ft seemed reasonable.

In the morning we set off at 6:30 to get a good run across Oneida Lake, and promptly ran aground on a sandbar. Moral - remember how you got in when it's primarily a powerboat marina. With a little judicial wheel spinning and reversing of the engine we were soon off and into the morning fog.

Carefully picking our way from one buoy to the next we found the passage well marked and were at Sylvan Beach before eleven. Great relief but there really are plenty of people about and no big ships! By six in the evening we had cleared three locks and had reached Ilion Marine. Although there are no showers this is very good stopping point right on the river. We should have mentioned that the Erie canal alternates between true canal and sections of the Mohawk River. Ilion has gas, diesel and water and a friendly owner. He charges 0.40/ft including electricity. Our microwave plus propane system provided the means for a gourmet dinner - fond memory.

Off again at seven the next morning in fog which soon cleared. We spotted a catamaran from Toronto, had the excitement of a 41 foot drop at lock 17 and passed a tug pushing a barge full of molasses bound for Toronto, all before lunch. It was sunny and warm, and our spirits were up as we enjoyed the passing scene. We heard about hurricane Charlie, but no effect here yet. At 3:00 we had to tie up at the entrance to lock 11 just in time to take shelter below from a cloud burst which turned into a deluge. What was that we said about Charlie? Continuing on our way we met up with 'Spinaway' from Detroit. Paul Durt, the skipper had entered the canal at the Buffalo end and was on his way to New York and ultimately Bremen. We talked to the lockmasters but there's nowhere close to tie up for the night so we press on, as he suggested, and by a quarter to seven we are both tied up to the wall at the entrance to lock 8. We've covered 67 statute miles today and cleared ten locks. This is a tiring day but so interesting that we didn't realize what an effort it was until it was over. Dinner with wine tasted good and seemed well deserved.

In the morning we are greeted with unusually high water as a result of last night's storm. The lockmaster is clearing debris away from the gate and it's getting on for nine before he can open them and let us through. By nine thirty we're at Schenectady Yacht Club where Molly Wright, an old friend, is waiting at the dock.

Always one for an adventure, Molly accepts our invitation to join the boat for the ride down the Hudson. After lunch, we're off again to make the fast sequence of locks down to Troy on the Hudson. At 5:40 PM we're off Albany Yacht Club but they've all power boats and no transients. We stop at Castleton Yacht Club where they are very friendly and have excellent do-it-yourself mast stepping facilities. They only charge 0.25/ft with all amenities, and are a very friendly crowd. Definitely a place to stop.

Our next day's run took us to Hop-O-Nose Marina on the Catskill Creek where we stepped the mast. They charge .75/ft overnight and 1.75/ft of mast to step it which is very reasonable, especially considering the great care they use to see that a good job is done. Their dining room is also excellent and a very pleasant evening can be enjoyed in this quiet, picturesque backwater.

So the complete transit of the system from Sodus Bay to Hop-O-Nose has taken five days, and we've traveled 204 nautical miles, 178 of which were in the canal system. On the sixth day, after stepping the mast and enjoying lunch, we are sailing again, heading south down the Hudson River.

By evening we had reached Poughkeepsie Yacht Club, having spent the afternoon enjoying the Catskills, marred only slightly by a drizzling rain. Again the welcome was warm and we tied up at their slips. Their fee is .50/ft. They have excellent showers, electricity and water. Joe Mastri, a club member, made sure we felt at home and told us a bit about the club and its members. They have a very fine clubhouse, with most of the work on the property being done by the members, many of whom are IBM staff (not too surprising!) We spotted a F32 named 'Bob-Cat' but didn't meet the owner.

The next day we were enjoying the mansions on the Hudson. The Vanderbilt Mansion is notable as it commands a magnificent view of the river. Past Vassar College and on down to the ruins on Pollepel Island, the banks are getting higher on both sides as we sail through the S-curve in the river that takes us past West Point - a most impressive structure.

