
FREEDOM ★ 39


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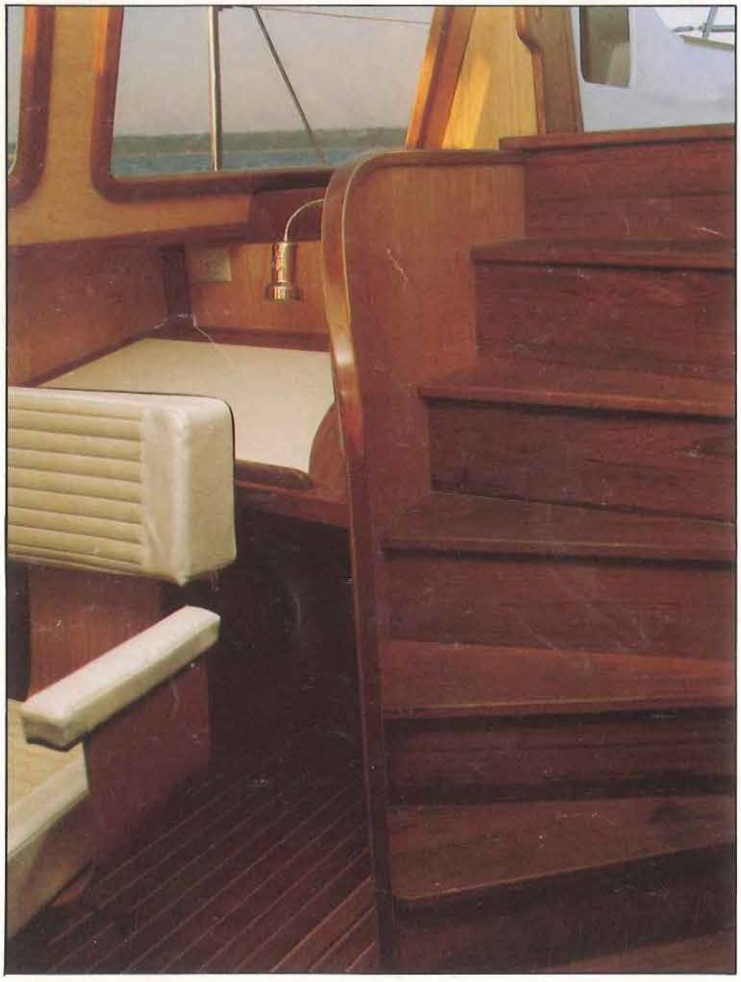
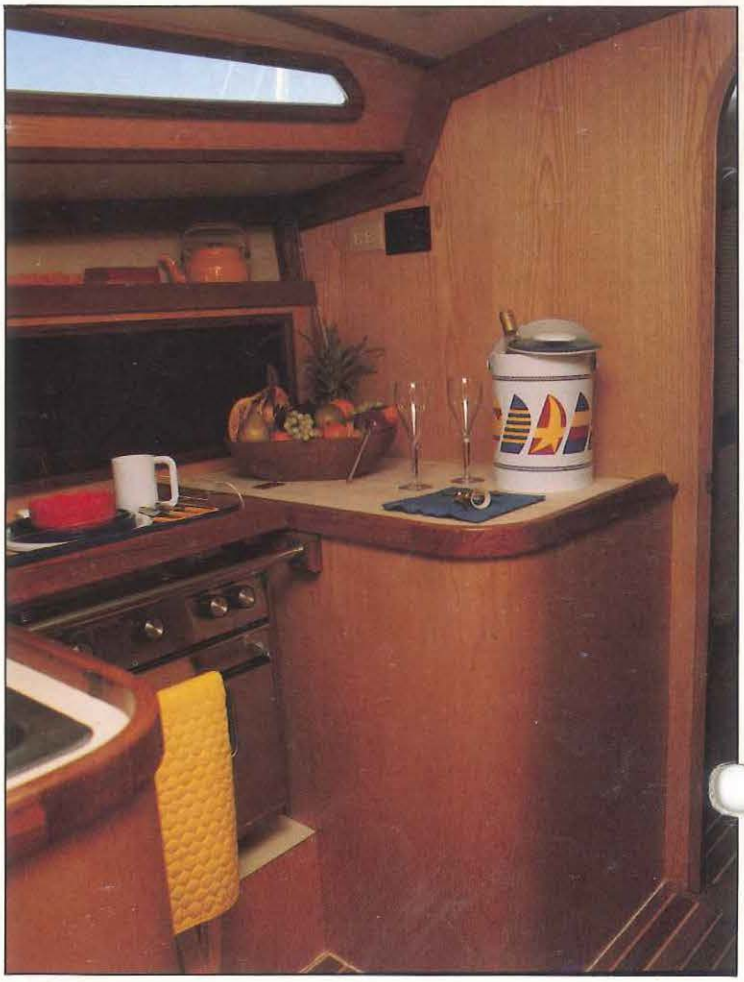
