

Freedom★Yachts

FREEDOM 33

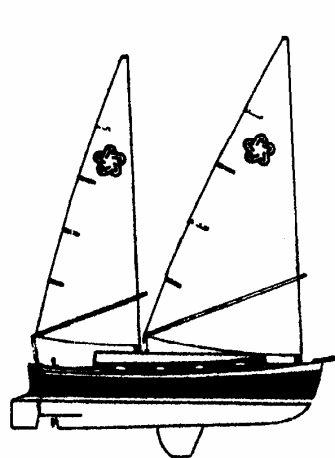
The Freedom 33 is well on its way to becoming a cruising classic, with over 100 sold between Europe and the United States. Based on a number of requests, we have now developed two keel versions. The deep keel draws 6' and the shallow keel draws 4'1". The principal performance difference is that the deep keel will sail slightly better to windward.

Also available is a taller rig for lighter wind areas. The original Freedom 33 rig was designed for serious offshore sailing, and a number of successful passages across the Atlantic and through the Bermuda Triangle attest to its practicality. However the addition of the deep keel assures a stability gain that will permit a taller rig--which should be significantly quicker in light airs.

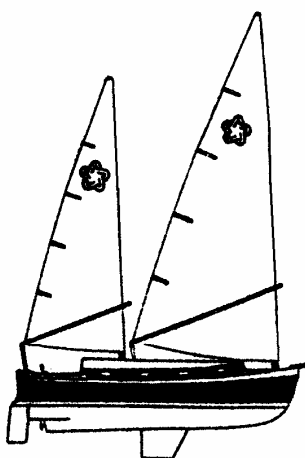
In terms of interiors, the keel version obviates the need for a centerboard trunk, and thus opens up the main cabin considerably.

I expect that the deep-keel, tall-rig version should markedly increase the already fine sailing speed of the Freedom 33. Obviously those sailing in shallow waters will continue to prefer the centerboard version for its shoal draft capabilities.

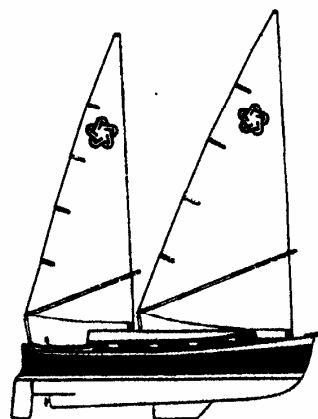
Garry Hoyt



CENTERBOARD
STANDARD RIG



DEEP KEEL
TALL RIG



SHALLOW KEEL
STANDARD RIG

THE SWIFTER, SIMPLER CRUISING YACHT

The Freedom 33 just won the overall cruising title at Antigua Race Week, the premier Yachting event in the Caribbean. This win, on the heels of a similar victory in the 1980 British Virgin Islands Regatta clearly establishes our claim as the swiftest cruising yacht in the Caribbean and reveals some exciting new design developments as well.

The Carbon Fiber Edge

It took over three years to develop our new carbon fiber spars, but the difference these black beauties make is electric. The stiffness of carbon fiber has permitted reducing the weight and diameter of our freestanding spars, which directly enhances boat speed and stability. Far from being exotic or untested, carbon fiber has been around for over 15 years and its virtues have been amply proven in the space program, sports equipment and automobile drive shafts. Of course you have to know how to use it. We do. Now the special strength of carbon fiber brings the free standing mast fully into its own, and makes anything else obsolete. It's like having the stays built into the mast.

The Mast Head Edge*

A patented new swiveling mast head fitting now allows the Freedom sails to be hoisted right up to the very top of the mast. This creates aerodynamic flow where other boats get only a maze of mast head turbulence. Offwind our sails can now articulate freely with no binding, so that effective full sail area is always presented to the wind. It sounds easy, and it works easy, but it took a long time to develop...and we are the only ones to have it. *(Not shown in photo)

The Center Board Edge

With the skillfull aid of N.A. Jay Paris, Freedom Yachts has developed a centerboard that notably improves on tradition and standard practice. This board is hydrodynamically efficient, it's an integral part of the ballast, it's easy to operate and it won't thump-even in cross sea. It amounts to retractable landing gear-you put it down when you need it, and pull it up when you don't. When you run aground you don't stay aground-just crank up the board and sail away. Aside from being the best depth gauge on the market, a centerboard allows you to explore or anchor in three feet of water, where no keel boat can even venture.

Competitive Proof

At first only marginally faster than conventional cruisers, the Freedom 33 is now decisively swifter on every point of sail. There were three of the vaunted Valiant 40s at Antigua and we beat all of them, boat for boat, in every race. The

same goes for the Morgan 46, the Gulfstar 50, and the CSY44. Virtually every cruising boat worthy of the name could be found at Antigua, and we didn't just squeak by them, we simply blew them off the course. In the 40 mile Guadeloupe race the Freedom 33 went right up against the racing boats, and rating under the same rule, placed third overall, defeating all the Swan boats as well as this year's SORC winner. So who says cruising boats have to be slow.

The Freedom Challenge*

Everybody claims their boat is faster, so to separate the facts from the noise I have arranged a friendly wager. Ten thousand dollars says the Freedom 33 will beat any similar sized stock cruising boat. The test for speed to be the best three out of five races over a 15 mile Olympic course in the Virgin Islands. Where the trade winds blow true and there are no flukes or navigational crap shoots. The test for simplicity is that the racing crew must be just one person. If the boat can't be singlehanded, how can it be called simple?

