

## 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!*

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ED JOY DESIGN   
*A Joy is a Thing of Beauty Forever*



SPIRIT OF TRADITION RACER  
FIRENZE II