

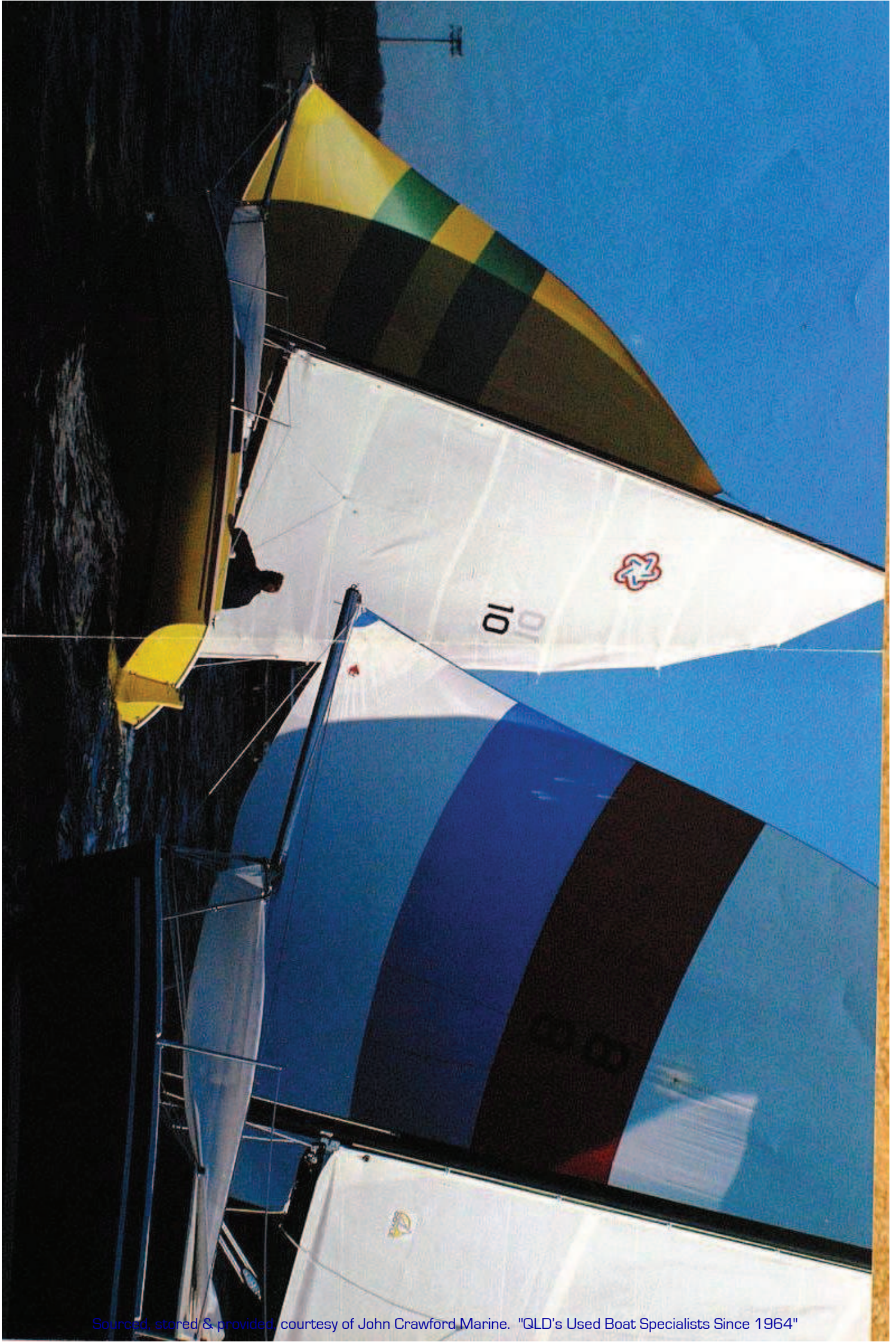
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ONLY
\$ **1** ⁵⁰







A NEW ONE DESIGN RACING/CRUISING CLASS

The Freedom 21 is a keel boat light enough to trail, fast enough to race, comfortable enough to cruise and simple enough to singlehand. These design features have been woven into a new class concept to create a new kind of convenient sailing for couples. My theory is that all too often women stay on the dock—not because they don't want to race, but because they do not choose to be part of a macho confusion drill where the comforts are as scarce as the language is bad, and their chief function is to prepare sandwiches for a bunch of deck apes. Who in her right mind would want to sign up for that kind of deal? But make the sailing conditions right and the ladies will come back aboard, to everyone's greater pleasure.