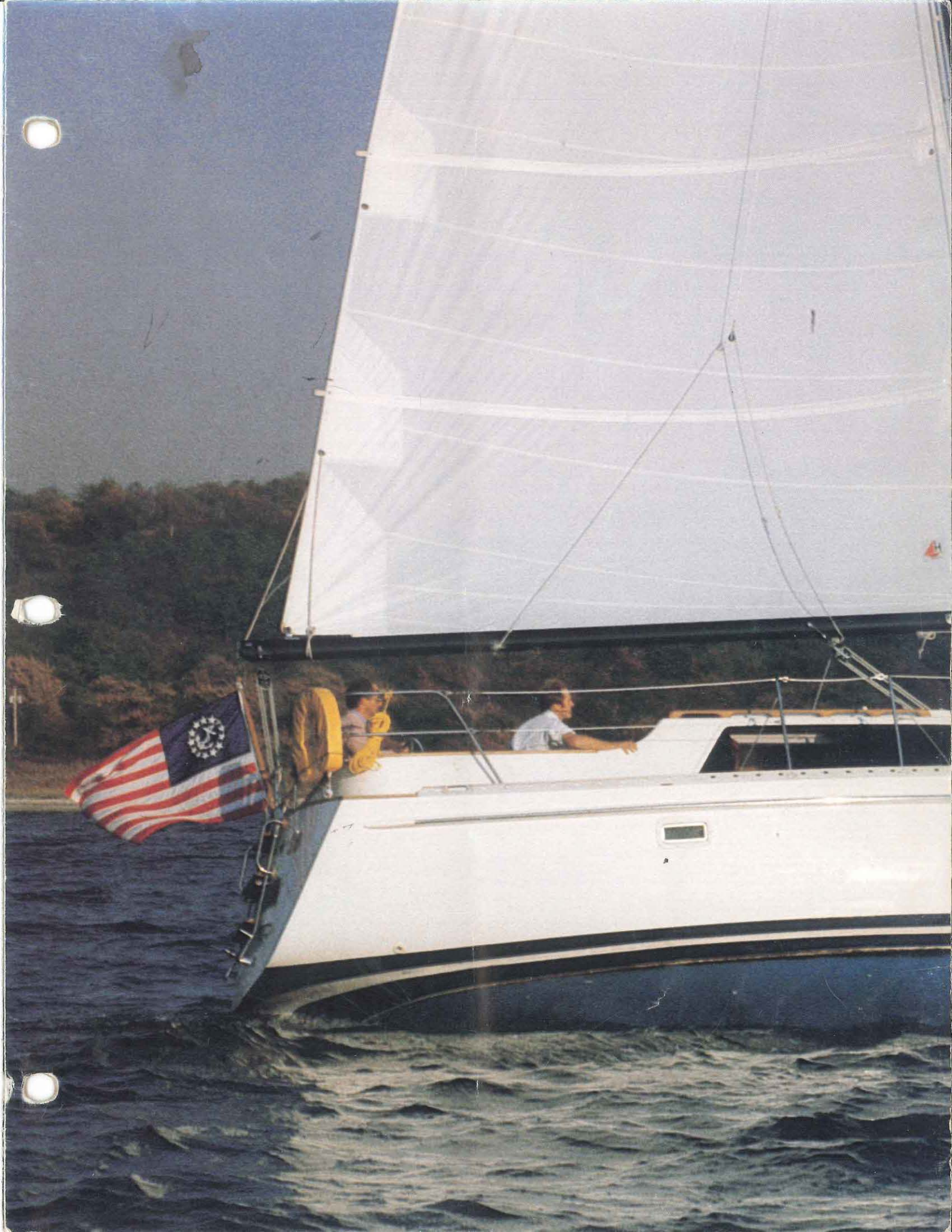






THE PILOTHOUSE SCHOONER REDEFINED

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.

