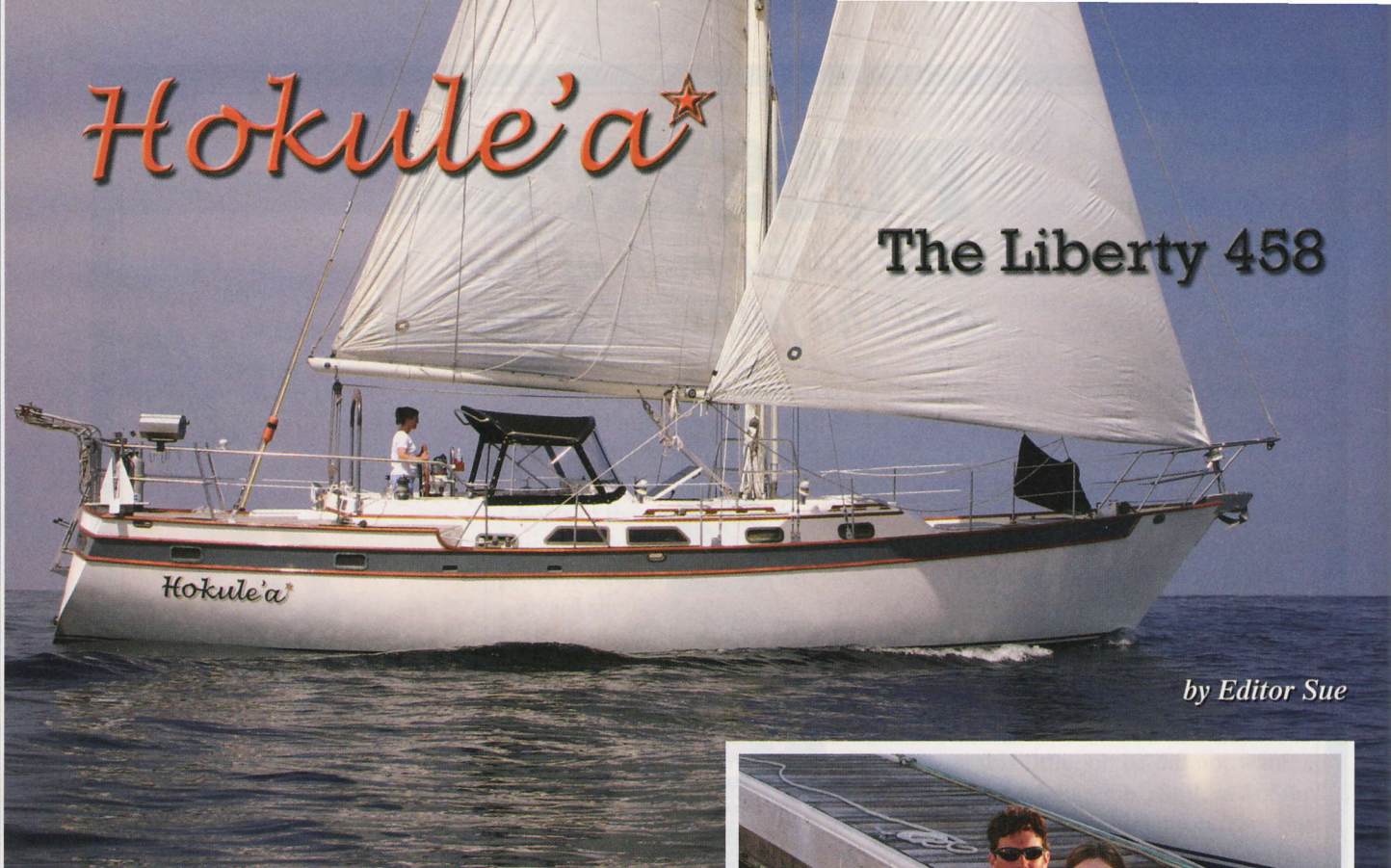


Hokule'a

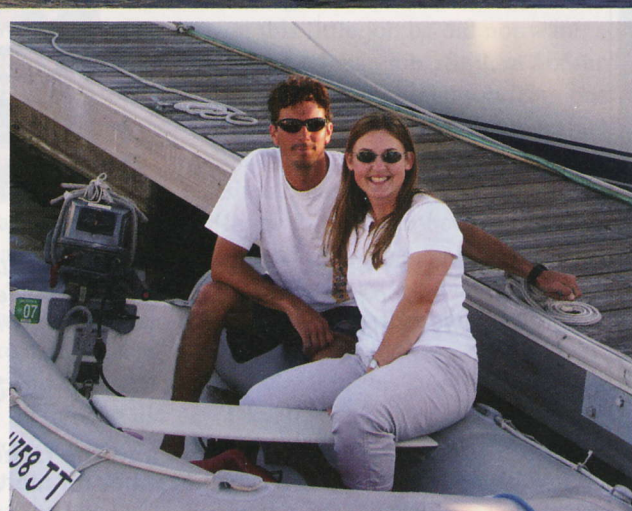
The Liberty 458



by Editor Sue

The search for the perfect cruising boat, especially for couples, can be a long, frustrating one. Each has their own set of priorities and "make or break issues." Finding a boat that satisfies enough priorities of both parties without any real "break" issues is, well... difficult. For Jake and Jackie Adams, the search took a couple of years, but the outcome, *Hokule'a*, a Liberty 458, is one they are both thrilled with.

Jake had been cruising before, which greatly influenced his priorities for the next cruising boat. In his early 30s, he and two friends went into partnership on a Tayana 37, *Far Niente*, and set sail for Mexico and the South Pacific. He was satisfied with the boat except for its windward performance. The next boat would need to perform well on all points of sail.



Jake had tried to talk Jackie into going on the cruise, but she was content to help the guys with all the prep and then visit somewhere along the way. That ended up being Tonga, and Jackie got a good taste of what cruising was really all about. She was ready and willing to give the lifestyle a try.

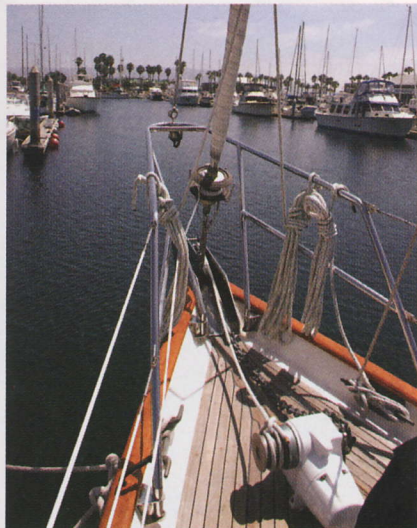
Fast forward a few years... Jake and friends finished their grand adventure, sailed back home, sold *Far Niente* and went back to their respective careers. Jake and Jackie got married, bought a Hunter Passage 42 named *Hokulani* and moved aboard. The plan was to live aboard and cruise locally for a few years, and if all went well, start looking for their ultimate cruising boat to take them on a circumnavigation. Needless to say, all went very well. The search was on.

Jackie's main priority was a strong bluewater boat with a great layout for living aboard. She was spoiled with the liveability of the Passage 42. Jake's priority was a strong bluewater boat that sailed great on all points of sail. They looked at many bluewater cruising boats in the 40- to

www.seafaring.com



54 Cruises & Attitudes



46-foot range. Jake said it seemed that either the boat sailed great or the interior layout was perfect for living aboard, but the two never seemed to coexist. Then they found the Liberty 458. "We were looking at the specs and pictures of one online and we both thought something has to be wrong with it. It just seemed too good to be true; a great performing sailboat and a great liveaboard interior. After seeing several of them and sailing on two of them, we knew we had found our boat. She still impresses us when we take her out in different conditions. Whether in light air or rough seas, she performs great."

The Liberty 458 has an interesting history. Peter Hoyt had been dealing with boat yards in Formosa on several designs, including a Formosa



