

Sadly for Sale

Our beloved ERIK is for sale... She's been described as "the best design for the worst weather" in WoodenBoat magazine, she's a sister ship to Sir Robin Knox-Johnston's famous SUHALI, she's been our travelling home for the past eight years.

We bought ERIK from her second owner in Port Adelaide, South Australia. We sailed her home to be a comfortable safe home for our family - our two boys have grown up onboard this safe family cruiser. We have sailed her around the sometimes difficult waters of southern Tasmania for years, where the seaworthiness of her design and construction has been faultless. Her hull and rig are in excellent condition, and her interior is warm and comfortable. Her electronics have been updated and wiring replaced, and her engine is in excellent working order and very reliable.

We'll be sad to leave her - she's part of the family and yet our future has other opportunities. So it must be...

If you are interested, please contact me at mike@decks-awash.com or on my mobile phone: +61 438 899 045.

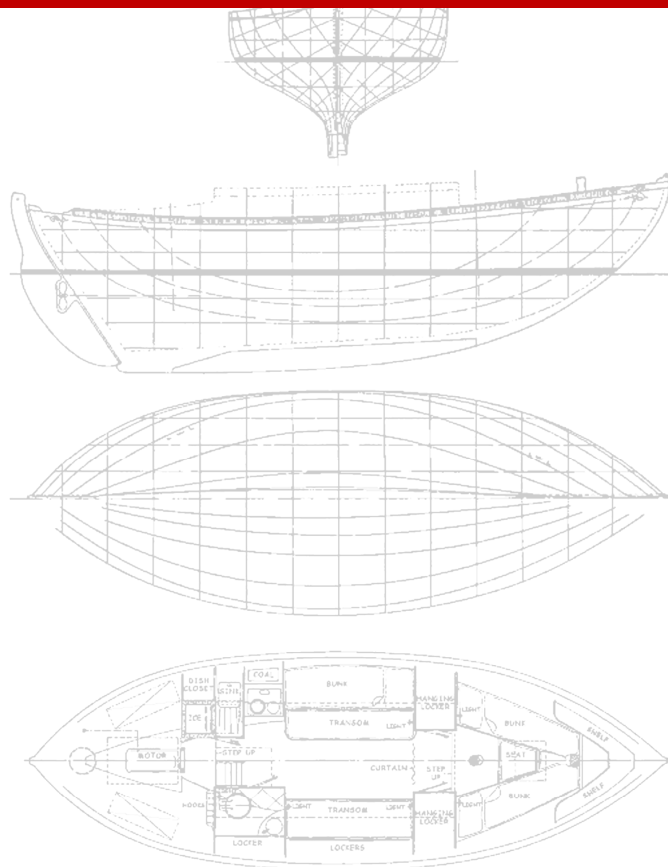
Specifications

Price	AU \$75,000 or nearest offer
Vessel Name	ERIK
Year	1984
Length	32' 1" - 9.78m
Beam	11ft
Draft	5ft
Displacement	9 tons dry, 12 tons max.
Keel / Ballast	2.2 tons cast iron exterior ballast
Vessel Location	Hobart TAS
Region	Tasmania
Designer	William Atkins
Builder	John-Pierre Kerry
Hull Material	Timber/Ply Spotted Gum planking on Karri frames with Jarra deadwood
Decks Material	Teak on ply
Engine	Yanmar 3QM30, raw water cooled with electric start and hand crank.
Engine Hours	1870

