

Spirit of Style

Both owner and boatbuilder are toasting the successful conclusion of a remarkable project. By Shane Kelly.

Most new boats launched these days tend to be specially designed, with concepts and often the fitting out influenced strongly by the owner.

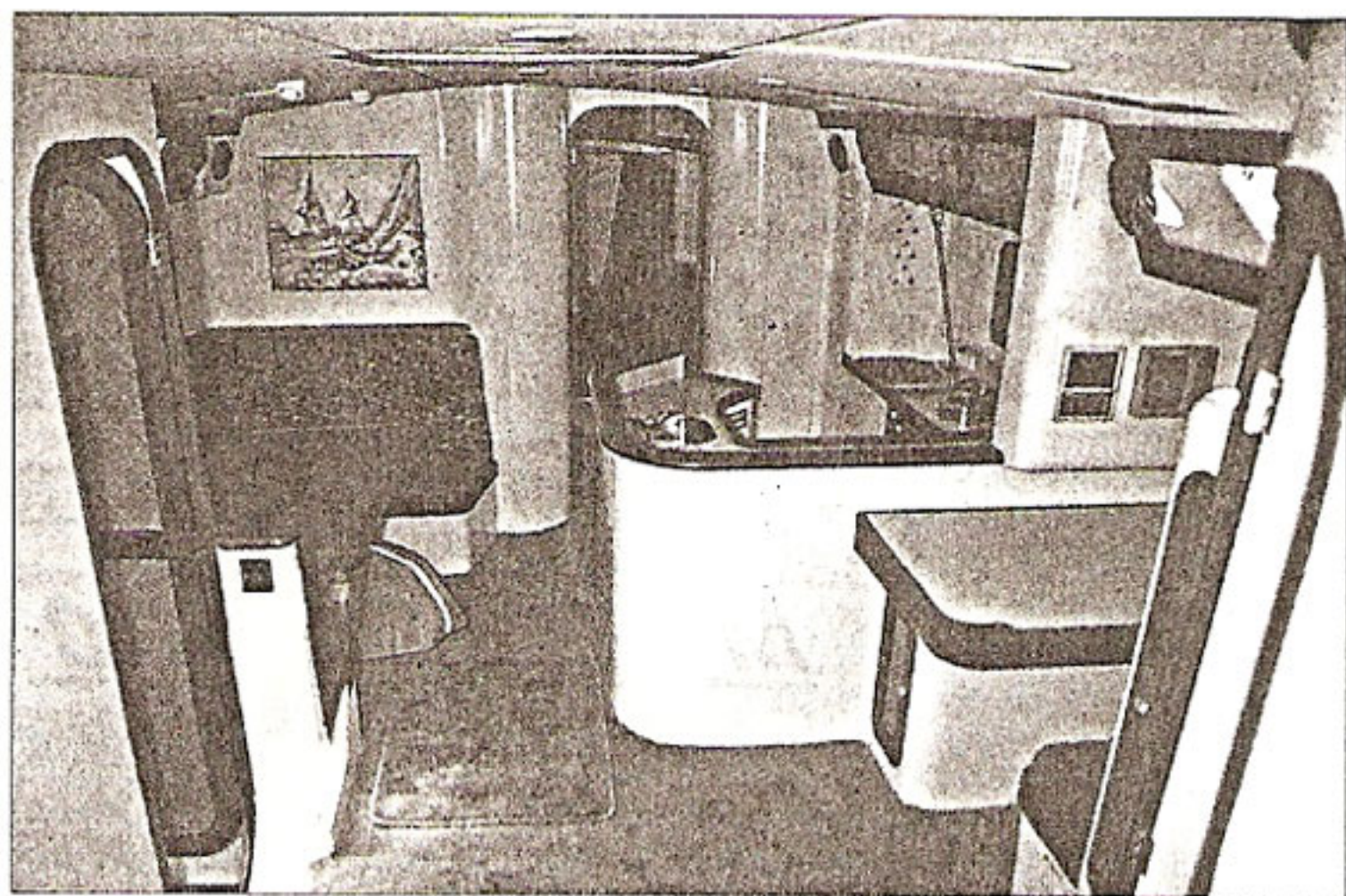
Freewind Spirit, a 13.8 metre cutter, is just such a boat. Strongly individualistic, *Freewind Spirit* epitomises just what can be achieved when the strong viewpoints of an owner are entrusted to a builder who is able to turn concepts into reality.

