

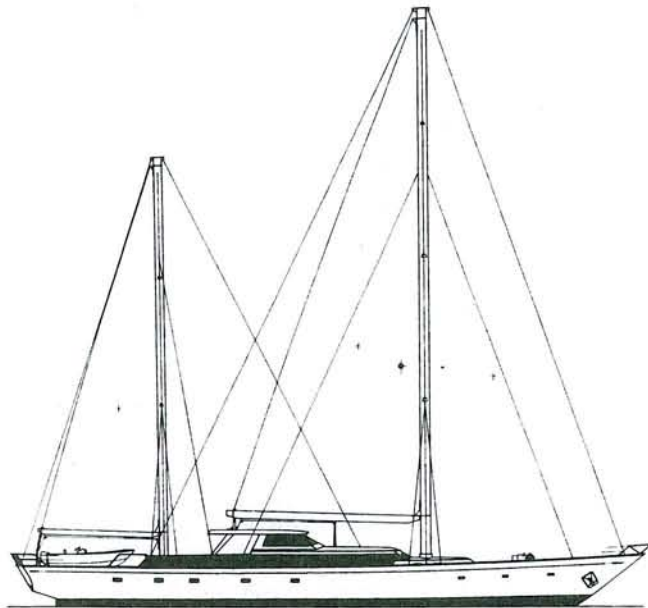
# Yachting

**P**erformance Sailing: Lessons from the SORC • California Screamin' • Get the most from your boat **M**ajestic S&S 120 **D**iaShip's luxury liner



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MAY 1987



# • FREEDOM •

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WHEN THE SEA CALLS  
TO A MAN, HE MUST ANSWER ITS  
SIREN SONG, OR RISK NEVER  
LIVING HIS LIFE'S DREAM.

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**W**hat's in a name?..." When Will Shakespeare coined that oft-repeated question centuries ago, he had in mind the notion that *names* in no way proclaim the nature of *things*. Well, dear Will, while your notion had a certain aphoristic validity then, it failed to anticipate William E. Simon and his glorious 124-foot Sparkman & Stephens ketch, *Freedom*. For in that name, Simon confesses his desire to sail independently, to visit islands over the horizon and, in doing so, to be

BY  
JACK SOMER

***Freedom* slicing  
across Gage Roads:  
with over 100' on  
the water, she's a  
demon on a reach.**





Guy Gurney

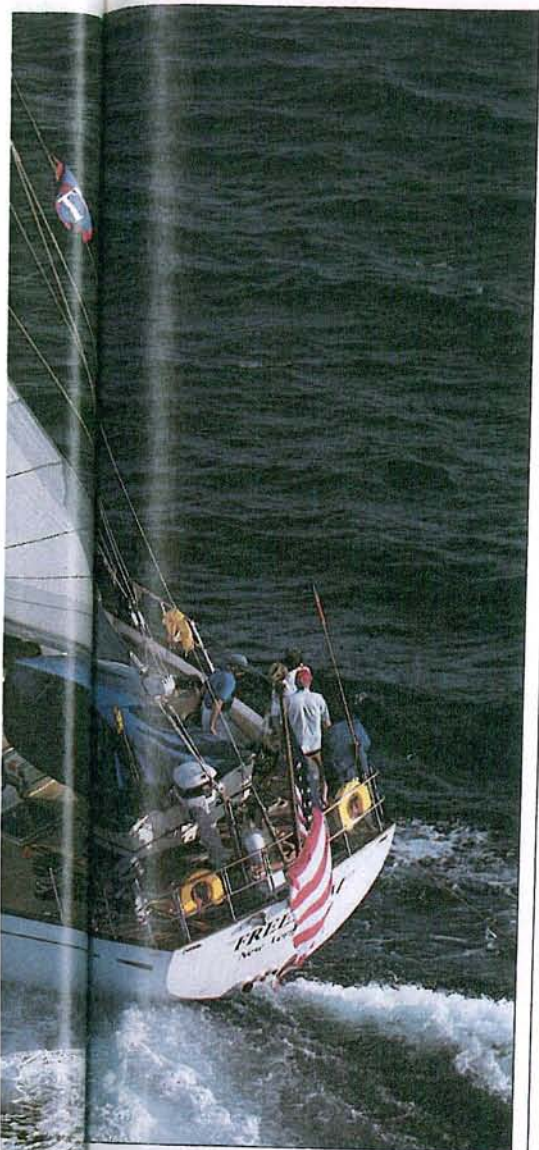


B. Sterling Benkhart



B. Sterling Benkhart

**FREEDOM'S  
345,000-  
LB. HULL  
IS DOCKED  
WITH THE  
CAPTAIN'S  
FINGERTIPS  
ON A FEW  
CONTROL  
TOGGLES.**



Jack Somer



**On Freedom's broad decks (top), Simon (above) and guests easily find a quiet corner. In the owners' cabin and dining corner muted colors, dark paneling create elegant, inviting spaces.**



responsible only to family, friends and dreams (with an occasional grudging satcom call to the office). This grand yacht, dear Will, is synonymous with her name. She is Freedom.

