

# F32 Newsletter

REVISED FUEL INTAKE A

SUCCESS IN BOLSTEROUS

FLORIDA TEST- SEE P. 6

The Journal of the Freedom 32 Sailing Yacht Vol. 2 No. 4 March/April 1988

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

## COMMISSIONING TRIALS -- Case #2

The Water Heater Adventure:  
A Potentially Shocking Experience

By George Corser  
(#100 Antinomy, Charlevoix, MI)

The summer of 1985 was an especially exciting time. Our eldest son graduated from Princeton University and our new F-32 was delivered at LaSalle, Michigan, on the west end of Lake Erie. I was eager and anxious to embark on the maiden voyage of ANTINOMY bound for Charlevoix, Michigan, on Lake Michigan about 400 statute miles away, in my first new boat.

As learning experiences presented themselves several times during the voyage, I came to more fully understand and appreciate the advice "buy a good used boat; let someone else have the grief of com-

(CORSER cont p.2)



Cruise Director Ian Morrison: if you think you're coming, let him know now- the slip and restaurant reservations are closing up already- .

## January Thaw Favors Midwinter F32 Meeting

Rendezvous and Cruise Dates  
Change Once Again; Now July 9-17

Twenty-three erstwhile sailors, representing eleven F32s from the Great Lakes to southern NE, were greeted with unusually warm weather on their visit to Newport's "The Mooring" Restaurant on January 30 to hear Ian Morrison present his LI Sound Cruise plan for next summer. Morrison was abetted by F32 editor-elect John Lease, who discussed F32 along with Freedom's upcoming publication, with which he is also associated.

With the Rendezvous dates now shifted to Friday-Sunday July 15-17, Morrison proposed a cruise start from Newport on Saturday, July 9, with Block Island the destination. The itinerary is as follows:

Saturday, July 9	- Newport to Block Island
Sunday, July 10	- Block I to Mystic, CT - possible dinner out
Monday, July 11	- Mystic to Essex, CT- dine at Griswold Inn
Tuesday, July 12	- Essex to Shelter I., NY
Wednesday, July 13	- at Shelter I., local sailing
Thursday, July 14	- at Shelter I. Start out for Block I?
Friday, July 15	- Shelter I to Block I - register for Rendezvous in afternoon
Saturday, July 16	- Rendezvous - local racing, etc.
Sunday, July 17	- Race from Block I. to Newport. Awards Banquet aboard <u>Bay Queen</u> eve.

The cruise plans met with substantial enthusiasm, which was tempered somewhat by the just-announced change of dates from the week prior to July 4, which was previously announced. Evidently TPI was

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## Subscriptions

F32 is published every odd numbered month for a total of 6 issues/year. Subscriptions are \$18.00 per year; additional subscriptions mailed to crew (owner must pay) are \$15.00 per year. A subscription form is part of the last page of this newsletter; please supply data for crew subscriptions on a separate sheet.

The Freedom 32 Newsletter ("F32") was inspired by the interest demonstrated at the Freedom Rendezvous held at Newport in June 1986, 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 70 complimentary copies to be sent to major yachting magazines, Tillotson-Pearson Corporation, and other organizations worth lobbying.

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missioning a new one." I recalled stories about ancient rites and ceremonies performed to drive out gremlins, imps, and other undesirable spirits at the launching of a new vessel. Perhaps it is a stroke of good luck that such ceremonies are not an extra cost service at commissioning! Should they be?

We made our way, my wife Maureen and I, to the port of Rogers City, Michigan on Lake Huron without much trouble except for an occasional overheat signal going against the current in the St. Clair River, losing the topmost batten in the mainsail, encountering a bit of thunderstorm, a sieve for a mast seal, headwinds of about 50 knots with ten foot seas running on Lake Huron for the last five hours to Rogers City. We learned the basis of an adage that the weakest part of a strong boat is the crew. ANTINOMY performed beautifully.

After docking and renewing our love of contact with terra firma, we enjoyed dinner and a much needed rest. The next day was spent observing several storm damaged boats from the Port Huron to Mackinaw race and generally tidying up ANTINOMY.

At one point during our boatkeeping chores Maureen said, "George, I feel a tingle. I think I'm getting a shock. This water is live!" "Are you sure?" I replied. "I'll get the voltmeter and we'll check it out." Maureen had turned off the hot water so when I measured from spigot to sink, the dial showed zero volts. Then she turned on the hot water and I measured about 75 volts from spigot to sink! This was a disturbing development.

Next we measured with the hot water on and water heater circuit breaker off. Voltage zero. Current could flow only when water was flowing and completing a ground circuit to the lake. On to the cockpit storage locker to find out what's wrong at the water heater.