Owner John Grant and boatbuilder Terry Bailey admit that their success-

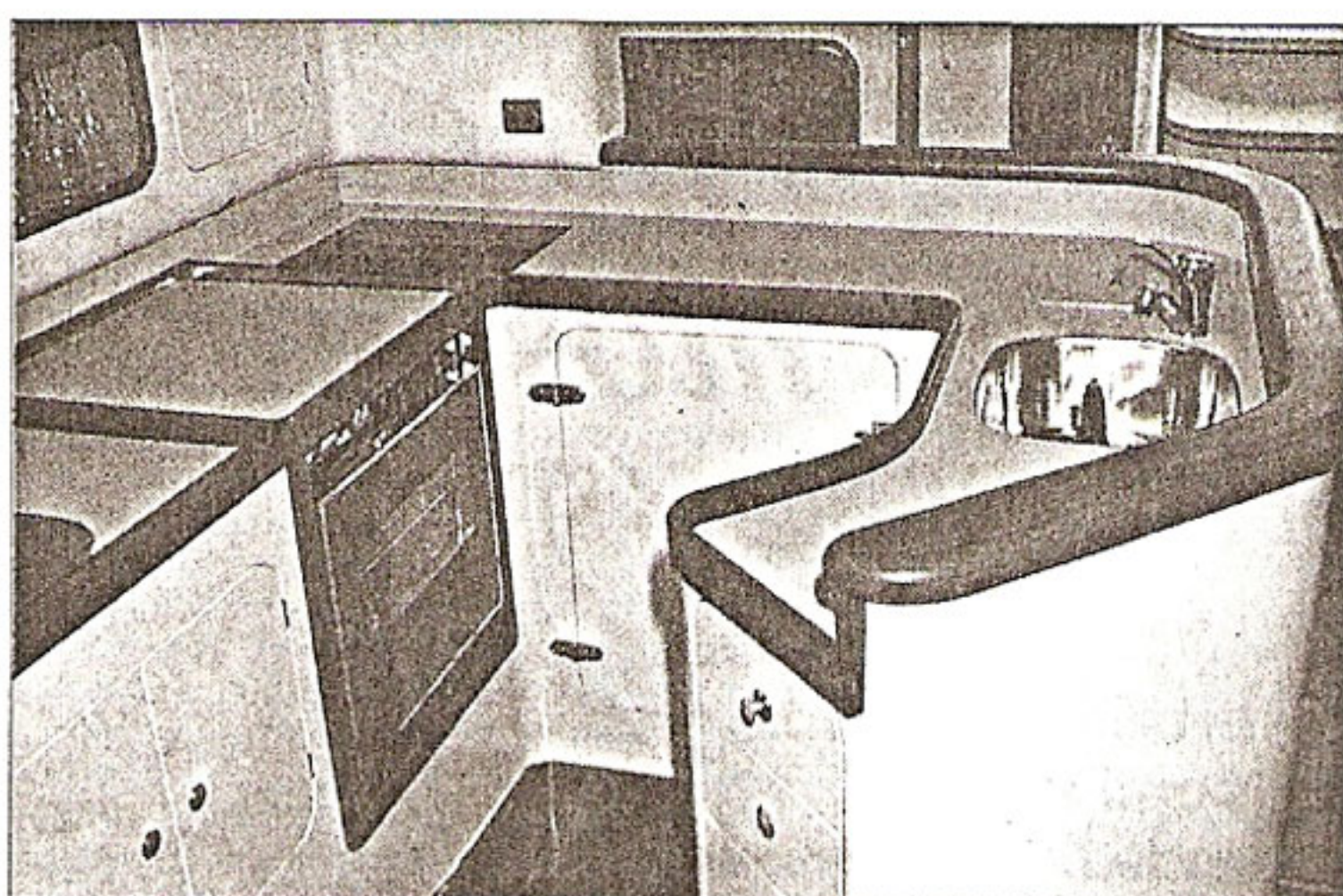
ful relationship took some time to develop; but the finished product points to the successful conclusion of what has often been an arduous construction process.

