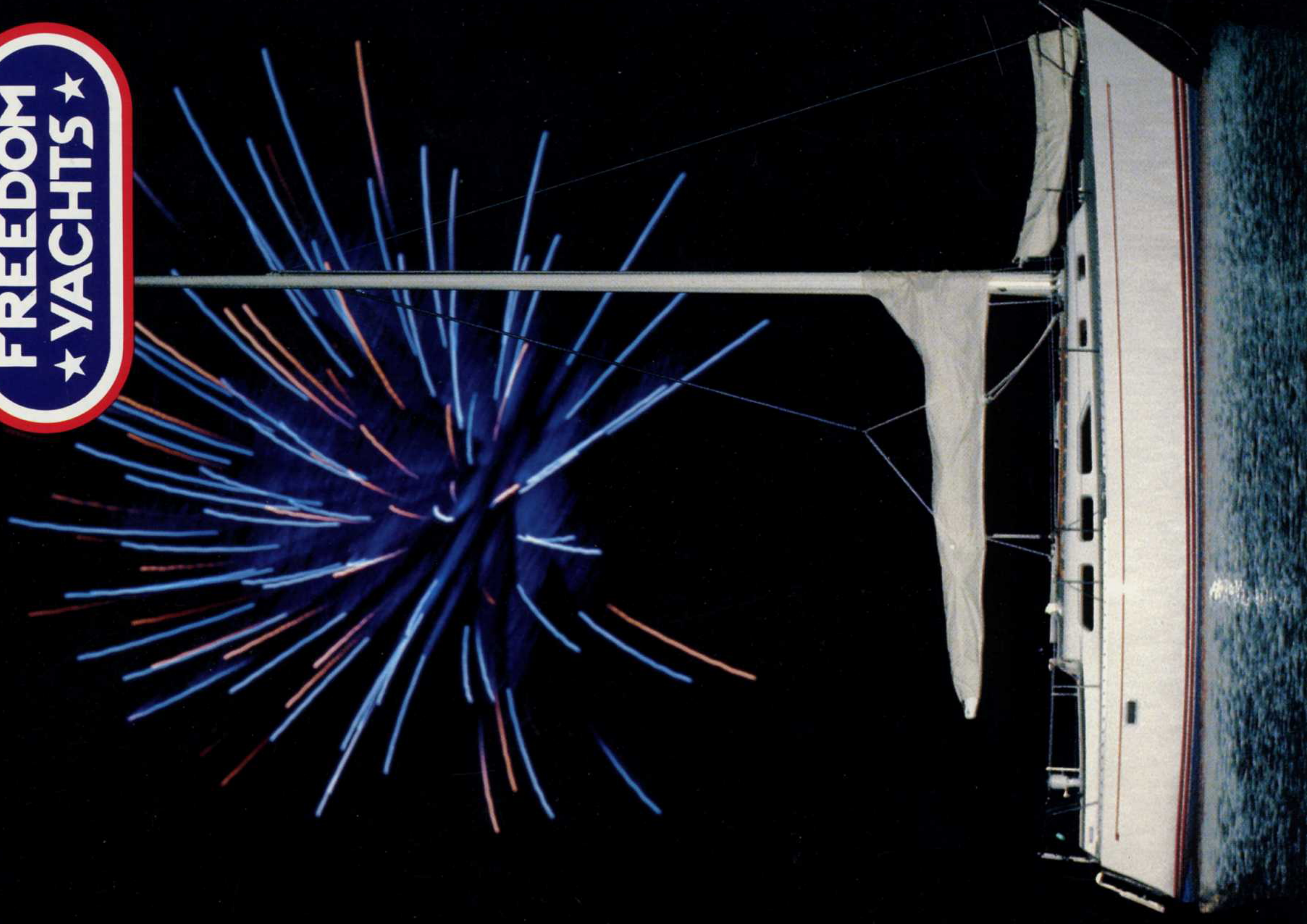


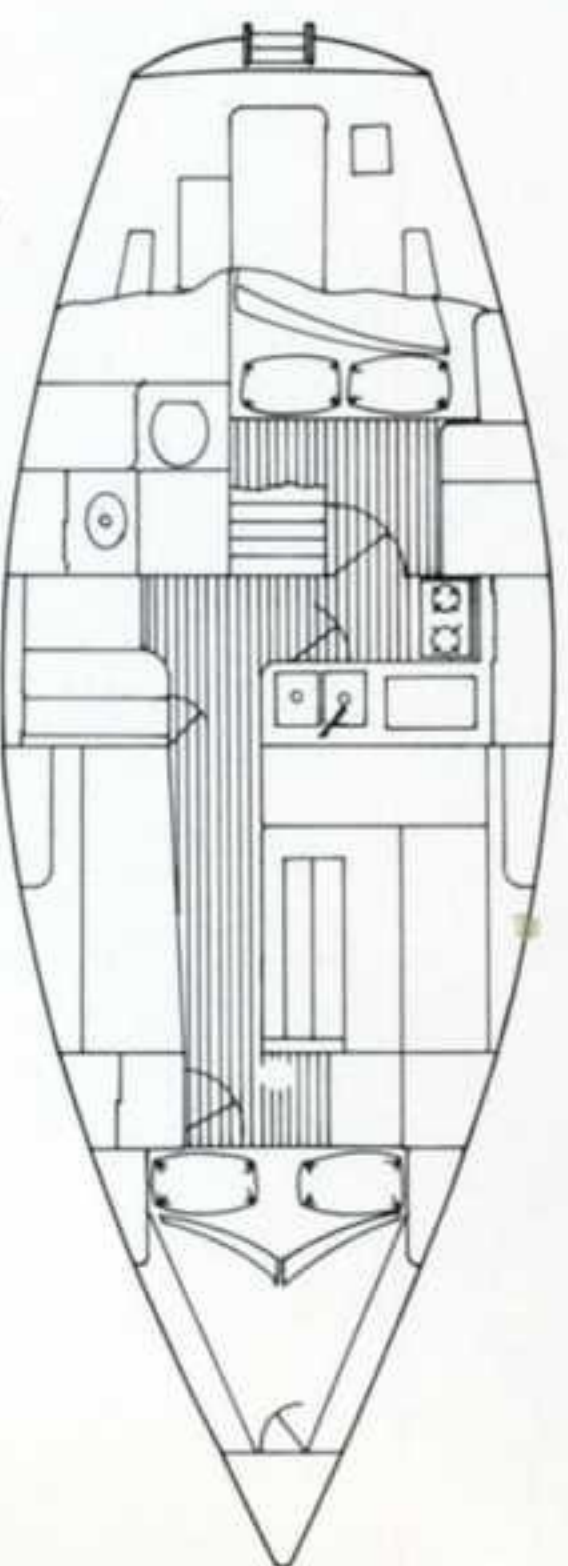
YOUR DEALER





Designer: Garry Hoyt

LOA	32' 0"
LWL	25' 9"
BEAM	12' 3"
DRAFT	4' 11" (shoal) 6' 1" (deep)
SAIL AREA	500 sq. ft.
DISP.	9,000 lbs.



The fine sailing performance of a sloop rig combines with the ease of cat boat design to make this 32 the best cruising rig available.

The cat sloop rig is designed to sail in perfect balance under mainsail alone, something the conventional sloop never quite does. The small, self-tending, self-vanging jib adds a degree of windward performance you'd never coax out of a straight cat. Yet it does so without adding the extra effort that most headsails require, because it's completely controlled from the cockpit. And the same goes for the optional spinnaker.

And whether you're underway or at the mooring, there simply isn't any

lack of comfort here. With standing headroom of 6'3" and a 12'3" beam, the Freedom 32 is a big 32 footer. Nowhere is this more evident than down below. There are two totally private sleeping cabins, one very sociable main area, a workable galley and navigation station and that most civilized of amenities, hot and cold pressure water with shower.

The Freedom 32 is proof positive that a modern underbody, plus an innovative rig can provide stimulating cruising performance without a single sacrifice in comfort or ease of handling. But don't take our word for it. Get to a dealer and experience Freedom... in a 32.





## EVERYBODY NEEDS A LITTLE FREEDOM.

For entirely too many years, sailors have been subjected to boats that were complicated, temperamental, and otherwise abusive to their owners. Then 1976 came along and Freedom Yachts revived the concept of the unstayed mast. It was the first of many innovations that make Freedoms simpler, safer and swifter to sail.

Eliminating standing rigging results in the elimination of the problems it can cause and actually makes the mast more secure. The unstayed mast has greater give, so many of the stresses and strains that plague the stayed mast don't exist. There are no terminal fittings, chainplates and turnbuckles (etc.), the failure of any one of which could cause dismasting.