Engine Room	100 Amp Balmar alternator, Balmar regulator (can take input from an additional alternator), Balmar DuoCharge to manage cranking battery. Stainless raw water strainer. 2 fuel filters, with water separator. Fuel gravity fed from main tanks. Good access to engine, room well lit.
Genset	None
Fuel	250 liters in port and starboard tanks, under the cockpit seating.
Water	270 litres in four tanks, independently filled from engine room with galley supply from manifold
Dinghy	Negotiable
Outboard	We have never used one, although there is a mount for one on the cockpit portside railing
Covers	Sail covers (getting a bit faded) and a full boat cover
Shower	None
Toilet	Manual, no holding tank
Accommodation	Starting from the bow, there is separate storage for rope and anchor rode, then a generous v-berth with lots of storage beneath the bunks. Netting port and starboard has been cleverly rigged to provide lots of clothes storage space. Individual bunk lighting compliments the warm LED lighting in the cabin. Natural lighting is via deck prisms and a large hatch in sunny weather. Aft of this is the head to port and a hanging locker to starboard. The hanging locker is divided into upper and lower sections and both head and hanging locker have deep storage bins outboard. Aft of this we are in the main living space, with a U shaped dinette to port and settee to starboard. Massive amounts of storage here, with bins both under and behind the seating, and nicely crafted lockers outboard. The dinette table has a leaf that folds out to seat extra for parties, and the leaf even detaches to become a cockpit table. The other leaf can drop down and the starboard seatback easily removes to make a double bed, perfect for snuggling into to watch a movie on the flat panel display, mounted on the bulkhead. Aft of this is the galley to port, with a gimbal mounted three burner LPG stove with grill and oven, good bench space, two outboard storage lockers and sink. There are dedicated LED lighting over the stove and sink, double depth drawers, stove mounted on rails to allow for greater gimbaling. Opposite is the Jarra chart table, with six rail mounted draws (4 double depth), ample chart storage and the refrigeration box (top access). Outboard of the chart table is even more storage. Mounted around here are the electrical distribution panels and boat instrumentation. There is normal and red LED lighting over the chart table to minimise disturbing the off-watch. A fire blanket and fire extinguisher are also here, easily

	accessible from both the galley and the cockpit. Through a bifold door under the companionway ladder is the engine room, and finally the lazette locker aft.
Galley	3 burner LPG SMEV stove, with grill and over. Manual gas cut-off tap. Stainless single basin sink with draining area. Stainless splash-back. Lockers with dedicated cut out for crockery and cup/glass storage. Foot pumps for fresh and salt water.
Refrigeration	70 litre fan assisted refrigeration box, well insulated with 2 inches of foam. Compressor mounted in engine room and fitted with keel-cooling.
Ground Tackle	65lb modified Admiralty pattern (much larger flukes) with just over 300ft of 3/8th short link chain with marked meterage. 35lb genuine CQR on a short length of chain with 200ft of rope rode. (Used as a kedge, or with a strop attached, as a stern anchor).
Safety Gear	406MHz EPIRB, DSC VHF radio, life ring with MOB buoy, 2 Type 1 PFD life jackets. Stainless steel welded railing and stanchions. Bilge pump with a no moving parts water level switch. LPG gas sensor and alarm. 2 smoke alarms, 2 fire extinguishers and fire blanket.
Electrics	Balmar 6-series 100A alternator (original 35A kept as spare) wired to a Balmar MC-612 external smart regulator (alternator's internal regulator available with a switch). Rutland 913 wind generator with Marlec HRSi charge controller. Blue Seas fuse block for battery protection. Four 120Ah Full River AGM batteries for the house load, and an Optima 50Ah cranking battery. Cranking batter charge maintained by Balmar Duocharge controller. Xantrex 40A Truecharge AC battery charger with remote control panel. Isolation switch for house bank and independent bank selection. Blue Seas breaker panels for distribution. Xantrex LinkPro battery monitor. LED lighting (including spreader lights) used throughout the vessel. Shorepower isolation breaker and galvanic isolation block fitted.
Electronics & Navigation	LED navigation lights, with Hella Marine masthead tricolour LED with anchor light. Raymarine ST60 series wind, depth, speed and water temp sensors. Raymarine X5 autopilot and SPX tillerpiot. Standard Horizon GX2150 VHF with AIS receiver. Standard Horizon CMP30 remote handset and Raymarine ST60 repeater and ST6002 control head installed in cockpit. Furuno GP32 WAAS GPS.
Sail Inventory	All sails tan in colour and hand made and finished. Mainsail (210 sqft), Mizzen (105 sqft), Working jib (148 sqft), Genoa (320 sqft), boomed staysail (72 sqft). Twin running sails (140 sqft each), spare genoa, mizzen staysail (not finished and never used).
Mast / Rigging	Alloy masts deck stepped with galvanised rigging (in excellent condition) with hardwood deadeyes and 8mm double-braid lanyards. Masts fitted with mast steps for maintenance and

