

Blue Raven

The following is about my Freedom 21 sailboat, "Blue Raven". A Freedom 21 sailboat is especially suited for a single handed sailor which I am. I enjoy day sailing and cruising. Her name "Blue Raven" is taken from Pacific Northwest Indian folklore about the "Raven". The "Blue" adjective denotes her blue topside banner and blue hull stripes.

Blue Raven is a Freedom 21 sailboat designed by Garry Hoyt. She is a modern catboat, built in 1984, hull No 295, white hull with blue cabin banner & blue hull stripes. Built by Tillotson-Pearson, LOA 21' 8". LWL 17'8", Beam 8.0', Draft 3'9" (fixed fin keel), Displacement 1800 lbs (500 lbs ballast), Carbon fiber unstayed mast with lazy jacks. Owned by me: since 1986. Her available sailing area includes North & South Puget Sound, San Juan Islands, Canadian Gulf Islands, BC Sunshine Coast, BC Desolation Sound and Vancouver Island. This is some of the best sailing areas in the world.

The very best and complete description of a Freedom 21 is an article by Dan & Judy Segal titled "Evolution of the Species" that was in "Small Boat Journal Magazine, May 1983. The Freedom 21 was the last sailboat design by Garry Hoyt in the Freedom line and Dan & Judy Segal thought it benefited from his other boat designs including the Freedom 25, hence the title "Evolution of the Species". Their article covered the Freedom 21's physical aspects as well as features and performance (sailing her for several days in Nantucket Bay).

For current Freedom 21 information and an owner's message board – go to: <http://www.freedom21.info/>.

The following photos show some of the specific modifications and additions that have been made to Blue Raven over the last 20 years that make her, in my opinion, a true Pocket Cruiser.

Bow: A modification was made to the production bow pulpit replacing the single forward strut with two struts which attach to the hull over the holes previously used by the original navigation lights. Bi-color LED navigation lights are now mounted on a plate welded to the horizontal tube of the gun mount plate (the LED current draw is only 0.25 amps). A tab has been welded to the top of the gun mount sleeve that is on the boats center line to hank on the furled JIB. The modified pulpit allows for mounting of a bow roller to accommodate a Bruce

anchor. Anchor chain and rode is passed thru a deck pipe to the locker below. The chain tensioner holds the anchor in place when the pin thru roller/anchor is removed. Windline locking bow chocks were welded to SS plates to permit their mounting to the deck along with a teak pad. Auxiliary cleats free up the main center line cleat. Dedicated pad eyes are for jack lines. All the above items are installed with suitable backing plates.

Cabin Top/Side: Teak hand rails are added along the sliding hatch/cover both forward and aft of the traveler (starboard winch was moved outboard). A 24 Hr vent on top of opening hatch provides good ventilation in combination with a vent in the companionway hatch and air dryer/fan on the cabin sole, A Davis Air Dryer is added in cold weather. A "Blue Merle" type jib set-up is used and the rope clutches were upgraded. The chimney is for a Wallas stove/heater in the main cabin. Inboard of the port winch is a PX Powercleat for jib furler control. The aft stanchions are supported with a gate brace to strengthen the top lifeline and the added lower lifelines. Flag halyard lines from blocks on top of the mast are secured on a cleat on the forward stanchions. The original opening ports are replaced with black Beckson Rain Drain Opening Ports.

Cockpit: Looking into the companionway, a Chartplotter on a swing arm is seen and a four inch high teak water barrier added on the bridge deck.. To port are a compass, remote VHF speaker/microphone/control, bilge pump handle and line keepers. To starboard are speed/depth Indicator, wind speed/direction indicator and line keepers. A teak cockpit grate is being built and will be installed when finished. Looking aft is a two piece Catalina 22 stern pulpit. On the port side is a horseshoe life preserver, propane canister bag, GPS antenna, Seacock stove and pole used for mounting a Davis radar reflector or general purpose (scrub brush). Between pulpit sections is a removable life line. Tied to the inboard supports of the pulpit sections is a Tiller Minder used in instead of the autopilot in relatively calm seas to conserve battery power. In the center is a mounting plate for the teak table. To starboard (under the flap) is a autopilot power ON/OFF switch so that when it is not needed the stand-by power drain can be eliminated. On the starboard half of the stern pulpit are a BBQ, dinghy motor mount bracket (with an auxiliary support stanchion) and boat hook (pole). The top of the free (non secured) ladder mounted on the transom can be seen. Heavy duty lock hasps replaced originals on both lockers. A manual bilge pump is on port side of the cockpit well. When underway drain plugs are placed into the drain holes. The companionway hatch has been divided into

two halves for easy stowage below. A ventilation grid was placed in the upper section of the modified companionway hatch which allows air flow through the cabin and exhaust up the forward hatch through a 24 hr Nicro Ventilator. A 120 VAC connector is placed on the transom. Inside the starboard locker, against the forward bulkhead, is a Blue Sea 120 VAC distribution panel.