How About The Quality of Racing?

I am a very keen racer as well as an avid cruiser, but I find that my enjoyment of either is often marred by the sheer logistics of having to line up competent crew, plus the hassle and expense of tuning rigs, stocking genoa jibs, etc. So why not, I thought, have a kind of cruising man's Laser—easy to set up and sail, with comfort in the cabin and cockpit, but still fast and responsive enough to race. After all, the quality of the racing should not be determined by the number of sails or crew that one can afford, as is all too often the case. Better to design so the crew functions are simple skills that can all be accomplished right in the cockpit. That way your crew can be someone whose presence you enjoy for its own sake, rather than someone whose presence you endure because they have the large body and small brain needed to hold down the weather rail. So the class rules of the Freedom 21 specify the boat must be sailed by one male and one female, entirely from the cockpit. This neutralizes the "Gorilla" factor, and creates the pleasing prospect of a crew that might smell nice and be fun to sleep with—two qualities which your typical racing crew could never be accused of.



What About Cruising Quality?

The difference between a racing boat and a cruising yacht lies basically in the concessions made to comfort. The racer cuts amenities to the bone, lowers cabin height, forgets privacy, strews the deck with winches, and bisects the cockpit with a traveler—all for fractional gains in speed. Thus racing boats end up suitable only for racing because they lack basic living comforts, and of course require large crews. The Freedom 21 matches the racers in efficiency of hull shape,

simplifies the rig, and maximizes the comforts of cockpit and cabin. The cockpit is particularly nice because the area is sheltered by the cabin; you sit with your back fully supported by a gracefully curved coaming and there's no traveler to trip over. Down below the main cabin has a counter for sink and stove, plus two 6'6" bunks. A sturdy table sets up in the cabin or in the cockpit. The separate forward cabin has provision for a head, and the cushions fold over, creating a playpen area for

whatever crosses your mind. You can cruise with confidence, since all the basic comforts are carefully provided for.

A New Yacht Club Alternative

Design innovations like the patented Hoyt Gun Mount and the free-standing carbon fiber spar create a new kind of simplicity for the sailor who wants performance, but is tired of having to line up trained crew to achieve it. You can hoist, jibe and douse the spinnaker all by yourself, in 25 knots of breeze, from the cockpit. You can reef in 15 seconds, again from the cockpit. Tack by simply pushing over the tiller. The Freedom 21 is a particularly suitable choice for yacht clubs seeking to expand member participation, because this is a class which brings couples together. So there's a natural social fabric which makes racing or cruising rendezvous just that much more fun. Ask your Freedom dealer to show you or write us for more specific details.

Garry Hoyt

LOA 21'8"
LWL 17'8"
Beam 8'0"
Draft, fin keel 3'9"
shoal keel 2'0"



Sail Area 200 sq. ft
Displacement, fin keel 1800 lbs.
shoal keel 2050 lbs.
Lead Ballast, fin keel 500 lbs.
shoal keel 750 lbs.

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P.O. Box 318 Forestville 2087 Australia Telephone (02) 451 4384 Telex 71818





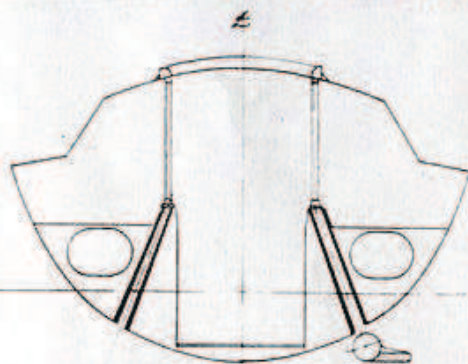
Sourced, stored & provided, courtesy of John Crawford Marine. "QLD's Used Boat Specialists Since 1964"



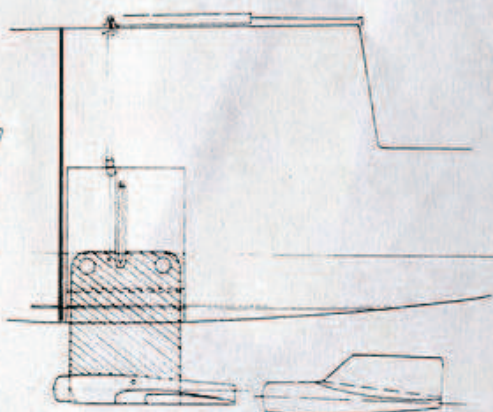
SON OF A GUN!

