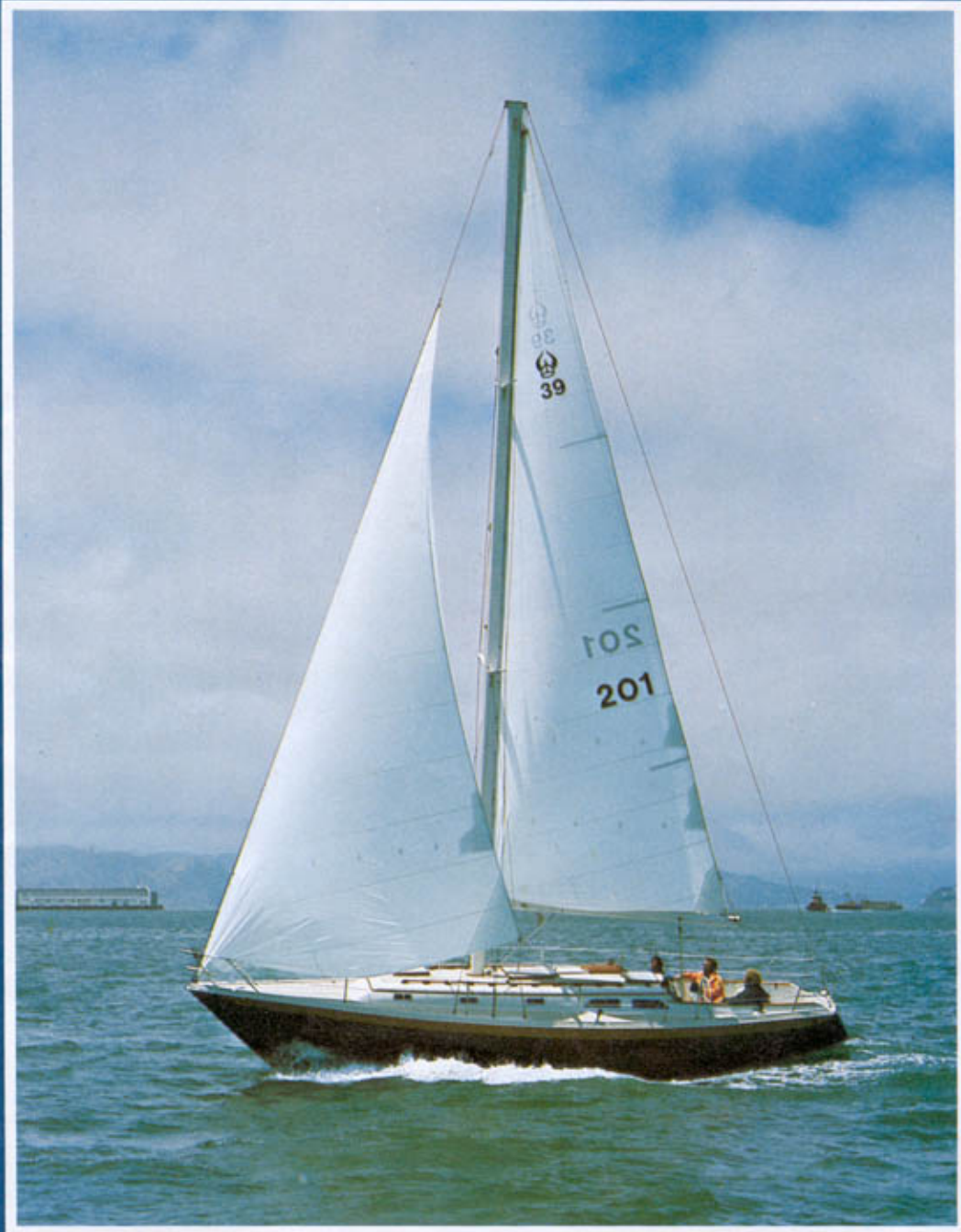




ERICSON/39B



The **ERICSON/39B**

The sailor's cruising yacht.

Distinctively Ericson, it's love at first sail.

The new Ericson/39B is not the kind of yacht that performs best at a mooring. She's inviting all right, and she's marvelous at dockside parties, but she's much too much a sailer to remain long at rest.