Freewind Spirit's concept originated only after exhaustive research by owner John Grant, who was looking for a modern, fast cruising yacht capable of going offshore, built to MOT survey for charter work.

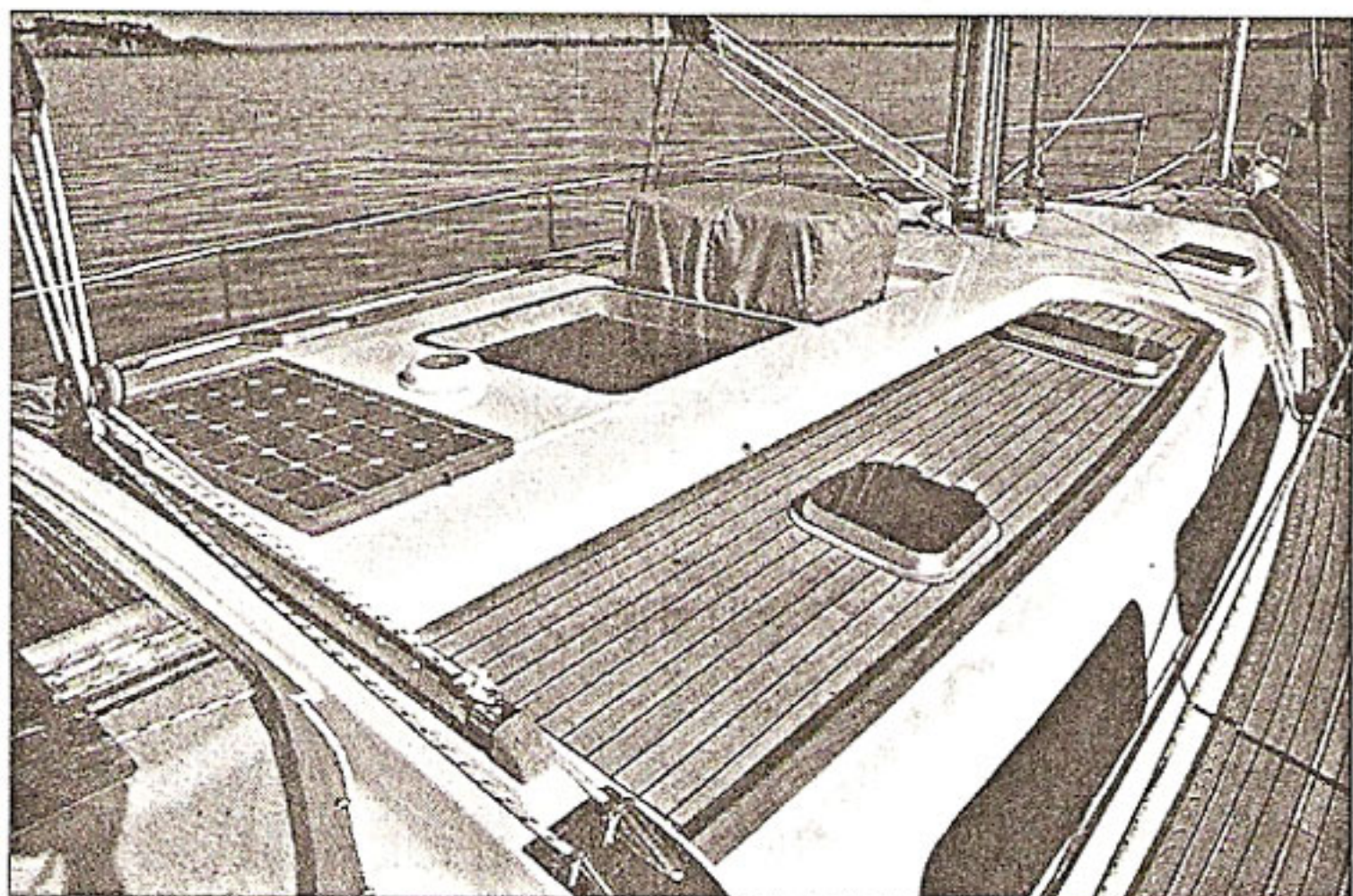
But it was up to the boatbuilder to realise what the owner wanted in theory. The fact that Terry Bailey now con-



