



**FREEDOM
★ YACHTS ★**

*The New Powerhouse
In Cruising Yachts*

40/40

Designed for performance cruising, but known to move sailors even when standing still.

The Freedom 40/40

Take the helm of the Freedom 40/40 and feel the power. An extraordinarily stiff hull provides a stable motion through the seas. She's easily driven by a generous sail area. David Pedrick, naval architect to Dennis Connor's 1995 America's Cup challenge, guarantees swift design. Freedom Yachts fulfills his promise. In the Freedom 40/40, we have used the most advanced building technologies to achieve the perfect balance of lightness and strength.

Yet we have not compromised for a minute Freedom's unique simplicity. Throughout the years and refinements and design advances, we have remained true to our mission of building yachts that are simple, easy and rewardingly relaxing to cruise. So as sophisticated as she is, the 40/40 is still effortless to sail. With all sheets, halyards, reefs and control lines led aft, every sail function can be performed from the comfort and safety of the cockpit. Together, a couple can make passages aboard their 40/40 to the very limit of their imaginations' destination.

Feel the power.

Relax with the ease of her. Revel in the luxuries belowdecks. To do so is to know why she's called the new powerhouse of cruising yachts.

Safety

When you've got a boat that's easier to control, you've got a boat that's safer. When you've got a boat that allows every sailing function to be

performed without ever leaving the cockpit, mishaps are less likely. And when you have a swim platform on your stern, you've got a step area that makes dinghy access safer and overboard retrievals a lot more sure.

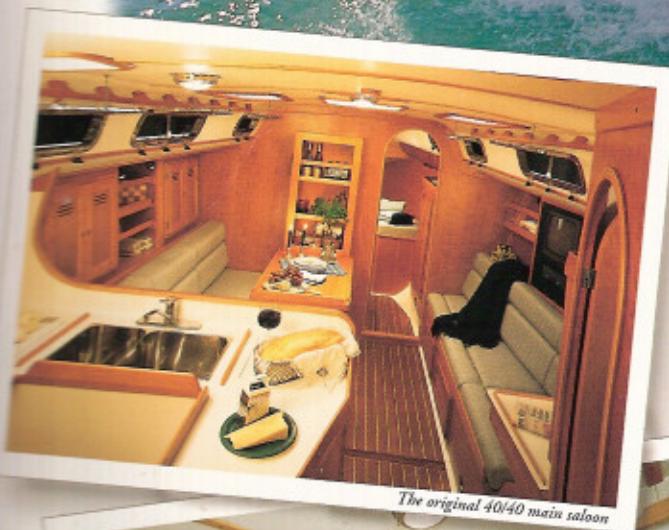
But perhaps the greatest safety feature of all is illustrated by a simple man overboard drill that we invite you to try on a test sail. Throw a life preserver over. Put the least experienced member of your crew at the helm. Now watch him turn the wheel hard over-tacking or jibing—the Freedom 40/40 turns around in circles in about one and a half boat lengths. That puts your life preserver about a beam's width away from your swim platform.

Had that actually been a man overboard, he'd be back in the safety of your cockpit in far less time than it will take you to read this brochure. Feel safer? You should.