Because the Ericson/39B is first and foremost a sailing machine, she'll appeal most to the skipper who prefers sailing to talking about it, who prefers to be rather than pose. She has precisely the same hull as our original Ericson/39, the famed Bruce King design that has won more ocean racing honors than any other yacht of her size in recent times. It is a hull that moves easily through the water in airs that stall most cruisers. With her modern sloop sail plan she'll also sail close to the wind and make short work of passages that for other yachts would be tedious or laborious.

Yet the Ericson/39B is more than a fast sailer. She's an easy sailer, with mechanical advantages well laid out to encourage handling by just one or two people. And she's blessed with conveniences and accommodations to make her a comfortable home while at sea.

Designed for pleasure, equipped for long-distance voyages.

The Ericson/39B features a trunk cabin instead of the original 39's flush deck configuration, thereby increasing her tankage, stowage and accommodations. Her interior is arranged in three cabins. The owner's cabin is aft—a private stateroom with double-berth accommodations, private head, and a built-in navigator's station. Her main cabin boasts a settee dinette, two traditional lower berths, and one swing-up berth. Forward, a second head is also completely private. The forward stateroom provides berth arrangements for two. The yacht accommodates seven.

The U-shaped galley does not interfere with the main cabin living space, yet it is fully functional. The ample dish and food storage, double stainless steel sink, and 10-cubic-foot insulated ice box are designed to make cooking as easy as at home.

Great emphasis has been placed on the inclusion

of 20 yacht-quality lockers and drawers, creating an orderly interior while providing storage for additional cruising gear throughout the entire yacht. Hand-planked mahogany ceilings enhance the look of fine wood interior. A teak cabin sole adds the finishing touch.

The Ericson/39B includes a 12-volt electrical system, with interior and running lights, as standard equipment. To amply supply the galley and sinks in both heads, an 80-gallon fresh water tank and pressure water system are provided. Three translucent hatches and bridge deck ventilation to the owner's stateroom maintain a flow of fresh air below decks.

The new Ericson/39B comes in a choice of rigging plans. The popular sloop rig will, of course, be considered standard, carrying a sail area of 720 sq. ft. The sloop plan is easily converted to a cutter, which allows the addition of a double head stay and a self-tending, club-footed staysail. As a ketch, the yacht would carry 786 sq. ft. of sail. On each of these rigging plans the use of a roller furling genoa is possible.

By maintaining the traditional aft cockpit (and aft wheel steering station), the yacht can be sailed with large headsails without obscuring the helmsman's visibility.

The inboard molded winch islands make the sheet winches easily accessible to crew and helmsman alike. With an electric self-tailing winch much of the labor of sailing the yacht can now be eliminated by pressing a switch. These winches can be operated on dc power, or by manual cranking, and are an optional extra on the Ericson/39B. To further ease sail handling, a roller traveler has been added as a standard item. The deck arrangement is such that all halyards can be led directly to the cockpit, thereby dispensing with much of the need for foredeck work.

The standard diesel engine, placed low on the centerline of the hull, and the 80-gallon fuel tank, ensure long-range cruising ability with the added safety and economy of diesel fuel. Optional extra fuel tanks are available.



RUDDER CONSTRUCTION

Stainless steel rudder shaft

Steel core welded to shaft.

High density polyurethane foam covered with fiberglass and gel coat.





Ericson/39B Standard Equipment and Features

HULL AND DECK LAYUP. By hand, of scheduled laminations of woven roving, fiberglass cloth, and matte for maximum strength and durability. Non-skid patterns are molded into the deck, seat hatches, cockpit sole, bridge deck, and cabin top, and may be ordered in attractive contrasting colors. End-grain balsa is laminated to the under side of the deck for insulation. Stanchion bases, traveler, winch bases, and the cockpit sole under the wheel steerer are reinforced with heavy marine plywood. Extra strength along the centerline of the hull is provided by initially laying up the hull in two halves and then adding heavy center seam layup.

KEEL AND BALLAST. The keel is molded integrally with the hull—ballast is lead, cast to fit precisely into the lowest part of the keel, then bonded permanently into position. Internal cast lead can never separate from the hull, always a possibility with externally attached keels when keel bolts deteriorate.

GEL COAT. All colors are molded into the hull and deck, including contrasting non-skids and decorative stripes.

STEERING. Pedestal wheel steering is standard, and may be positioned aft in the cockpit or forward behind the bridge deck. An emergency tiller is included. The spade rudder has a steel core, covered by high-density polyurethane foam and finished with fiberglass layup and gel coat. The rudder shaft is 3-inch stainless steel, fitted with a bronze gudgeon for lower support.