Upon opening the locker I made a mental note to install some convenience items so that neat equipment on a neat boat don't unite to produce a messy locker. I finally reached and removed the access plate covering electrical connections for the

(CORSER cont p.3)

heating element. Much to my surprise, there were only two wires, one black, one white, leading to the binding posts. The third binding post, ground, should have had a green wire attached. Tracing the wires I found the green ground wire neatly cut off at the entrance to the water heater housing, about ten inches away from its proper post.

This violation of basic wiring practice, not to mention USCG regulations, energized me to a strongly charged condition, i.e., madder than hell! But even the carefully chosen words of a muleskinner wouldn't have caused the wire to repair itself, so off to the local hardware store for a short length of ground wire thinking I had found the cause of the tingle at the sink.

After turning off the water circuit breaker, I installed the necessary ground connection. Now, you may be thinking about unsafe practices. I really should have disconnected shore power at the shore terminal. But I did test all terminals to ground with the voltmeter before touching any wires. I also wore gloves and had insulated tools.

My philosophy is to do the simplest, safe thing first and check the original problem.

When the water heater circuit was turned on again, the breaker tripped immediately. We could not energize the hot water heater with the ground wire connected. Every time the water heater circuit breaker was turned on, the breaker tripped.

Someone had deliberately cut out the ground connection so that the breaker wouldn't sense a short somewhere in the hot water heater circuit.

The next most likely place to look for a short was in the heating element itself. It's a resistor in series connection so a break in the insulation about two thirds of the way around the loop would explain the 75 volts measured at the sink. Back into the locker!

I don't know why, but instead of asking Maureen to turn off the hot water heater circuit, I said, "OK, Maureen, turn off

the main breaker so nothing is live." "It's off." Habits die hard, so I didn't die that day. I checked the heating element binding posts with the voltmeter and measured 115 volts!! "Dear, are you sure you turned off the AC shore power main breaker?" I asked calmly. "Yes, but come see for yourself." I did. She had. A defect in the main breaker, or what? The indicator light on the main breaker turned on and off as the breaker control was moved between on and off positions. Well, I finally disconnected shore power on shore and proceeded to install a new heating element. There was a break in the old one about 2/3 of the way around the loop. It was probably energized without water in the heater.

The new heating element cured the original problems of the "tingle at the sink" and the hot water heater breaker tripping, but what about the main breaker not turning off any branch circuits?

I disconnected shore power again, opened the breaker panel and compared the wiring with the diagram which came with the boat. Neither the connections nor the main breaker matched the diagram exactly. After a bit of study of the situation, I decided to move a wire from one binding post to another and reconnect to shore. The main breaker worked as intended! Commissioning Trial--Case #2 was solved and some lessons learned.

1. Don't take anything electrical at face value. Check it yourself. Does each circuit breaker do its job? Are all grounds connected including the convenience outlets throughout the boat?

2. Circuit breakers do not protect people, they protect circuits against excessive overloads. You can be electrocuted by a 15 amp 115 volt circuit without tripping the breaker.

3. A Ground Fault Interrupter (GFI) is designed to protect people from lethal electrical shock. It takes only one tenth of an amp acting for about one second to cause fibrillation of the heart in an adult. A GFI is designed to trip at about 1/200 of an amp, but it can't work when it's not in the system! It might be a very safe idea to add GFI protection at critical places in the electrical system.

unable to reserve Block Island facilities on the July 4 weekend. Some attendees stated that they would now have to rearrange other plans in order to attend, but would try to do so. Hopefully, Ian's promise that he could line up auto parking in Newport during the cruise week will influence owners to grab his cruise opportunity while it exists, as the population pressure in the Narragansett Bay-Long Island Sound area is making it difficult and expensive to leave either cars or boats away from their home ports.

John Lease, editor-elect of F32 and tech editor of the new "All Freedoms" publication initially sponsored by TPI, spoke at some length on the nature of the relationship between F32 and the Freedom Newsletter (FN) (name for the moment). Lease is committed to maintaining F32 as a discrete publication, but sought the opinions of the group as to preferred frequency of publication for both newsletters, and also how they felt regarding subscription costs. While TPI is backing the start of the Freedom Newsletter, it is their intention that it quickly become an independent publication like F32, with an annual subscription fee. The factory has been forthright, said Lease, in its desire for a quality, non-house-organ newsletter, and feels that the only way to ensure that is to make it independent-like F32. The gist of the group's feelings were that bimonthly publication, not quarterly (as initially proposed for FN) was greatly desired, but that the combined subscription costs of \$28.00 were a bit high.