Transom: A free (non-secured) ladder is installed for safety and also used to board from my dinghy (the life line is un-latched to board), Max-Flow Ball Scuppers are installed which let water out of the cockpit (rain) and keep water from coming in the cockpit when dockside or moored. A brass thru-hull outlet for the bilge pumps exits on the port side of the transom. A "Y" connection is used to connect both the manual and electrical bilge pumps. A stern LED navigation light on starboard has replaced the original light.

Main Cabin: As you enter the main cabin you first see the bulkheads.

On the port bulkhead is a chart Light, clock and barometer, fan, stereo speaker, magazine rack and spice rack. On top of the port console is a 10" deep sink (with thru hull valve), original Whale pump, two plastic wells and a bracket for a Seacock stove. On the front is a two loop hand rail and 12VDC outlet. On the aft side is 120vac shore power outlet, flexible map Light and a 12vdc outlet.

Red/white florescent light fixtures are on the overhead on either side of the bulkhead (actually mounted via the bulkhead by a 90 degree clip/bracket on top of lights).

On the starboard bulkhead is a chart light, swing arm message holder, fan, stereo speaker, magazine rack, spice rack and Xantrex battery/charger monitor. On top of the starboard console is a Wallas kerosene stove/heater, portable SS propane stove, and four plastic wells. On the front is a two loop hand rail, and 12vdc outlet. On the aft side is a 120vac shore power outlet, a Blue Seas 12vdc distribution panel, master circuit breaker, two lighted push-pull switches (for Signet speed/depth, Signet wind indicator and masthead steaming light), flexible map light and 12vdc outlet.

The shelf and cup rack on the port side is confined with black fish netting. On the shelf is a 10 disc CD/AM/FM/WX stereo, VHF transceiver, flare gun kit and plastic boxes. The shelf and dish rack on the starboard side also has netting. On the shelf are labeled plastic boxes, an open plastic box, first aid kit and BBQ tool set.

Under the port settee is a AGM size 31 battery (#2), 12vdc bilge pump/wash down pump (portable). dry bags (3), shower bag, boat haul-out sling and two plastic baskets (cruising storage). Under the starboard settee is a AGM size 31 battery (#1), two oars and two plastic baskets (cruising storage).

Looking aft, the companionway has been trimmed with teak and has single loop hand rails on either side. On the port side is a swing arm with the Chartplotter and stereo control, a modified Davis mesh bag with handheld VHF and handheld GPS, spare bilge pump handle, strobe light and miscellaneous items. Against the quarter berth aft bulk head is a louvered teak insert that was used for access when installing bilge pump hoses to the transom outlet.

On the starboard side is a 5 pound haylon fire extinguisher, modified Davis mesh bag with pencil/pen/marker bag, scissors, ice pick, air horn and spare air canisters, spare anchor swivel parts and miscellaneous items. Against the quarter berth aft bulkhead in the starboard quarter berth is a Xantrex 20 amp battery charger which charges both AGM batteries when shore power is available.

On the cabin sole is a large cooler and behind it is storage baskets and an emergency 12vdc battery

V-Berth: The port side bulkhead has storage for the table, clothes hooks, and single loop Hand Rail. The water deck hose is seen at the outboard side of the port bulkhead. The starboard bulkhead has a SS guard for the stove chimney, Fan, Chart Light bracket and single loop Hand Rail. Under the V-Berth is a water bag and miscellaneous stowage in the port and starboard compartments.

Outfitting of a boat is a personal thing and we all elect to do it our own way. Hopefully you may see something here you liked and/or gives you thought for other ideas. It always pays to see how others have done it well or did not do it well. I find working on Blue Raven to be my therapy.

Good Luck in your Freedom 21 outfitting.

May you always have the wind at your back.

Nick Marino, July 2006