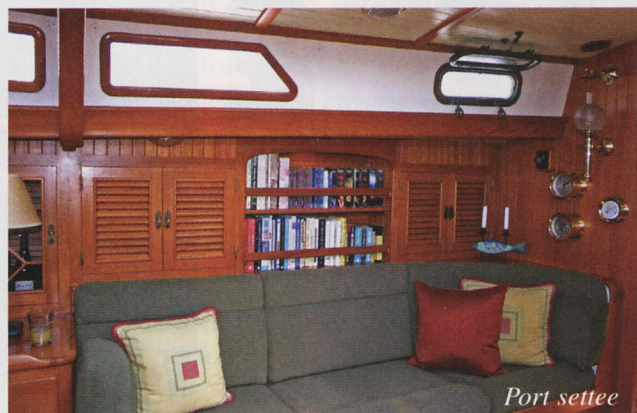


47' which had a terrific layout, but was a warranty nightmare. Peter was in the process of developing a new line of boats called the Passport 40. Meanwhile, he became acquainted with Jack Kelly who designed and produced the Peterson 44, an excellent sailing bluewater boat. Jack had encountered good and not so good experiences with various yards in Formosa, and had chosen a small family-owned yard called Shin Fa, whose boats were relatively warranty free, to build the Peterson 44s. Shin Fa built the molds at their own expense. The

Peterson 44s were so successful that Shin Fa could not keep up with production demands and there was a legal dispute over the molds, which were ordered destroyed by a judge. Jack Kelly moved the Petersons to a new yard and built new molds.

While getting production of his Passport 40 going, Peter Hoyt decided to try to incorporate a greatly modified version of the Formosa 47' interior into a new boat and build it at a much higher quality yard. He approached Shin Fa to see if they would be interested and found that they had built a new mold, which was an extended version of the Peterson 44, for some Germans who were importing them as charter boats. Shin Fa wanted to utilize this mold for Peter's modified 47' interior. A new deckmold was designed, the 47' interior was compressed, and the Liberty 458 was born.

Starboard settee with extra seat attached to the table



Port settee



Peter and his wife, Jo, opened an office in Seattle to sell the Liberty 458s and Passport 40s. Only 31 Liberty 458s were built, along with a handful of Liberty 49s, before a combination of political and economic changes took their toll on the yacht market and Peter and Jo closed shop in 1989.

Jake and Jackie's Liberty 458, which they christened *Hokule'a*, is hull #14 built in 1984. They found her in Seattle and bought her in May '05 from the original owners, who had lived aboard until shortly before the sale. Because the boat still had the original rigging, they decided it would be wiser to ship her home to Redondo

Beach, CA, than to sail her all the way down the coast. Since then, however, they've installed all new standing and running rigging, stripped, painted and rewired the mast and replaced the lifelines. They've also replaced/rebedded all the deck prisms, replaced all fixed portlights, installed new navigation lights and wiring, installed a new radar and chartplotter, updated other electronics, cleaned and polished the fuel tanks, and installed a high water bilge alarm. The exterior teak has been stripped and revarnished, they had new canvas and a new dodger made, and just recently added new cockpit cushions. Yep, they've been busy.

