

COULD THIS BE YOUR FREEDOM?

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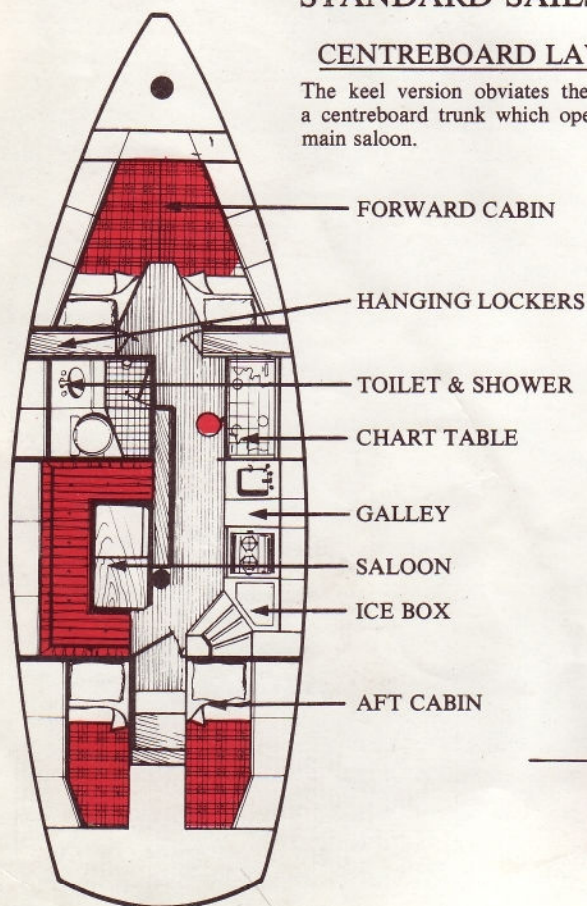
Wrap-around sails (see inset, top) reduce turbulence, and clean up the air flow. When reefing (see inset below) you ease the halyard, and drag the 'bag' down through the wishbone with a line which tees into both 'skins' of the sail.



FREEDOM 35 CENTREBOARD WITH STANDARD SAILS

CENTREBOARD LAYOUT

The keel version obviates the need for a centreboard trunk which opens up the main saloon.



FREEDOM ★35

SPECIFICATION

35 CENTREBOARD

LOA	34' 9"	10.60 Mtrs.
LWL	30' 0"	9.14 Mtrs.
BEAM	11' 0"	3.35 Mtrs.
DRAFT	3' 6"	1.07 Mtrs.
	(7' 6")	(2.29) Mtrs.
DISP.	12000 lbs.	5455 Kgs.

SAIL AREAS

MAIN	339 sq. ft.	31.5 m ²
MIZZEN	237 sq. ft.	21.1 m ²
STAYSAIL	324 sq. ft.	30.1 m ²

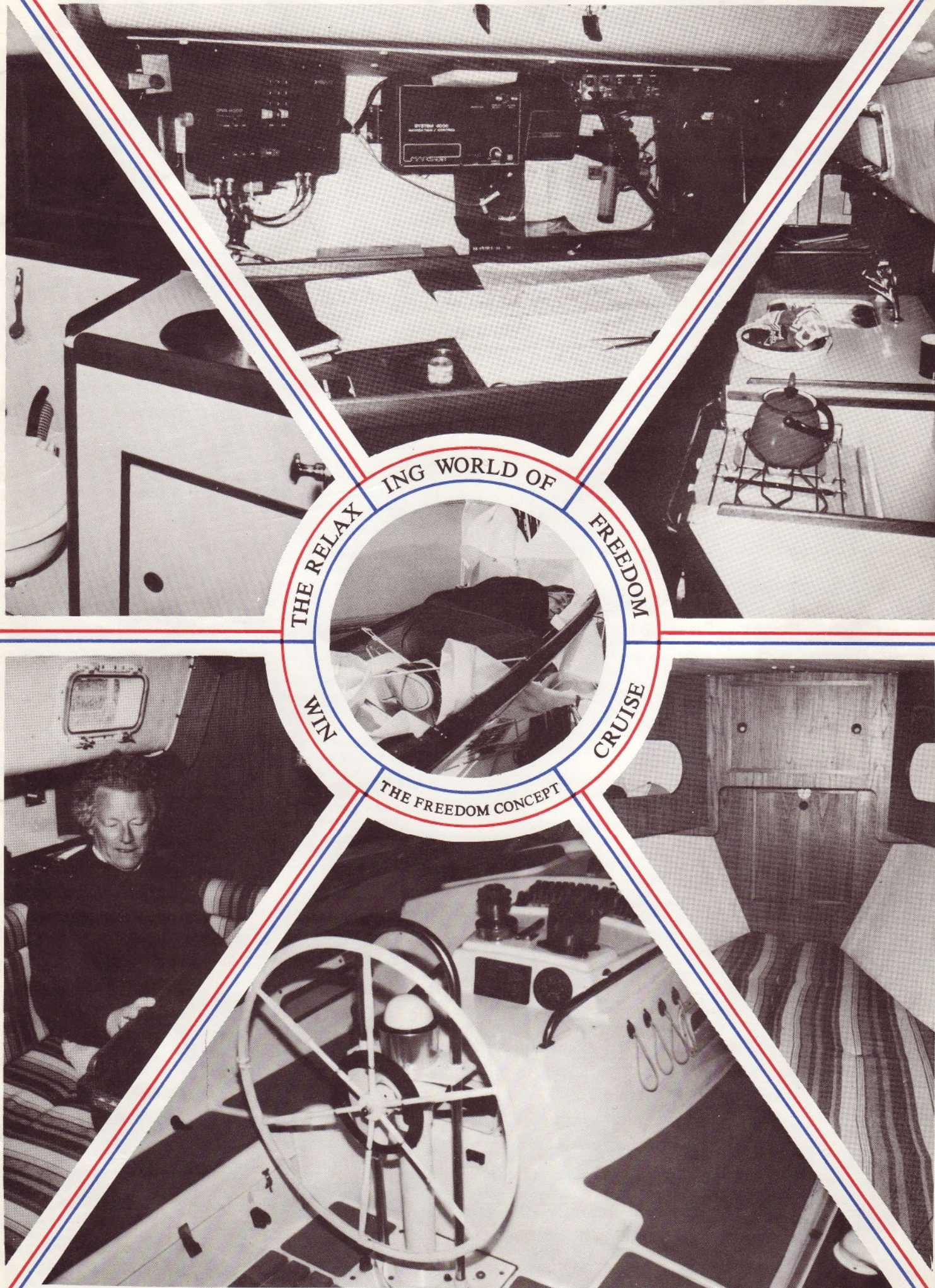
35 FIXED KEEL (AS ABOVE)