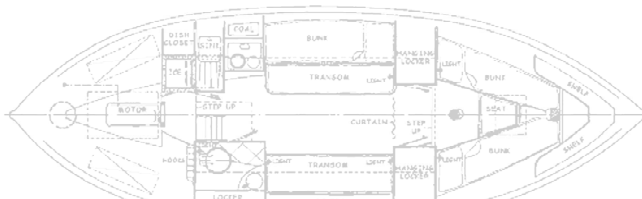
	observation. Rig and masts pulled and completely refurbished in 2011.
Deck Gear	Muir Cheetah anchor winch with deck (and cockpit) fitted control switches. Murray bronze self-tailing winches. Twin LPG gas cylinders with selection valve fitted on the foredeck.
Remarks	 ERIK has a salty visual appeal that stands out from the crowd with her tan sails and double-ended design. Her lines were scaled down and adapted by William Atkin from the famous Colin Archer-designed Redningskoites--the sailing lifesaving vessels of Norway. Appearing in numerous articles and in the book Of Yachts and Men, written by her designer, the design was, in 1925, the first widely publicized design to bring Scandinavian influence to American yacht design at a time when small yachts were first tackling ambitious offshore voyages. More recently, her hull was the basis for the fiberglass Westsail 32. The design appears in a sidebar entitled "The Best Boat for the Worst Weather" on pages 36 and 37 of WoodenBoat No. 169 (There's a copy of the article here: http://www.atkinboatplans.com/Articles/MacNaughton/Eric.html). You can read what Atkins himself thought of the design here: http://www.atkinboatplans.com/Sail/Eric.html. ERIK is an Australian registered ship.





A photograph of the interior of a boat cabin. The walls are covered in dark wood paneling. A large, light-colored wooden table is positioned in the center, with a white cushioned bench along the left wall. A small television is mounted on the wall above the table. A patterned rug is laid out on the floor. In the background, there is a doorway leading to another area, and a small shelf with books is visible. A net with fruit hangs from the ceiling.

Figure 2: View of the main saloon. Nets have installed for additional food storage, and a 12v TV/DVD player fitted to the bulkhead for entertainment. Table drops and seatback removes for roll-out double bed.



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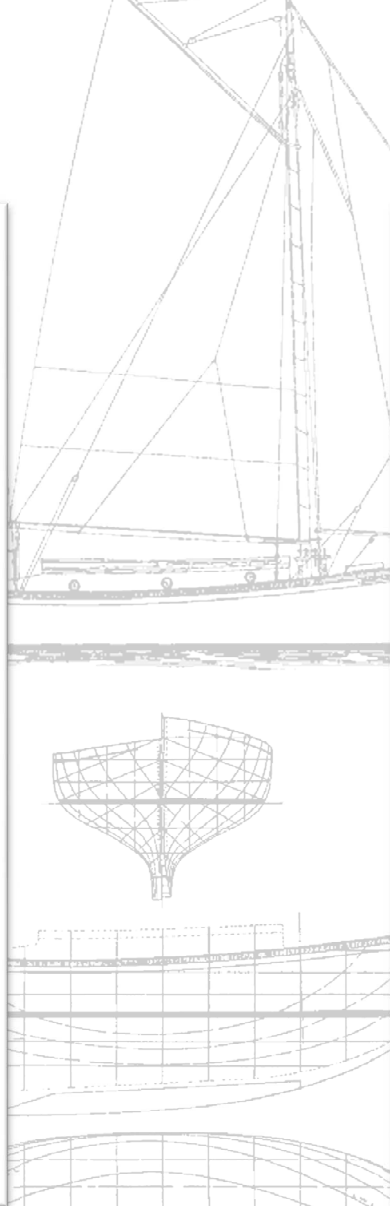
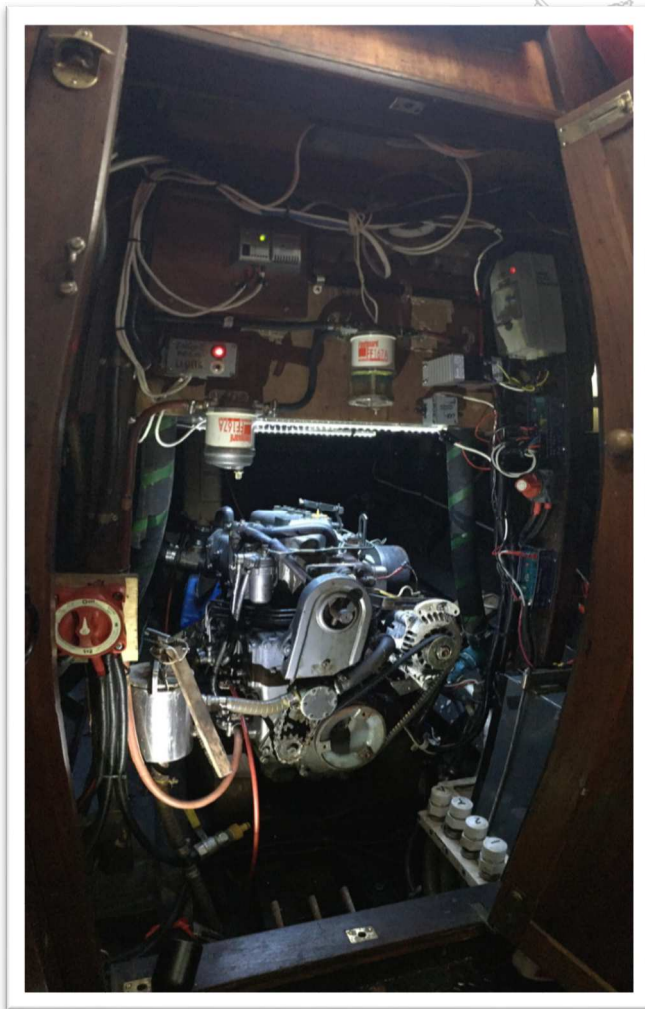
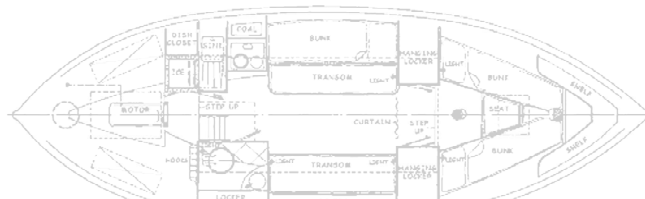


