

45 FT. COLD MOLDED RACER *ERICA*

DIMENSIONS

LOA:	45' 7"
LWL:	32' 6"
BEAM:	12' 0"
DRAFT:	7' 4"
DISPLACEMENT, 1/2 load:	18,250 lbs
BALLAST (lead):	7,700 lbs
SAIL AREA (100% foretriangle):	869 sq ft
SAIL AREA/DISP RATIO:	20.06
DISPLACEMENT/LENGTH RATIO:	237



Racing on Eggemoggin Reach.

ERICA's owner was a repeat customer. He came into the Paine office in the summer of 2004 thinking maybe he'd build a new boat. Mark Fitzgerald had done a little wooden launch for him fourteen years before, *FIRENZE*, named not for the ancient city but for a formidable ancestor. He'd fallen in love with the boat, maintained it in new condition for fourteen years, thought he'd like to own a sailboat too.

He wanted the most beautiful wooden sailboat ever built. And he loved racing, having gotten the bug knocking around in dinghies in Connecticut as a child. But for too many years he had devoted himself to the adult pursuit of work. His vision was not some stripped out torture chamber, but a true cruiser/racer that would be wonderful for over-nighting to Pulpit Harbor and fun to sail all by himself when the spirit moved. He wanted a huge cockpit 'cause he had a lot of friends and kids and why not bring them along? And he wanted to have a chance at winning the Maine woodenboat

series of races; Castine to Camden, 'Feeder Race' to Brooklin, Eggemoggin Reach Regatta. *ERICA* was the result. Having seen the workmanship on *GUSTO* and *WINGS OF GRACE* (also Paine designs), the owner chose French & Webb of Belfast, Maine to build her.



ERICA has a huge sailplan.

The handicap rule was considered, but only slightly. These wooden boat races use what they call the "Classic Yacht Rating" rule-- which fails to consider either displacement or stability. As such it is eminently exploitable. But this client wouldn't want a boat that was so stripped of amenities as to be no fun to cruise. And he wanted a boat that was truly exciting to sail, even if it meant reefing when the breeze piped up. So, as is so often the case a compromise was struck. There is a genoa jib for light air racing performance and a fractional rig with masthead asymmetrical spinnaker to eliminate the need for a pole. He uses a more easily handled 100% jib for daysailing and cruising.



The huge cockpit makes trimming the asymmetrical reasonably easy.



The sailplan is huge to make the most of Maine's predominantly light airs. The genoa is replaced with a blade jib in winds over 18 knots apparent.



The owner let Chuck do the interior décor. Chuck said to him, "The sea's a gray and cold place at times. So when it comes to choosing fabric, go wild!" The seatbacks fold up and back to reveal wide berths port and starboard.



Somebody remarked at the launching; with its varnished mahogany exterior and Sitka spruce interior, it's like living inside a guitar. This is no stripped-out racing machine now is it?



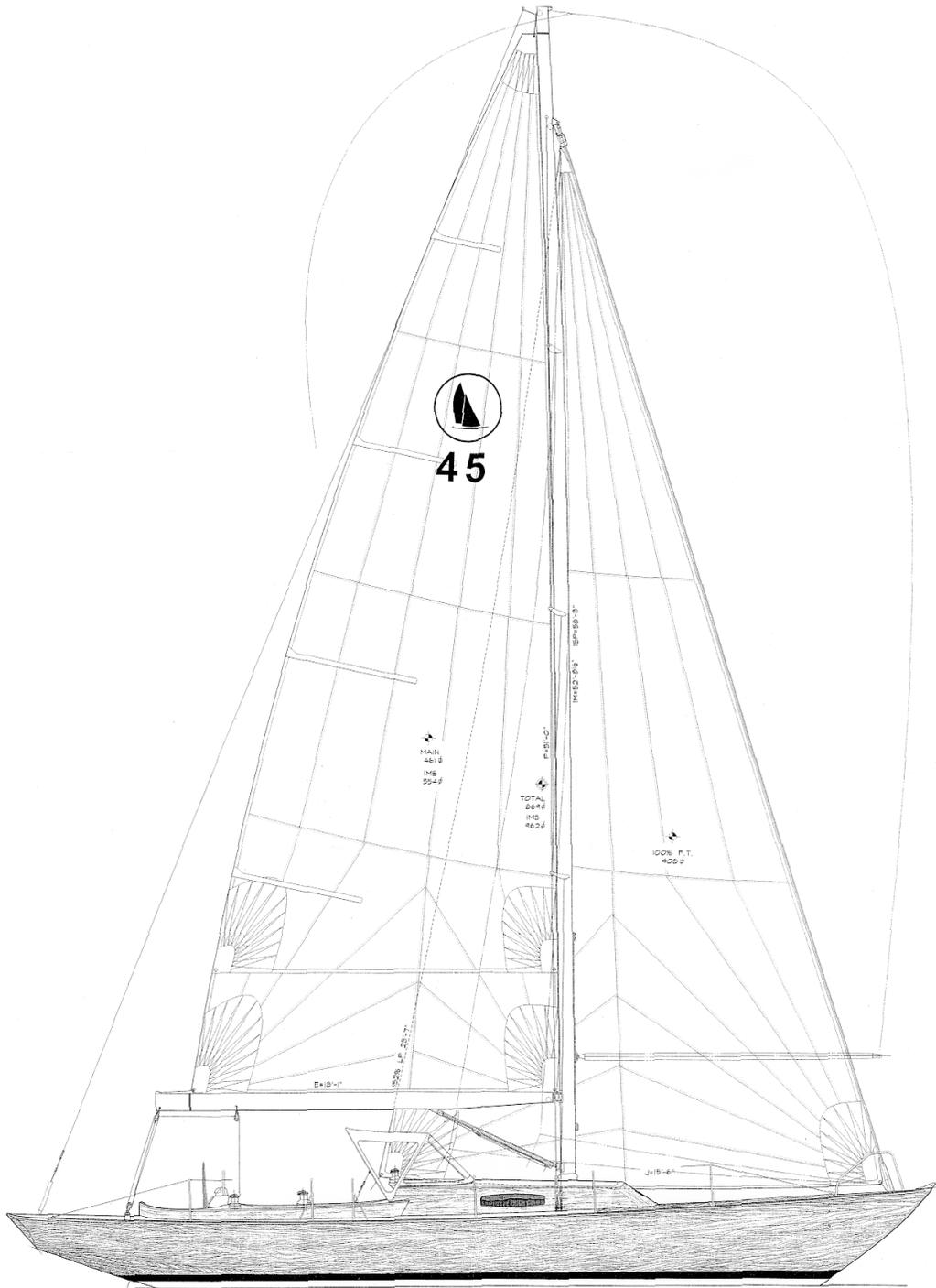
The masthead spinnaker is huge and pulls like a team of horses.



Luffing! Trim!

For plans or further information contact Ed Joy:
ed@edjoydesign.com

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SPIRIT OF TRADITION RACER
FIRENZE II