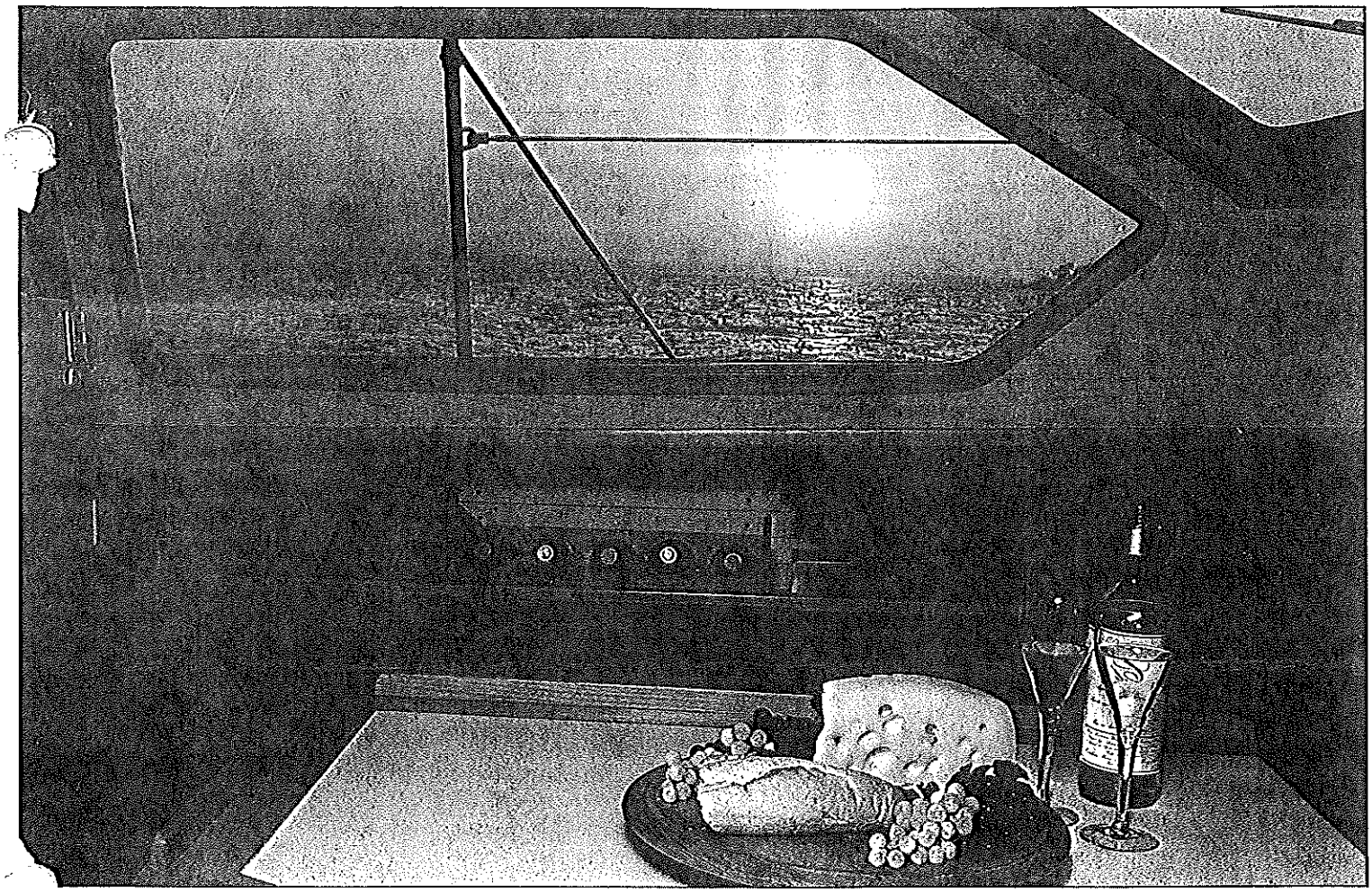
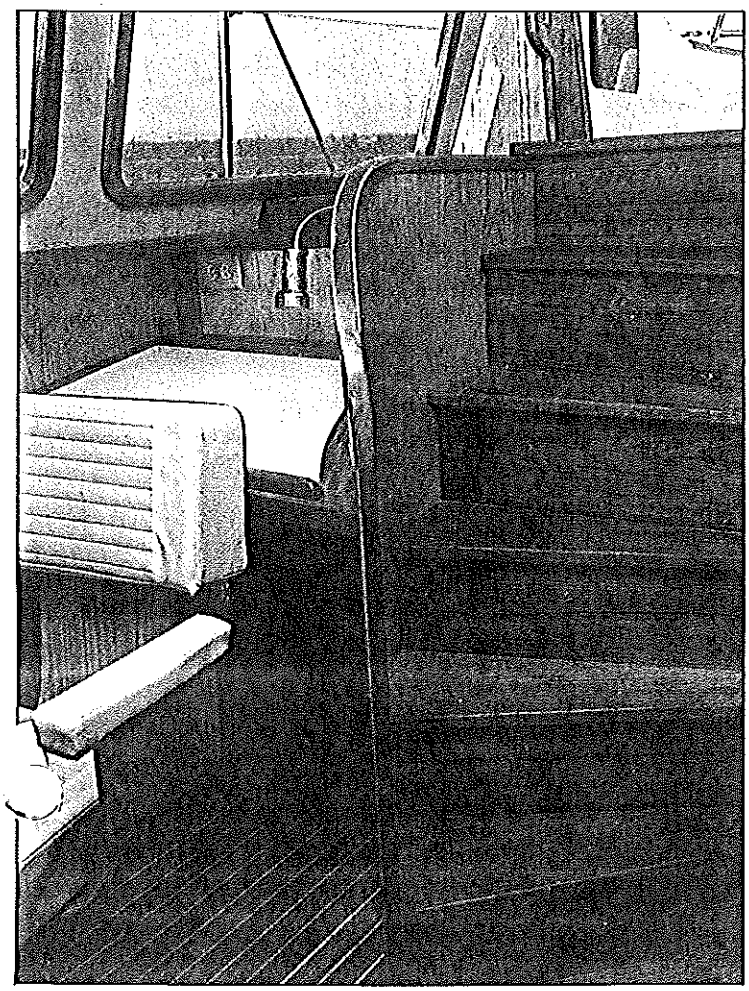
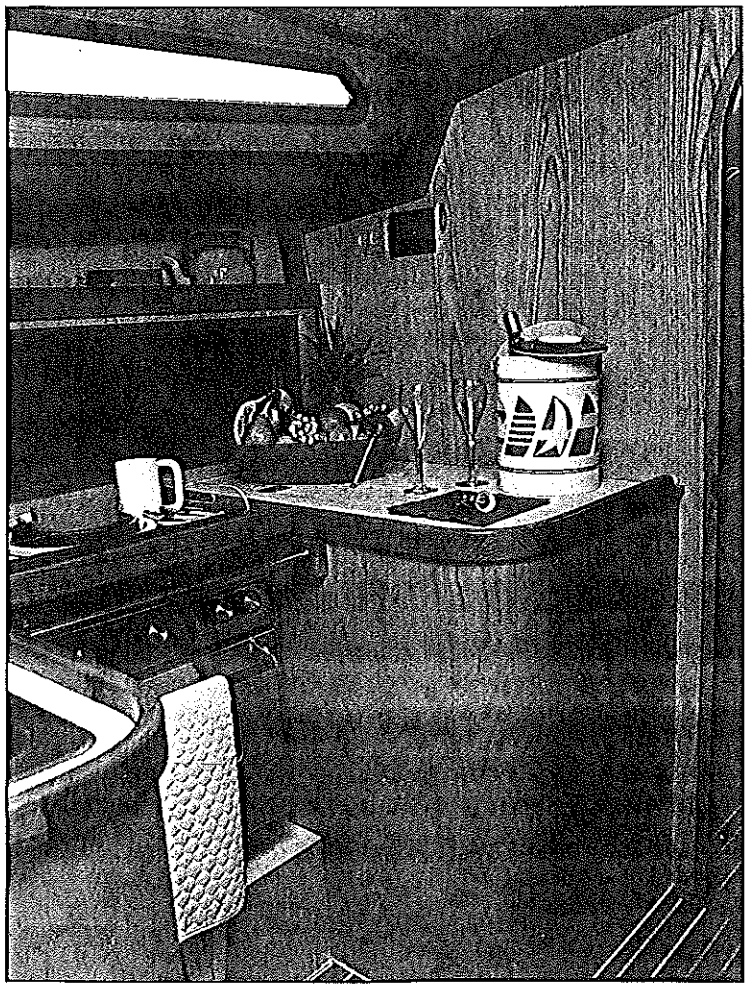