The absence of a backstay allows Freedom a longer boom and a fuller roach in the mainsail, hence better performance. We've battened the sails too, for quieter, more aerodynamically efficient performance. And each boom is surrounded by lazy jacks, so as the sail is lowered, it stacks neatly right atop the boom.

All lines are led aft to the cockpit so you can set, reef or trim any sail without ever going forward of the companionway. And, as anyone who's ever changed a headsail in a healthy blow will tell you, that's an advantage that saves more than a little effort.

Among the more than 1,200 Freedoms sailing all over the globe there are those which have sailed trans-Atlantic or Pacific and those which have proven themselves admirably on some of the world's best-known racing circuits. But where the Freedom concept proves itself every day is among the hundreds of shorthanded sailors who are out there sailing without the assistance of anyone else. That's real freedom.

## Quality Construction Fulfills the Promise of Great Design.

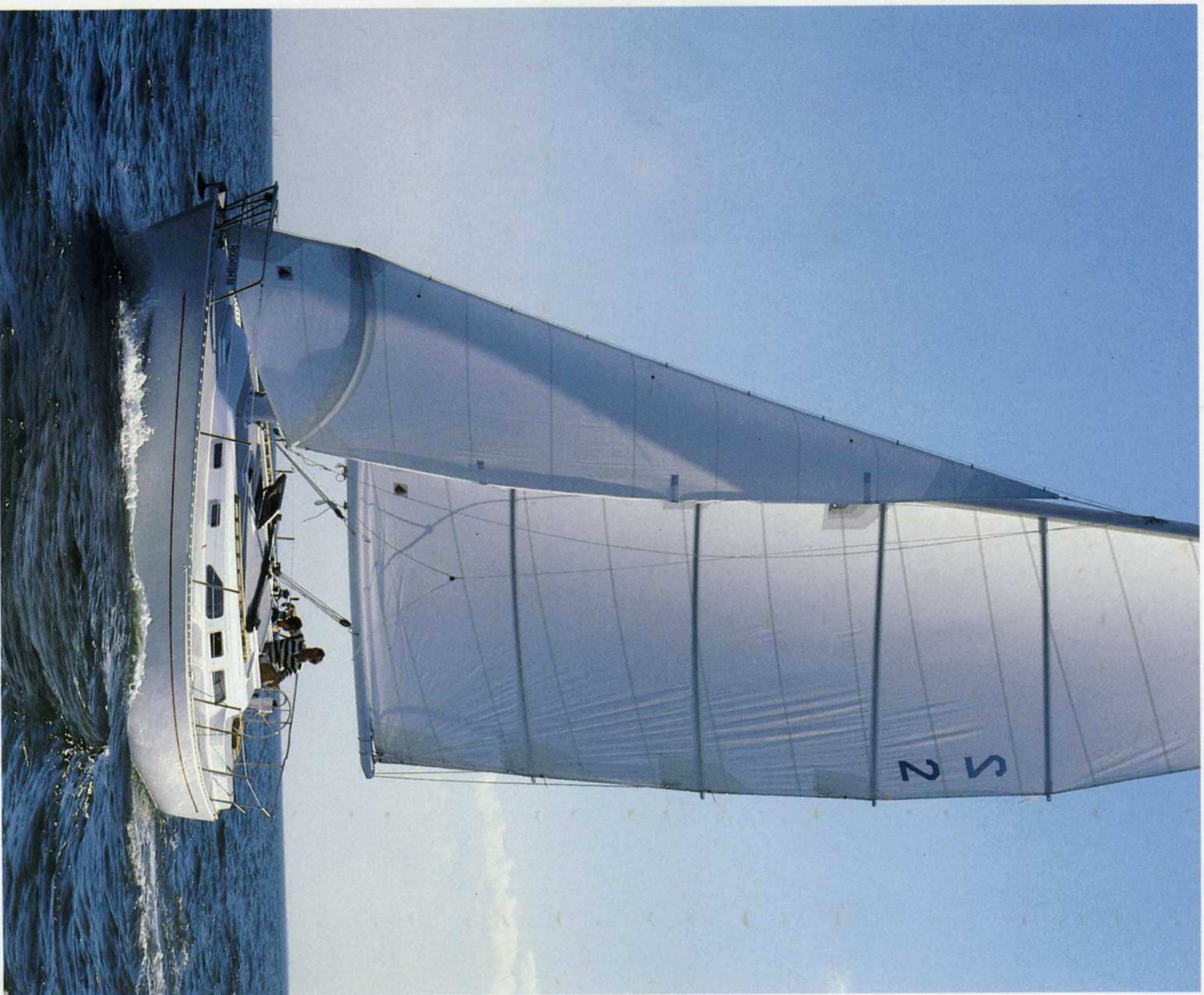
Tillotson-Pearson, Inc. (TPI) takes the design of Freedom from the drawing board to the water. No matter how closely a competitor may come to imitating some of the Freedom innovations, they'll never approximate the quality of our construction.