Soon we are at the North End of the Haverstraw Bay. There is lots of sailing and commercial traffic and we enjoy the run down this delightful stretch of water. We pass Sing Sing prison - "formidable" says Molly - she's still with us. At the Tappan Zee Bridge we investigate the Tarrytown Marina but they have barely 5 feet of water so we cross the river to Julius Petersen's Yard at Nyack, NY. They don't take transients, but because it's almost four o'clock they say we can stay at their gas dock for the night. Turned out to be great with water and electricity.

In the morning it's sunny, and the bridge and New York beckon. We're off good and early to match our plan to the tide tables which we checked extra carefully to be sure of our passage through New York harbor and the East River. We had been warned and the warning is well taken.

It isn't easy to put into words the experience of sailing down Manhattan's shoreline from the entrance to the Harlem River, down past the big piers with memories of the Queen Elizabeth, the Normandie, America and all the great ships that have tied up there in all their glory. Homeric was docking. Bermuda Star was at Berth 5 Pier 92. And we felt very small but proud as we

passed beneath the skyscrapers that symbolize the industry of America. We pass Ellis Island, which is undergoing a face lift, and soon are floating off the Statue of Liberty. Photos all around and we recall the celebration of her restoration and are glad we're here now and not then! Past Governor's Island and the Coast Guard headquarters we literally shoot up the East River at close to 10 knots over the ground and before you know it we're through Hell Gate, past Throgs Neck and out into Long Island Sound. It's Saturday and it's wall to wall sailboats with some power - some Very Large power - but mostly it's sail. We head for Oyster Bay and are just in time to see Malcolm Forbes' Highlander leaving the harbor. What a magnificent ship, to say nothing of his helicopters.

After a tour of the Bay we find a mooring at Sagamore Yacht Club. Now we meet people who know and visit our club, the Newport Yacht Club. Again we're made very welcome. Molly takes us to dinner at the "Canterbury Ales" which we strongly recommend. The town of Oyster Bay is very pretty and can supply all a yachtsman's needs. All stores are within walking distance. The bay is very charming. Including Teddy Roosevelt's home, this is a great place to visit - we'll be back. Also, Amtrak is very close to the yacht club. Molly's trip back to Schenectady was very easily arranged.

We stayed one more day to explore the town and then left for Pilots Point Marina at Westbrook, CT. Another pair of lazy days and we were off again to make the final leg to Newport. This proved to be an uneventful run. We had the tide with us through The Race and docked at Newport Yacht Club at four in the afternoon.

As a postscript our daughter Judy and husband David joined us for an overnight trip to Cuttyhunk, one of our favorite harbors in the Elizabeth Islands.

Back at the Bend Boat Basin in Portsmouth, we note that we have traveled almost 800 nautical miles in three weeks and have gained considerable confidence in our ability to enjoy living on board while making daily passages of at least 60 miles. We had no problem with any of the equipment.

Next summer we are considering a cruise in Maine and would like to hear from any F32ers on this idea.

(Ian and Frances Morrison's address is 1 Curtis Road, Bristol, RI 02809 401-253-7036)

Further Notes: Ian and Frances' trip from Lake Ontario to the Hudson took them up and over the eastern "hump" of the Erie (Rome, 420' above sea level) from the 245' elevation of Lake Ontario. To get from Ontario to the junction of the Erie at Three Rivers they ascended 8 locks, gaining 118', to 363'. Three more locks before and after Lake Oneida added a further 57'; from there it was downhill from Utica to the Hudson, 19 locks in 108 miles, with a 5-lock "flight" near the end, at Waterford, averaging 34' each in succession!

The section of the canal they traversed is a bit wider and deeper than the part west of Three Rivers, with chart depths of 14' (Ian: 10-14') and canal bottom widths of 100-120'. Currents were negligible.

The Erie climbs steadily from Three Rivers west, finally meeting Lake Erie at 565'. From Lake Erie to the Hudson is 363 miles. The Morrisons' trip on the Erie was 162 miles, plus 24 on the Oswego Canal. The Hudson's elevation at Troy is 1.25 feet.

-Ed.

North East, PA

Dear Don:

Congratulations on your newsletter. It's fast-paced, informative, and -- interesting!

As the manufactures of the CamberSpar used on your Freedom 32's we follow the fortunes of the class with interest.

