# F32 Newsletter

The Journal of the Freedom 32 Sailing Yacht Vol. 3 No. 1 Oct/Nov 88

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

Editorial Comment:

"Out With The Old, In With The Old?"

Thanks, Don.

One of the problems of taking over an endeavor like this is to assure continuity of an effort that has been so competent and energetic as this has been under the guidance of Don Peaslee and yet, at the same time, establishing ones own style and approach.

For your information, Don and I agree on most issues concerning our boats. Where Don is very committed to round the buoy and long distance racing, I am primarily interested in cruising with passage making becoming increasingly more interesting in time. This is not to say that the focus of this publication will change, it has addressed all interests in the past in an open and forthright manner and will continue to do so. However, there is one issue in which Don and I differ dramatically.

In the last issue of the Newsletter Don was very critical of the 1988 Rendezvous race management and, coming from a rabid racer, his comments may have been justified but as a cruiser and occasional racer I do not agree with his appraisal, as a matter of fact I think it was unfair.

The rendezvous is attractive to many of us because of the comraderie, fun and games, the opportunity to exchange ideas and learn and the chance to test our proficiencies against others and to have access to Everett and his staff.

Attending with the primary intent of collecting silver creates unreal expectations and requires changes in the nature of the event. Ironically, if the race committee had been hardnosed Don could have been disqualified for bringing along his six person racing crew.

This one voice says to keep the intent of the rendezvous as it has been with a request to the organizers to consider Don' positive suggestions as well as those of others.

Forgive me, Don?

John Lease, Ed.(#34 Sans Souci)

## Ye Olde Fuel Tank Problem

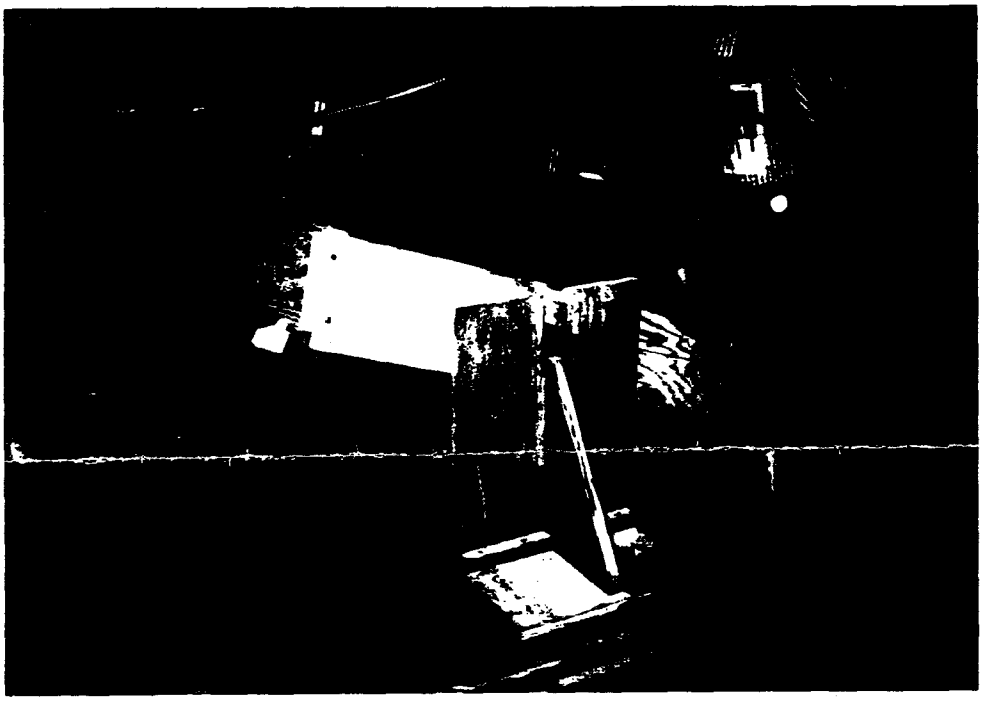
Jim Kyle, Engineering Manager at TPI has taken an active interest in our needing to keep tanks filled to a minimum of 1/2 in order for the engine not to fail in critical conditions, following the submission of our proposal to run some lab tests.