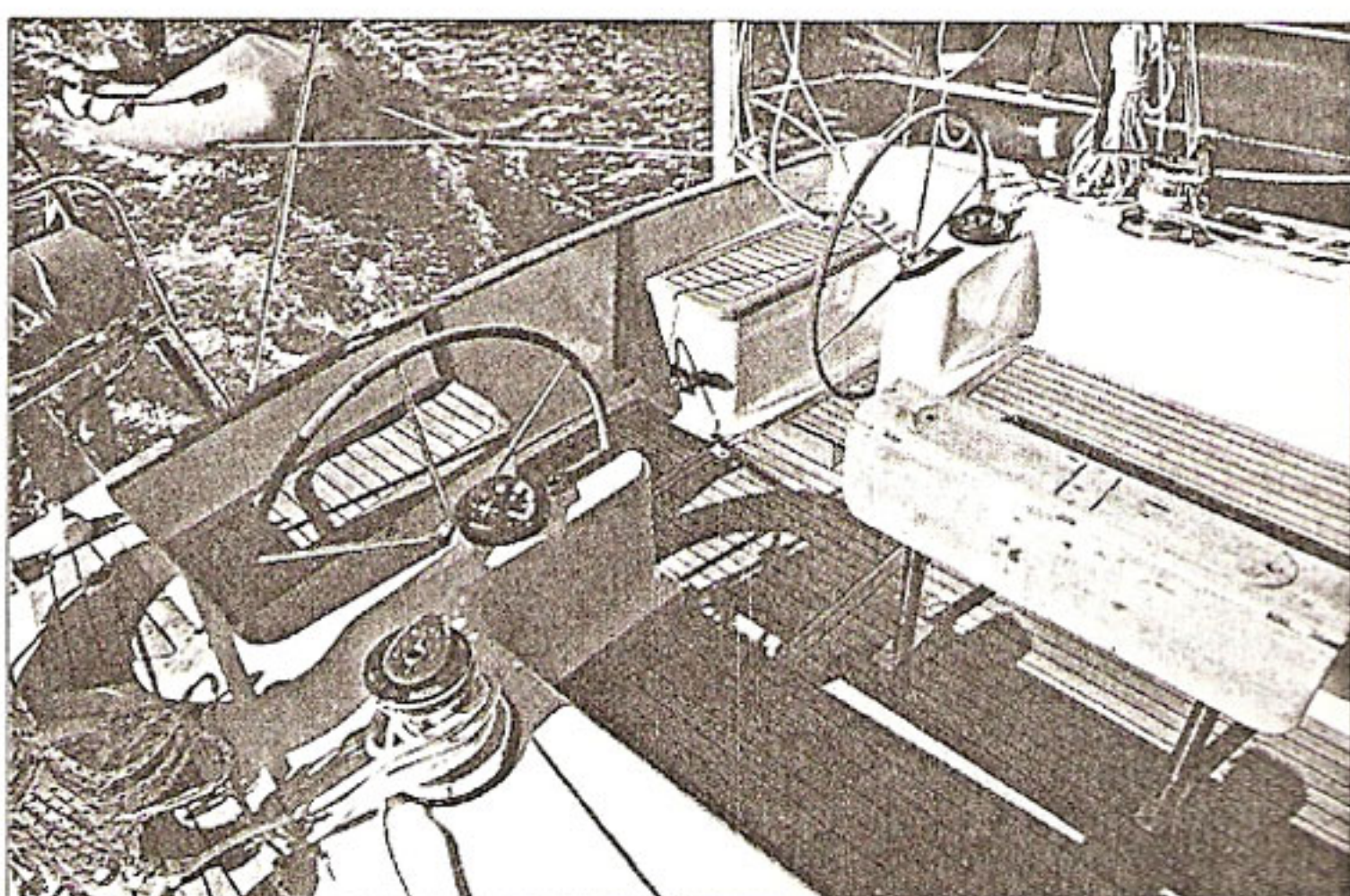
Stylish interior features an array of modern colours and heavily rounded corners.