We noted that every major storm on the east coast brought a rush of orders for the retainers which hold the spar to the forestay, and which people persist in dropping over the side. Although we are always anxious for business, we decided a modification was in order and drilled a small hole (1/8" will do) near the corner. We recommend that you tie a piece of twine through the hole and to the forestay before you install or remove the spar. If you don't have one with a hole in it, drill one. If you don't drill one, replacements can be obtained from:

Bierig Sailmakers
11092 Freeport Lane
North East, PA 16428

(814) 459-8001

Best of luck and good sailing!

Sincerely,

Pat Claxton
Manager,
CamberSpar Sail Systems

Thank you, Pat. In the same vein, F32ers are also reminded to be sure that a figure 8 knot is in the end of each sheet. "Losing the sheet" downwind in heavy airs may cause gooseneck damage (main) or a bent CamberSpar (jib) if it is allowed to blow downwind and subsequently subjected to extreme jib sheet tension.

-Ed.-

Dear Don:

The F32 newsletter is just a great idea. The first two issues have really whetted my appetite for more information and I am looking forward to future issues. Thanks for spearheading this extremely useful effort.

I'm sure we all have had a number of adventures and I would like to share the following situation with all F32 owners.

About a year ago my wife and I had a very harrowing experience with our F32 (#36 Kandi-Kiri). We were caught in a real blow with winds to 40 knots and seas 8-10 feet. It was necessary to go to windward to make port and needless to say, the going was very rough. In an effort to stay in deep water and round a critical entrance bouy to the Wilmington River where our harbor is, I turned on the diesel engine. The boat was pitching wildly and after 15-20 minutes of operation the engine stopped and despite repeated attempts refused to restart. Repair or serious inspection was impossible under the conditions so we had to finish under sail - including anchoring since entrance to our enclosed harbor was impossible. We finally set anchor and were taken ashore by launch.

The problem, upon inspection the next day, was that the 30 gallon fuel tank had no - repeat no - baffles. On one of the more severe pitches the day before the fuel dip pipe sucked air in spite of a 2/3 full fuel tank, causing the engine to quit with an air locked fuel system. With a little more sea and a little less skill, we might have had a serious accident.

But the problem was actually the pickup location.
TPI was contacted immediately and, in their usual spirit of cooperation, sent a new baffled tank and paid for the installation.

I hope all the other F32 fuel tanks are baffled. If they are not, they should be replaced ASAP.

Yours for safer sailing,

Don Debacher

A fine item to put on the initial spring check list - Ed.-

F32 OWNER SURVEY

January 1987

Hull No.

Your Name _____

Spotter's Guide Information: (we have address, boat name, etc.)

Hull Color _____ Deck Color _____ Dodger/Sailcover color _____

Sail Numbers _____ Spinnaker colors _____

Yacht Club or Assn. _____ Other Identifier _____

Boat Name on Stern ☐ Side ☐ Both ☐ _____Additional Boat Data:Draft-shoal ☐ deep ☐ Propellor- solid ☐ folding ☐ Bow tank Yes ☐ No ☐

Refrigeration (make) _____ Sailmaker name _____

Dodger maker name _____ Other of interest _____

My interest in the following undertakings is:

	No	Unlikely	Maybe	Sounds Good	Yes
F32 SPRING MEETING, BOSTON YACHT CLUB, MARCH 28-29, 1987 (see story this issue)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Swap boats with another owner for cruise vacation. Location: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Charter F32 from another owner for cruise vacation. Location: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Summer cruise to Maine, 1987	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Freedom Yacht's Summer Rendezvous '87 (see story Sept. '86 issue)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Boat Problems

Please indicate whether you have experienced problems:

	Yes	No	Perhaps (please comment below)
Toilet flushing problem (occasional)	<input type="checkbox"/>	<input type="checkbox"/>	
Engine overheating	<input type="checkbox"/>	<input type="checkbox"/>	
Water system priming or other water system problem	<input type="checkbox"/>	<input type="checkbox"/>	
Mast thumping (see story this issue)	<input type="checkbox"/>	<input type="checkbox"/>	
Broken toilet base	<input type="checkbox"/>	<input type="checkbox"/>	
Leaks at hull/deck joint	<input type="checkbox"/>	<input type="checkbox"/>	
Leaks around windows	<input type="checkbox"/>	<input type="checkbox"/>	
Other (please describe)			

January 1987

Hull No.

