

THE ERICSON 36.

Several production boat builders have used Ron Holland's name. Few have properly used his talent. In the end, his race boat designs become so bowdlerized by a greed for amenities, a softening of racing purpose, and great hulking slugs of unproductive weight that sailing them in competition is an exercise in frustration.

Here's what Holland said about the Ericson 36. "I couldn't believe it when Ericson brought my boat in at design weight. They didn't wreck it!" Yet a glance through the companionway might convince you we did – because there lurks an entire, suspiciously comfortable wood interior, with accommodations of the cruising sort. How can this be?

Before commissioning Holland to design his best yacht, we commissioned David Pedrick to solve an engineering dilemma – create a construction system that combines hull lightness with rock-like rigidity and brutal strength. His answer, the Tri-axial Force Grid, is at the heart of every Ericson we build. Not only does the TAFG distribute mast-induced loads, it prevents hull torquing so all those nice wood doors and drawers function in a seaway, it stabilizes the engine and lessens vibration, and supports the keel in case of an accidental grounding.

The Ericson 36 hull is Holland, pure and unadulterated. Fast, because Ron's the best. Rated well for years to come because he doesn't exploit the fringes of the rule. Large and roomy because that's the way Holland's I.O.R. shapes are. The rig and deck are laid out for full-press Spar Wars. Suffice to say they represent leading edge technology.

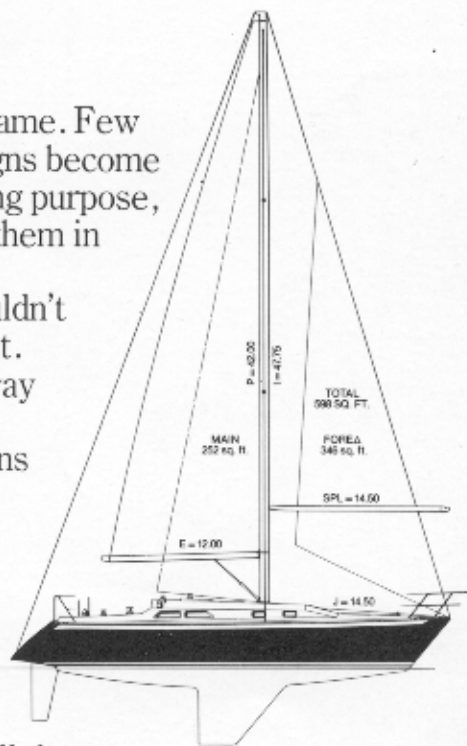
But what of this mystery wood accommodations?

Since few (if any) sailors live by racing alone, we applied the weight saved by the TAFG to the purpose of interior comfort – straightforward and classic to be sure, but more complete than racers dream to expect.

The forepeak is an enclosed double stateroom. The quarterberth is the skipper's double, close by the nav station. Port and starboard pilot berths leave the settees free for dining or lounging.

How many race boats can you name with three hanging lockers – one for wet gear, one for work gear, and one for shore clothes? And how many offer a true galley for real cooking, equipped with double sinks, concealed trash stowage, big icebox and even a revolving lazy Susan liquor locker?

When it comes down to it, a sailor who wants to race and win, then relax a little afterward, can choose between the Ericson 36 – and not much else.



Ericson 36 Specifications

LOA	35' 7"	Headroom	6' 3"
LWL	29' 0"	Berths	8
Beam	11' 10"	Auxiliary:	
Draft	6' 3"	Diesel	Universal, 3 Cyl.
Sail Area:			Fresh-Water Cooled
Main	252 sq. ft.	HP	24
Jib	346 sq. ft.	Rating:	
Rated Sail Area	598 sq. ft.	IOR	27.4
Ballast	5,230 lbs.	Designer	Ron Holland
Displacement	11,600 lbs.		

Specifications subject to change without notice. Photos may show optional equipment.



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The 36' Ron Holland racing weapon, bristling with winches and go-fast, designed to win races. Sweet looks, sweet sailing, sweet success.



Classic yacht layout (2 settees with a pilot), classic yacht finish (teak bulkheads and trim), classic satin varnished teak and holly cabin sole.



The double quarterberth aft puts the skipper at the nav station and close to the cockpit.



Racing crews eat a lot, and often. There's no excuse for spartan fare aboard the Ericson 36.



The serious nav station says it's a serious race boat.