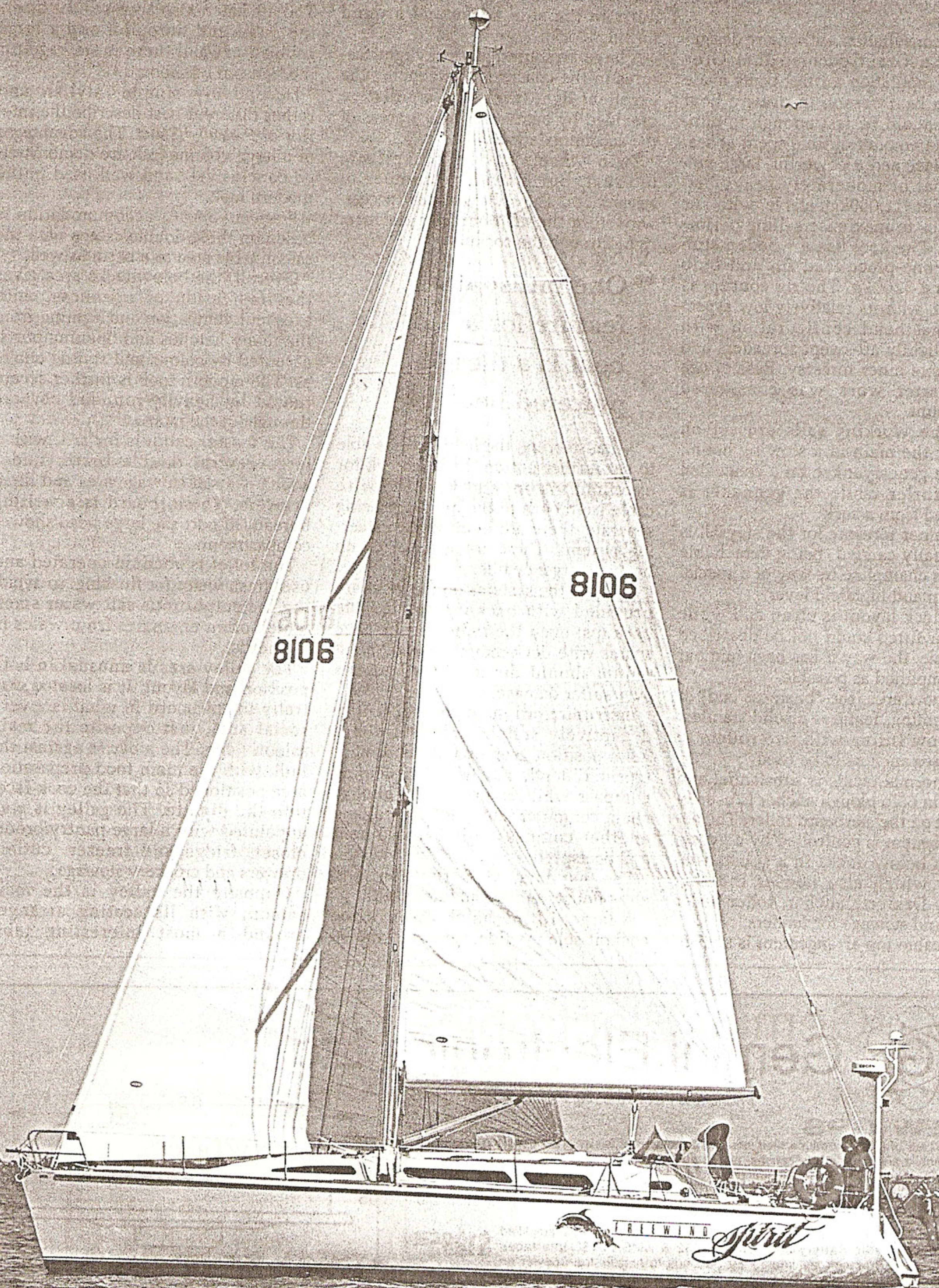
Galley shape and layout keep the cook facing into the main socialising area.