THRU-HULL FITTINGS. Made of bronze and mounted flush with the hull for minimum drag, each equipped with a gate valve.

DECK HARDWARE. Genoa track port and starboard, 18 feet long, 1¼ inch wide, made of aluminum alloy, each with a car and block. The mainsheet traveler is roller bearing type, mounted mid-boom, equipped with a car, a double block, and adjustable stops. Three aluminum-alloy mooring cleats. Two aluminum-alloy stern chocks and two chrome-over-bronze bow chocks. Two single mainsheet turning blocks.

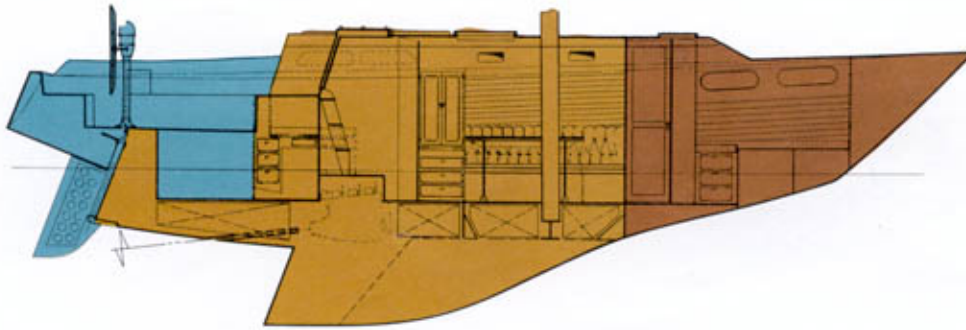
MAST AND BOOM. Extruded aluminum, including double spreaders, with stainless steel tangs. Outhaul is stainless steel with a two-part purchase on the boom. The sail track is 7/8" grooved aluminum. The gooseneck is fixed.

STANDING RIGGING. Shrouds and stays are stainless steel wire with swaged terminals, stainless and bronze turnbuckles, and stainless toggles. Traditional knees of aluminum support the forward, aft, and upper chainplates, giving a far stronger base for shroud loads than could be achieved by merely bolting the chainplates through the hull.

RUNNING RIGGING. Main halyard is stainless steel wire and includes a headboard shackle. Jib halyard is stainless steel wire with a braided Dacron tail, joined by a rope-to-wire splice. Clew outhaul is stainless wire and braided Dacron rope. The outhaul car slides on 1-inch stainless steel track. Topping lift is stainless wire with a stainless boat snap, running from the masthead—it eliminates the need for a boom crutch, and can be left attached to the boom while under sail.

TANKAGE. Fresh water tank is stainless steel, 80 gallons capacity, filled through opening on deck. Fuel tank is welded aluminum, 80 gallons capacity, filled through flush fitting on deck and vented to air through the transom. The fuel line includes a shut-off valve. Additional tankage is optional for both fuel and water.





EXTERIOR WOODWORK. The companionway hatch, frames of skylight hatches, cabin top handrails, crib boards, coamings, eyebrows on the rear of the house, and the halo trim on the house are oiled, solid teak.

ELECTRICAL SYSTEM. 12 volts, with a marine battery and fiberglass battery box, served by a 40-amp alternator and a four-way master safety switch. Engraved main electrical panel with spare switches and fuses for additional electrical service.

LIGHTS. Overhead lights in the main cabin, galley, both heads, and forward and aft cabins. Running lights port and starboard, with a 20-point mast light, and a 12-point stern light.

INTERIOR WOODWORK. All exposed wood is varnished mahogany, except the cabin sole throughout, which is varnished teak. All open shelves are trimmed with sculptured mahogany rails. All visible interior hull sides are covered with varnished mahogany planking.

BERTHS. Three berths in the main cabin, one in the L-shaped dinette, one on the starboard settee, and one formed by raising the settee backrest. Two berths in the forward stateroom. And a double berth for two in the master's stateroom. All are cushioned by 4-inch fabric-covered polyurethane foam.

DINING. The dining table is positioned in the L-shaped dining area in the main cabin, seating approximately five persons without interfering with passage through the cabin forward and aft.

