

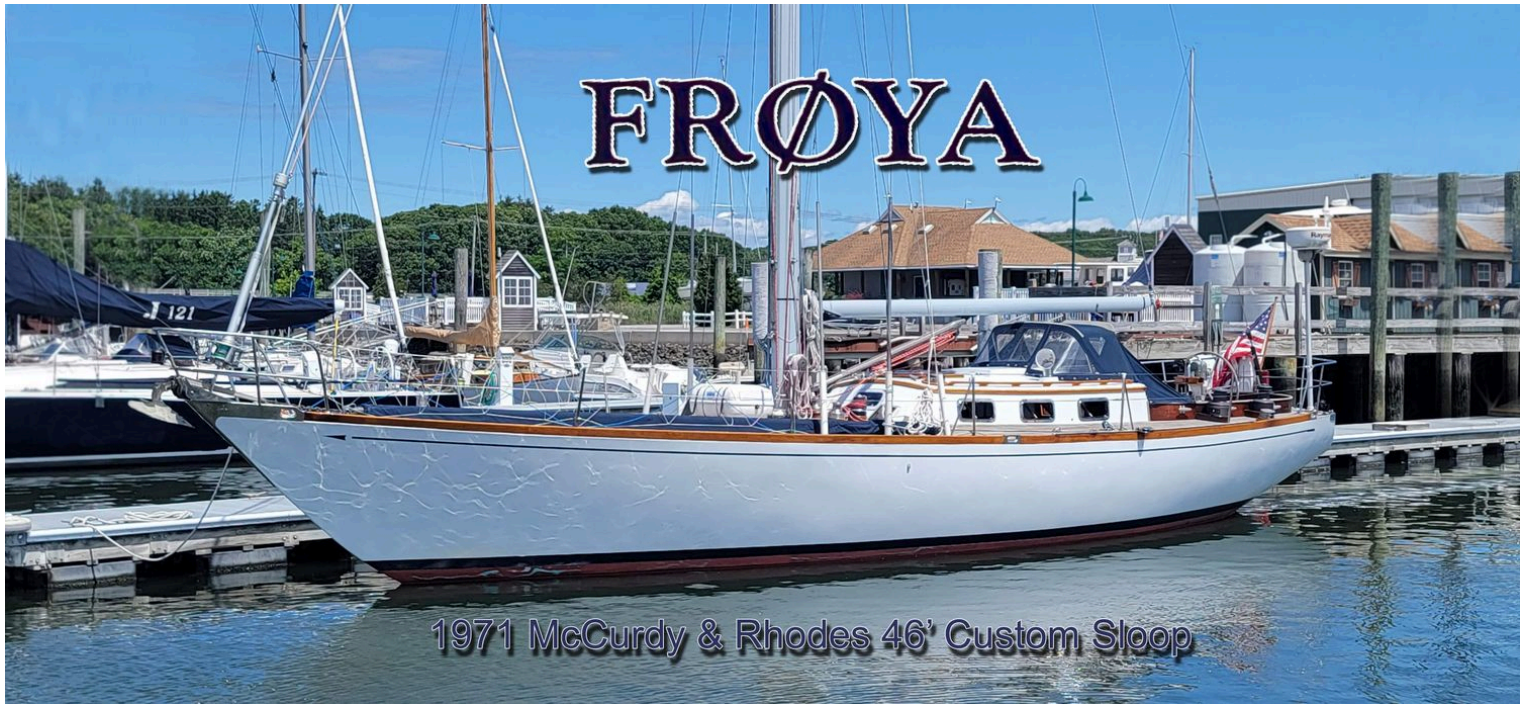
46 ft 1971 Frans Maas McCurdy & Rhodes 46, FROYA

US\$125,000 Tax: N/A

Westbrook, Connecticut, United States



Kevin Dailey Yacht Brokerage



Boat Details

Make:	Frans Maas	Hull Material:	Fiberglass	Max Draft:	7 ft 2 in
Model:	McCurdy & Rhodes 46	Drive Type:	Direct Drive		
Year:	1971	Beam:	12 ft 3 in		
Length:	46 ft	Boat Location:	Westbrook, Connecticut, United States		
Price:	US\$125,000	Name:	FROYA		
Condition:	Used	Guest Heads:	2		
Class:	Racer/Cruiser	Fuel Type:	Diesel		



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Description

FROYA

The McCurdy & Rhodes 46' custom performance cruiser is one of the finest of her kind on the market!

She is one of the iconic designs done by McCurdy & Rhodes that have dominated yacht racing year after year. She has won countless trophies over the past 50 years+. To prove she is still super competitive, she finished the 2022 Newport to Bermuda Race with a 2nd in class and 7th overall!

FROYA is ready to go sailing, whether it be racing or cruising. She is in wonderful condition and is ready to take her new owners anywhere they want to go.

Why would you want to buy FROYA?