Jim had his people build a tank from engineering drawings and mounted it on an athwartship pivot(see photo), has attached a tank pickup modification based on a design from Everett as well as the pickup from the tank of Sans Souci (twice failed); we are now in the process of establishing a failure mode and baseline against which to test all new pickup designs.

(continued next page)

(tank continued)In preliminary tests we have apparently repeated the failure in twenty degrees of heel. This was based on slosh failure, not prolonged tack conditions. Obviously, this is just the beginning. These tests should be concluded in the near future.

These date coupled with the extensive field studies already reported should give us the info we need to put this to bed.



Bob Woodward at the tank test bed

## Seacocks and Ports
### A Connection?

We have received a letter from Roger Lopata(GRACE, #46) addressing a matter that has been bugging many owners, is important and could be critical. We have taken the liberty to excerpt portions of it.-Ed.

"Since getting the boat, I've groused about the inaccesibility of the seacocks for the head. Who wants to climb down in the deep cockpit lazarette and open and close those bears? Our lazarette brims with PFDs, cushions, lines and barbecue, and all the other junk we didn't know where to stow

(Lopata)
It's the boat's version of a homeowner's basement. My solution was to leave them open all summer reassuring myself that the hoses they served were double clamped. (me too-Ed.). Wrong! A friend lost his Cape Dory 36 this year when a double clamped hose on a seacock burst. The boat's automatic bilge pump kept ahead of the leak, we think, until it drained the batteries. Then it was bye-bye boat. Ouch.

After that, I got serious about closing all seacocks whenever I left the boat for more than a day. Climbing in and out of that cockpit lazarette ultimately inspired me to consider another solution.

I installed a six-inch inspection port in the head, right above where the two hoses from our marine toilet go through the aft bulkhead. It's a Beckson port, a $10 item, and it is attractive enough, watertight, and all one has to do is unscrew it, reach in, and shut the seacocks. I should have put in years ago. The only tricky part of the installation was drilling/sawing a six inch

hole. I don't have a hole saw that large. There are some fancy hole cutting tools available, but I couldn't find a friend to borrow one from so the job was accomplished with a key hole saw. There's a lot to saw through, the fiberglass wall in the head is backed up by a plywood bulkhead. But then, the installation is a snap. Just drill pilot holes for screws, goop in some silicone sealant and screw in Graces new inspection port. No more descents into the lazarette. Voila!" (Not only peace of mind but handy for annual maintenance-Ed).

(Roger then continues in a discussion of the problems he had with a non-standard jib and the help he got from Dave Bierig and his repair of a damaged traveler. We pick up on a new and frequently addressed problem-Ed).

One final maintenance note. GRACE's Lexan ports are on their last legs. One has begun to crack around a fastener and all are deeply scratched and marred. We will probably replace them next season. Right now I'm considering just having a supplier cut some new Lexan for me then installing them from the outside like the current ports except with through-hull bolts(to combat our ongoing leaking problems). The optional method would be to go with new ports with a frame built-in that fits onto the lip between the inside and outside of the cabin. I've received some information from a company called GO Industries about their custom extruded vinyl frames with either Lexan or Lucite ports. They estimate supplying the ports would run in the neighborhood of $105 per window. These ports are supposed to be "leakproof". Given the ongoing battle with leaks for the past five years, I'd love to have a better system.

Have any other 32 owners replaced their ports? I'd like to hear their experiences and also whether anyone knows of other manufacturers who might be able to fabricate ports and frames for the 32. I noticed that the new line of Freedoms all feature ports installed via some sort of trim ring rather than the external screw arrangement we have on the 32s. Obviously, TPI noticed the problem too."
(Continued next page)
(Roger then states his feelings of disappointment over the lack of response he got from TPI Customer Service on this problem. He closes with the following-Ed.)