Lease displayed a copy of the Catalina Owners publication, which contained sections- each with its own editor, etc.- for each Catalina model. This may be the way that things work out, with F32 mailed as a section of FN. The idea merits thought. Most of F32's costs are in printing and mailing. We mail about 900 12-page issues a year- a mailing quantity too small to make use of bulk mailing rates. For the same reason we xerox in-

stead of print. Everything is about as expensive as it can be. If F32 was a section of FN, with a total mailing of, say, 3000 issues, probably a lot of money could be saved on printing + mailing and everyone could get it all, at a reasonable price. At any rate, Lease has taken the January meeting results back to TPI, and we will hopefully influence things for the best. Whatever happens, I do hope that F32's record for in depth, informative technical articles is maintained.

The group had a good time- who wouldn't, when the cocktail hour starts at 11 AM? A look at Newport- surprisingly touristy in mid-winter- was just what several people required to ease their cabin fever. Newport Harbor was spread before us as we dined on substantially very good food, and the famed J-boat Shamrock IV- all covered up for the winter- floated at her dock a hundred feet away. There was no ice, and- yes- there were more than a few sailboats moving easily at their moorings. After all, this is Newport.

CORSER cont from p. 3

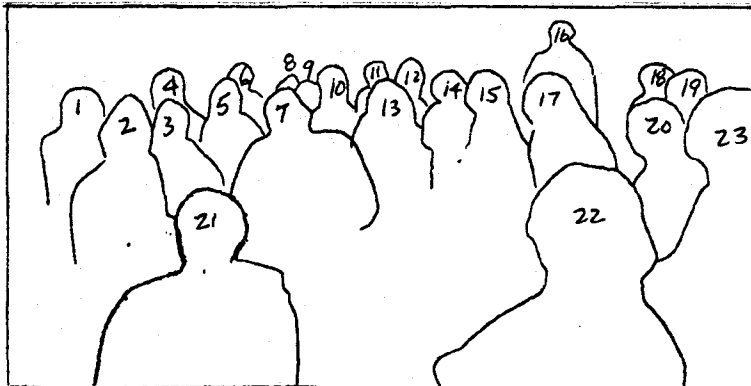
4. Minimum adult body resistance is about 500 ohms. The 75 volts of tingle at the sink could pass a current of .15 amps through a body if it was well grounded. This is 50% more amperage than the amount to cause fibrillation of an adult human heart. Luckily, Maureen did not complete a circuit to ground with her other hand while at the sink.

P. S. Later that summer we found three bolts, three nuts, and three lock washers lying in the bilge directly below the transmission to propeller shaft connector. Did you know a boat will motor at 2800 rpm on only one drive shaft bolt? But that's another Commissioning Trials case.



The Newport Meeting Group- without a single soul hiding. These stalwarts look forward to other F32ers joining them in our July Cruise. Call in your cruise reservation to Ian Morrison, (401) 253-7036. (1 Curtis Rd, Bristol, RI 02809).

1. Don Phelps
2. Jeanne Teare
3. Renate Lease
4. Kris Mayer
5. Jane Mayer
6. Herb Repass
7. Mel Teare
8. Peggy Repass
9. Joan Mynahan
10. Ian Morrison
11. John Mynahan
12. Harold Horwitz



13. Sandi Peaslee
14. Eileen Horwitz
15. LeeAnn Johnston
16. John Lease
17. Louis Hafken
18. Karen Sather
19. Seymour Pizette
20. Peggy Wood
21. Don Peaslee
22. Fran Morrison
23. Peter McCrea

### Subscription and Circulation Information

The following F32 subscriptions run out soon. The date of the last issue to be sent is listed after each name. Please resubscribe now!

Robarts 3/88  
Reidel 5/88

F32 had its first resubscription drive late last summer (most subscriptions ended with the July '87 issue) and we're happy to report that the "re-up" rate was very

high. Of the total subscriptions that ran out, only 12 were not renewed- and at least half of these represented boats that had been sold. We meanwhile recorded exactly 12 new subscriptions, including 5 F32s (3 of which were covered for the first time), 3 F29s, an F28, the "F33" (F32) builder in Britain, Sir John Oakeley (courtesy of Harry Walcoff), and 2 crew. So, despite our very conscribed market, F32 is certainly holding its own. Now, if we could just get a line on all those owners that we've never been able to find out anything about..... !