GALLEY. The double stainless steel sink is extra-deep to allow use while heeling. Fresh water is supplied by a pressurized water system, and is drained away via a separate thru-hull discharge. The insulated ice box, 10 cubic feet in capacity, is covered by hinged access lids. Drain is to the bilge rather than through the hull, eliminating any possibility of sea water backing up into the ice box. The compartment for the optional 3-burner stove and oven is lined with stainless steel sheet and is covered by a retractable countertop.

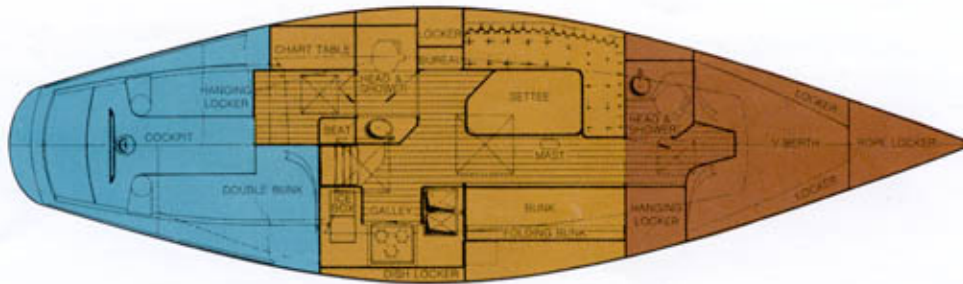
AFT HEAD. Equipped with marine head, stainless steel vanity sink, pressure water, and storage cabinet. Head intake and discharge are through bronze gate valves.

FORWARD HEAD. Equipped with a molded-in fiberglass shower pan with drain fitting, pressure water, stainless steel vanity sink, sliding-door cabinet above and hinged-door cabinet below. Head intake and discharge are through bronze gate valves. Either head can be omitted at owner's request should he wish to utilize the space for other purposes.

VENTILATION. Via main companionway hatch, a teak-framed skylight hatch in each of the three cabins, a sliding portlight in each head, a sliding portlight in the aft cabin over the hanging locker, and a sliding portlight over the master's stateroom berth.

STORAGE AND LOCKERS. Sail locker and lazarette in the cockpit. Cuddy holes under the cockpit winch islands. Top-loading storage under all berths.





Hanging locker in the aft cabin and opposite the forward head. Drawer storage in the aft cabin, in the navigator's station, galley, main cabin, and the forward cabin. Cabinet storage in the aft cabin, the navigator's station, the galley, main cabin, both heads, and the forward cabin. Storage shelves in the aft cabin, navigator's station, the galley, main cabin, both heads, and the forward cabin. Chain locker with hinged doors in the forepeak. Also, storage beneath cabin sole thru teak hatches. Storage compartments above forward berths, faced in mahogany and lined with foam-backed Naugahyde. Chart storage drawer under the navigator's desk.

OVERHEAD. Overhead areas are covered with foam-backed Naugahyde.



COUNTER TOPS. All counter tops in both heads, the galley, master's stateroom, navigator's station, and on the dining table are linen-white Formica.

DOORS. Doors to the master's stateroom, aft head, forward head, and forward stateroom are raised-panel mahogany with piano hinges and chrome locksets.

PORTLIGHTS. There are nine fixed portlights in the cabin house, and three sliding portlights.

AUXILIARY ENGINE. Diesel, 50 HP, Perkins Model 4-108, with thermostat and fresh-water recirculating system. Reduction gear 1.91 to 1. Drive shaft 1 1/4 inch Monel. Two-blade sailor propeller, 16 x 10. Morse engine controls, mounted on steering pedestal. Instruments mounted in molded recess in side of cockpit. Engine beds are welded steel bonded to the hull. Rubber engine mounts are adjustable.

MISCELLANEOUS. Cockpit drains through two scuppers, each with a separate gate valve. Cockpit seats are provided with deep channels to allow draining even while heeled. Skylight hatches have deluxe hinges, hatch dogs, and hatch opening adjusters. Main companionway hatch slides on aluminum guides into a molded fiberglass hatch cover, and is provided with a locking hasp. All hardware is either aluminum alloy, stainless steel, or chrome over bronze. All chainplates are fitted with stainless steel covers. Wood beam floor timbers support the cabin sole. In addition, two steel support members secure the main bulkheads to the lead keel. The mast step is steel I beam, bonded and bolted to the lead keel.