THE PILOTHOUSE SCHOONER REDEFINED

This boat is a result of my feeling that there was room for a pilothouse yacht that did it right. Because yachtsmen have a definite interest in the idea of sheltered sailing. But pilothouse yachts have traditionally sailed about as badly as they looked—and the market for slow, ugly boats is pretty thin. Then to clinch the downers, most pilothouses completely block your view from the cockpit, so you have to sail blindly ahead. I felt that if we could improve the speed, improve the looks, get visibility from the cockpit, and keep Freedom ease of handling, we'd have a legitimate new entry. So on this basis we went to work.

The Holland Hull

To get a modern, high-performance hull, it seemed logical to go to one of today's premier yacht designers. Although primarily known for his blue chip racers like *Kialoa,* Ron Holland was very interested in the challenge of a comfortable performance cruiser. The Freedom 39 hull blends the best of Holland's considerable racing knowledge, with the characteristics of space, style and seaworthiness that are vital to the cruiser. The result is a powerful, roomy modern hull that slips easily through the water.

The Schooner Rig

I confess to a soft spot for schooners ever since I owned an old Alden design. Our plans for a large pilothouse cabin meant there was a need to place the after mast further forward than would be possible with the ketch configuration. My respected English colleagues, John Oakeley and Rob James, were keen on the benefits of a smaller mast forward. So why not a modern cat schooner rig to resolve the issue? The trouble with the old schooners was they were great on a reach but slow upwind, because they couldn't control forestay sag. And downwind the big mainsail would blanket the foresail. The modern cat schooner solves these problems quite neatly. To windward there is absolutely no sag in our free-standing carbon fiber spars. And downwind, winging a sail on each side creates a balanced rig where one sail does not interfere with the other.

The Cabin That Lets You See

Let's face it—on most yachts going below means descending into a hole which, however congenial it may be, cannot offer a view. Few could argue that it certainly would be pleasant to be able to look around the harbor from the protection of the cabin. The Freedom 39 lets you enjoy sunsets and scenery while wining and dining in elegant comfort. And the optional steering down below lets the helmsman come in out of the wet and the cold. The 7½-foot headroom creates a feeling of space and openness that makes this cabin an ideal social area, surrounded by picture windows, and complete with a handsome table which can seat 6 comfortably.

An Interior That Respects Privacy

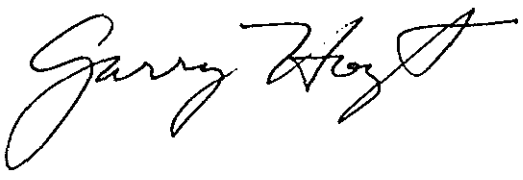
The design team at Tillotson-Pearson set up a full-size mock-up in order to maximize the use of interior space on the Freedom 39. As you can see by the adjoining plans, the two cabins are widely separated, with the social areas sensibly in between. The option of two heads is shown, or you may choose to use the rear head space to create a more spacious aft cabin. The full-size, U-shaped galley has all the comforts of home, and opens conveniently to the dining area, so the cook can be part of the action. The main head has a separate shower stall so you can bathe in privacy without hosing down the whole compartment. Each cabin has ample locker and storage space plus 6'6" bunks. And a special spiral staircase accents the careful use of complimentary curves throughout the boat.