So c'mon all you big talkers, let's see you put some money where your advertising claims are. The 10 Gs will easily cover the cost of the trip, and think of the publicity. (Better think real hard about the publicity) In any case, put up or shut up.

The Comfort & Security Clause

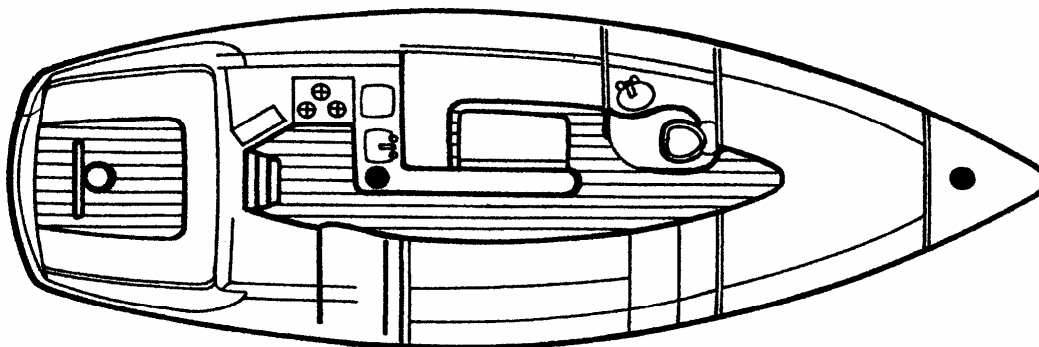
Speed is only one of the factors that make a proper cruising yacht, and it comes well behind seaworthiness and comfort. Having tested this boat for two years on the ocean, I can guarantee there is as much comfort and privacy on the Freedom 33 as on any of those slow sea cows whose only saving grace is space. We have worked and reworked the interior, and even gritted our chauvinistic teeth to the point of accepting female advice and correction. The boat is the better for it. On the security side, Freedom Yachts have sailed across the Atlantic, the Pacific and through hurricanes. It is no longer a question whether our free standing masts are as safe as stayed masts-the evidence is clear that our masts are safer,

The Freedom of your Choice

We have the Freedom 40, Freedom 33 and Freedom 28 to suit your fancy. Launching this summer is the 25, a trailerable racing boat, and the 44, a keel cruiser/racer. Coming soon is the Freedom 30 and the Freedom 60. A full array of racing and cruising boats, all based on the compelling simplicity of the free standing spar. Remember, they used to put stays or airplane's wings too.

Garry Hoyt

freedom★Yachts



LOA 33'
LWL 30'
BEAM 11'

Freedom 33[®]

Draft 3'6"
DISP 12,000 lbs.
SAIL 516 sq. ft.

Pound for pound this is the best sailing Freedom yet. Winner of the cruising division at Antigua Race week, and of the prestigious Isle of Wight Race against 1000 other yachts, this is a cruising boat that really moves. The key to the extra speed is the Freedom Rig, which now features standard car on fiber spars, plus a patented mast head fitting which dramatically improves mast tip performance. Special development work has increased the efficiency of the wraparound sail, while still maintaining the single handed simplicity which characterizes all Freedom Yachts. The low center of effort of the Cat Ketch Rig means this boat can carry full sail up to 30 mph of breeze without the need to reef. Reefing itself can be done in less than a minute. Yet easily set staysails rapidly expand the basic sail area for light winds, or extra off wind speed.

The skillful advice of N.A. Jay Paris helped create a particularly efficient centerboard for the

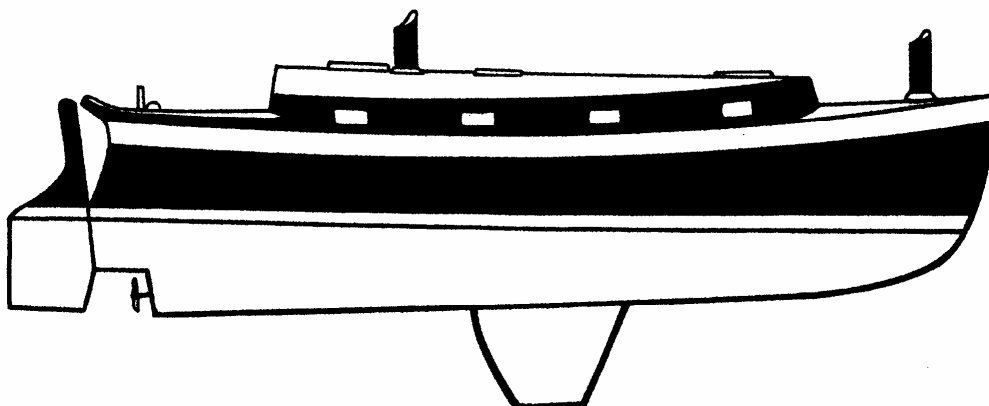
Freedom 33, minimizing slot drag while optimizing lift.

Down below, extensive experimentation has yielded a layout which utilizes the centerboard trunk to form a dining and lounging module.

The head (with shower) is sensibly positioned, and the master cabin forward has closed door privacy. A full fledged navigation table is opposite the "U" shape galley, and the 20 hp diesel is easily accessible behind the companionway steps. Everything you need for comfortable cruising is here, harmonized with an oak and ash interior for an airy, spacious feel.

This is a boat you can singlehand across the bay or around the world. She will go to windward with the best of the cruising boats, and offwind she'll walk away from anything her size. A comfortable cruising boat does not have to be slow, and one test sail on the 33 will convince you this is the way to go.

Garry Hoyt



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