Rockhopper Endures Five Hours of Gulf Stream Pounding Without Problems

25 Knot Winds, 5' Seas, and a Buried Rail

After sitting out two weekends of unmanageable northerly conditions, Florida skipper and F32 Test Conductor Kurt Spaugh got Rockhopper out to sea on Saturday, February 20, for a 5½ hr test of the revised fuel tank inlet described in the November and January issues of F32. "The conditions were just what we ordered" said Spaugh. "The wind was southerly at 22-25 knots, with waves generally 3'-5' in the Stream and bigger close to shore. We ran a full main, deliberately overtrimmed, and managed to keep the rail down in the water most of the time. After successfully running for quite a while on starboard tack I began to wonder whether the fix had been overdone, with port tack now the weak side. So we tried port tack for a good stretch too, and had no problems there either". They also ran faster than they usually would have, said Spaugh, in order to aggravate the turbulence within the tank.

Spaugh started the test with a measured 11.5 gallons in Rockhopper's 30 gallon tank, and ended the test with a little over 9 gallons. "This bracketed the target test amount of 10 gallons, so we're pretty pleased" he said. "We now plan to let the tank keep running down in order to get a fix on the tank level that the pipe finally sucks air at. I feel that we have proved out the goal of the test, which was to see whether a 1/3 full tank, with the revised intake, could withstand a good bout of hard seas, wind, and high heel angles. It did".

Spaugh compared the tank's performance to a recent experience traversing a reef-bound pass in the Bahamas. "We were carefully motor sailing to weather in a pretty tight place. The sea and wind conditions were identical to those on the test day, and we had 15 gallons- not 10- in the tank. The pipe sucked air just the same, the engine quit, and we had some nervous moments getting through there. As far as this fix is concerned, I'm sold- and I think I'm about as experienced with this problem as anyone".

On the basis of Spaugh's test success F32 will now look into the development of retrofit kits for the fuel intake. The changeover is quite simple and can be done with the boat in the water. It is hoped that TPI will take part in the retrofit program.

Kurt's next test will be of the cooling system surge tank, with experimentation on the effect of restricting the coolant flow through the water heater. Despite an extremely busy work schedule and the recent purchase of a river front home- with a deep water dock!- he hopes to have results on this project for the next issue of F32, which is scheduled for late March.



"Now Who Would Go Out and Buy an F32-  
and Then Race It?"

Quite a few, we believe. In addition to the exploits of such stalwarts as Patrick Mouligne, Jane Huling, and Peter McCrea, all previously reported on these pages, along with Indolence, too- we occasionally get letters from owners mentioning their luck after crossing the starting line. Mark Hitchcock of Raleigh, NC races Cool Breeze (65) out of Fairfield Harbour, NC, and placed 2nd in class and 5th overall in the Michelob Cup Race which finished on the Neuse River near New Bern, NC. This area, known for its light summer winds, was also where the elusive Jeff Wygand- an F32er (ex?) we've never been able to contact- allegedly put such a large genoa on

F32 #003 that they had to remove 2' of handrail on each side to make way for the genoa track!

On Lake Ontario, ex-Star sailor Don Phelps regularly competes in PHRF races aboard Schizanthus (#42). His rating, with a solid propellor, is 180, which correlates well with Marblehead PHRF ratings. We don't know what #25 Lisa rates, but Anchorage's Patrick Hickey drove her to first overall in the '87 Homer, Alaska Labor Day Race held on Kachemak Bay. Patrick learned how to sail along with his son on the professionally skippered delivery trip of Lisa from Seattle to Homer- in 1986.



## Using Sailpower to Pacify

### the F32 at Anchor

By Peter F. McCrea  
(#35 Panacea, Portsmouth, RI)

I am sure that every F32 owner has noticed the tendency for the vessel to "sail" at mooring or at anchor. This tendency to give a "Harbor Tour" was first noted by myself several years ago in the crowded harbor of Cuttyhunk, where cheek-by-jowl anchoring is the practice. After determining that no modification of one's anchoring technique short of riding to two anchors, set at 30-45 degrees apart, would alter this persistent behavior, I planned Panacea's first addition to her below-decks sail locker- a riding sail.

A consultation with my sailmaker, Steve Thurston, resulted in the firming up of the specifications: enough sail area to still the lazy oscillations which start at about ten knots of wind, but tough enough to stand up to a 35-40 knot blow, keeping the boat weathercocked safely into the wind. Since the sail is set "flying" from the main halyard about where the backstay would be, a wire reinforcement is sewn into the leech of the sail, transferring the rather substantial halyard tension to a 12 foot pendant of 3/8" three-ply dacron line which is permanently attached at the clew. The pendant loops through a heavy, throughbolted padeye on the teak stern rail and terminates in a bowline tied just below the sail. The padeye, attached with four 1/4-20 stainless bolts and hardwood backing block, is located starboard of center, providing a clear lead from the helmsman's seat, wheel, ensign, etc. Although the sail is tacked down to starboard of the boat's centerline, the sail is trimmed parallel to the centerline, resulting in no noticeable bias in the boat's movement.