- **Froya is a stunning looking yacht, anyone interested in classic styling should love her!**
- **A proven cruiser capable of traveling anywhere in the world, as was demonstrated by her history.**
- **A proven racer that can compete and still win! Designed to be forgiving and seaworthy allowing non-pro sailors to get maximum performance.**

Information & Features

2011 Yanmar 4JH5E (Engine 1)

Engine Type:	Inboard	Drive Type:	Direct Drive
Fuel Type:	Diesel	Power:	51 hp
Engine Hours:	1850	Propeller Type:	3 Blade

Dimensions

LOA:	46 ft 5 in
Beam:	12 ft 3 in
Max Draft:	7 ft 2 in

Tanks

Fuel:	70 gal
Fresh Water:	80 gal
Holding:	1 x 20 gal

Accommodations

Guest Heads:	2
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Other

Designer:	McCurdy & Rhodes
Builder:	Frans Maas

FROYA - 1971 McCurdy & Rhodes 46

Froya is a modern classic built in 1971. She was designed by the famous firm of McCurdy and Rhodes. This firm has been responsible for some of the greatest ocean racing yachts of all time, and Froya is no exception to this long history of outstanding performance!

A few highlights of Froya's more notable racing accomplishments:

Newport to Bermuda Race

1986 1st in Class

1994 1st in Class (5th in Fleet)

1998 1st in Class (6th in Fleet)

2018 2nd in Class (8th in Fleet)

2022 2nd in Class (7th in Fleet)

Marblehead to Halifax Race

1999 1st in IMS Fleet and winner of the Commonwealth of Massachusetts Trophy

Vineyard Race

1996 1st - Vineyard Trophy

Norther Ocean Racing Trophy (the most prestigious offshore trophy in the NE USA as it is the combined scores of several major offshore races in the same year)

1995 1st

1998 1st

And a 2nd place NORT finish as well.

Froya was built in Holland by Frans Maas. His firm was renowned for solidly built racing boats that were fast and stood the test of time. This build was particularly interesting as the hull was built in fiberglass with an Airex core. The previous McCurdy and Rhodes designs of this era were generally made of aluminum. The composite hull is extremely well built and eliminated the extra challenges that a metal hull entails. Super easy maintenance is the biggest benefit!

Froya is currently under the custodial care of the fourth family to own her. Designed and built for Oivind Lorentzen, a prominent sailor from Greenwich, CT. He successfully campaigned the boat for many years. He named Froya for the Norwegian goddess of love, happiness, fertility, and war. Froya has certainly delivered on all of these characteristics!

She was then sold to Bill Gunther who campaigned the boat very successfully as well. The Tobin family were the next owners of Froya and they not only raced here, but did a nine month cruise with a family of four. During their cruise they hit over forty ports of call that stretched from Maine, through Bermuda, down to the Caribbean, Bahamas, and back. They hit so many fantastic spots along the way, and proved that a classic performance yacht can be a comfortable home for an extended family cruise. So accommodating is Froya, that they even baked fresh bread onboard! Froya is now owned by a family with young children that have thoroughly enjoyed Froya. It is now time for them to move on to another chapter.

The layout is very traditional for this vintage of yacht:

Starting from the bow, the anchor rode is easily accessible in its own bulkheaded area. Next back is a sizeable sail storage area with bins to keep things orderly. This is followed by a unique combination of a fwd cabin head/platform for dousing spinnakers through the forward hatch. The cover for the head can hinge upwards to form a bulkhead at the forward end of the passageway to the sail storage area. This gives privacy to the head and when folded down, makes for a sturdy working platform.

Next is the main head and storage areas. The head is to port and has a shower that drains into a dedicated sump to keep the bilges dry, as does the sink drain there as well. Moving further aft to the main saloon, you find traditional pilot berths

both port and starboard. These have fold down lee-boards that go the full length of the berth for total security and comfort when at sea. There are two settees on either side of the gimbled dining table. The port berth can extend inboard to make sleeping more comfortable. The dining table is very unique in that when it gimbles, the two leaves will actually maintain a horizontal angle. The saloon is very bright and has plenty of ventilation through the ss opening ports that adorn the cabin house.

Moving further aft, the galley is to port and it features the original oven/stove! This is a piece of artwork and also a testimonial to "they don't make them like they used to". The current owners love the oven and stove as it is reliable and consistent in temperatures to allow cooking of bread and many great meals. There is plenty of storage in the refrigerator and freezer for extended voyages. The 12v DC unit enables the food to be kept cold without running the engine.

The navigation station to starboard is well laid out for easy navigation and communications. You will find a VHF, SSB and sat phone, so you have all the tools necessary for local and world-wide communications. There is radar and full set of performance instrument on board.

Behind or aft of the main companionway steps/ladder is super easy access to the steering quadrant (perhaps the best access of any boat I have ever been on, as you don't have to leave the cabin to get to the steering system for any maintenance or emergency servicing). In this area you also have access to the auto pilot and water maker. The designers did an amazing job with this.