Tear off here

Expectations versus Experience:

Please indicate the primary reasons you purchased the F32 instead of a Nonesuch or conventional boat.

In what areas did the F32 succeed in meeting your expectations?

In what areas did it disappoint?

Would your next boat be Freedom-type or conventional rig?

fold

(cont. below)

FREEDOM 32 NEWSLETTER
99 LOWELL ST.
READING, MA 01867

FREEDOM 32 NEWSLETTER
99 LOWELL ST.
READING, MA 01867

(fold)

Personal Data (fold under)

Occupation(s):

	<u>Age</u>	<u>Years of School</u>	<u>Degree</u>	<u>Gross Income</u>	<u>Own Business?</u>
You	_____	_____	_____	_____	_____
Spouse	_____	_____	_____	_____	_____
Boats Previously Owned (last first) _____					

Level of Experience: Day Sailor ☐ Coastal Cruiser ☐ Occasional Close Off-shore ☐ Blue Water ☐ World Girdler ☐

Additional Comments, on anything:

While looking over a Tillotson-Pearson brochure the other day, I noticed that they abbreviate their name as "TPI" (Tillotson-Pearson, Incorporated). Now that I'm aware of it, F32 will use it also, instead of "T-P."

For those of us in the frozen northland, spring still looks a long time away. Nonetheless, it's not a bad idea to start consideration of and material acquisitions for improvement jobs that should be done while the yacht is high and dry (in addition to normal spring fitting out). Here are a few candidate projects:

- Mast Step Improvements (see Weigel article this issue)
- Replace plastic toilet base (next issue)
- Relocate toilet intake (next issue) *if nec.*
- Rudder stock lubrication (November issue)
- Anchor windlass (March or May issue)

Last issue I brashly promised a review of Garry Hoyt's "READY ABOUT" for this issue. The book has been read, and I liked it. But the review won't be published 'till March, because it's not written yet. (Refer to paragraph one of Scuttlebutt).

This issue features two owner/author couples who have both delighted me in continuing the precedent set by Peter McCrea and Don Phelps in the November issue: they promised articles (without being badgered for them); they then delivered good copy well within deadline (without being harassed for it). This is the kind of author performance not generally enjoyed by professional book editors working with pro authors!- and F32 certainly appreciates it, as just getting an issue out is quite a job, without having to chase contributors. If these authors are representative of F32 people we have quite an impressive group. Join them!- the author pipeline is now empty, and you're going to get mighty tired of reading just me.

Ian Morrison first sailed dinghies at the age of 7, and after 7 more

years was hauling nets on a commercial fishing boat off the coast of Iceland- at 14! He kicked it as a career, though, and graduated from Imperial College/London University before eventually ending up in Canada working for Crouse-Hinds, a connector manufacturer well known to us yachtsman. Ian ended up president of Crouse-Hinds (Canada) before moving to Bristol as TPI's general manager, a position that has left him blissfully ignorant of putting his boat away for the winter- "the lads in the shop take care of it for me". Sigh!

Just-retired John Weigel traveled worldwide for GE in engineering management, but is now sticking closer to home, as there is a grandchild to be sat for on occasion- providing he and Cathey aren't off skiing! They live on a charming, twisting lane that is one of the oldest roads in Massachusetts, and keep Liberty in lovely Ebenecook Harbor on Southport Island, near Boothbay.

John Mynahan of Hudson, NH (#21 Funshine, Little Harbor, Newcastle, NH) did a fine job of work that shows for the first time in this issue of F32. Observing that the previous issues were hand addressed, John called and volunteered to establish a mailing file using his home computer. We took him up on this offer with alacrity, and John soon delivered a set of addressed stick-on labels for this issue's mailing. Thank you, John, from the tips of my tired fingers up to my aching wrist; you're really making a welcome change around here. And we really should get around to meeting for lunch- so we know what each of us looks like!