Deck layout is deceptively simple, though the equipment fitted is first class.



Cockpit features twin wheel arrangement; good for the helmsman and access through the cockpit.



siders *Freewind Spirit* to be the finest yacht his company has built speaks volumes for how successful the project has been.

After consultation with many designers, John Grant decided that Greg Elliott's reputation for fast boats made him the best person to draw a boat which should be fast enough to minimise the amount of time spent at sea. Elliott designed a powerful, large-volume boat of moderately heavy displacement (11,000kg), stable, with fair hull lines to maximise sailing performance. The keel has a wooden stub with a one-piece lead fin and bulb weighing 3200kg. The rig concept is unusual, with its relatively low aspect ratio masthead configuration with wide, slightly aft-swept spreaders and removable inner forestay. Ease of use for charter work was considered paramount.

All the working sails are set on furlers; the main in a stowing boom, and the genoa/yankee on a concealed roller furler while the gennaker is deployed from a sock.

The inner forestay for the staysail is not usually carried, being detachable from its chainplate by way of a special new clip and highfield lever.

The deck layout is clean and while the gear fitted could not be described as simple, the way it has been laid out is as simplified as possible.

The bow area, the "business end" of overnighting, features a solid stainless steel bow fitting with two rollers to allow two anchors to be used.

The normal tackle is substantial and the main 65lb plough anchor is usually stowed on the starboard roller. The all-chain system is controlled by a gypsy, hidden below decks in a substantial locker which also houses the secondary Danforth anchor, roller furler drum and stowage for fenders.

The cabin top arrangement is stylish,

with the halyards concealed where they are led aft, and the twin-ended mainsheet also running through conduits to the side decks and around turning blocks.

A large armoured glass skylight features in the coachroof, enhancing the excellent light levels and ventilation provided by hatches over key areas of the accommodation.

Twin wheels in the cockpit are unusual, but provide a number of advantages. They allow a clear access-way from the aft boarding platform right through the cockpit.

“One unusual feature for a NZ boat is a diesel powered heater.”

When steering, the helmsman is able to get further out on the side deck for excellent vision, and with the wire cable from each to the quadrant being separate, there are in effect two steering systems. These are also backed up by an emergency tiller.

Many of the systems on this boat are provided with backups and double backups; even the radio aerials have spares with deck-mounted attachment points should the masthead aerials ever suffer damage.

Instrumentation in the cockpit is deceptively simple - the starboard helm position gets a wind instrument repeater, depth, nav data and steering compass while to port is the anchor chain computer, autopilot control and another compass, wind instrument and boatspeed.

The navdata, GPS repeater and autopilot system are all interfaced.

A large, lifting hatch through the cockpit sole provides access to the 90

gallon diesel tank, located so it can be dipped to check its level - this backs up the analogue gauge in the cockpit. The aft hatch also accesses the steering quadrant, autopilot and a large rubbish net and there is stowage for the transom washboard.

Deceptively simple, stylish and rather different best describe the interior of *Freewind Spirit*. The advantages of a large volume hull are demonstrated conclusively and well used in the modern look.