If the name Pearson is familiar, it's because Everett Pearson, our founder, was a co-founder of Pearson Yachts (later sold to Grumman). He was a pioneer in fiberglass boat production, he has redefined the industry's notions of core construction and he has brought TPI to the forefront of the marine industry in carbon fiber technology.

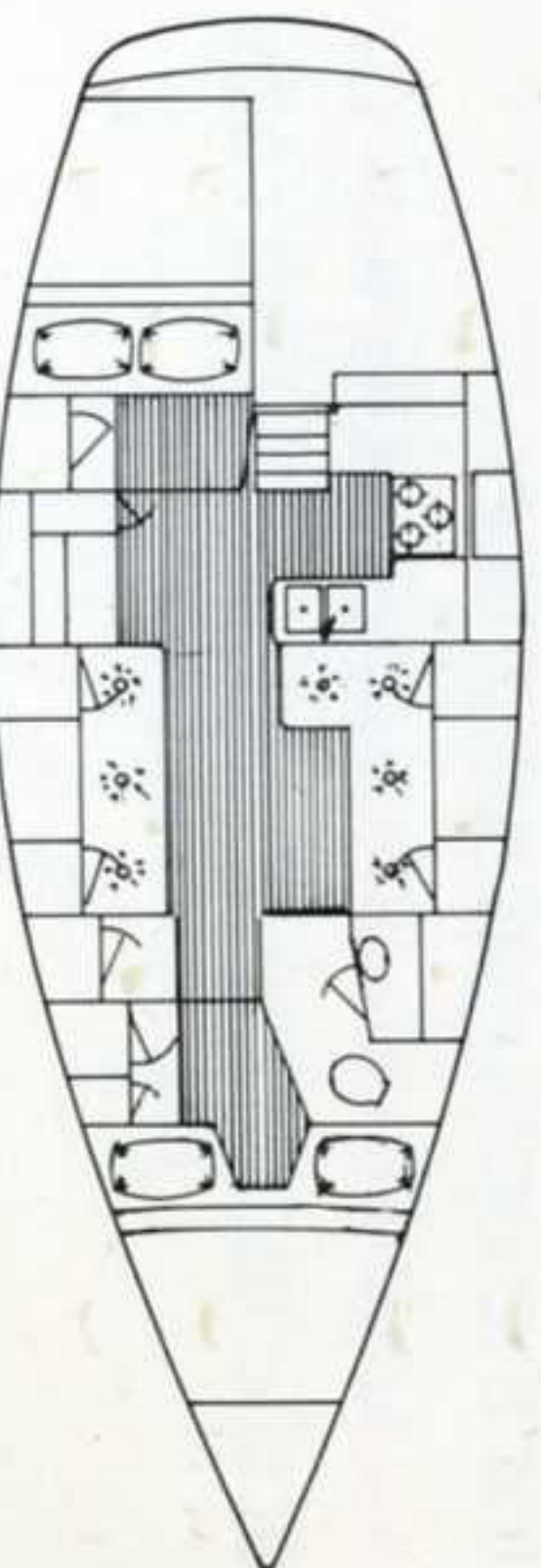
But the ultimate proof of his commitment to quality is in the more than 8,000 boats built under his leadership. From the Pearsons of the 1950's, to the J-Boats, Aldens, Rampage power boats and Freedoms being built at TPI today, each has represented quality and value for the yachtsman.

Every Freedom is built to American Bureau of Shipping standards and carries a one year warranty. Our carbon fiber spars are warranted to the original buyer for life.





LOA	36'5"
DWL	30'7"
BEAM	12'6"
DRAFT	6'0" (deep keel) 4'6" (shoal keel)
SAIL AREA	685 sq. ft. (sloop) 682 sq. ft. (ketch)
DISP.	13,400 lbs.