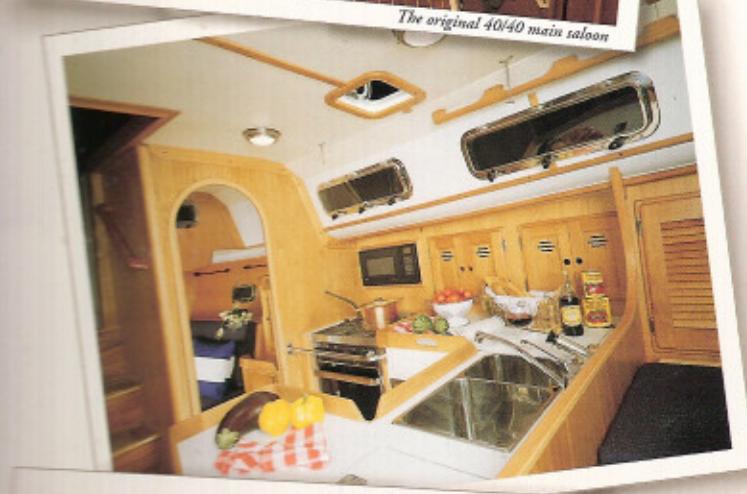


You can relax when it's a Freedom





The original 40/40 main saloon

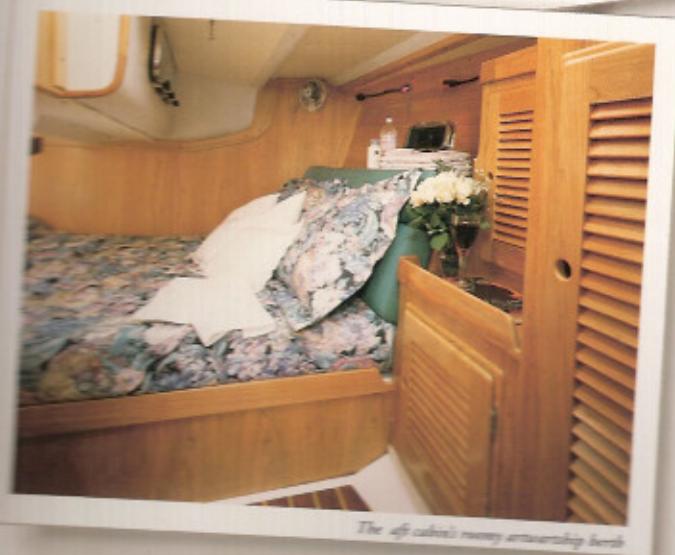


Interior Arrangements

The companionway is the first indication that no detail is overlooked in this yacht's accommodations. From a seahood that's set into a deep aluminum track with flange and molding to prevent leakage, to the steps that cleverly conceal the dropboards, she's very well appointed. Luxurious, in fact: hand-fit, matched cherry panels and trim define the open, well-ventilated (seven ports, two opening and two fixed skylights) main saloon. The bilge and plumbing are readily accessible via multiple openings in the cabin sole. Wiring is easy to get at and clearly coded to make any installation job easy. The engine is as easy to get at as lifting a seat cushion and the same goes for the batteries. This yacht's mechanical systems are designed for easy maintenance.

Two choices of interior are available. The Anniversary Edition Freedom 40 features a traditional navigation station, a fixed dining table with collapsing leaves and outboard of the starboard settee a very practical seaberth for long passages. The forward bulkhead has been moved forward slightly to add even greater volume to the main saloon. The forward cabin has an offset double berth.

The original interior layout offers a fold-up dining table with stowage behind and the option of adding a second head with private access from the forward cabin. The forward cabin has a long, 6'8" vee berth.



The off cabin's roomy artworked berth



The 1997 Anniversary Edition

Construction

Equipment. Whether you handle maintenance tasks yourself, or pay the tab to have them done, less is better. To help keep the 40/40 hassle-free, exterior teak is reduced, so there's no time wasted on oiling and varnishing. Higher, 316 grade stainless steel is used on deck and its finish is electropolished to discourage pitting and rust. Ports are stainless, not ordinary (and vulnerable) aluminum. All equipment is selected based on its ability to take the stresses of hard sailing and the marine environment without a lot of tweaking and coaxing. All hardware is well sized and bears the name of top manufacturers like Harken and Lewmar to assure proper function and durability. We've even anodized the toe rail.

Materials and Methods. Freedom Yachts uses the most advanced construction technology to achieve the perfect balance of lightness and strength. We chose end-grain balsa sandwiched between multiple layers of unidirectional and biaxial fiberglass, and we bond it with vinylester and polyester resins for optimal strength-to-weight ratios and blister and fade resistance.

Optional, the Freedom 40 Anniversary Edition makes use of vacuum-bagged construction. The resultant hull is 300 pounds lighter. Hand lay-up, a technique used successfully by Freedom for 20 years, is still our standard.

Laminate schedules and component weights are constantly checked and resin-to-glass burn off tests are conducted. Bulkheads are structurally tabbed to the hull. The bullet-proof hull-deck joint consists of a deep reverse flange, bonded and thru-bolted with stainless steel carriage bolts on 6" centers fitted through the toe rail to create a strong, watertight bond.