"I really value F-32 and still wouldn't trade GRACE for any boat on the water. Perhaps the brightest testimonial to our 32s is that my father-in-law, a sailing traditionalist who currently sails a gaff-rigged Herreshoff and frequently scoffed at new-fangled contrivances, has seriously begun to consider a Freedom as his next boat. He's looked at the 36 and was impressed, but he's also ruminated on more than one occasion that a used 32 might be just the thing for him. Obviously, a man of exquisite taste.

Fair winds to all,
Roger Lopata"

Thanks, Roger.

Some comments on the port leak and scratching problems:

Resealing the ports is an annual affair on SANS SOUCI.

Do not substitute Lucite or Plexiglas for Lexan, the result is a definite downgrade in performance.

Be careful what you use to clean, some solvents will cause crazing and some will attack the surface. RAIN DANCE Auto Polish and Finish Restorer has helped on SANS SOUCI.

On the next two pages is information from the manufacturer(GE) that we hope is helpful. Lexan is expensive.

# What is LEXAN® Sheet?

LEXAN polycarbonate is the most versatile engineering thermoplastic available today. When LEXAN resin is extruded into sheet form by General Electric, this material offers breakage resistance far beyond glass and other glazing materials.

**Durability.** Virtually unbreakable, LEXAN sheet's impact strength is 250 times stronger than glass, 30 times stronger than acrylic for added protection against vandalism, burglary and the weather.

**Clarity.** LEXAN sheet offers excellent clarity approaching that of glass.

**Weatherability.** Hailstones, fierce winds and snow loads are no match for super-tough LEXAN sheet. And many LEXAN sheet products are UV stabilized for protection against yellowing; LEXAN XL sheet offers a 5-year limited warranty.

**Abrasion resistance.** All glazing materials — including glass —will scratch. However, LEXAN sheet offers products like LEXAN MR5, which features a proprietary high-mar-resistant, MARGARD coating to deliver added abrasion resistance approaching glass.

**Energy efficiency.** LEXAN sheet products provide up to 16% better thermal insulation than glass. Up to 40% greater energy efficiency is possible if you specify LEXAN THERMOCLEAR sheet.

**Light weight.** LEXAN sheet's lighter weight results in significant advantages in transportation, handling and installation — and fewer structural supports.

**Design flexibility.** Since LEXAN sheet can be cold-formed to tighter radii than glass or acrylic, it lends itself to more intricate and unique designs.

NOTE TO ARCHITECTS: Please feel free to duplicate this material and insert it into your specifications.

# LEXAN® STD 9034 Sheet

**Colors** — Standard: Clear, gray, bronze
Custom: Available on request

**Thicknesses** — Standard: .080", .093", .125", .187" .250", .375", .500"
Custom: Available on request

**Sizes** — Standard: Maximum width, 96"
Maximum length, 120" up to .500"
Maximum length, 144" up to .375"
Custom: Maximum width, 96"
Maximum length, 120" up to .500"
Maximum length, 144" up to .375"
Maximum length, 240" up to .250"

# LEXAN® MR5 Sheet †(UV/Mar Resistant)

**Colors** — Standard: Clear, gray, bronze, light green
Custom: Available on request

**Thicknesses** — Standard: .125", .187", .250", .375", .500"

**Sizes** — Maximum width, 72"
Maximum length, 96"

| LEXAN MR5 Sheet | | | |
|---|---|---|---|
| Catalog Number | Color | Visible Light* | Solar Energy* |
| MR50A4-112 | Clear | 82 | 86 |
| MR50A4-713 | Gray | 50 | 60 |
| MR50A4-5109 | Bronze | 50 | 60 |
| MR50A4-31035 | Lt. Green | 70 | 76 |

*Average values measured on ¼" sheet.

| Abrasion Resistance Comparison Δ% Haze | | | | |
|---|---|---|---|---|
| | Test Method | Uncoated Polycar-bonate | LEXAN MR5 Sheet | Glass |
| Taber Abrasion 100 Cycles | ASTM D-1044 Z26.1 | 15.0 | 1.0-2.0 | 0.5 |
| Falling Silica Carbide 1600 grams | Z26.1 | 30.0 | 5-8 | 15-20 |
| GE Brush Abrasion Tester | One hour harsh conditions* | 30.0 | 3.0 | 1.0 |

†Recommended for flat glazing only.