Sail Controls Lead To Cockpit

As with other Freedoms, the express purpose of this design is to allow one or two persons to handle the boat without going forward, so all halyards, reef lines and sheets lead to a control console in the cockpit. Once you learn these lines you can raise, lower, reef and trim the sails all from the cockpit. To tack you simply turn the wheel—no flapping jibs, no frantic winching. Our new use of fully battened sails puts new ease into sail handling. Aloft these battens stabilize the sail into a quiet foil—no noisy shaking to wear out your sails or wear down your patience. And when you let go the halyard, the sails literally stack themselves between the la y jacks like a venetian blind. No more sprinting forward to try to recapture a wild sail that has spilled out over the deck. In addition to making the sail behave better, full-length battens make the sails perform better—adding up to 20% more sail area for the same mast height.

A New Design Solution

The Freedom 39 harmonizes a modern cabin shape into the symmetry of the hull in what amounts to a new look, thereby taking the curse off the awkwardness of traditional pilothouses. As you step down the spiral staircase to this cabin, the feeling is that of a much larger yacht. This sense of spaciousness is reinforced by two widely separated, completely private living quarters. For those considering extensive cruising, or sailing into the cooler months, this large central cabin with a view puts another dimension into cruising comfort. The schooner rig provides a sail plan of classic grace and balance, with the largest mast literally right in the center of the boat. And the proven strength and simplicity of our free-standing carbon fiber spars add a comforting margin of safety to their unique suitability for shorthanded sailing. It adds up to a new design solution—a modern redefinition of the pilothouse schooner.



FREEDOM ★ 39

GENERAL SPECIFICATIONS

LOA	39'0"
LWL	31'0"
Beam	12'10"
Draft, Deep Keel	5'6"
Shoal Keel	4'11"
Displacement	18,500 lbs.
Lead Ballast	5,300 lbs.
Engine	Perkins Diesel 4-108, 50 hp.
Headroom	6'2" minimum
Tankage, Water	160 gals.
Fuel	100 gals.
Hot Water	12 gals.
Waste	30 gals.
Sail Area (Based on 30% Roach)	
Main	513 sq. ft.
Foresail	305 sq. ft.
Total	818 sq. ft.

Hull Construction

Hulls are hand-laid fiberglass with end grain balsa, gelcoat finished. Extra laminates are added to provide higher strength in critical areas. The basic laminate has a minimum tensile strength of 12,000 pounds per inch. Core construction adds strength and stiffness without undue weight, and core has the further advantage of thermal and accoustical insulation. Thus these hulls are sound-proofed, cooler in summer, and warmer in winter. The builder, Everett Pearson, was one of the pioneers of fiberglass boat production, and has refined core construction technique over the past 20 years. His preference for balsa core over the various foam alternatives is the result of careful testing, and has a proven record of over 4,000 boats built with this system.

Deck Construction

A similar hand-laminated, cored fiberglass construction is used in the deck. Special reinforcing is built in for deck hardware. Molded-in, non-skid areas are available in several colors. Custom teak decking may be added as an option. The cockpit is an integral part of the deck mold, and is self-draining through several large scuppers in the transom. There are two transom options available which provide for life raft stowage, and convenient boarding via a stern ladder which doubles for swimming use.

Carbon Fiber Masts

The builder, Tillotson-Pearson, has been a leader in the production of fiberglass lighting poles and windmill blades, and this technology has been directly beneficial to the development of the Freedom free-standing spars. By the use of carbon fiber, which is four times stronger than aluminum, we are able to achieve weight/strength ratios that are better than anything offered heretofore in marine rigging. Tillotson-Pearson weaves its own carbon fiber for the special requirements of free-standing spars, and these masts are engineered with a strong margin of safety in a computer-controlled program. The best evidence is the unmatched safety record of over 300 Freedoms on various oceans, including numerous Atlantic and Pacific crossings.

Blocks, Fittings And Running Rigging

All blocks and fittings are Schaefer, Nicro-Fico, Harken or names of similar quality. Winches are by Barient.

Sails

The wraparound sail with wishbone boom is a concept that was popularized by Freedom Yachts. While this is still available, we now find a marked preference for single-ply, fully battened sails operating in a track up the back of the masts—with a conventional aluminum boom. This arrangement, together with lazy jacks that double as topping lifts, provides unprecedented ease of handling, particularly when lowering or reefing.

Mechanical

A Perkins 4-108 four-cylinder marine diesel engine is standard. The drive shaft is a 1¼"-diameter stainless steel rod which enters the boat through an adjustable interior stuffing box. Rubber motor mounts and a flexible coupling are used to minimize vibration. Lead and foam sandwich insulation is standard for the engine compartment. Heavy-duty 105-amp batteries are standard, with a selector switch which may be changed while the engine is running without damaging the alternator. All wiring is 14 gauge or larger stranded copper running through non-metallic conduit.

Electrical

There are 14 interior lights, all of solid brass construction. International type navigation lights are pulpit-mounted, and masthead steaming and anchor lights are provided. Coaxial cable for VHF radio may be installed from the mast base to the navigation area. There are two 105-amp/hr deep-cycle batteries in two banks with one master switch. A solid-state battery isolator regulates charging to the batteries regardless of master switch selection. All through hull fittings and underwater metal are electrically bonded together.

