



Serenity

38' (11.58m) 1989 Freedom Freedom 38'
SALEM Massachusetts United States



OVERVIEW

\$79,000

Manufacturer:	Freedom	Hull Material:	Fiberglass
Engines:	1 Yanmar	Cruise Speed:	
Engine Model:	Yanmar 3GM30F	Max Speed:	
Engine HP:	27	Cabins/Heads:	3 / 1
Beam:	12' 6"	Fuel Type:	Diesel
Max Draft:	5' 0"	Fuel:	35 G (132.49 L)
Water:	65 G (246.05 L)		



Data Sheet

Category: Cruiser-Racer
Condition: Used
Model Year: 1989
Documented Year: 1
Beam: 12'6" (3.81m)
Max Draft: 5' (1.52m)
LOA: 37' 11" (11.56m)
LWL: 30' 8" (9.35m)
Cabins: 3
Sleeps: 7
V Berths: 1
Head Room: 6' 3"
Heads: 1

Fuel Type: Diesel
Hull Material: Fiberglass
Hull Shape: Displacement
Hull Finish: white gelcoat
Air Conditioning: Yes
Bridge Clearance: 55' 6"

Displacement: 16970 lbs
Fuel Tank: 35 gal (132.49 liters)
Fresh Water: 65 gal (246.05 liters)
Holding Tank: 30 gal (113.56 liters)
Builder: T.P.I.
Designer: Gary Mull
HIN/IMO: TSP36109E889

Engines/Generators

Engine 1

Yanmar
Yanmar 3GM30F
Inboard
27HP
20.13KW
Fuel: Diesel
Hours: 1963
Hours Date: 03-18-2024
Year: 1989
Location: Middle

Summary/Description

The Freedom 38 was designed by Gary Mull to be a fast, safe yacht that can be sailed by a cruising couple. A pleasure to sail, she is effortlessly single handed. There is 6'3" head room in (2) private cabins, large head with shower, and storage everywhere you look.

The Freedom 38 is a great combination of innovative design, impeccable construction, ease of handling and comfort. Few boats are as simple to sail on or off the wind. Tacking is as simple as turning the wheel, the unstayed self-tacking rig does the rest.

When it's time to relax. The Freedom 38 provides a large, comfortable cockpit with custom made cushions and a spacious interior that is hard to beat, even on a larger boat.

ACCOMODATIONS

The Freedom 38 has a large, high quality interior. Starting forward is a v-berth with full standing headroom. There is a filler cushion to form a full double berth. There is a lot of storage and open bins. A large overhead hatch provides ample ventilation. There is a teak bureau and hanging locker to starboard. A private door from the v-berth accesses the head compartment. There is mahogany woodwork throughout with ash battened hull ceilings. The berth is separated from the main cabin by a hinged teak door.

The main salon is next aft with an L-shaped settee to port which converts to a double berth and storage below settee and in lockers and an open cabinet above the settee. A hinged dining table is mounted on the main bulkhead which encloses a large bottle storage unit. The table has a hinged leaf to allow dining from both sides of the salon. There is a straight settee to starboard with tankage below and storage above in lockers and an open cabinet. All of the above settee storage lockers have louvered doors for ventilation of their contents. The salon features four large opening ports for ventilation, and one large overhead hatch.

The head compartment is to port featuring a marine toilet, white laminate vanity with teak trim in the Hereshoff manner, with storage above and below. There is a stainless steel sink, hot and cold pressurized water with shower, large mirror on the bulkhead, and shower drain in the non-skid floor. Ventilation is provided by two opening ports and an overhead hatch. A teak locker and storage cabinet is opposite the head compartment.

The nav station is aft to starboard with electrical panels, nav instruments, a stainless steel based swing-out nav stool, and a hinged cover revealing chart storage. Aft of the nav station is a hanging locker.

The well appointed, "U" shaped, galley has abundant storage is opposite the nav station to port. A spacious aft cabin with a double berth completes the interior featuring storage in a hanging locker and cabinet. Ventilation is provided by three ports, two of which open to the cockpit and one opens to the starboard topsides. The finely fitted woodwork throughout the interior is all teak, with a varnished teak and holly cabin sole.

GALLEY

The well designed U-shaped galley is aft to port at the base of the companionway. The galley features double polished stainless steel sinks with hot and cold pressurized water. Kuuma 6 gallon water heater installed in 2011. The ice Box has Alder Barbour refrigeration, installed in 2012. There is a dry goods storage locker in the countertop; dish and food storage in cabinets above the counters; and storage for cleaning products beneath the sink. The three burner propane stove has an oven. This is abundant counter space. Two, aluminum propane tanks are located in a dedicated cockpit locker.