The Freedom 36 is the newest addition to the Freedom fleet and a breath of fresh air for anyone searching the 34- to 38-foot range in sailing yachts. She represents what is perhaps the only real alternative in a category otherwise distinguished by sameness, similarity and stagnation.

For starters, the Freedom 36 can be tirelessly sailed by just a couple, for a couple of simple reasons. First, all handling and trim functions are accomplished from the cockpit, which means you'll never have to go forward again. Ever. Not to reef the main (which our battened sail and lazyjacks help you to do so easily) or set the spinnaker (which our patented gun mount does so efficiently). Tacking is

a matter of wheel turning: no sheets to haul in, no winches to grind.

But man does not sail by ease and convenience alone. He must have a shot of exhilaration, too. Therefore, we commissioned Gary Mull to design the 36. True to form, he designed a sleek, nimble cat that satisfies on all counts.

And while you're probably already feeling like the Freedom 36 is an alternative worth exploring, there are even more features to consider. The new 36 is offered as either a sloop or ketch, with a choice of shoal or deep-draft keel.

Check out a Freedom 36 at a dealer near you. You've never sailed on anything like it.



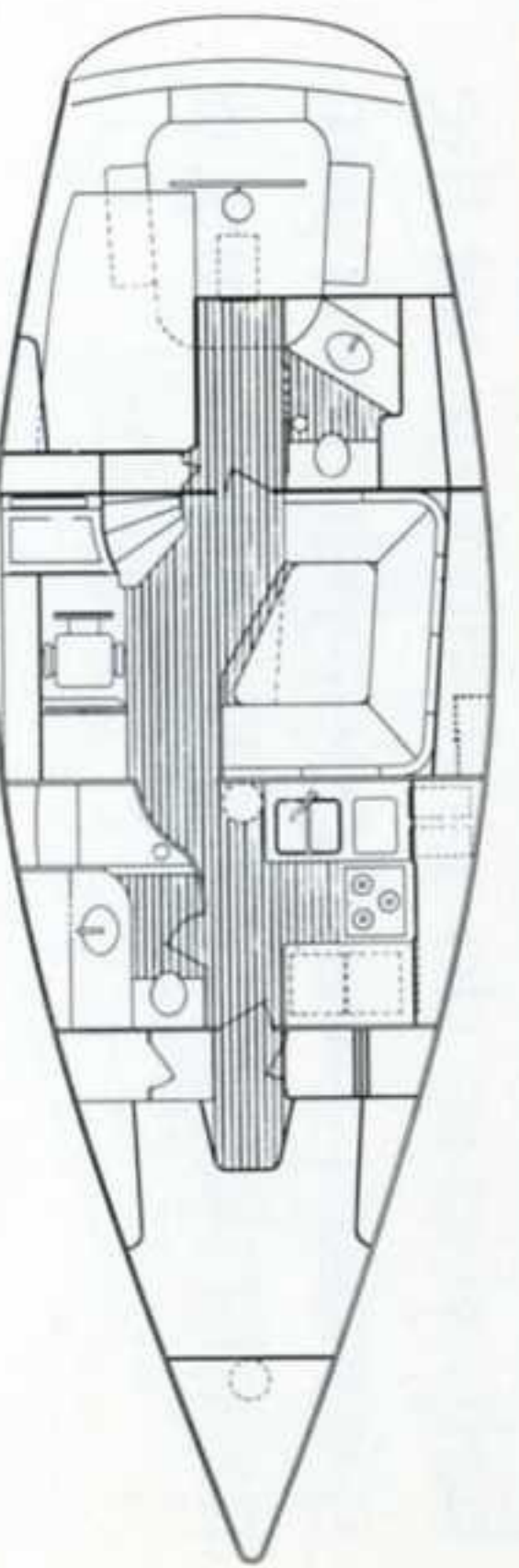


Freedom 39

FREEDOM ★ 39



LOA 39'0"  
LWL 31'1"  
BEAM 12'10"  
DRAFT 5'6"  
SAIL AREA 818 sq. ft.  
DISP. 18,500 lbs.



It has come to our attention that there are a few yachtsmen out there who, from time to time, would like to come in out of the rain. For those intelligent souls we have created the Freedom 39 Pilothouse Schooner.

Naturally, when considering a pilothouse, most sailors have reservations, because most pilothouse yachts are pretty disappointing specimens. The Freedom 39 isn't, and here are the reasons.