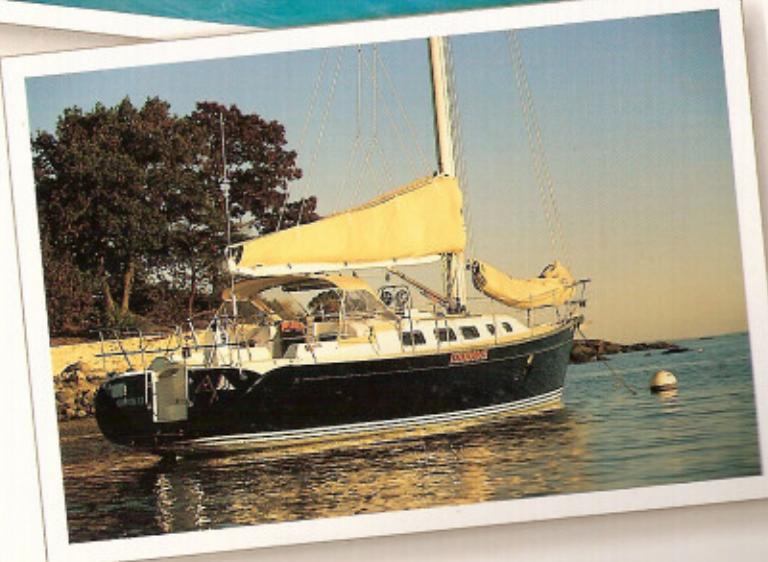
Rigging

Mast. At the heart of the powerplant is the renowned freestanding Freedom carbon fiber spar, the hallmark of our commitment to quality and advanced engineering. Consider: pound for pound, carbon fiber is three and a half times stronger than aluminum. Consider: a mast with no turnbuckles, no shrouds, no spreaders, tangs, etc. has no potential failure points and no maintenance. Consider: corrosion and electrolysis will never be a problem.

Sails. No backstay allows Freedoms to have a bigger roach, which improves aerodynamic shape. A big main is working to your advantage at all times and gives you the edge downwind. To enhance upwind performance, we've enlarged the foretriangle to increase headsail size and permit larger offwind sails for reaching and running. Lazy jacks make flaking the main a thing of the past.

A Night Out With The Buoys. Is wrestling big genoas and grinding away on the winches your idea of a good time? If so, we suggest the "convertible" model. The Freedom may be easily converted from the standard camberspar jib arrangement, ideal for cruising, to a racer/cruiser with large overlapping genoas, running backstays and penalty pole with mast-mounted spinnaker track. Just say the word and we'll equip you with the necessary gear to give you big potential on the circuit.