Technical Notes

FULL-RUN KEELS VS. FIN KEELS. There is a lot of romance associated with cruising, and it seems much easier to be romantic about the past than the present. So it's no wonder that many sailors believe so stoutly in the tradition of the full-run keel. After all its history goes back so many years that it fairly reeks of romance.

However, romance or no romance, the modern fin keel has at least two inherent superiorities over the full-run keel for cruising.

First, it is faster. With less wetted surface, it has less drag. Less drag means easier movement through the water.

Second, it points higher. A modern fin keel can sail closer to the wind than 45°, and tack through an angle of less than 90°. A full-run keel, on the other hand, has difficulty tacking through 100°.

What these features mean for cruising is that a fin keel yacht will make for faster passages by virtue of her speed, and briefer passages by virtue of both speed and more direct courses. In addition, she effectively gets more cruising range for a given supply of fuel.

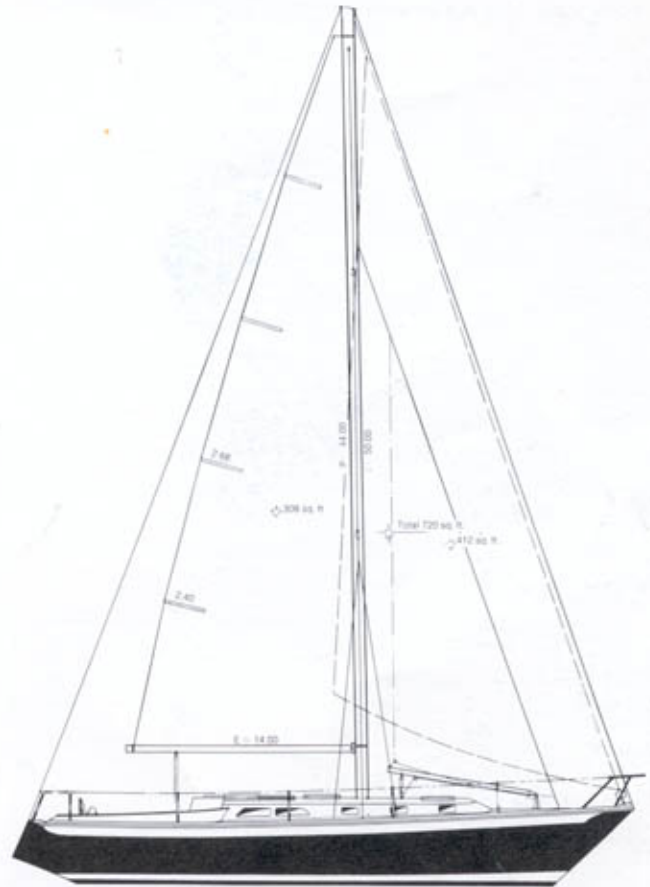
In the Ericson/39B, the fin keel is combined with a long waterline and a deep skeg aft of the keel to give her exceptional tracking ability, typically the strong point of full-run keels.

To put the case in better perspective, let us observe that 100 years from now the fin keel, as exemplified by our Ericson/39B, will be the prevailing tradition.

WINCH ISLANDS. The radical appearance of the Ericson/39B's inboard winch islands may lead you to think it is mere racing gimmickry. Not so. We include them as an advantageous feature for single- or short-handed sailing. From the skipper's station he is able to reach and operate either winch without strain or leaving the helm. A crewman can operate the winches without interfering with the skipper, and by standing directly over the winch is able to bring tremendous power into play in trimming the sheets. The outboard turning blocks lead the sheets to the winch drums directly to reduce the chance of sheet

overrides. And the inboard position of the winches prevents the winch handle from fouling the lifelines or stanchions.

And not the least of their advantages is the room they provide for installation of modern electrically powered winches. Such winches, not allowed in racing, allow one person, even the skipper, to handle sheets with virtually no effort.



SPECIFICATIONS ERICSON/39B

L.O.A. 39'0" (11.89 m); L.W.L. 30'0" (9.14 m); Draft 5'11" (1.80 m); Beam 11'4" (3.45 m); Displacement 19,000 lb. (8626 kg.); Ballast 9,500 lb. internal lead (4313 kg.); Headroom (Main Cabin) 6'5" (1.96 m); Sail Area (Sloop) 720 sq. ft. (66.89 sq. m); Auxiliary Power, Perkins Diesel 4-108M.



ERICSON YACHTS

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