Freewind Spirit's accommodation is based on three double cabins with the saloon table area as a berth as well.

Overall, the belowdecks area gives the impression of openness, with excellent ventilation and lighting from the many hatches and opening ports, accented by colour and styling choices. The modern look is further accentuated by heavily-rounded corners throughout the interior.

The master cabin is for'ard, with a large central double berth, under which is a sail stowage area and three drawers. To starboard is a writing bureau, to port the large head/shower compartment.

The toilet is vacuum-operated and uses fresh water for flushing, so avoiding the sulphurous salt water smell which often emanates from water in the heads.

The galley area is unusual in both position and layout. It is located centrally to starboard in what is a very social area, just opposite the main saloon table. The stove is against the hull, with the main food preparation area positioned so that the cook faces into the dinette. The galley is well appointed with a large pantry/broom closet, fridge and freezer, cutlery drawers and crockery stowage.

Opposite the galley is the main saloon, with its seating arranged around a most interesting table

arrangement. The full sized table top is in two parts; each can be removed from a smaller base table, enabling those aboard to sit around a small coffee table or a full sized dinner table. The two table halves have a stowage space for'ard.

The navigation area is behind the galley to starboard and features a large table, sizeable bookshelf, and a full complement of electronic devices.

The information available from wind/speed instruments, weatherfax, GPS and radar provide the navigator with a complete range of information while making his decisions.

The two aft cabins are mirror imaged, with large double berths and the appropriate stowage. Both cabins have settee backs to their berths and these can be raised to form a single bunk over the double.

The second head/shower compartment can be accessed from the main cabin or the port cabin.

Engineering

Freewind Spirit is a complex boat, particularly because many of its systems are backed up once or even twice. As much of the equipment is electrical, the reserve systems, battery power and charging were critical.

The auxiliary engine has two alternators fitted as well as the compressor for the reverse osmosis water maker, and a refrigeration unit. The fridge and freezer are kept down to temperature on the marina with a 240V system; then taken over by the boats' own system when under way.

The possibility of the loss of main engine starting through battery problems was considered and solved by a purpose-built secondary engine/alternator arrangement. A small Yanmar was fitted with an alternator and located aft. It will be used to charge the batteries should the charging system of the main engine fail. The batteries are also continually topped by a solar panel mounted on the cabin top.

Despite having 100 gallons of water in three separate tanks *Freewind Spirit* has a reverse osmosis watermaker capable of purifying 12 gallons per hour.

The hot water system, holding 45 litres, is heated by shore power while the boat is on the marina and by the engine cooling system at sea. The system is arranged so that the hot water cylinder also keeps the engine warm on the marina and, being located under the oilskin locker, dries wet gear, too.

SPECIFICATIONS

Freewind Spirit

DIMENSIONS:

LOA:	13.8m	(45ft 2in)
LWL:	12.3m	(40ft)
Beam:	4.4m	(15ft 5in)
WL Beam:	3.6m	(11ft 8in)
Draft:	2.36m	(7ft 7in)
Displacement:	11,000kg	(24250lbs)
Sail area -	Main:	46.5 sq m
	Genoa:	66.5 sq m
	Staysail:	21.2 sq m
	MPS:	131 sq m
Designer:	Greg Elliott	
Builder:	Terry Bailey	

Notable gear - Hood Sails; Matrix mast with Furlex furlers and Hood Sto-Boom; Maxwell anchor winch; Andersen sheet winches with Rutgerson blocks; Yanmar 62 JH4 2TBE engine; BP Seatamer solar panel; Autohelm 7000 and Navdata wind instruments; Koden Radar and GPS; Catalina desalinator; Kenwood SSB; GME VHF; Suunto 135 steering compasses; Seafax; WEST System laminate with Epithane white marine gloss hull with royal blue boot top, Reaction Lacquer alpine white/pure white deck, Epigrip nonskid; Warpaint mid grey antifouling.