The riding sail on Panacea is 12'2" on both leech and luff, and is 6'2" on the foot, for a sail area of 37 square feet. The sail cloth weight of 6.5 ounces is a compromise between one's ability to "tune" the sail for light air performance and the strength it will require to stand up to a blow. I would recommend going to 7 or 7.5 ounce cloth.

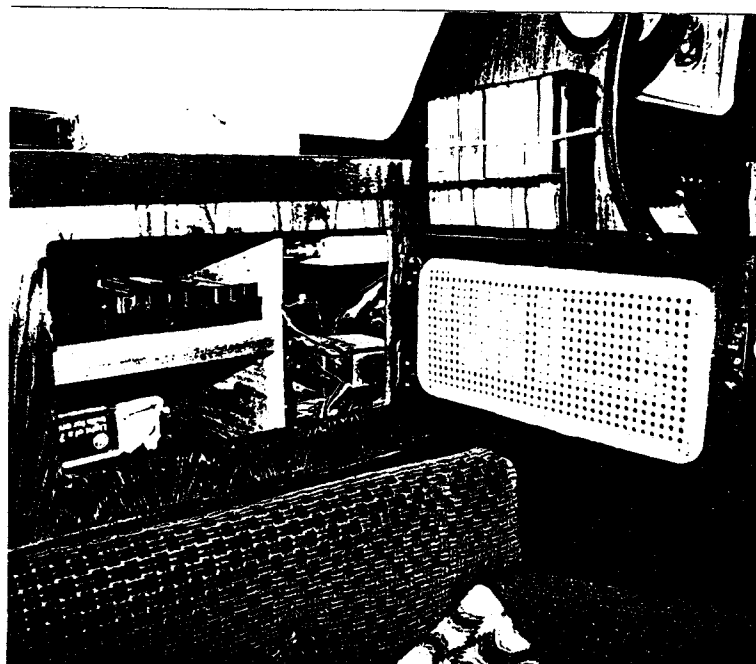
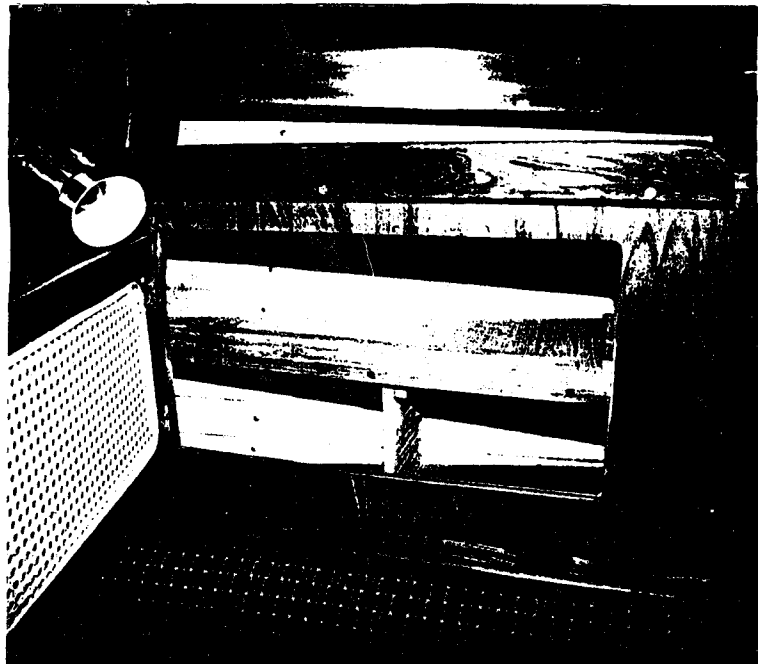
The attachment point of the tack of the sail is located about four feet over the

bridge deck. The sail has been kept as low as reasonably possible to minimize the heeling moment of the sail in gusty conditions.

Trimming is facilitated by a 30 foot length of 3/8" braid, tied in the middle of the line to the tack cringle. The ends of this dual "sheet" lead around each end of the traveler to each winch. Chafe at the traveler ends is prevented with a piece of heavy vinyl hose slipped over each sheet. In this way the sheets can be "tuned" to properly position the sail for optimal performance in any wind condition. If one has a full dodger (mine is a hatch dodger and there is no interference), some additional hardware may be necessary to obtain a fair lead to the cabintop winches.