Figure 3: Engine Room; accessible from a bi-fold door behind the companionway. Shows water tank filler points, filters, isolation switches and the good accessibility and lighting in the space.

Figure 4: Galley, showing sink and behind stove storage. The yellow manual gas cut-off is visible on the right.



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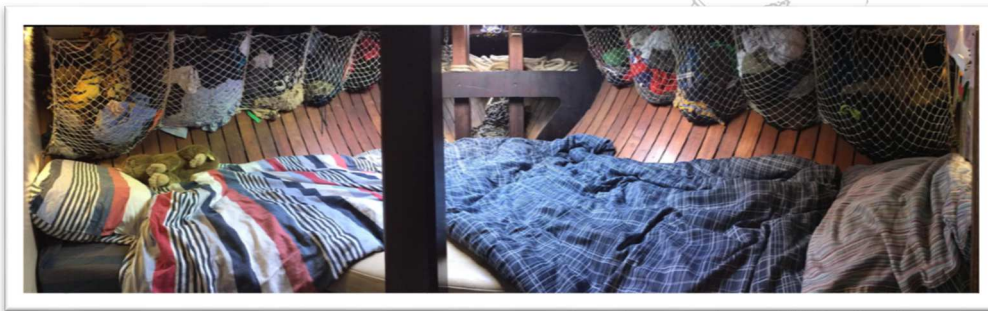


Figure 5: Forepeak, which two single bunks port and starboard, two tiered anchor rode storage up forward.



Figure 6: Starboard seatee, opposite the table in the main saloon.

Photos of her exterior



Figure 7: Under sail, showing her nice wide side decks and spacious foredeck for sail and anchor handling.



Figure 8: ERIK under sail, showing her sail plan.

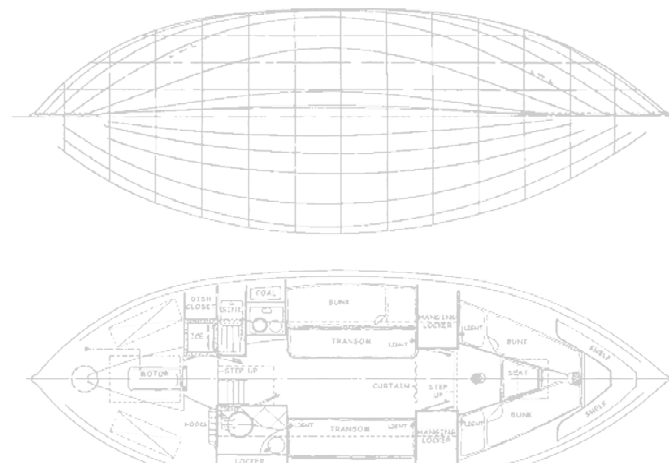




Figure 9: ERIK's underwater shape, from the forward quarter, showing her full forefoot.



Figure 10: Shot from the rear quarter, showing her big rudder that makes steering at low speed simple.