FREEDOM 32
PURCHASE OPPORTUNITY

1984 Freedom 32 (Hull #49), Lake Superior, Signet 1000 & 1500, Cybernet VHF & AM/FM/Cassette, gas alarm, propane (2 tanks), BBQ, 8' dinghy, stern ladder, self-tailing Barients, all safety gear, all galley gear - bow roller & 2 sets ground tackle - much more - documented - excellent shape. Off white hull and deck w/burgundy stripe, grey and burgundy upholstery. Asking \$75,900 or offers. Contact LeRoy Horn 612/447-3061 or Tom Bittle, 612/447-3416 (5230 Candy Cove Trail - Prior Lake, MN 55372.

(Here is a golden cruise opportunity for an eastern buyer with some time this summer - do Superior, Huron, Erie, and Ontario; then the Oswego and Erie canals to the Hudson; restep mast and sail down the Hudson to home!).

ADVERTISEMENTS, WHERE ARE YOU?

Last issue F32 published its first ad (repeated here also) and ran a little paragraph encouraging readers to advertise their boats and equipment. The subject was also promoted in Scuttlebutt. Complimentary F32 copies were also sent to all of the Freedom dealers of record, along with a separate promotional letter designed to drum up dealer advertising. Well, perhaps it was the effect of the holidays, or the cold northern weather, or the distraction of upcoming boat shows - whatever the reason, F32s first "ad campaign" went over like a lead balloon, yielding no results whatsoever. This does not sit too well with your editor, who has some stubborn herring-choker blood in his veins and still feels that F32s role as a centralized source of F32 and other Freedom availability is as valid as ever (the advertising function is a mainstay of many newsletters in other fields). Every F32 owner and reader is a logical high grade source for prospective buyers to find an F32 through. The more ads, the more interest, and the more effect- and our ad costs are so low as to be negligible.

Perhaps we received no ads because busy people didn't have the time to sit down and compose them. But Spring is coming, boat sellers! To make things easier we now provide a fill-in ad form (below); you fill in the data, we'll compose the ad - and all for only \$4.00 an insertion. Come on, you dealers, brokers, and selling owners - twelve dollars to advertise your Freedom for six months, from San Diego to Maine, from Alaska to San Juan! Deadline for the March issue is February 22. Send in your ad now!

F32 NEWSLETTER FILL-IN AD FORM

Send this form with \$4.00 per insertion to F32, 99 Lowell St., Reading, MA 01867

Mfr. _____ Model _____ Hull # _____ Hull Color _____ Deck Color _____

Add'l Striping: Waterline ☐ Gunwale ☐ Upholstery Colors _____

Dodger by _____ Spinnaker by _____ Main by _____ Jib _____

Draft _____ Prop: Solid ☐ Fold ☐ Anchors; type & weight _____

Fridge? (make) _____ Bow Tank? ☐ Safety Gear? ☐ Galley Gear? ☐ Extra Propane? ☐

Stern Ladder? ☐ Dinghy: Sz, make _____ Outboard: HP, make _____

VHF, make _____ Loran, make _____ Radar, make _____ Stereo _____

Extra Cabinets? _____ Other gear, info and special features: _____

Del'd New Mo _____ Yr _____ Documented? _____ Boat Location _____

Seller Name: _____ Street _____

City _____ State _____ zip _____ PRICE \$ _____

Coming Up In March

What happens when a 9000 lb. boat hits a 900 ton granite ledge? The ledge wins big, of course. The story of Indolence's year-long leak and final comprehensive keel repair by TPI expert Brian Barer will be a lead article for March, covering the keel structure and its repair process in considerable depth (no pun intended). On the sporting front, the successes of F32 skippers in single handed racing will be reviewed, and developed further in a future comprehensive article on single handing. And, on a more prosaic note, we'll step into the head, close the door, and discuss the installation and durability of the F32s Groco toilet, which has been an occasional pain in the rear for some of us.

Freedom 32 Newsletter
99 Lowell St.
Reading, MA 01867

Postmaster: If undeliverable please return to address shown above.
Return Postage Guaranteed.

1-87

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 () _____

Start with next issue ☐ Start with issue #1 (Sept. '86) ☐

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 separate sheet.