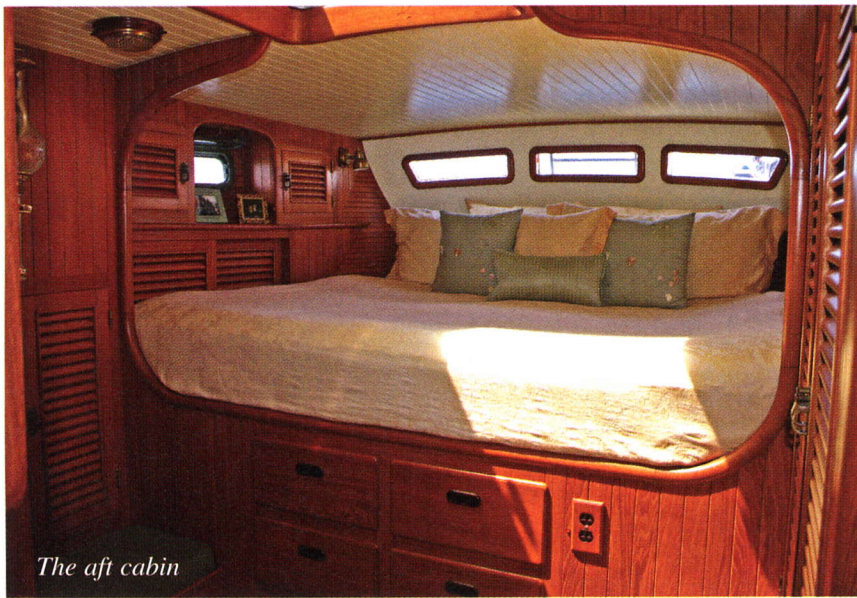


Plenty of counter and cupboard space



An extremely rare sighting of the top of Jake's work bench

Nav station with removeable seat



The aft cabin



The aft head

Jake and Jackie also spent a couple of months redoing the interior before moving into their new home. After 21 years in the Pacific Northwest (typo intended), the interior was showing the effects. But with some elbow grease and an assortment of cleaning agents (Jackie is now an expert on mold removal and available for consultation) the interior, including the teak with its five coats of hand rubbed polyurethane varnish, has been brought back to its original luster. To ward off the cold and damp, the original owners had installed "wall to wall" carpet. When Jake and Jackie removed it, the teak and holly flooring underneath was in pristine condition. After having all-new upholstery made, the interior of *Hokule'a* looks like a brand new boat.

It's easy to see why the Liberty 458's layout is so popular and why these are a much sought after liveboard cruiser. The interior is huge, beautiful, and extremely functional. A lot of thought went into making maximum use of the space available, and absolutely none is wasted. Besides an enormous amount of living space, there is storage everywhere, in the companionway steps, the table pedestal, you name it. In over a year of living aboard, Jake and Jackie still haven't filled it all.

Like most center cockpit designs, the Liberty 458 has a comfortable owners stateroom aft. In this case, comfortable might be a bit of an understatement. The berth accommodates a full king-size mattress and is surrounded by cupboards and shelves. There are large storage drawers underneath and hanging lockers to each side, plus plenty of "moving around" space. A vanity and sink are mounted on the forward bulkhead of the stateroom, and the head and shower are to starboard. The three aft ports let in a lot of light, while two opening side ports and the large overhead hatch provide ample air flow.

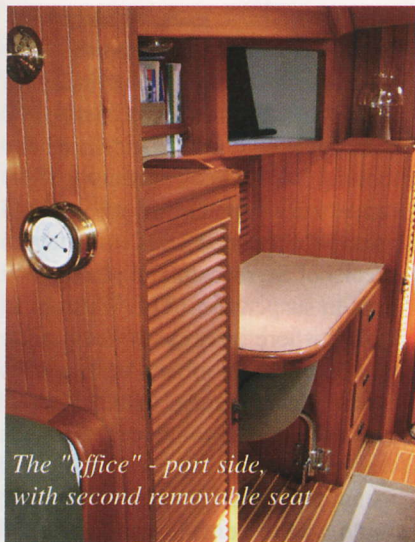
The passageway from the aft stateroom to the saloon is on the port side and is a true "walk through" rather than a "crouch through" like the Liberty's cousin, the Peterson 44. Along the way you'll pass the engine access and systems control panels to starboard. To port is a sizeable

work bench and the nav station. Now here's where you'll find one of the many well thought out features. The chair for the nav station doesn't just swivel in and out, it's removable and can be inserted into the base of the saloon table pedestal for extra seating. There are two chair inserts at the table, the second chair coming from the forward stateroom. The dining table itself can be replaced with a smaller cocktail table for those times when you need more cocktailing space. But even with the larger table, the saloon is open, airy and very comfortable, with storage everywhere you look. Numerous ports and a large overhead hatch bring in lots of light and air.

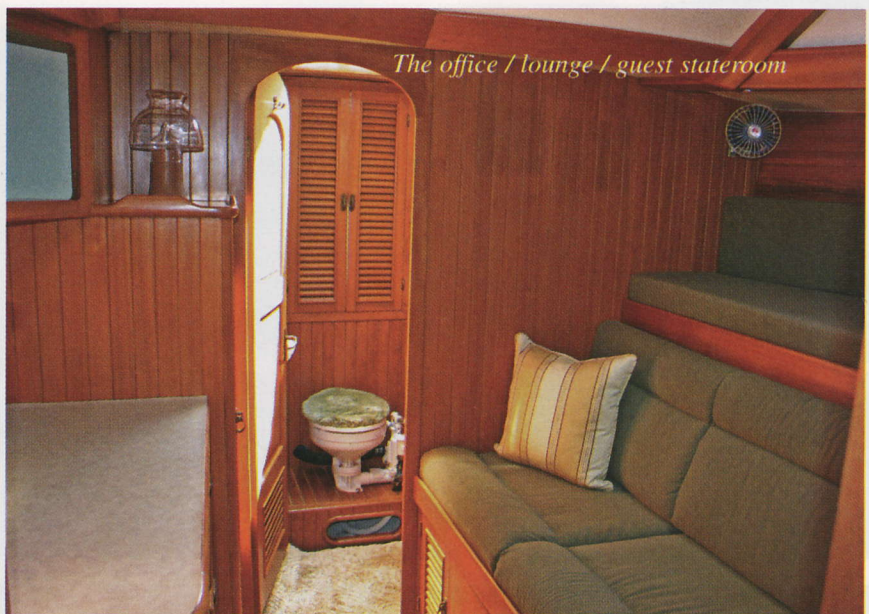
The galley is starboard of the companionway, but still open to the saloon so the cook doesn't feel isolated. It is perfectly laid out for cooking and food prep while underway or in port. Everything is close at hand while still providing lots of marble counter space, a deep double sink and numerous cupboards and storage lockers. The refrigerator/freezer have double door toploading as well as front access. A gimbaled four-burner stove with oven and a microwave will keep the hot meals coming.