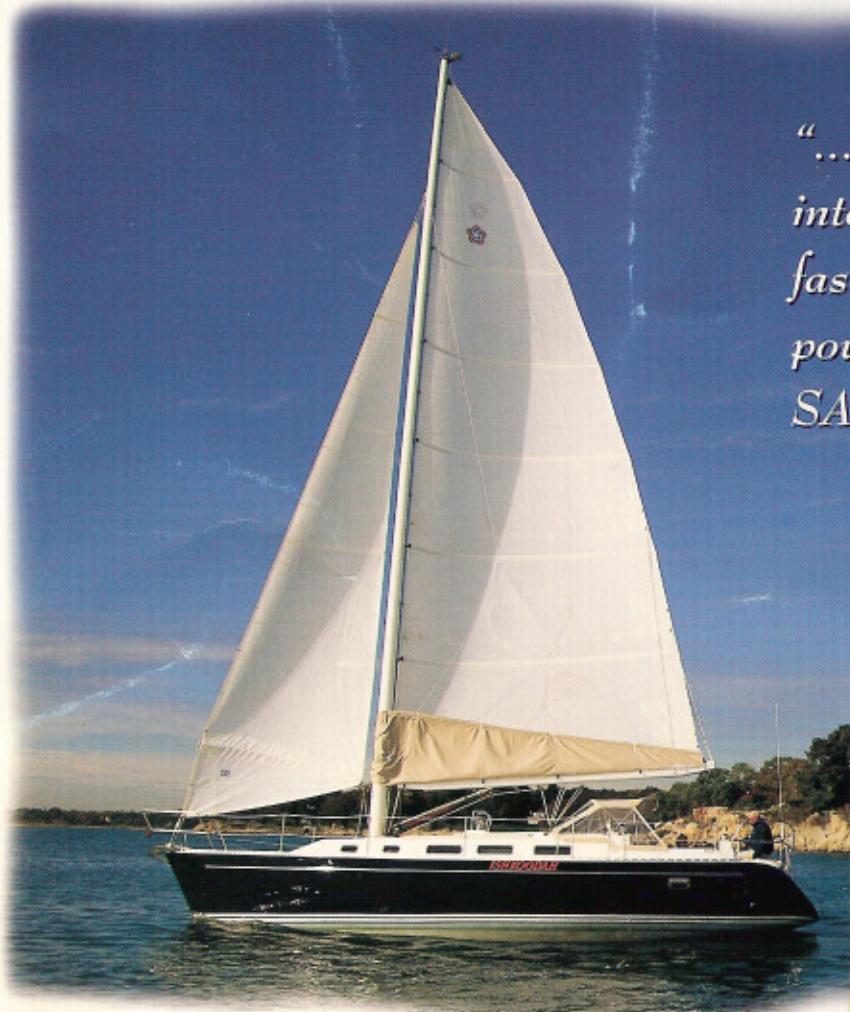


On Deck

Cockpit. So much of your time aboard is spent in the cockpit, we felt a lot of our time ought to go into its design. First, we took good care of the skipper with a 60" custom-designed Edson wheel so you can steer the boat from a variety of positions. Then we made all those positions comfortable. The footbeds are angled to eliminate fatigue from standing on an angle while the boat is heeled. The coamings have been cut away so you can lean out comfortably for a better view. The helm seat is raised. All engine controls—starter, gauges and kill switch—are within easy reach.

For the rest of your crowd there is nearly nine feet of hospitable arrangements: comfy coamings, a cockpit table with a place against which to brace your feet and line lockers to keep tails out of the seating area. But perhaps the best feature of this cockpit is its open-to-the-water feel. Slide out the helm seat, release the wheel, stow it on the lifelines and you're enjoying real waterfront property. The water is two steps down and the swim platform is inviting. Succumb to a swim and you return to a warm shower there before fully re-boarding. Lazarettes and a propane locker for two tanks are ample.

Foredeck. Access it from wide, uncluttered sidedecks lined with grab rails along the cabin house and tall, 28" double lifelines. Well-textured non-skid is molded in.



“...combines a voluminous interior and cockpit with a fast hull form and a very powerful rig.”

SAIL MAGAZINE

Freedom 40/40 Specifications:

LOA: 40'5" (12.3m)

LWL: 35'1" (10.7m)

Beam: 13'6" (4.1m)

Mast ht above water:

61' (18.6m)

Sail Area:

(main) 648sq. ft. (58.8sq. m)

(jib) 307.7sq. ft. (28.59sq. m)

Lead Ballast:

(wing) 9,749 lbs. (4,422kg)

(deep) 9,693 lbs. (4,396kg)

Draft:

(wing) 5'2" (1.6m)

(deep) 6'9" (2.1m)

Displacement:

(wing) 23,762 lbs. (10,777kg)

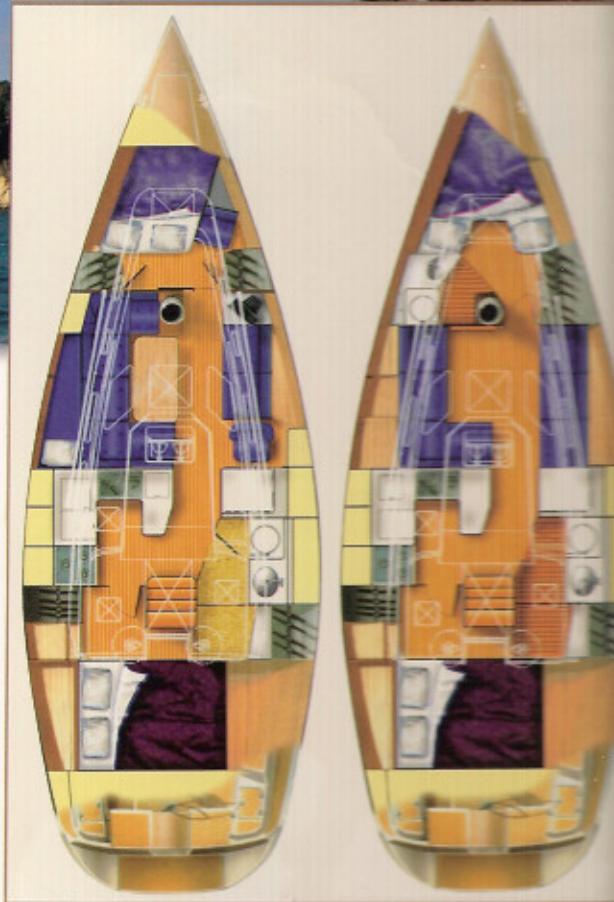
(deep) 23,713 lbs. (10,754kg)

Engine: 45hp Yanmar diesel

Water tankage: 106 gals. (401liters)

Waste tankage: 69 gals. (261 liters)

Fuel tankage: 62 gals. (234 liters)



Choose from one of our two standard layouts: The Anniversary Edition, shown above left, or the original interior arrangement shown above right with optional second head.



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