When I first stepped aboard *Freedom*, on the eve of the 1987 America's Cup series in Fremantle, I could feel the *idea* of Freedom all about me, in the powerful hull, tall rig and airy pilothouse. I was soon greeted by Simon: He wore brightly flowered knee-length shorts, a T-shirt and windbreaker. He was barefoot. His handshake was hearty. His familiar thick glasses magnified the joy in his eyes into fireworks. Here, I thought, is a free man. No wonder. Look at his gorgeous boat!

Simon and his captain, Allan Jouning, treated me to a complete tour, the pride of accomplishment energizing their every word—Simon had worked closely with S&S on *Freedom's* form; Jouning had been project manager during her construction at the Picchiotti yard, in Viareggio, Italy, and had delivered her to Western Australia. I was filled with questions, but was initially curious about Simon's criteria for evolving this particular design—a technically advanced 124-foot ketch, but one of rather traditional aspect. Though I knew of Simon from his public service (he had been Richard Nixon's Secretary of the Treasury), I didn't associate him with yachting, so I asked about the boats he'd owned before this one.

"This is my first boat," he replied, beaming. "I've sailed most of my life, but on other people's boats." I began to utter words of admiration for a man who would take such a leap, but he interrupted. "Actually, I did play around in a small, home-built sloop as a youngster, and I've dreamed of *this* boat ever since. I really think of her as my first boat. And she's my last as well."

I took the second comment as it was intended—when a lifelong dream comes true, leave well enough alone. The dream in this case consists of a welded aluminum hull, with integral aluminum tanks—4,000 gallons of fuel and 2,000 of water. Sparkman & Stephens gave her long, graceful overhangs (over a 98' waterline), traditional sheer and a rakish tri-level house that doesn't detract one bit from her beautiful profile. Below the water she has a skeg-hung rudder and a very long keel holding a centerboard and 70,000 pounds of ballast. Her ballast/displ. ratio is a shade over 20 percent, which translates into good stability for a yacht of her size. (Simon's charge to S&S was to create a long-ranging boat at once safe, comfortable and fast.)

She's powered aloft by nearly 5,000 sq. ft. of Doyle sails bent onto a big Rondal/Marquip rig with hydraulic furling for main, mizzen and headsail—a big Yankee. (At the time they were made, the mainmast and furlers were among Rondal's largest, but in these times of proliferating megayachts, even they have been surpassed.)

Below the water's surface *Freedom* gets her drive from a Caterpillar 3406-TA diesel—rated 402 bhp. at 2,100 r.p.m.—turning a Hundested VP6 variable-pitch, three-blade prop, with occasional assistance from a Richfield 400-mm. retractable bow thruster. (Jouning, I can attest, docks her 345,000 pounds with just his fingertips—on toggles controlling the thruster, prop pitch and autopilot-operated rudder—with just an occa-

sional reference to the throttle and gear shift.)

The rest of the machinery includes a battalion of hydraulic Lewmar winches for main and mizzen sheet and outhaul, "Commander" units to synchronize furler rotation and outhaul tension, Lewmar self-tailing #120 primaries and #90 secondaries, separate hydraulics each for the anchor windlass, Navtec backstay and pilot-house wheel. She has dual steering—the cockpit station has a cable and quadrant. Her supplementary power is derived from two Northern Lights 60-kw. generators. As befits her globe-circling, all-weather mission, she sports one Mako, two Zodiacs and is centrally heated and air conditioned.

For navigation and communication within the ether, *Freedom* has modern-style redundancy in satnav, loran, radar, recording fathometer, weatherfax, telex, satcom, VHF, SSB and full performance instrumentation. To satisfy her guests' more earthly needs, her galley (which comes with its own chef) includes electric stove and oven, microwave, freezer and refrigerator, all housed in the crew area forward, well separated from the guests' quarters.