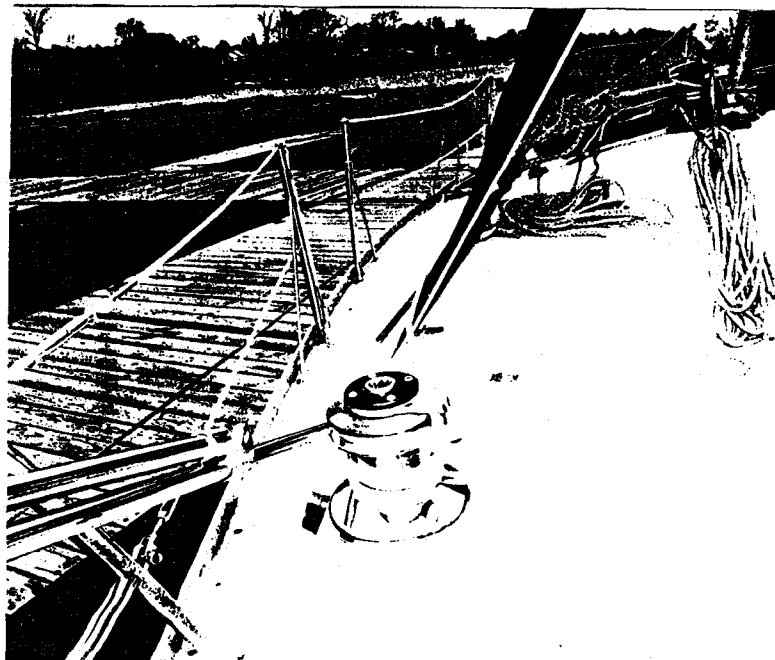
To raise the sail, the boom is located to port with the traveler control lines. The main halyard is attached to the head and the dacron pendant is fed through the stern padeye and tied with a bowline to itself, just below the sail. For stormy weather, the sail is carried closer to the cockpit by shortening the pendant with this bowline. The port sheet is set in place around its end of the traveler and to its selftailer. With the boat on the port tack, quickly raise the sail, keeping tension on it so that it doesn't get away from you and "take out" your Loran antenna! When one has a fair amount of halyard tension (about what one would use on the main in light air), set the stopper and take up the starboard sheet on that winch. One tunes the sail to allow it to "tack" in light air, increasing the tension on both sheets as the windspeed increases. I also find that early AM squalls are announced quite well by the riding sail when it's "light air" state of tune becomes "overpowered" in stronger gusts.

When at anchor I feel much more secure with the riding sail up as the load on the anchor from a vessel which is riding smartly to her anchor is far less than one which is sashaying to and fro on alternating tacks- not to mention how one doesn't collect the "captain's stare" from your neighbors as you "harbor tour" right next to them. Another advantage of this rig is that it is relatively easy to spot your vessel in a crowded harbor, "sailing still". Happy Riding!



HARRY'S BOAT..... . Harry Walcoff's Lake Champlain-based Miz Boogins (#11) is probably the most intensively customized F32 extant. These pictures show only a modest part of the improvements that Harry has lovingly wreaked over the last four years upon this widely traveled vessel, which, despite her inland basing, also has a lot of salt water miles behind her.

But we all move on. Harry has had the hots for an F36 for two years now, and Miz Boogins- a "completely done" boat- awaits someone smart enough to scoop her up! (Harry's at 802-864-0678).

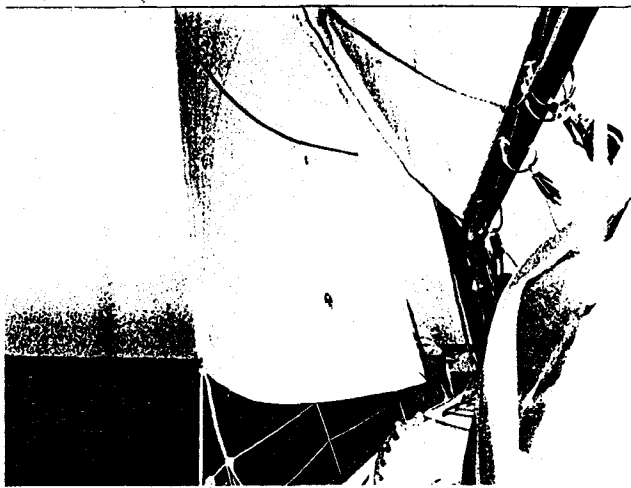


New, separate self tailers for the genny. Bare trees in background= late October- the last boat in!