DRAFT	4' 2"	1.28 Mtrs.
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FREEDOM 35 FIXED KEEL WITH G.T. SAILS

WHY SETTLE FOR LESS THAN FREEDOM



WHY WE BELIEVE THE FREEDOM IS BETTER THAN A CONVENTIONAL BOAT

RIG

The Freedom rig is extra efficient. The only additional sail required is a mizzen staysail. There are no genoas, spinnakers or sheet winches so there is no need for a large number of crew. It can be successfully raced with a crew of just three or cruised singlehanded if so desired.

UNSTAYED MASTS

Means that no tuning is necessary, and there is no worry that a clevis pin could pull out or a bottlescrew break. There are no spreaders to catch on other boats when you go alongside. Each of these masts is designed to pull the boat down on its beam ends and the flexibility allows the squalls and wave power to be absorbed by the panting of the masts and the flattening of the sails.

GYBING

This is a doddle! There are no booms so there are no worries about hitting the crew over the head, and as there are no shrouds gybing 'all standing' holds no terrors for the helmsman. *True*

WISHBONES

The wishbone triangulates the lower half of the sail holding it out flat like a boom without the need of a kicking strap or boom vang. On those long hot days in Summer when the sail is furled one can lie on the top of it like a hammock.

LONG WATERLINE

All Freedom designs are very long on the water. This means unusually high speeds can be achieved, equivalent to yachts with a length on deck up to 20% greater.

CENTREBOARD

It is easier to obtain moorings when the centreboard is wound up. No longer do you need to anchor in deep water with conventional boats, quiet secluded shallows are all accessible to you. When reaching the centreboard can be half raised (as in dinghies) to reduce weather helm and give more speed.

LOWERING THE SAILS

When cruising at night it is safe to carry full sail as in an emergency they can be lowered in exactly three seconds without having to leave the cockpit. This, of course, means your 24 hour mileage can be that much higher.

REACHING

When reaching, because there are no shrouds, one sails with the mainsail out forward of the boat on the windward side. This reduces the amount of weather helm and increases the speed dramatically. No other conventional boat can do this. In medium to light winds one fills the gap between the masts with a large mizzen staysail.

REDUCED MOTION

The combination of a long keel and unstayed masts means that Freedoms are very steady downwind and that the pitching motion is also reduced. Less motion means more comfort and less exhaustion for skipper and crew.

ALL CONTROLS IN THE COCKPIT

You can lower hoist, reef and trim the mainsail and mizzen without leaving the comfort and safety of the cockpit. This is a great asset for not only the 'not so agile' and short handed family crew, but also the racing crew in foul weather when there is no need to go forward on heaving slippery decks.

NO SPINNAKERS OR HEADSAILS TO STOW

All the space below is used for accommodation as there are no sails to stow. Costs are kept down because only a small number of sails are used.

NOISE

But each sail costs more.
The most noticeable thing after the speed and handling ability is the lack of noise below. No howling in the rigging, and no grinding of sheet winches. As there are no shrouds, the hull is not under tension and you lose the drum effect you have on a conventional boat. As there are no fairleads, sheets etc. the large uncluttered deck area can be used for sunbathing or carrying a windsurfer.

HULL

The Freedom 1½" hull is probably as strong as any other boat afloat. This keeps out the noise of waves flipping down the sides and noisy engines passing by. It keeps the boat cool in Summer and warm in Winter. It also keeps down condensation and - above all - gives a sense of security as unlike other boats you cannot see out through the topsides.

EXTERNAL RUDDER

This gives a sense of security as it is possible to check constantly the bearings etc. without a need to haul the boat out.

SHALLOW DRAFT

Makes drying out much easier, especially if you fit a set of short aluminium legs to hold the boat upright.

LONG KEEL

Makes for easier steering, especially when driving through a heavy sea. When drying out, the boat does not have a tendency to tip fore or aft.

THE LARGE COCKPIT

All the Freedoms have large cockpits, ideal for families and comfortable cruising. As there are no genoas, visibility from the cockpit is perfect.

SAILS

The sail is not sleeved on the mast but is in two parts which are joined at the front end and wrapped around the mast. (There are two sides to the sail, two sets of battens etc.). This type of sail can be removed or fitted in a matter of minutes, and without, as some people suggested, needing to take the mast out.



Freedom 25



Freedom 30



Freedom 35



Freedom 39



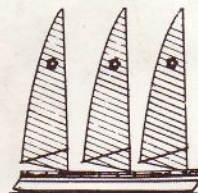
Freedom 40
(centre cockpit)



Freedom 40
(aft cockpit)



Freedom 44



Freedom 70

it looks bizarre, but really works!

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