To get a great hull, we went to a great designer... Ron Holland. He gave us the best of his performance expertise perfectly balanced with the style, space and seaworthiness that are the lifeblood of cruising. Then we lowered the cabin top to give you something no other pilothouse does—

an unobstructed view forward from the helm. We chose a free-standing schooner rig for well powered performance upwind or down. We uncomplicated the rig (as we always do) with all lines led aft, so a couple alone can handle her nicely. And then we went to work down below.

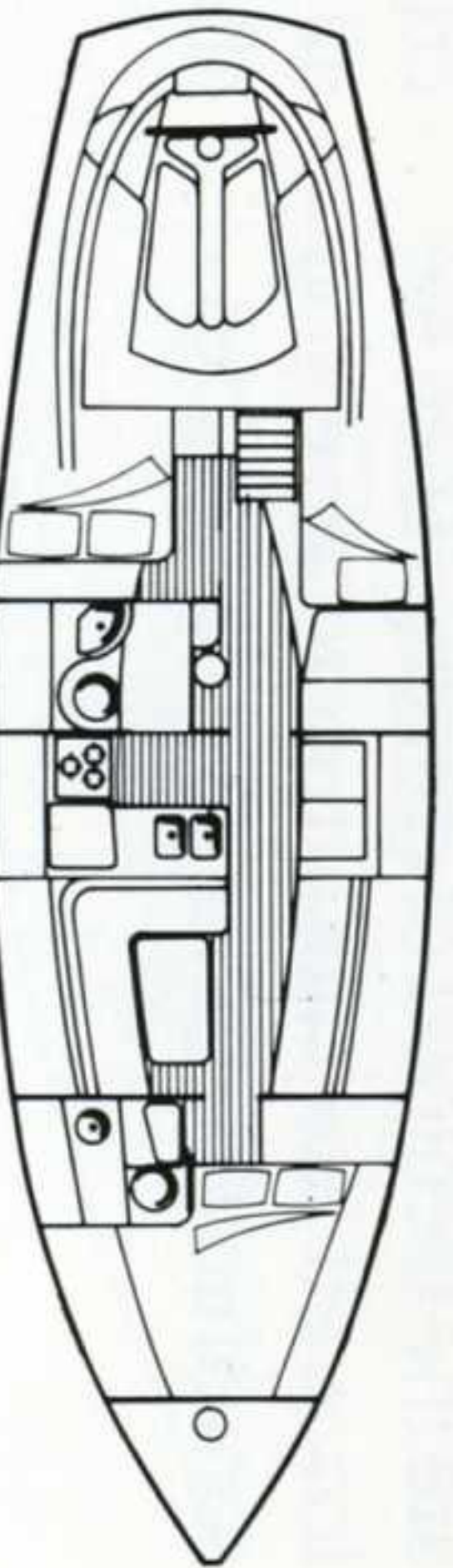
Here there's a tall 7'6" of headroom and, truly exciting, a view through picture-window ports. There are two widely separated cabins and a two-head option for complete privacy. The social area is done up on a grand scale, and its spiral staircase is just one example of the lavish use of woodwork throughout. The galley completes a cruising yacht that really does offer all the comforts of home and, after all, why be without them?







LOA 44'0"  
LWL 39'6"  
BEAM 12'0"  
DRAFT 6'0" (shoal)  
SAIL AREA 1,002 sq. ft.  
DISP. 24,000 lbs.



The story of the Freedom 44 is really one of proven simplicity and power. The Freedom 44 has stood the test of singlehanded passages, world cruising and even ocean racing. If you've ever dreamed of owning a big boat that just the two of you could cruise extensively, this is the one you've been waiting for.

We started with a cat ketch design for power that is well balanced. From there we really uncomplicated things. The free-standing carbon fiber spar delivers maximum security without the complex maze of wire rigging. You'll set, trim and douse the primary sails entirely from the cockpit. And because her two sizeable mainsails are cradled with lazy jacks, they stack neatly in place atop the boom with-

out any assistance from you. In sum, we've succeeded in creating a big boat that doesn't require a big crew.

With simplicity comes greater confidence at the helm. To tack, just turn the wheel. To reef, just ease one line and crank another. And there's further confidence built right in. The solid core construction of the hull means this 44 takes to the seas in insulated strength. Her carbon fiber spars are eight times stronger than aluminum and guaranteed to the buyer for life. In fact, she's built to such a high standard that she meets the American Bureau of Shipping's seal of approval.

What more could you ask? A great interior, which you'll get, and a test sail, which you really ought to arrange. Soon.