FREEDOM 21

The Hoyt-designed Gun Mount spinnaker system is just one of the innovations setting this boat apart from the rest.



Twin lifting winged keel version provides trailable option.



ANYONE who has perused the overseas yachting magazines will have taken note of the advertisements for the Freedom range of yachts. They're eyecatching, both for the unusual rigs pictured, and for the left of mainstream opinions expressed by their designer Garry Hoyt. This is the man who has been known to describe conventional modern racing yachts and rigs as: "... an aerodynamically primitive triangular rig which is now hydraulically tensioned, at great risk and expense, on hulls which bloom with odd bumps — whose most common characteristic is their unique ability to broach on a dime as they sprint to annual obsolescence."

Who has described the cruising brigade as: "... flocks of little pigboats, all hiding their poor performance in the more charitable category of cruiser or daysailer ... slow is not safe, and not seaworthy — it only ensures that you'll use the engine more out of exasperation."

And who has opined, on the subject of cruiser/racers: "... the solution is not what a lot of stock racing boats pretend — which is to throw in a few more cushions, sprinkle a little teak around the cabin, and announce in their ads 'Yippee, we're a cruiser too!' Nice try fellas, but when you need three apes on the rail to hold the boat down in a breeze, and frantic

winching every time you tack, then you have lost sight of what cruising is all about."

Hmmm. Them's fighting words, unlikely to strike a chord with owners, builders and designers of conventional modern yachts. But Hoyt has gone right along designing and marketing the type of yachts he believes hold the key to the future, and whether or not you happen to like them, you've got to hand it to the guy for his innovation.

We've already seen the Freedom 40 here, with its unstayed rigs with wishbone booms, designed by Hoyt with Halsey Herreshoff. Now the little Freedom 21 has blown in.

Hoyt, as usual, has quite a bit to say about the boat in the promotional literature. For example: "why not, I thought, have a kind of cruising man's Laser — easy to set up and sail, with comfort in the cockpit and cabin, but still fast and responsive enough to race. After all, the quality of racing should not be determined by the number of sails or crew that one can afford, as is all too often the case. Better to design so the crew functions are simple skills that can all be accomplished right in the cockpit. That way your crew can be someone whose presence you enjoy for its own sake, rather than someone whose presence you endure because they have the large body and small brain needed to