The Simons chose a decor that seems to reflect their time in the nation's capital—the wood panelling, upholstery, carpets, draperies and appointments are dignified and understated, a bit reminiscent of our most refined councils of government. While the owners' stateroom, with king-size bed, and the elegant saloon/dining area are the accommodation's highlights, I found Simon's small den, with bookcases, brass lamps and desk, most appealing—the perfect escape for a gracious host when there may just be too many guests aboard.

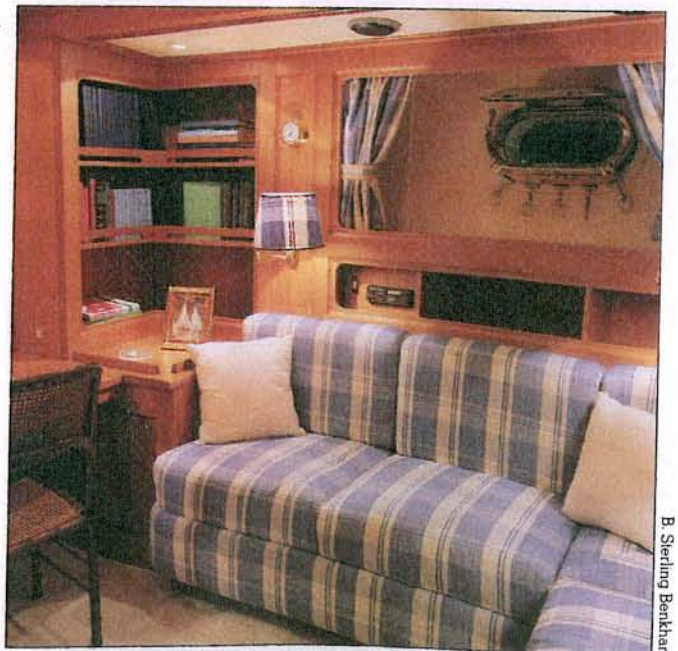
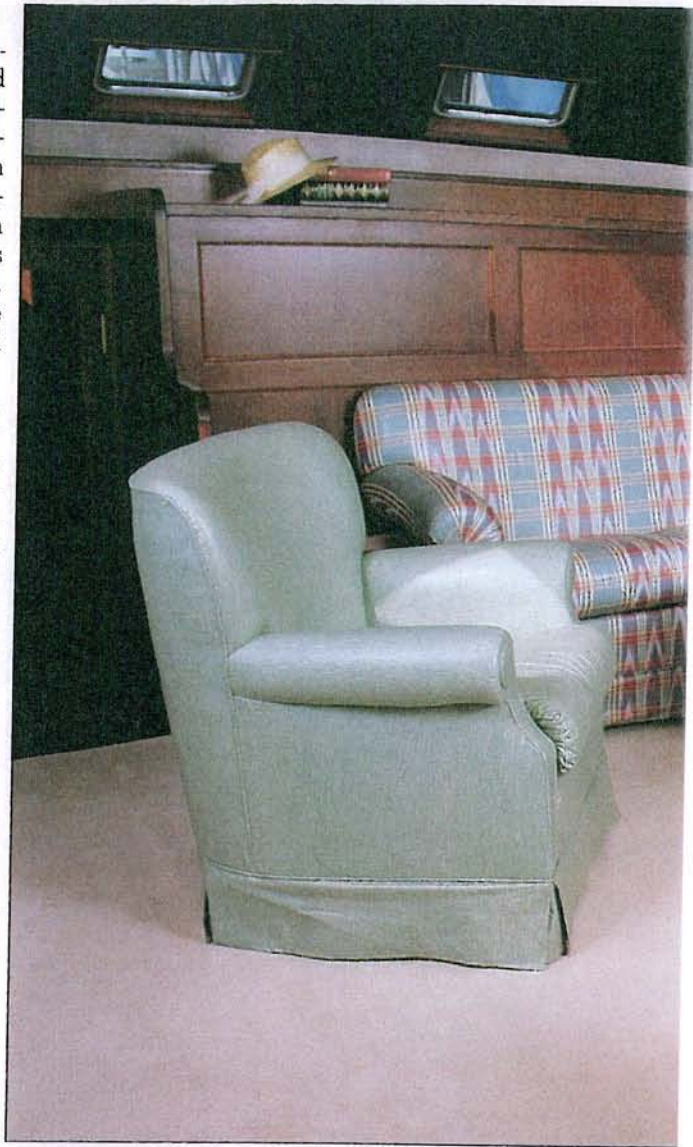
And guests aplenty there were when the America's Cup layday finally dawned, bright but calm (one reason why Dennis Conner gave his boys time off). We were forced to motor. Outside the harbor, however, the raw-water cooling intake jammed up with a plastic bag; the engine shut down automatically in response to the rise in fresh water temperature—very reassuring. After the intake was cleared we crossed over to Rottnest Island where we anchored for a swim, and were ferried ashore in groups by one very proud owner.