SAILS AND RIGGING

- **Bierig** Camber Spar self tacking jib boom
- Dacron self tacking jib replaced in 2018, Canvas jibsail cover.
- Fully battened Dacron Mainsail by FX Sails, 2018. "Mac-Pack". replaced in 2022
- Single line reefing system with two reef points,
- Tides Marine sail track installed in 2018
- Lazy Jacks.
- All lines led aft to coach roof at forward end of cockpit.
- Line stoppers for halyards and control lines.
- Two Barient 2 speed self tailing winch for mainsheet, reefs, vang and controls lines.
- White, carbon fiber mast with aluminum boom.
- Main and jib halyards, control lines replaced in 2022.
- Jib sheet replaced in 2018
- Spare main halyard added for safety.

DECKS, TOPSIDES AND GEAR

- The Rudder and Steering system inspected and thoroughly overhauled in 2022.
- Rudder bearing replaced in 2022
- White deck with contrasting gray nonskid surface on deck and in the cockpit
- Blue cove stripe and Blue boot stripe
- Slotted aluminum toe-rail.
- Sunbrella dodger, new in 2022
- Sunbrella bimini with conector to the Dodger, new in 2022
- Stainless Steel wire double lifelines with boarding gates
- Double rail stainless steel bow and stern rails and stainless steel stanchions
- Hinged boarding ladder with teak steps on transom
- **S-L HySpeed**, double action, lever, anchor windlass at the bow
- Stainless Steel Anchor Roller
- Edson steering system with stainless steel destroyer wheel, brake, engine shift and throttle controls
- Shower with hot and cold pressure water at the swim platform
- Life-Sling, MOB

ENGINE

- YANMAR 3GM30, Diesel Marine, 27 horsepower
- Top half of the engine was rebuilt in 2015. Head machined. valves guides and seals replaced, valves ground, new head gasket installed. Work performed at approximately 1800 hours

- PSS, dripless, driveshaft, packing seal installed in 2008
- All new engine control cables installed in 2022
- New exhaust mixing elbow installed in 2020
- Cooling system fully disassembled, thoroughly cleaned and reinstalled in 2015
- Current engine hours approximately 1963

ELECTRONICS AND NAVIGATION

- Garmin GPSMAP8610XSV with 10 inch screen Chartplotte/Sounder display in pod at helm, installed 2022
- AIS Class B Transceiver, em-trak B-100
- Garmin GMR Phantom 24 Radar mounted on post at stern, installed 2022
- Garmin GNX wired Sail Pack 43, with GMI 20 instrument display (Depth, Wind Speed / Direction) in pods at Helm (2022)
- NMEA 2000 Network
- New Navpod GP 1030 and pedestal guard
- Ritchie Powerdamp Compass in SS binnacle at helm
- Standard Horizon Explorer VHF Radio with DSC and CL B AIS installed 2017
- Coax cable in mast for VHF radio, replaced in 2022
- Raymarine, EV Linear Drive, below decks Autopilot. Actuator overhauled in 2021.
- Garmin Panoptix TM PS51-TH LiveVu forward sonar system. Needs a new transducer

ELECTRICAL

- New masthead tri-color, navigation lights with all new wiring installed 2022
- Foredeck light with all new wiring installed 2022
- Two, 180 watt solar panels installed in 2023
- **Renogy Rover** 40A MPPT Charge Controller
- All new heavy load and ground wiring between electrical panel and engine compartment replaced in 2015
- 12 volt DC panel with labeled breakers
- **Guest** battery charger
- Battery selector switch
- Three Group 31, GEL cell, 12 volt house batteries secured under the nav station. Installed in 2023
- One, wet cell, 12 volt engine start battery under nav station.
- Battery harness improved with new terminal blocks in 2015
- BMI Battery monitor
- Low Voltage Disconnect installed in 2015
- **Guest** Galvanic Isolator installed in 2013
- 120 AC volt 30 Amp shore power panel with labeled breakers, and meters.
- Two, 30 amp shore power connection receptacles at cockpit coming. Dedicated circuit powering the HVAC heat pump
- Two, 50 foot long 30 amp shore power cords
- Rule 1500, electric bilge Pump, with manual and automatic switches
- HVAC heat pump providing both heat and air conditioning. Installed in 2018
- All new mast wiring installed in 2022

Disclaimer

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