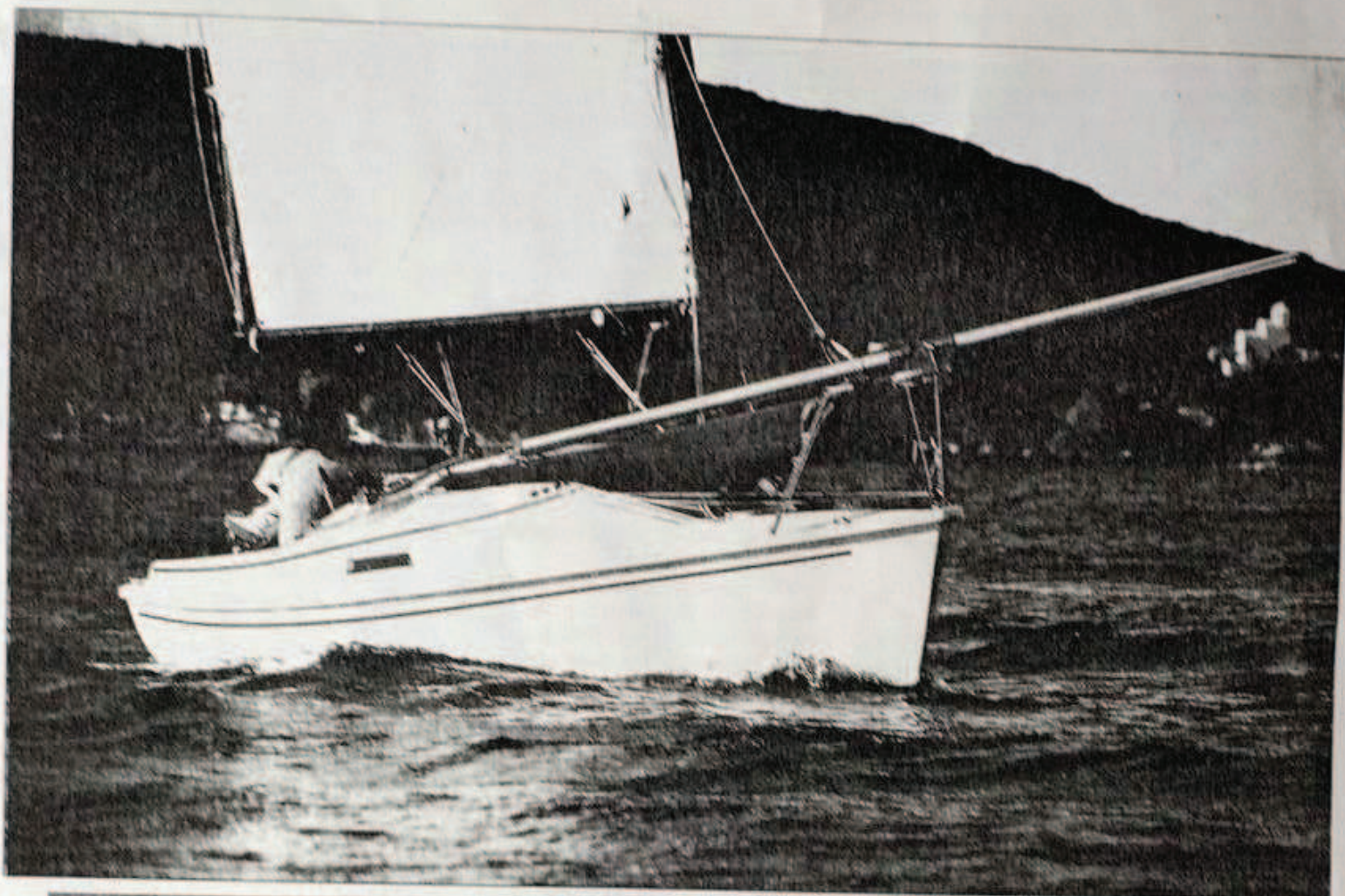
hold down the weather rail ..."
(Class racing rules in the US and UK in fact specify that the boat must be sailed by one male and one female, entirely from the cockpit.)

Jon Mason of J & J Marine, who has successfully marketed the Tri Fli off-the-beach fun boat, has taken on the role of building moulds for local production of the boat, using an imported British hull as the plug. Before doing so he conducted this and other test sails and put the boat in the Sydney Boat Show, where it proved a focal point for yachtsmen in search of something new. It's the spinnaker launch and retrieval system, patented by Hoyt, which really distinguishes this boat from anything else on the market, and by the second day of the show, Mason had already lost count of the number of times he had run through the routine before a watchful audience — sometimes to applause! By the end of the show he had received three orders simply for the rig sans boat.