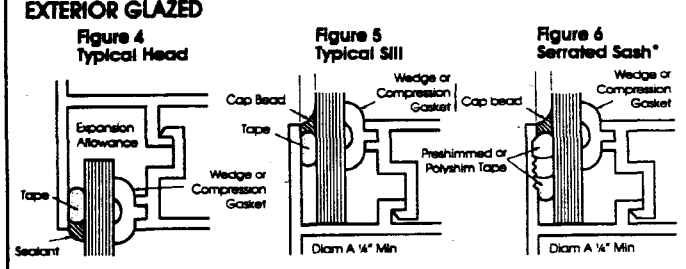
*Abrasive water mixture of sandy clay screened through 100 mesh screen and continuously applied to brush water.

# Glazing of Intermediate and Large Lights (over 24" x 24")

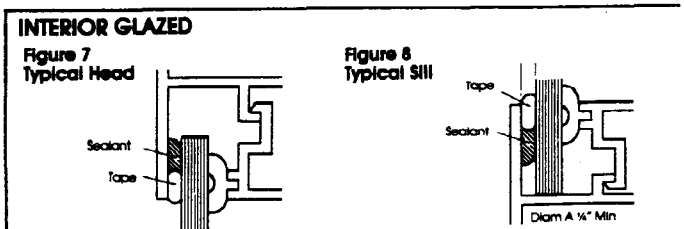
## Wet Glazing Systems

Figures 4 through 8 show typical channel glazed systems that have been successfully used with LEXAN sheet. Refer to page 16 to establish proper edge engagement, thermal expansion allowance and rabbet depth. Only high grade silicone, polysulfide sealants or closed cell PVC and fully cured butyl tapes are recommended. (Wet Glazing System for LEXAN THERMOCLEAR pg. 14.)

**EXTERIOR GLAZED**




**INTERIOR GLAZED**




Diameter A—Sealant and filler tape widths should be at least equal to the expected thermal movement of the sheet.
*Caution: Preshim and polyshim tape can be used only with serrated sash and only with a polysulfide or silicone cap head, as detailed.

### Dry Glazing Systems

Dry glazing should be considered in applications where sheet expansion may exceed sealant limitations and result in failure. In such cases, Neoprene or EPDM gasket manufacturers such as Tremco Manufacturing Company should be contacted about correct use of their product.

### Double Glazing

LEXAN sheet products, including LEXGARD laminate components, can be used effectively in double glazed window systems, in double channeled sash units (Figure 9), or for overglazing and backglazing (Figure 10). When using LEXAN sheet in a double glazed application, remember to allow for its greater flexibility and expansion. Providing adequate separation between the two LEXAN

## Guidelines for Installing LEXAN® Sheet

All grades of LEXAN sheet can be glazed with a minimum of difficulty when proper procedures are followed. When designing with LEXAN sheet, remember to allow for its thermal expansion and greater flexibility in accordance with these guidelines.

The tables and accompanying directions provide information necessary for proper installation.

## Installation Procedures

1. Prepare sash. Clean sash surface and prime if necessary. Rabbet should be free of burrs.
2. Prepare LEXAN sheet. After measuring sash opening carefully, determine recommended edge engagement and expansion allowance. Cut sheet to exact size required. Edges should be clean and free of notches.
3. Glaze LEXAN sheet. Sealants and tapes with sufficient extensibility to accommodate thermal expansion and contraction without loss of adhesion to either frame or sheet must be used.

See following recommendations.

## How to Cut LEXAN® Sheet

LEXAN sheet can be cut easily and accurately to the exact size desired with most power saws. Protective masking should be left in place to prevent marring.