FREEDOM ★ YACHTS ★

49 AMERICA'S CUP AVENUE · NEWPORT · RI 02840 · (401) 847-7475

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F39

FREEDOM 39 PILOT*

General Specifications

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LOA	39' 0"	Sail Area	- Main 513 sq. ft.
LWL	31' 0"		- Foresail 305 sq. ft.
Beam	12' 10"		Total 818
Draft	5' 6"	Headroom	- 6' 2" minimum
Shoal	4' 11"	Tankage	- Water 160 gals.
Displacement	18,500		- Fuel 100 gals.
Lead ballast	5,300		Hot Water 12 gals.
Engine	Diesel 4 cyl. 50 hp.		- Waste 30 gals.

****

The Freedom Pilot 39 is a joint design effort by Garry Hoyt, Ron Holland and Tillotson-Pearson Inc. It incorporates the romance of a schooner with the performance that has become synonymous with the name Ron Holland. The Pilot 39 has a fixed fin keel with a fully skegged rudder. The free standing masts take advantage of the most current carbon fiber technology by Tillotson-Pearson.

HULL

Gelcoat finished, hand laminated fiberglass with end grain balsa core. Laminates are graded to provide high strength in critical areas. The balsa core adds strength without undue weight; the coring also adds thermal and accoustical insulation which is highly desired in both northern and southern sailing waters. The laminate has a minimum modulus of 1.0 X 10million and a minimum tensile strength of 12,000 lbs. per square inch.

DECK

A similar hand laminated, cored, fiberglass construction is used in the deck. Heavy reinforcing is built-in for deck hardware. Molded-in nonskid areas are available in several colors. Custom teak decks are available as an option. The cockpit is an integral part of the deck with large scuppers that drain through the transom. There are also several optional transoms available.

* SPECIFICATIONS, OPTIONS & PRICES SUBJECT TO CHANGE WITHOUT NOTICE

WINCHES

Two Barient #27 self-tailing winches are provided for the main and mizzen sheets, halyards, reef lines and boom vangs. Each line passes through sheet stoppers. These winches and sheet stoppers are conveniently positioned on a central winch island.

TOE RAIL

One piece, full length custom slotted aluminum extrusion. The toe rail and deck flange are through-bolted to the hull flange using 5/16" stainless steel bolts at 6" intervals. The deck if further bonded to the hull using 3M #5200 sealant.

HATCHES

Overhead opening hatches are provided in the forward cabin, the main salon, forward head and galley area. These hatches help to provide even ventilation throughout the boat. In addition to the overhead hatches are two opening ports in the aft stateroom.

BLOCKS, FITTINGS AND RUNNING RIGGING

All blocks and fittings are Schaefer, Nicro-Fico, Kenyon, Harken or other high quality products. Running rigging includes halyards, sheets, outhauls, reef lines and lazy jacks.

MOORING CLEATS AND CHOCKS

There are two 12" mooring cleats forward. There are midship springline cleats with integral closed chocks in the toe rail. The aft mooring cleats are 10" with closed chocks also provided.

PROPANE TANKS

One 20 lb. capacity tank with electronic shut off switch is located in a fully vented cockpit compartment. There is an additional cockpit compartment fully vented which can accommodate a second 20 lb. tank.

LIFELINES AND PULPITS

Double rail stainless steel pulpits, upper and lower lifelines running throug 24" stainless steel stanchions. Lifelines are to USYRU specifications. A

starboard boarding gate is standard. Port boarding gate is available as an option.

EMERGENCY TILLER

The emergency tiller is provided as part of the standard equipment and is stowed in cockpit locker.

SPARS

Spars are of one piece carbon fiber construction. An aluminum track is affixed to the unstayed carbon fiber spars with conventional boom and gooseneck.

STEERING GEAR

Edson steering with throttle and shift control on pedestal. Forty inch diameter stainless steel destroyer type wheel with brake. The pedestal is equipped with a 5" Ritchie compass.

ACCOMMODATIONS

Forward Cabin - 6'6" double "V" berth with filler standard. A hanging locker is provided to port. To starboard there is an additional storage locker and a jump seat that provides for easy dressing under way. There is an arched passageway door that closes off the forward cabin for complete privacy.

Forward Head - Located to starboard aft of the forward stateroom. This head is extremely spacious and has a built-in fiberglass shower stall with seat. There is a marine head and holding tank with Y valve to through hull discharge and a deck plate for pump out.

Galley - The galley is located to port opposite the forward head. It is "U" shaped with plenty of counter space and ample drawers and storage. There are double deep stainless steel sinks. Hot and cold pressure water and a manual back-up hand pump. The galley includes a three burner Hiller range with oven and broiler. The stove is fully gimballed also a stove top mounted tray is provided for additional gimballed counter space. Large sliding door compartments are outboard for convenient storage. Additional features provided are lockers under the counter, drawers and a trash compartment. A large fully insulated ice box is conveniently located adjacent to the sink. Space is also provided for the installation of an additional box when the refrigeration and freezer option is selected.

Main Cabin - Enter down a built-in semi-circular stairway. The airiness of the salon is very appealing. To port is a large "U" shaped dinette that will easily accommodate six adults. Outboard is storage area. To starboard is a chart table area with a hanging locker forward and plenty of chart storage. For the sailor who requires a more civilized way to steer his boat in foul weather, an inside steering station is offered as an option. A convenient place to store wet foul weather gear is provided in a hanging locker near the companionway.

Aft Cabin - Enter the aft cabin through an arched doorway. A large double bunk is found to starboard. To port is a settee and chest of drawers. Double doors open to expose a large hanging locker. A full length dressing mirror is mounted on the cabin door. The aft cabin is also designed to accommodate a private head and vanity for those who wish to have two private heads.