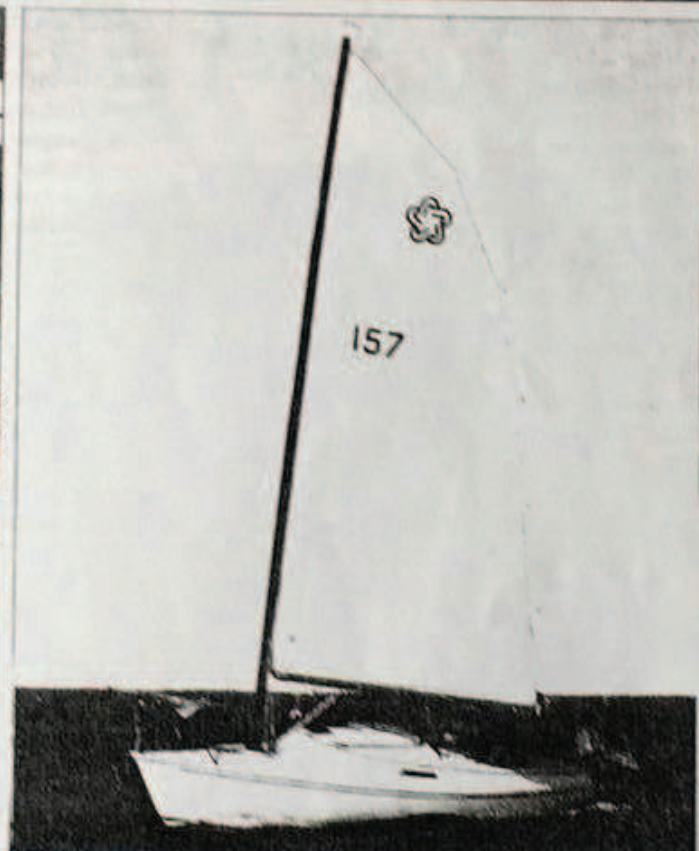
Construction and Rig

The imported hull is handlaid fibreglass with foam sandwich deck; this will be duplicated for the locally built boats. The rudder is transom mounted, and two keel versions will be available: fixed keel drawing 1.18m (3'9") with 226kg (500lb) lead ballast, or twin lifting bilge keels, a system developed by John Oakeley in the U.K. This sounds interesting, though we've yet to see it in practice. Drawing 1.09m (3'6") fully down, and less than the hull depth when retracted, each of the bilge keels is designed to carry 113kg (250lb) ballast in a winged bulb, not requiring too much 'grunt' to raise, and retracting into the galley mouldings rather than into valuable cabin space. Given the popularity of trailable yachts in Australia, this version would seem especially viable if a simple system can be worked out for raising and lowering the unstayed mast easily at the launching ramp.

The Freedom 21 is cat-rigged, with a



ABOVE: Interior is basic, galley equipment is optional.



TOP: Spinnaker pole pulled forward in the pulpit gun mount, ready for kite set. More cabin windows will be added to locally-made boats.

ABOVE: Not your stock standard 21 footer, the Freedom's unstayed mast is carbon fibre.

LEFT: High coamings and rounded seats give cockpit comfort.

free-standing mast of spun carbon fibre/epoxy. Specified for its high strength per weight ratio (claimed to be five times stronger than a comparable aluminium section), it can be carried around by one person and is 8.5m (28ft) high from keel level. The base bolts in to the step in the foreward cabin and an inch thick rubber collar is wedged around the mast at deck level to prevent the passage of water below. All masts will be imported from the US; the rest of the rig and outfit will be put together here.

The fully-battened main is 18.5m² (200ft²), with provision for two reefs. A pair of permanently rigged rope lazy guys run from mast to boom on either side of the main, holding the sail's falls neatly in place on the boom when reefed or dropped.

Specifications

LOA:	6.64m (21'8")
LWL:	5.42m (17'8")
Beam:	2.43m (8')
Draft: fixed keel	1.18m (3'9")
bilge keel (max.)	1.09m (3'6")
Displacement: fixed keel	816kg (1800lb)
bilge keel	929kg (2050lb)
Mainsail area:	18.5m ² (200ft ²)
Spinnaker area:	19.5m ² (210ft ²)
Price: basic sailaway	
boat	\$14,800 (Aug 1984)
optional spinnaker gear	\$1600
rig only (inc. spinnaker)	approx \$4200

Builder: J & J Marine Pty Ltd, PO Box 318, Forestville, NSW 2087. Ph: (02) 451-4384.

The spinnaker is 19.5m² (210ft²) and stows in a sock running from the pulpit back to the aft end of the cabin. The pole, meanwhile, can be run forward or aft within an alloy tube bolted on top of the pulpit: this is Hoyt's patented 'gun mount'. Braces are attached to each end of the pole, so that it can be pulled back along the deck when not required, then pulled forward into position when the kite is to be set. Sheets attach the spinnaker clews to each end of the pole; when about to set the kite these can be pulled tight to get the clews to their respective pole ends, then cleated and forgotten. Then it's a matter of pulling up the halyard, cleating it off and then controlling the set of the kite using the braces. The gun mount swivels to allow the pole to be set at any position relative to the wind. With half of the 3m (10ft) pole sticking out either side of the mount, gybing is simply a matter of adjusting the braces. When it's time to drop the kite, the halyards and sheets are released and the sail is brought home into its sock by pulling the retrieval line; the pole can then be braced back on to the deck.