## Cleaning Instructions

When LEXAN sheet is first installed, glazing compound and masking paper adhesive can be easily removed by applying naphtha (VM&P) or kerosene with a soft cloth, followed immediately with a thorough soap and water cleaning. DO NOT USE GASOLINE. Adherence to regular and proper cleaning procedures is recommended to preserve appearance.

**Washing to Minimize Scratching**

Wash LEXAN XL sheet and LEXAN THERMOCLEAR sheet with a mild soap or detergent (e.g., 409 Household Cleaner) and lukewarm water, using a clean sponge or a soft cloth. Rinse well with clean water. Dry thoroughly with a chamois or moist cellulose sponge to prevent water spots. Do not scrub or use brushes on these products; their coating is UV resistant, not mar-resistant. Also do not use butyl cellosolve in direct sunlight.

Fresh paint splashes, grease and smeared glazing compounds can be removed easily before drying by rubbing lightly with a good grade of VM&P naphtha, isopropyl alcohol or butyl cellosolve (2-Butoxy Ethanol). Afterward, a warm final wash should be made, using a mild soap or detergent solution and ending with a thorough rinsing with clean water.

**Minimizing Hairline Scratches**

Scratches and minor abrasions can be minimized by using a mild automobile polish. Three such products that tend to polish and fill scratches are Johnson Paste Wax, Novus Plastic Polish #1 and #2, Novus Inc., Minneapolis, MN and Mirror Glaze plastic polish (M.G. M10), Mirror Bright Polish Co., Pasadena, CA. It is suggested that a test be made on a sample of LEXAN sheet with the product selected and that the polish manufacturer's instructions be followed.

**Some Important "Don'ts"**

- DO NOT use abrasive or highly alkaline cleaners on LEXAN sheet products.
- Never scrape LEXAN sheet products with squeegees, razor blades or other sharp instruments.
- Benzene, gasoline, acetone or carbon tetrachloride should never be used on LEXAN sheet products.
- DO NOT clean LEXAN sheet products in hot sun or at elevated temperatures.

The following cleaning agents have been found compatible with LEXAN sheet, LEXAN XL sheet and LEXAN THERMOCLEAR sheet. The manufacturer's recommendations and instructions should be followed.

| | |
|---|---|
| Formula 409** | Top Job*** |
| Freon T.F. | VM&P grade Naphtha |
| Joy*** | Windex with Ammonia D**** |
| Palmolive Liquid***** | |

** Registered Trademark of the Clorox Company
*** Registered Trademark of Proctor & Gamble
**** Registered Trademark of the Drackett Products Company
***** Registered Trademark of Colgate Palmolive

**LEXAN® MR5 Sheet Cleaning Instructions**

Because of this material's high mar resistant coating, avoid the use of abrasive cleaners and/or cleaning implements that may mar or gouge the coating.

**Graffiti Removal**

- Butyl Cellosolve (For removal of paints, marking pen inks, lipstick, etc.)
- The use of masking tape, adhesive tape or lint removal tools works well for lifting off old weathered paints.
- To remove labels, stickers, etc., the use of kerosene, VM&P naphtha, or petroleum spirits is generally effective. When the solvent will not penetrate sticker material, apply heat (hair dryer) to soften the adhesive and promote removal. GASOLINE SHOULD NOT BE USED.

## Yellow On Gray

No, this is not the subject of a new spring fashion, but an old boat fashion that is neither fashionable nor desirable.

He who boats with Dove Gray non-slip and/on hull have found, in time, those areas developing a stain pattern that resembles swipes with a dirty rag.

We first saw it on SANS SOUCI on the sea hood(main hatch cover) about three years ago.

In response to our query TPI provided us with a chemical that was to take off the mold release that had been retained by the gelcoat as well as a thin layer of gel.("use very carefully, with personal protection"). It worked, but not for long. After a summer, much to our distress, the stain returned. During this past year we find the yellow plague on all gray areas, including the hull.