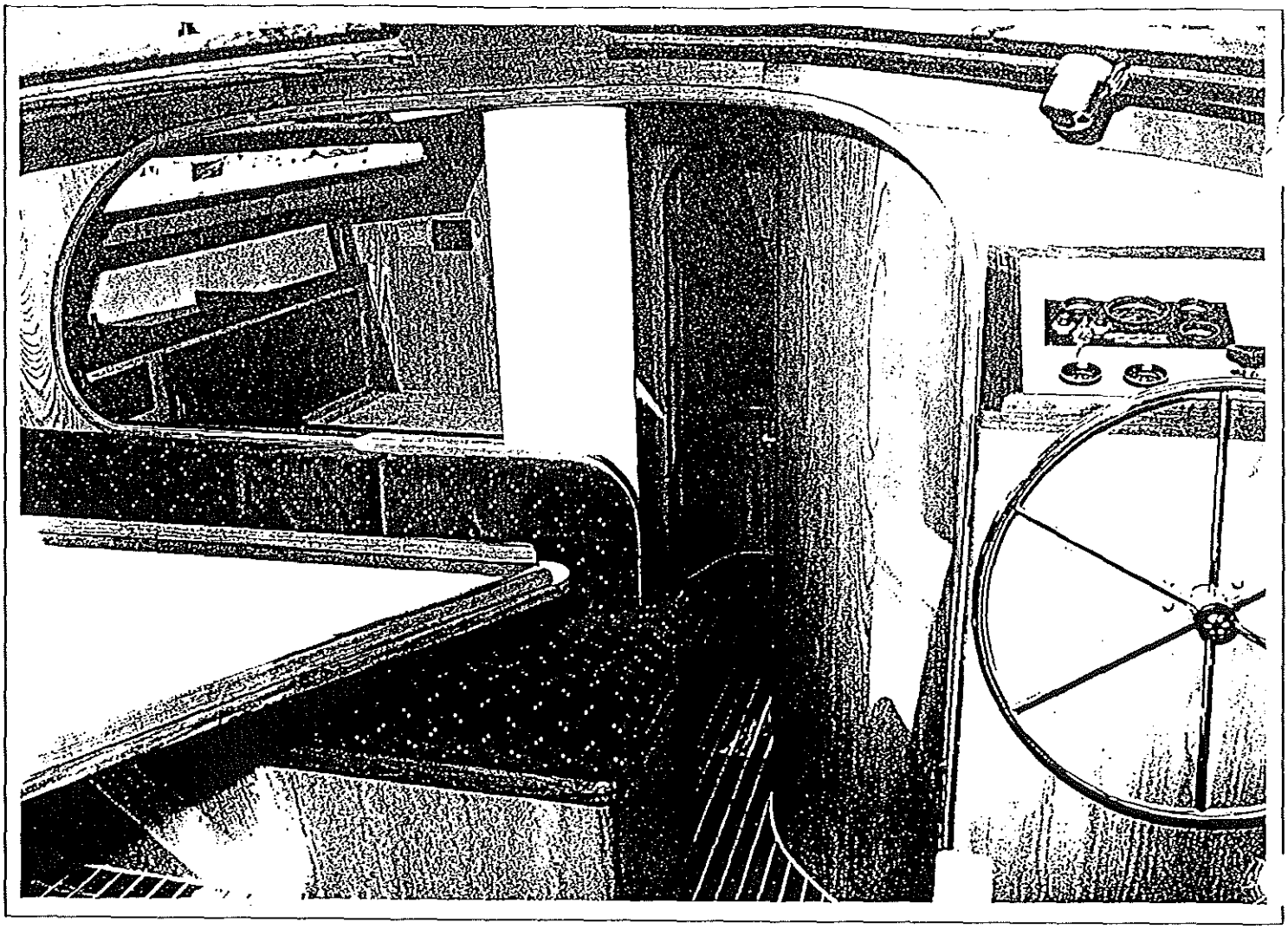
MECHANICAL

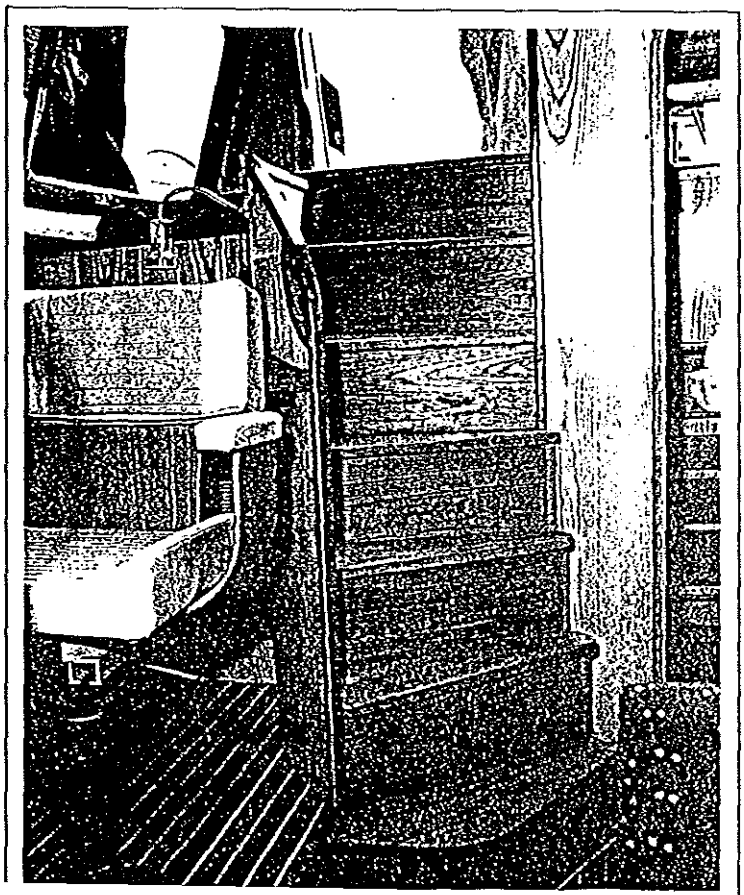
Engine - A 4 cylinder diesel is standard driving a two blade bronze propellor. The shaft is 1 1/4" diameter stainless steel with an interior adjustable stuffing box. Rubber motor mounts and a flexible coupling are used to minimize vibration. Lead sandwich and foam engine room insulation is standard. The engine can be completely exposed for easy mainteneance by removing the engine room box. Two 90 amp heavy duty batteries are standard with a selector switch which may be changed while the engine is running without damaging the alternator. All wiring is 14 gauge or larger stranded copper running through non-metallic conduit.