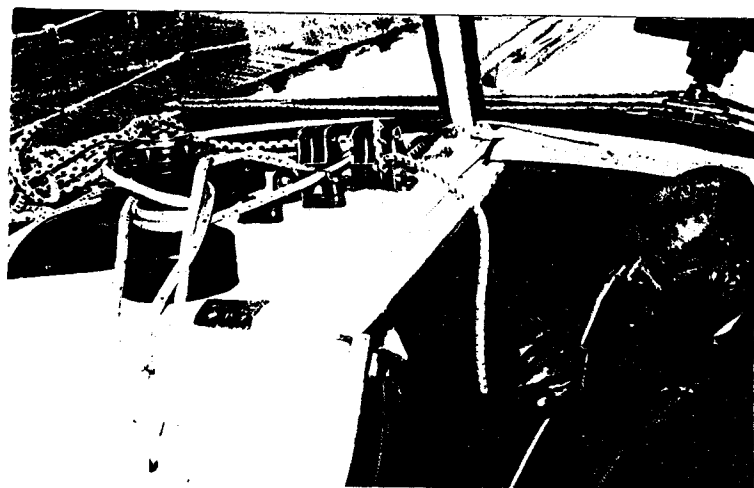


Companionway grab handles- done also by Bruce Hanshaw

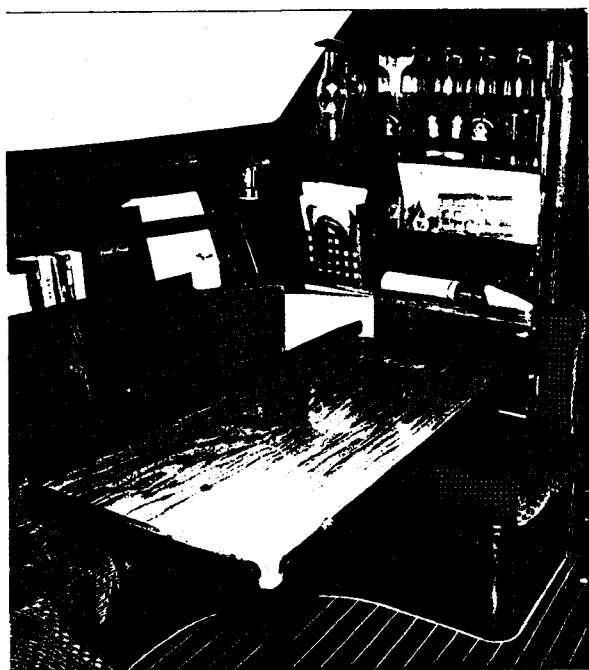




Roller furling, reefable, shape-maintaining North Aeroluff genoa boosts upwind, light air performance.



Spaghetti bags hang in companionway. Note mainsheet cam cleat; nice lead to winch.



Dining table folds up, slides down to cover liquor locker and create open sitting area.



More drawers- aft cabin.



Drawers (both sides) and access door under forward berth.



Ever wonder what that tall, stately, ungodly stiff mast weighs? Well, we weighed it- and found its balance point- last June. Results, including the usual masthead stuff: 450 lbs. The butt weighed 248#, the truck 202#. Balance point was 21 1/2 feet from the butt. One of the great features of the cat sloop is that that 450 lbs isn't way up in the bows, where it would badly affect the boats ability to rise up over waves and influence it to "punch through-" and slow down- instead. In the cat sloops that weight is back near the center of gravity, where it belongs.

\*

One of the continuing mysteries aboard has been the orangish residue in the wash water after scrubbing the deck, and the deck's streaked appearance, all efforts not withstanding. It's caused, says Kurt Spaugh, by mold release that somehow got into the gel coat- and there appears to be little to be done about it. It might (eventually) be a problem in getting Awlgrip to adhere. We don't know whether this is a general F32 condition, or one known only to a few boats. If you have experienced it, please let F32 know; (617)944-8158.

\*

The above-mentioned Spaugh, F32's Man in Florida (see article), also feels that the well equipped boat should carry a spare pressure switch for the PAR water pump. He's had 2 wear out so far.

\*

Remember the windlass article (F32 March/April '87)? Rod Johnstone's windlass design sounded ideal for an F32, particularly for those determined to create the ultimate low effort cruising machine. Did anyone ever install it? We'd love to hear about it. Call F32, and we'll get the info over the phone (617)944-8158).

\*

Every once in a while we hear from someone who's "missing an issue". A little investigation has revealed that most of the "missees" are frequently away from home for considerable stretches, and their mail is handled during that time by someone else. Because F32 at a glance looks suspiciously like junk mail (no cracks, please) it's a good idea to brief your mail designee to look out for it. F32 is mailed very carefully, with one person (me) doing it all, from addressing right to the mailbox.