This past spring before launch I compounded the affected areas on the hull prior to the biannual waxing only to see a redevelopment of the same stain in July on the side that received the most sun.

We have now heard from other owners that are having the same problem, some very disturbed.

Back to TPI with a plan. Finding a solution to the problem requires a sample of affected deck we looked for someone willing to sacrifice their boat-no takers.(I wouldn't expect any 32 owners to, would you?) Since our sea hood was affected and separable from the deck, I would give them half it if TPI agreed to replace it .

Separable is a relative term, four hours of cutting and prying over several days during which time I often thought"there must be an easier way" the sealant finally parted.

That baby is really stuck even after 5 years in the great outdoors.

When I delivered their half of the hood I found that TPI had initiated action on our behalf and theirs. Whose boat got bunged they won't tell me, the problem is rather wide-spread. However, we will be tracking and reporting substantiated progress.

An additional surprise was that we did not have to replace the hood immediately to keep the weather(snow) out, there is a bridge across that opening that is completely weather proof, (if not sea proof). Fantastic! Another example of hidden quality in F 32s.Ed.

## Start a Freedom Fleet?

Here is your chance!

We received the following delightful letter from David Heywood, 169 Portsmouth St.#180, Concord NH.03301 (603) 226-2401

Dear Fellow Freedom Owner:

My wife, Virginia and I have decided to purchase another sailboat. A boat which is larger and more comfortable.

A Freedom 32, of course!!

Therefore, it is with great reluctance that we must sell our Freedom 25, "WATERMUSIC". David went on to describe her, especially the wing mast and oak interior, and included a descriptive flyer.which has been reproduced on the next page just in case she doesn't have a new owner by now.

# FOR SALE
## FREEDOM 25 WINGMAST SAILBOAT

Custom ash and oak wood interior model,
with teak and holly cabin sole.
2 Mainsails w/2 rows single line reefing
2 Spinnakers with retrieving bags.
VHF radio.
Custom V-berth insert.
Hydraulic outboard mounting.
7.5HP Honda outboard w/alternator.
Complete second set(new)running rigging.
2 Bulkhead mounted, lighted compasses.
Safety equipment.
Danforth anchor, chain and rode.
Marine head (enclosed) w/holding tank.
Galley with 10 gallon water tank.
3 Fenders and dock lines.
Custom 4-wheel trailer, hydraulic brakes

Fast, easy sailing, w/Rotating Carbon-
fiber Wingmast and Spinnaker Gun Mount!!
Excellent family pocket cruising yacht

Call 603-226-2401 for complete listing.

Located Brewer's Sakonnet Marina
Portsmouth, Rhode Island

## "Spin-Furl" Spinnaker Test

This fall Ian Morrison (SCOT FREE) and I had the opportunity to test sail his boat equipped with the the spinnaker rig designed by Gary Hoyt, manufactured by Hall Spars and advertised in sailing mags.

Eric Hall, President, approached us in a search to find a 32 to use as a test bed. Ian offered his boat; what a good excuse to get out on a beautiful day with friend Ian. We left Pirates Cove Marine after about 45 minutes of rigging a new base-plate, forestay, spinnaker and associated lines and reattaching the yard. As I recall, the jibstay is left in place.

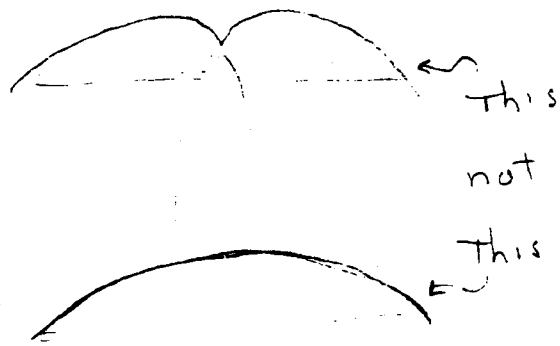
Once the yard was in position the sail unfurled and furled beautifully. We sailed against a 1-1 1/2 knot current in the cut at Tiverton with ease, tacking effortlessly in a 7-10 knot wind.