Okay, here's the kewlest of the many well thought out features. Unlike most center cockpit designs which have either a V-berth forward with the head just aft, or place the head in the bow with a pullman berth aft, the Liberty 458 is very unique. The head is in the bow (with access to sail storage and the chain locker through louvered doors), but the stateroom aft of that is designed as an office and lounge area. A desk top with drawers, shelves and storage lockers is to port, along with that second removable swivel chair. To starboard is what looks like a settee with a single berth above and behind, but looks can be deceiving. That "single berth" pulls out into a full-size queen berth, sleeping a couple very comfortably. The versatility of this area is truly great.

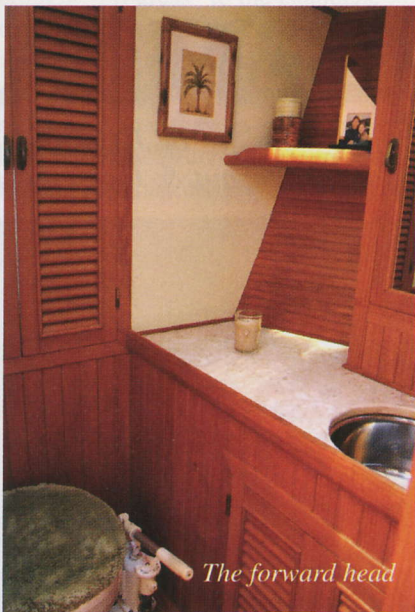
The main priority that Jake and Jackie shared was that the boat had to be a strong, capable, bluewater cruiser and the Liberty 458s have proven themselves in that category. The hull is hand-laminated 24 oz. woven roving alternated



The "office" - port side, with second removable seat



The office / lounge / guest stateroom



The forward head



The "lounge" - starboard side

with 1.5 oz. mat, producing 13 layers at the rail, 15 layers at the turn of the bilge and 17 layers at the keel. The internal ballast is imbedded and fibreglassed into reinforced hull sections. The deck is single unit hand-laminated 24 oz. woven roving alternated with 1.5 oz. mat and balsa sandwich core construction. This is a very strong, solid boat.

Now that Jake and Jackie have their bluewater cruising boat, a plan is in motion. There is still a long "to do" list, but "the plan" is to leave Redondo Beach in March of 2010 for a five to seven year circumnavigation. They will be cruising in tandem with their good friends, Bill and Jill Babington. Bill, one of Jake's partners in *Far Niente*, and Jill have purchased their own Liberty 458, (hull #16), which they named *Solstice*. The future circumnavigation of *Hokule'a* and *Solstice* is being fondly referred to as "the Liberty duet."

Hokule'a is the Polynesian name for the navigational star Arcturus. Ancient Polynesian navigators knew *Hokule'a* as the Star of Joy or Gladness, and used it to guide them in their discovery of the islands known as the Polynesian Triangle. Jake and Jackie will be sailing *Hokule'a* on their own discovery of many new places. 🇵🇸

www.seafaring.com

Hokule'a

LOA:	45' 8"
LWL:	40' 4"
Beam:	12' 11"
Draft:	6' 4"
Displacement:	30,500 lbs
Ballast:	11,000 lbs
Water (approx.)	240 gal
Fuel (approx.)	165 gal
Engine:	Perkins 84 hp
Sail Area:	1,059 sq ft