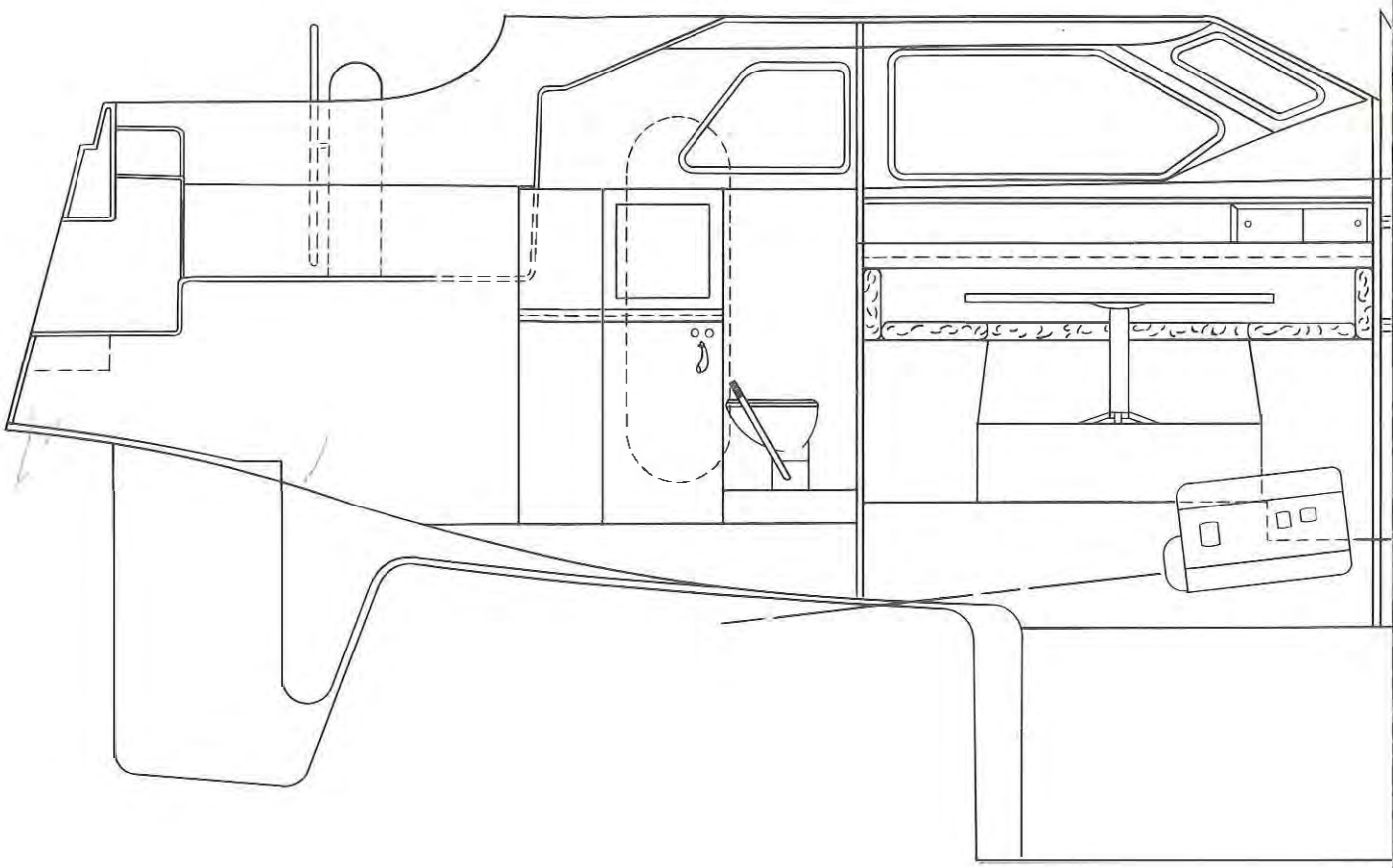
Sail Controls Lead To Cockpit

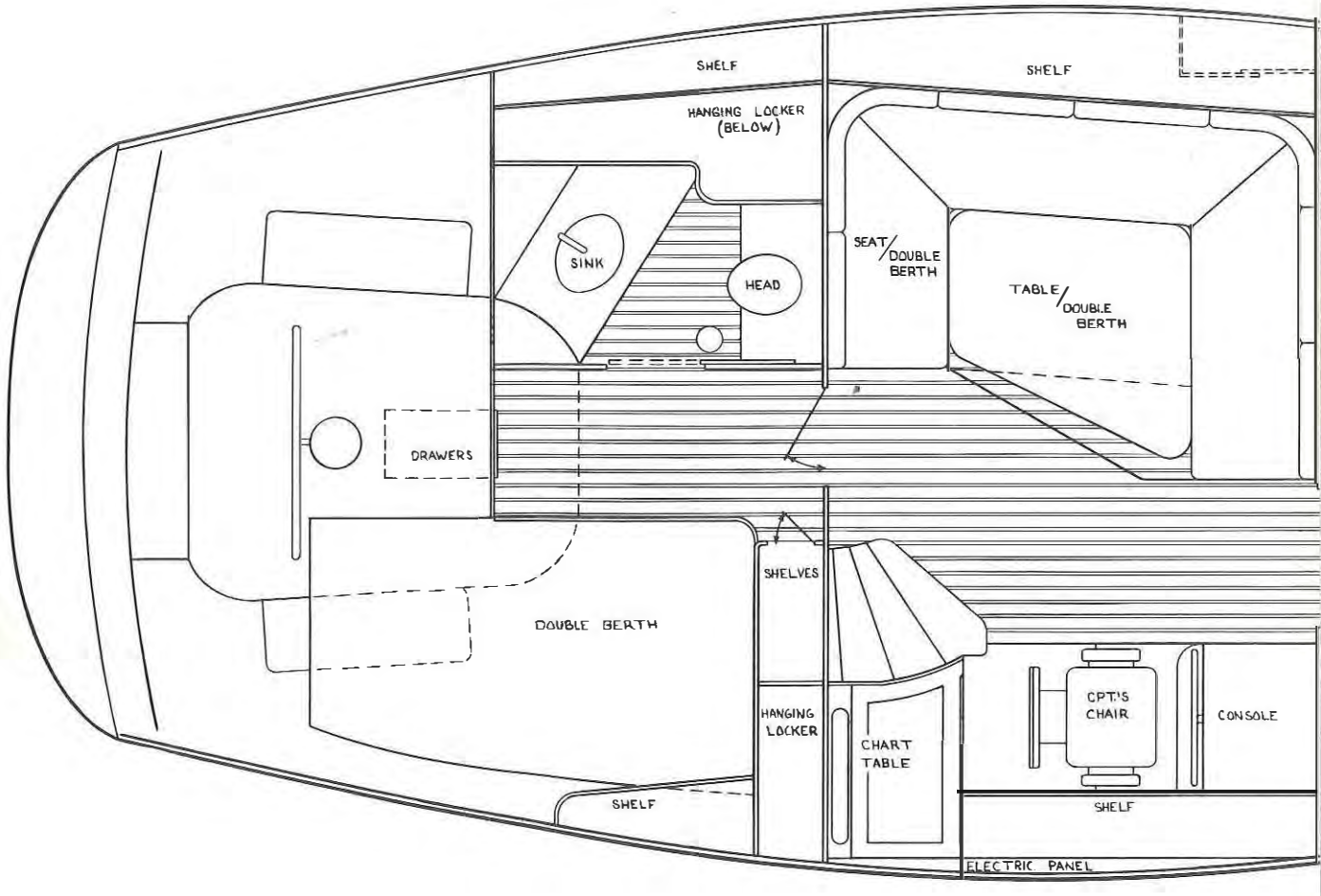
As with other Freedoms, the express purpose of this design is to allow one or two persons to handle the boat without going forward, so all halyards, reef lines and sheets lead to a control console in the cockpit. Once you learn these lines you can raise, lower, reef and trim the sails all from the cockpit. 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 lazy 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.