This is different from a normal furling jib in that we were unfurling and furling a double headsail with two clews and clew lines, not a big deal.

The difference between this rig and the standard deck sleeve is striking, the friction between spinnaker and the chute/pulpit is eliminated as is on deck storage. This alone would encourage me to use my spinnaker more. (Decreasing the effort to move the yard would also help.)

I had two questions with the design. One, the base plate flexed excessively under load, and the sail did not seem to assume the shape I am accustomed to see. It was apparent that the base needed beefing; according to Eric this has since been done and the fix proven on a subsequent trial.

In order to be able to pull the sail to the foresail for furling Hood inserted webbing between the sail and the forestay from foot to peak. Rather than allowing the sail to balloon fully it tended to pull a crease in the sail.




In addition, I would think that this septum will disturb the airflow over the inner surface of the sail especially when on a reach.

We do not have sufficient data to determine what effect all this has on the efficiency of the sail but I suspect it is negative. Gary Hoyt expressed surprise over my concerns and assured me that there should be no problem.

If you would like more information contact Hall Spars, 7 Burnside St. Bristol RI 02809

This is a fun approach-Ed.

So is another. Don Peaslee is working on a system for making the chute slippery and it looks very promising. You have all heard from him on the subject, perhaps we will have details in the next issue.

(Ports, continued)

As I was removing the sea hood(see "Yellow on Grey") the difficulties I was having seemed inconsistent with the need for annual resealing of the ports. 3M 5200 is used in both cases. Could it be that differential thermal expansion of Lexan and fiberglas laminate is responsible for rupturing the seal? If so, this needs to be considered in the design of a frame. We need to look into this.-Ed.

Scuttlebutt

John and Joan Mynahan are building a beautiful house in Appolo Beach, Florida, right on a navigable canal 5 minutes by boat from Tampa Bay. When complete they will be able to look through the lanai directly to FUNSHINE that will be docked 50 ft. away on their private dock. Tough life!

One of these days we might have the good fortune of learning about their experiences during the six week sail from New England to Apollo Beach.

John supplies the address labels for our newsletter.

Unofficial returns show that Dr. Peter McCrea(PANACEA) won the spinnaker class in the Monhegan Sail Challenge 1988.

From what we have heard, this was no simple accomplishment considering the level of competition and the weather.

Congratulations, Peter.

All F-32 owners should have received by now a modification kit from TPI for grounding the forestay.

If you have not, contact the former owner(if applicable). If that doesn't work, contact Don Senecal at TPI(401) 245 1200.-Ed.

Putting this issue together has given new meaning to my respect for Don Peaslee and the work he has done over the past two years. We owe Don a very hearty thanks for his efforts and dedication.

My hope is that relief from assembling these sheets will give Don more time to research and write, both of which he does so well.-J.L.

Boat Exchange

Now that snow and cold is on it's way my northern mind is stimulated to find ways to escape.

Is their any interest in seasonal boat exchanges? We(the boat owners) can probably manage our times so that valuable and jealously guarded weekends are not lost during peak times. And these pages could be used as a bulletin board. What say?

Next Issue

Speculation on the F-40, Don Peaslee(INDOLENCE)

Life On The Hook, Excerpts from a letter about experiences on the ICW, Millie and John Entrekin(BOSKY DELL) somewhere in South Carolina.

Conclusions on Lexan, tank testing and staining on gray.

News on spring meeting.

And other grabbers.

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Sorry we, we are required to state one.

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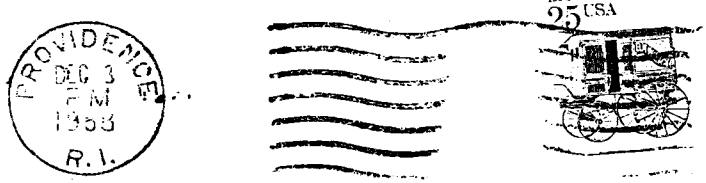


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