PLUMBING

All apertures below water line are fitted with bronze flanged thru-hull fittings insulated in specially reinforced laminates with bronze 90 degree throw sea cocks. Hoses below waterline are double clamped with stainless worm drive clamps. Fresh water tanks are FDA approved polybutylene.

* SPECIFICATIONS, OPTIONS & PRICES SUBJECT TO CHANGE WITHOUT NOTICE

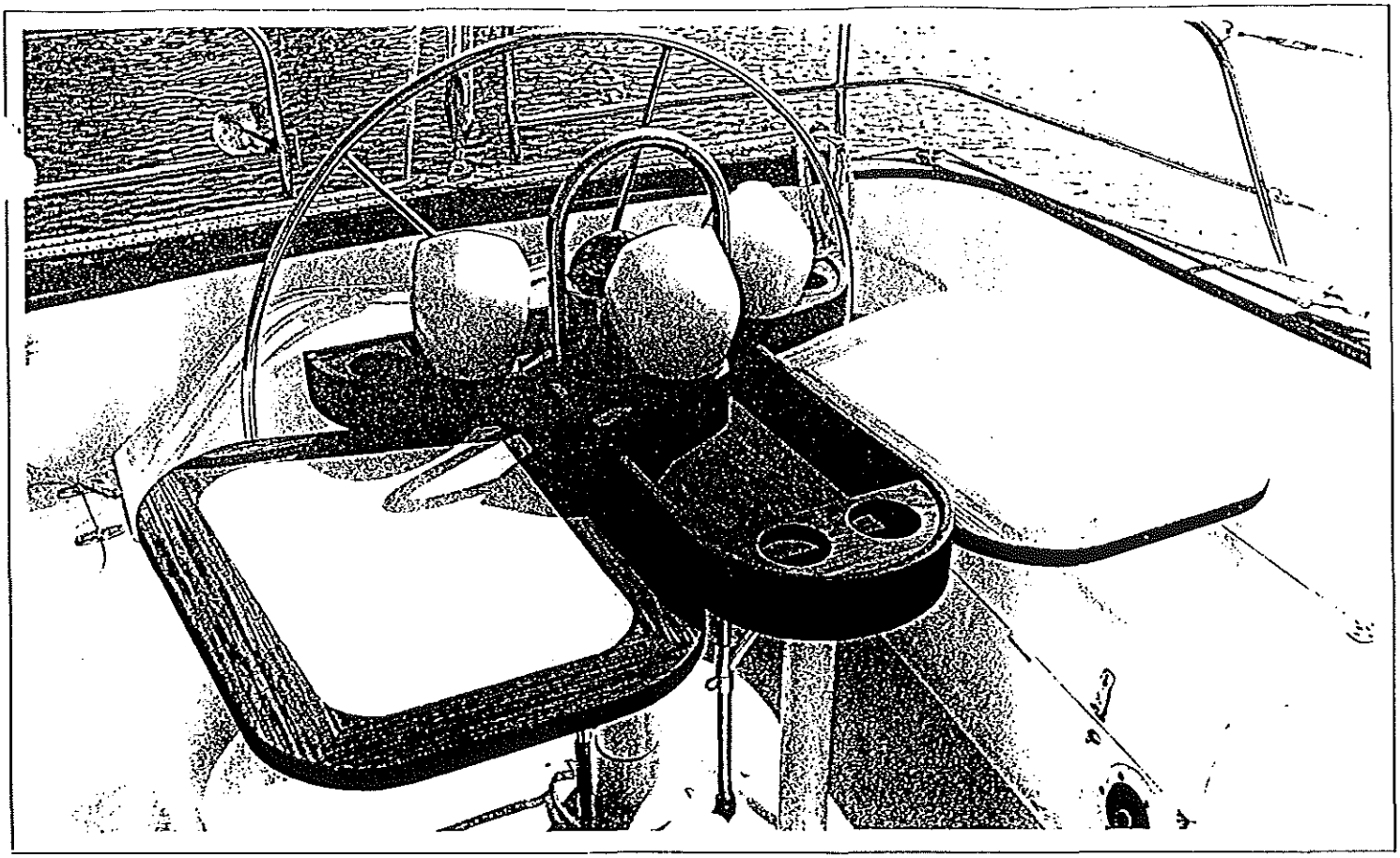


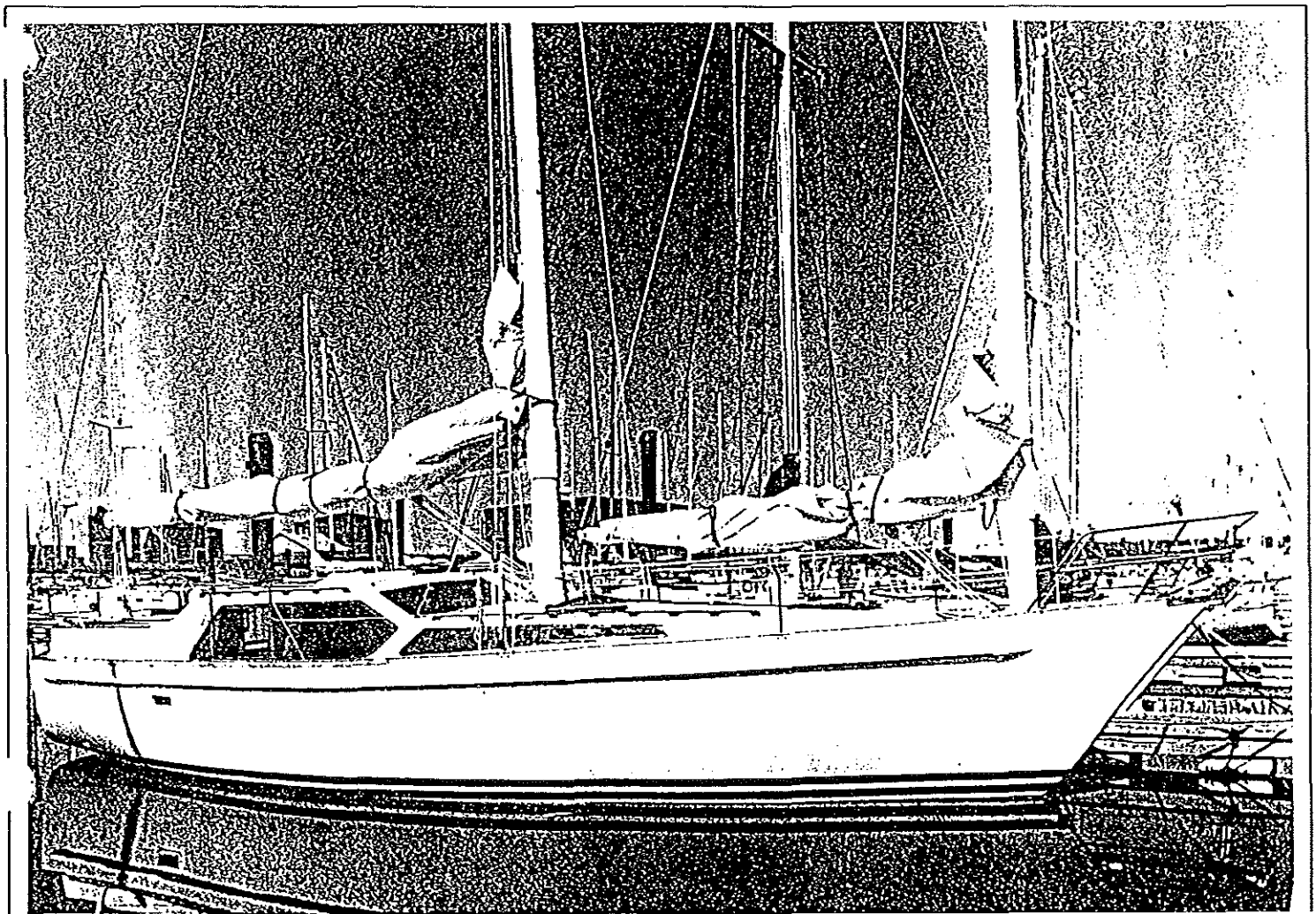


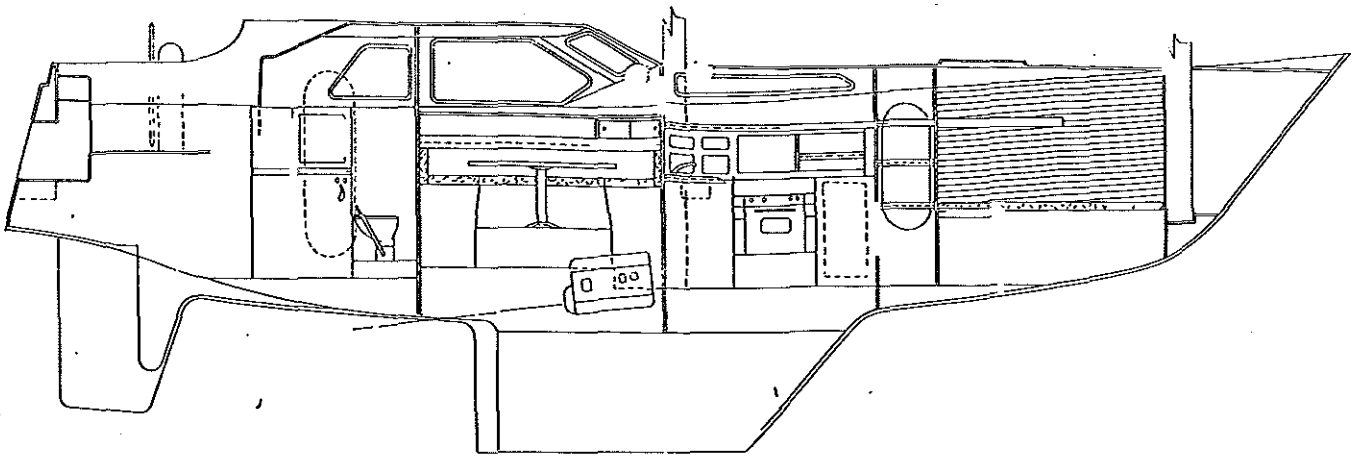
The Freedom 39 redefines the pilothouse schooner in modern terms. The hull is by Ron Holland, one of yachting's premier designers. The freestanding Freedom rig employs super strong carbon fiber masts to provide safety and simplicity. All lines lead to the cockpit, and one person can raise, reef and lower sail without ever going forward. A 50-hp. Perkins diesel gives reliable motor power, and the inside steering station gives you control without getting cold or wet. Best of all is the interior which is uniquely designed to offer two completely separate cabins each with its own head, plus a living/dining area that lets you see outside while dining or relaxing. Able under sail or power, and supremely spacious, the Freedom 39 represents a new dimension in swift, simple cruising comfort.