\*

During the trip back from Nova Scotia we tried some non-refrigerated, "instant" meals that were heated up in the oven. They were pretty good!- as such meals go, even if they didn't heat up by pulling a rip cord, as Mouligne's french marvels did on the Bermuda 1-2 Race. After forgetting their brand name, they've been rediscovered, in the Portland, ME area, by original provider Roland Gates. The brand name is "Impromptu", and for the non-culinary skipper (crew?), or as backup meals aboard, they are just bloody marvelous.

\*

Do you keep a "boat list(s)"? I'm beginning to think that the smartest people are those who don't. After 3 seasons of hard work and (it seems) constant modification, Indo's list items were counted up the other day. There were- get this- 64 things yet to do. I either need my head examined, or better still, the nerve to pitch these lists into the fireplace. (Plus the nerve to light a fire first).

Dear Don:

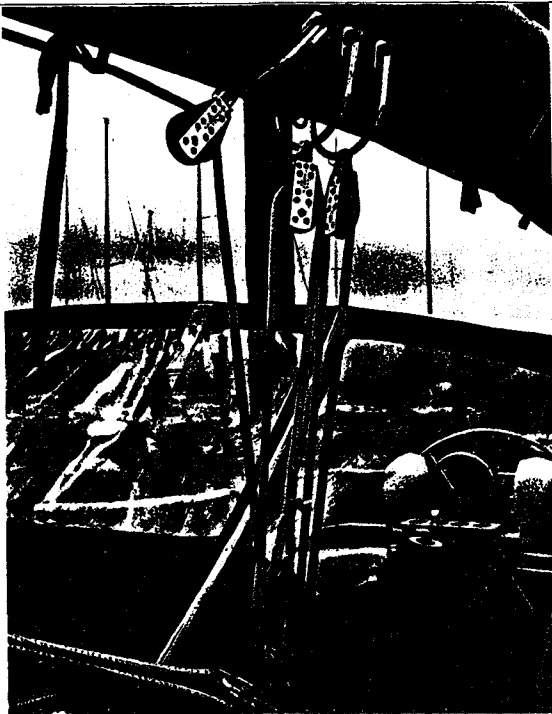
Enclosed are several photos of my mainsheet arrangement. I tried to take the pictures in June and my camera failed, resulting in a trip back to Polaroid.

The mainsheet is long enough to be led forward to the mast, down to the deck and back to the port winch. The aft block on the boom should be tightened in a transverse, fixed position. In that way, the sheet will not twist and will run out freely. I added blocks on the boom at the gooseneck end and at the base of the mast. Harken blocks were used to minimize friction. I mounted a clam cleat in exact alignment with the lead to the winch. In that way, it is only necessary to press down lightly to secure the sheet, which can then be removed from the winch if required.

The advantages of the arrangement are many, at minimal cost:

- . Greater leverage in trimming the main
- . A constantly fair lead to the winch
- . Ability to use the traveler with a dodger
- . No need to chase the mainsheet across the traveller.

Regards,  
Lew Weinstein (#31 Freelance, Westport, CT)



For those desiring better access to the under-foreberth area, but don't feel that they're up to Harry Walcoff-style cabinetry efforts, here's a very practical sounding suggestion from Dick Germaine (#15 Empty Pockets Two, Oswego, NY). Dick purchased a louvered teak door and frame (available from Boat US, Goldberg's, etc) and installed it in the foreberth bulkhead. But instead of hinges, he used magnetic catches all around, making the door instantly removable and enhancing access to the space. The idea looks particularly appealing in this application, as the proximity of the mast to a hinged door- and in a tight space to begin with- does not appear to help things any.

In the next issue of F32 (coming your way much sooner than usual).....

- Blocks, Tracks, Goo and - 18 Rope Clutches! The transformation of Indolence to a non-backwinding marvel.
- The Freedom 33- and it's not what you think. Sir John Oakeley's version of the F32, British style.
- New Owners and Mystery Boats. Some have come forward. But where are the others?

Freedom 32 Newsletter  
99 Lowell St.  
Reading, MA 01867

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

<u>SUBSCRIPTION FORM</u>		3/88
Please send, with check enclosed, to <u>F32</u> , 99 Lowell St., Reading, MA 01867		
<u>Subscriber Information</u>	Check if Non-Owner	<u>Boat Information</u>
Name (include spouse) _____		Hull Number _____
Street _____		Name _____
City, State, Zip _____		Stern Home Port _____
Home Phone (     ) _____		Actual Home Port _____
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