Layout

With six spinnaker handling lines leading back to cleats on the after end of the cabin top, the deck layout looks a little complicated for what is being promoted as a cruising boat. However, the deck layout is in practise uncomplicated and efficient, once you come to terms with which rope is which. (The spinnaker gear, by the way, is optional, added on at a price of about \$1600.)

Besides those ropes there are the main halyard, cunningham and vang led back to cleats within reach of the cockpit, with a small winch provided either side of the hatch. The intention is for all sail handling to be carried out from the cockpit.

The mainsheet traveller is out of the way up on the cabin top, leaving the cockpit uncluttered. Self-draining, with high coamings (for class racing you're not supposed to sit outside these) and seats which round out forward to allow the crew to lean back against the bulkhead, this is truly a comfortable cockpit with heaps of room for two people, adequate room for four. Two seat lockers are provided: a self-contained one for outboard fuel tank and gas bottles, the other opening into the aft quarter storage area. The outboard is transom mounted; not included in the standard boat, the recommended size is 6hp.

Below decks the Freedom reminds you it's just a 21-footer and standard fitout is fairly basic, though it can be customised to buyers' requirements. As is the case with most trailer sailers around this size, this is really a camp-aboard, rather than a live-aboard boat. A portable toilet can be fitted in the foreward cabin under the vee-berth; sink, water tank, icebox and stove can be added in the two galley/storage mouldings either side aft of the main timber bulkhead. But the standard boat comes simply with the bulkheads, galley and bunk mouldings fitted along with storage shelves and bunk squabs, allowing the boat to sleep four.

Jon Mason doesn't predict a great demand for customising of the interior, believing that in a boat of this size most owners prefer to cook on deck and simply take a bucket, esky and primus for the weekend's needs.

The interior has sitting headroom and was rather dark and pokey on the imported boat. Mason intends to incorporate much larger windows to brighten up the locally built boats, as well as adding a forward hatch, ventilator and anchor well.

Performance

This is an easy and amusing boat to sail. Waiting to jump aboard for this test spin, I watched her come charging down Middle Harbour before the 5-15 knot sou-easter, spinnaker continuing to fill through a series of gybes. There was only one person aboard. I was laughing before I even climbed into the cockpit, and laughing even more throughout the process of discovering that this little boat can be gybed, tacked, sailed backwards and spun through a series of tight 360° turns, all with the spinnaker up and handled by one person to boot.

Sailing to windward, the Freedom is a no-hassles boat (no genoa to winch in after every tack!), with a lively dinghy feel until pressed over on to a heel, after which the lead ballast takes over and she straightens up with more of a keelboat motion. Her tacking angles are acceptable, not brilliant. For mixed fleet racing a headsail could be added, but that's not really in keeping with the spirit of the boat.

Downwind is where the fun really starts, because the spinnaker system really is quite brilliant for relaxed sailing. It does everything it's supposed to, being easy to hoist and drop, a snack to gybe, and requiring a minimum of muscle power to handle. The braces are easy to trim and though the hull looks quite tubby, it doesn't mind scooting along downhill and the helm is responsive and easy to control. Good fun.

Conclusion

This boat may be accused of marketing gimmickry, but the gimmicks work, making the boat a simple and pleasurable daysailer or weekender. The boat has been modified several times overseas, and with the further refinements J & J Marine intends to add (including Australian made mainsail and battens to outdo the bloody awful set of the imported boat's) it should be well worth consideration by people looking for a simple, small boat which is easy to sail but still a lively performer.

It's not designed to be a winner in open fleet racing. If class racing should develop it would provide a bonus for those owners so inclined, but basically the joy of this boat would appear to lie in sunny weekend cruising, and not least in watching crews of other boats jump about trying to tame flailing spinnaker poles and sheets, while this boat's kite gybes itself.

Vanessa Dudley