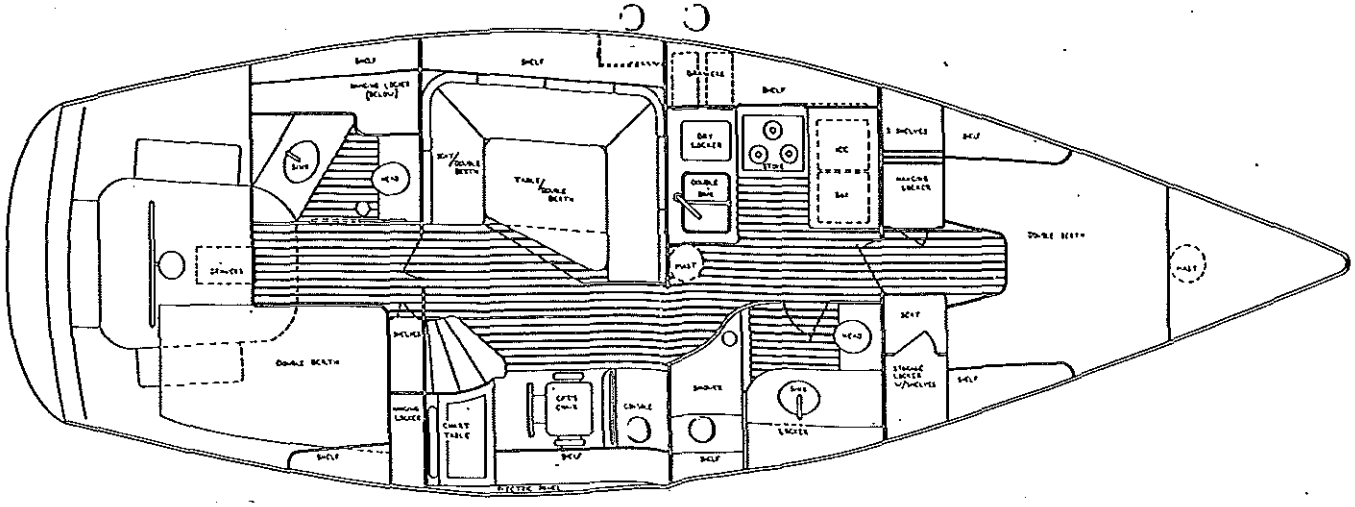
Garry Hoyt

FREEDOM ★YACHTS★

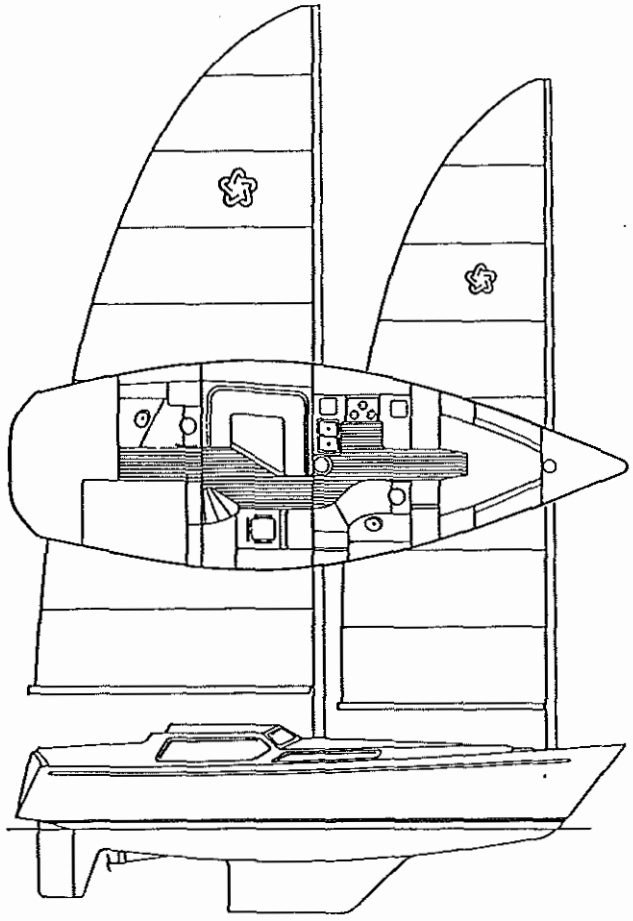







SHELF
MACHINE LOCKER (BELOW)
SHELF
SHELF
BATH
HEAD
SHELF/DOUBLE BERTH
TABLE/DOUBLE BERTH
SHELF
BAY LOCKER
DOUBLE BAR
STOVE
ICE
BAR
3 SHELVES
SHELF
MACHINE LOCKER
DOUBLE BERTH
MAST
SHELVES
DOUBLE BERTH
SHELF
HEAD
MACHINE LOCKER
CHART TABLE
SHELF
GAS'S CHAIR
CUPBOARD
SHELVES
SHELF
SHELF
SINK
LOCKER
STORAGE LOCKER W/SHELVES
SHELF

FREEDOM ★ 39



LOA	39'0"
LWL	31'1½"
Beam	12'10"
Draft	5'6"

Sail Area	818 Sq. Ft.
Displacement	18,500 lbs.
Ballast	6,000 lbs.
Engine	50 hp diesel
Fuel	100 gallons
Water	200 gallons

The Freedom 39 comes as either a pilothouse cat schooner or conventional cabin cat ketch. This boat features a modern Ron Holland hull and interior accommodations of unusual comfort. The boat is designed to be sailed short handed and full length battens make the sails particularly easy to manage. Launched in 1982, this boat has enjoyed an immediate response, with 14 sold in the first 6 months. The pilothouse version sets a new standard for its type, and offers a sheltered way to stretch your sailing season into the cooler months.

The hull is hand laminated fiberglass with balsa core, a technique proven in over 4,000 boats by the builder—Tillotson-Pearson. Masts are carbon fiber for special strength and lightness, and booms are aluminum. The interior joiner work is oak and ash with laminated trim, and teak and holly sole. All sail controls lead aft through stoppers to self tailing winches, so that you can hoist, reef and douse sail without leaving the cockpit. Blocks and fittings are predominately Schaefer and Nicro-Fico. Edson wheel steering and emergency tiller. Stainless steel bow and stern pulpits with double lifelines and aluminum toe rail. A large and easily set staysail significantly adds to offwind speed.

Garry Hoyt

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