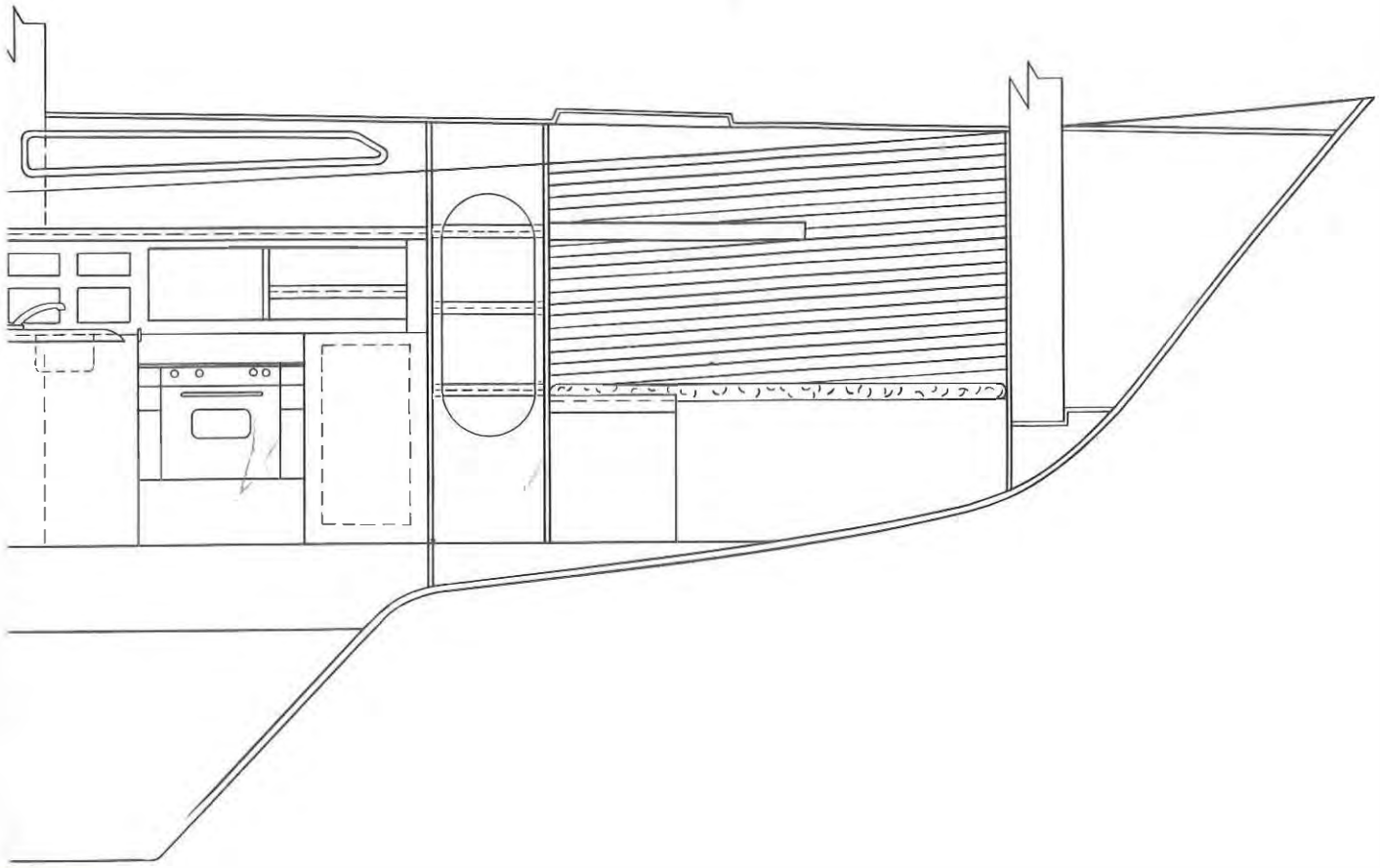
A New Design Solution

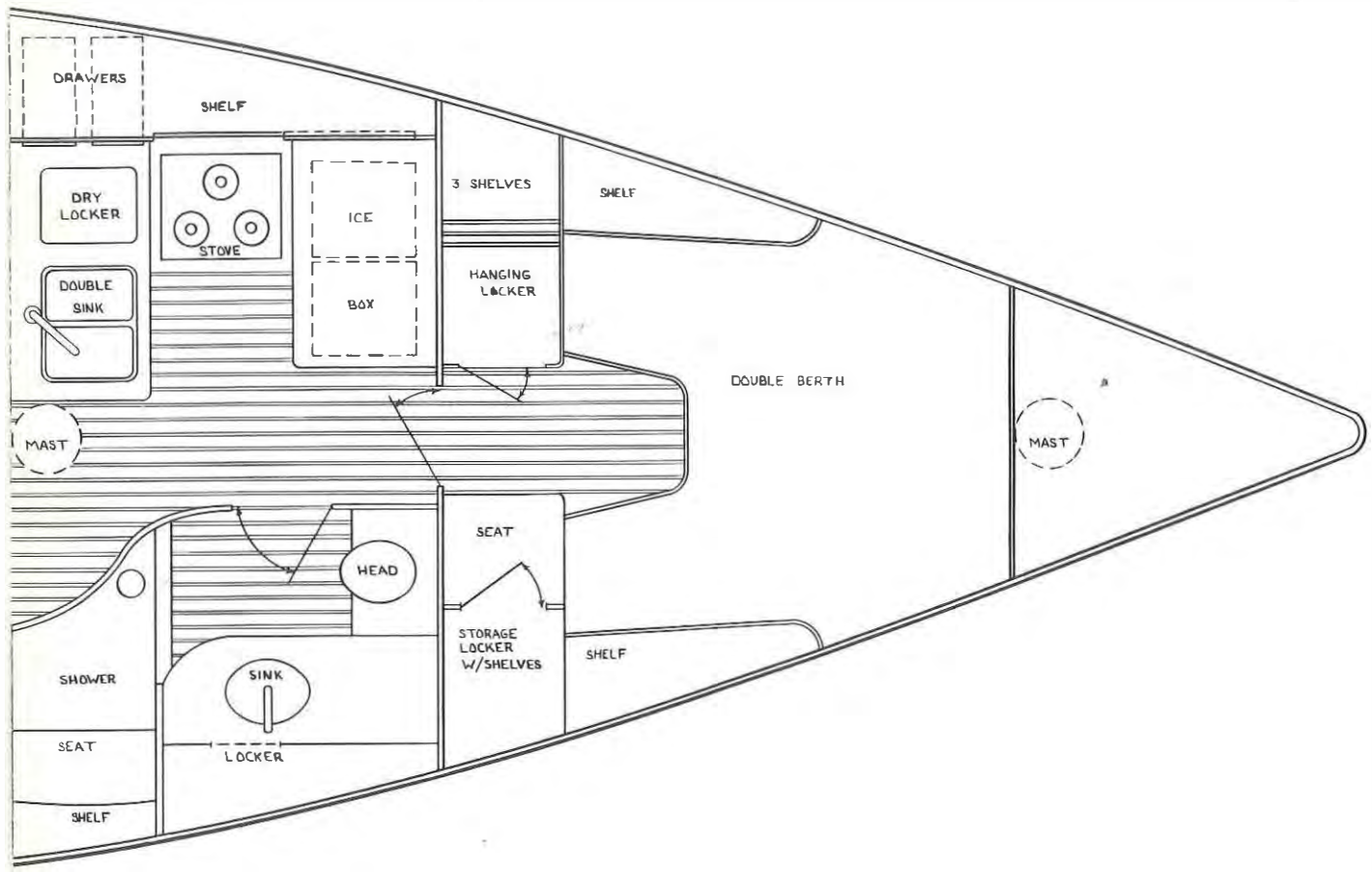
The Freedom 39 harmonizes a modern cabin shape into the symmetry of the hull in what amounts to a new look, thereby taking the curse off the awkwardness of traditional pilothouses. As you step down the spiral staircase to this cabin, the feeling is that of a much larger yacht. This sense of spaciousness 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.

Garry Hoyt




SHELF
SHELF
HANGING LOCKER (BELOW)
SINK
HEAD
SEAT/DOUBLE BERTH
TABLE/DOUBLE BERTH
DRAWERS
SHELVES
DOUBLE BERTH
HANGING LOCKER
CHART TABLE
CPT'S CHAIR
CONSOLE
SHELF
SHELF
ELECTRIC PANEL




DRAWERS
SHELF
DRY LOCKER
STOVE
ICE
BOX
3 SHELVES
SHELF
HANGING LOCKER
DOUBLE SINK
DOUBLE BERTH
MAST
MAST
SEAT
HEAD
STORAGE LOCKER W/SHELVES
SHELF
SHOWER
SINK
SEAT
LOCKER
SHELF

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 ★

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