When the time neared for our rendezvous with Guy Gurney's helicopter (and the taking of these splendid sailing shots), the Fremantle Doctor arrived belatedly—well, he was more of an intern, at 12 to 15 knots, than a licensed practitioner. But, no matter. . . .

On a close (60-degree apparent) reach back to the 12-Meter harbor, under Yankee, main and mizzen, *Freedom* was all one could want in a 124-footer. She heeled steadily, picked up a lot of new waterline and sliced relentlessly across Gage Roads, doing an easy 11 knots. Her helm had a good bite to it, but nothing inappropriate, and she responded easily, despite that long keel.

Sparkman & Stephens and Picchiotti have given William E. Simon what he asked for. If you want to check their work, you'll have to drop in on *Freedom* in some remote corner of the deep blue Pacific.

For more information on design 2483, write: Sparkman & Stephens, 79 Madison Ave., NY, NY 10016.

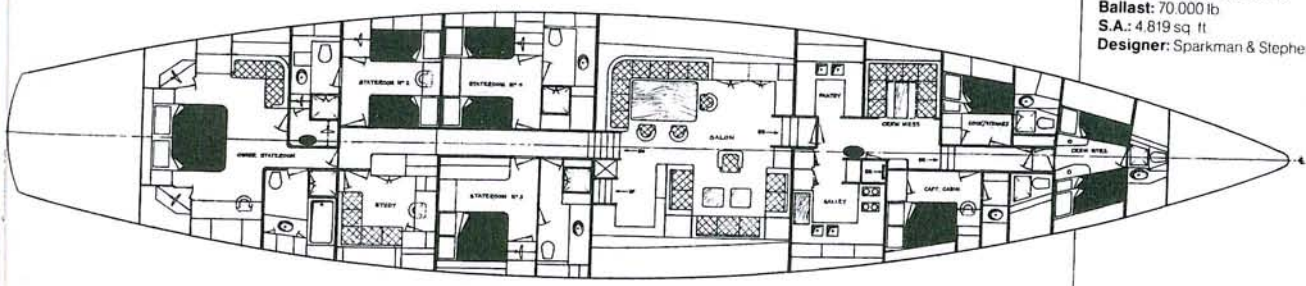
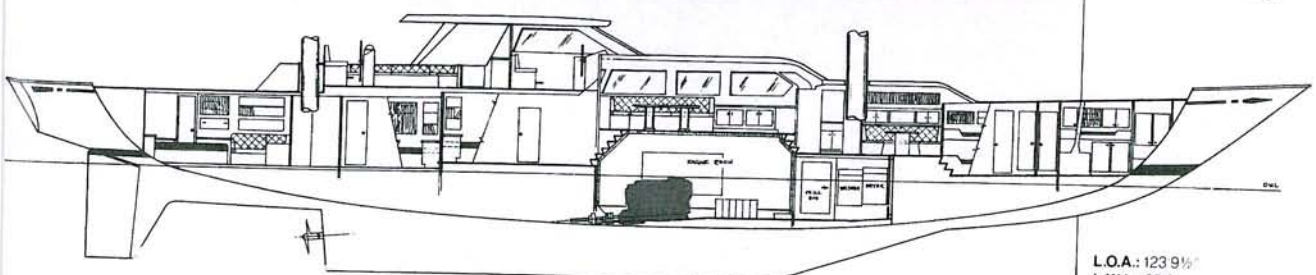


B. Sterling Benhart



SIMON ASKED THE DESIGNER FOR A LONG-RANGE YACHT BOTH SAFE AND COMFORTABLE BUT ABOVE ALL, FAST.

The community area, with seating for eight, is illuminated by wide windows and forward ports. Simon's study (lower left), on the starboard side aft, is well away from central activity.



L.O.A.: 123 9 1/2'  
 L.W.L.: 98 0'  
 Beam: 26 0'  
 Draft: (bd up/dn) 10 0' / 19 4'  
 Displ.: (half load) 345,000 lb  
 Ballast: 70,000 lb  
 S.A.: 4,819 sq ft  
 Designer: Sparkman & Stephens