When you go on deck and into the cockpit you will find two very large cockpit lockers to port and starboard. Aft is another storage area under the helm seating. The cockpit has nice wide seats that are very comfortable, along with coamings that are a good height to keep water out of the cockpit, and nice to lean against. The cockpit winches are placed on pedestals outboard of the coamings to not hinder any seating.

Moving around on deck is a dream on Froya! The side decks are wide and clutter free. The decks were replaced in 2008 using Teak Deck Systems which is fully glued down for long life and no screws to re-bung year after year.

All four owners have been fantastic stewards and continually upgrade and improve the boat.

The boat is set up for inshore and offshore racing.

Sails

Racing sails (purchase date if known and condition)

- UK racing main - 2019, Excellent
- UK racing #1 jib - 2015, Excellent
- UK racing #3 jib - Good
- Halsey .5 oz spinnaker - Good
- UK ¾ oz spinnaker - 2015, Excellent
- Halsey ¾ oz spinnaker - Very good
- Halsey 2.2 oz spinnaker - Excellent
- Forestaysail - Good
- Storm trysail - Good
- Storm jib - Good

Cruising Sails (condition)

- Kappa sails roller furling Genoa, Excellent
- Hood #2 RF Genoa, Good
- UK cruising main, Good
- Backstay steady sail

- Custom Tarpaulin/sun awning
- Main sail cover

Mast

- Aluminum single spreader mast w/separate storm trysail track
- New standing rigging in 2013
- Schaefer double groove roller furling system
- Aluminum boom with slab reefing set up
- Hall Quick Vang
- Integral hydraulic backstay adjuster
- Carbon spinnaker pole
- Reaching strut

Deck gear

- Edson wheel steering system easy access to quadrant
- Winches – four halyard/utility winches
- Two on mast winches
- Two winches on cabin top
- Two 3 speed primary winches
- Two secondary winches
- SS hatches,
- SS Dorade vents
- Teak decks by Teak Deck Systems
- Lewmar anchor windlass
- Dodger

Lines & Rigging

Lines on the boat:

- Main sheet
- Jib sheets
- Spinnaker sheets
- Spinnaker guys
- Boom preventer
- Halyards
- Spare spin halyard

Additional Lines (off boat)

- 6 dock lines
- Set of yellow jack lines
- Spare jib halyard
- 2 floating throw lines
- 1 guy
- 3 spin sheets
- Foreguy line
- 2 spare lines (old sheets?)
- 9 snatch blocks (various condition)
- Spare anchor line - 2' chain
- Spare anchor line - no chain
- Spare Mooring ball attachment
- Running back stays

Engine

- Yanmar diesel 4JH5E 2011
- HP 51
- Hours 1,743
- Dual Fuel filters
- 3 blade Gori propElectronics & Systems

Various Systems and Electronics

- Wind Generator D440 - Not currently installed (2012)
- Spectra Water Makers - VT-150-D-12V MFG Date 1/17/2013, S/N 2005 (annually "pickled" – not used since 2014)
- Raymarine ST60 Sailing Instruments
- ST60 tri-data display
- ST60 analog wind display
- ST60 depth display
- Raymarine 12" C-Classic MFD (Radar/Chartplotter) in navigation area. Includes RS120 GPS sensor and RD218 analog Radar.
- Raymarinen es7 charplotter at helm (not integrated with C-Classic display/not compatible)
- Icom IC-M802 SSB (HF) Radio, w/AT130 auto antenna tuner. Antenna is presently the permanent backstay.
- Icom IC-M424 VHF Radio, with antenna installed at masthead.
- GlobalStar GSP1600 Satellite phone (portable) installed in powered cradle with external antenna connected (on radar pole).
- Clarion stereo system with Bose speakers
- Nav station wired to link up a laptop computer (computer not included)

Galley/Refrigeration

- 4 burner propane stove with oven (original and able to bake bread!!!!)
- Two cockpit storage locations for propane tanks
- Large refrigerator compartment
- Large freezer compartment
- 12v DC powered freezer with cold plates

Safety

- Life raft (6 person)
- Sea anchor
- Firedell blipper radar (and a folding radar reflector)
- Ditch bag
- Flare box: 6 flares, 2 smoke signals
- Life ring and strobe
- Distress flag
- 5 throwable square cushion
- 8 safety life jackets
- Anchors (1) CQR 45lb - onboard (2) Danforth
- Chain and 3 strand rope anchor rode
- Manual bilge pump in cockpit and others below
- Electric bilge pump
- Fire extinguishers

Electrical system

- 12 volt DC in house and engine start batteries – new in 2021/2022
- 115 volt shore power

Plumbing

- Hot and cold running water
- Hot water heater
- Shower in main head

Interior

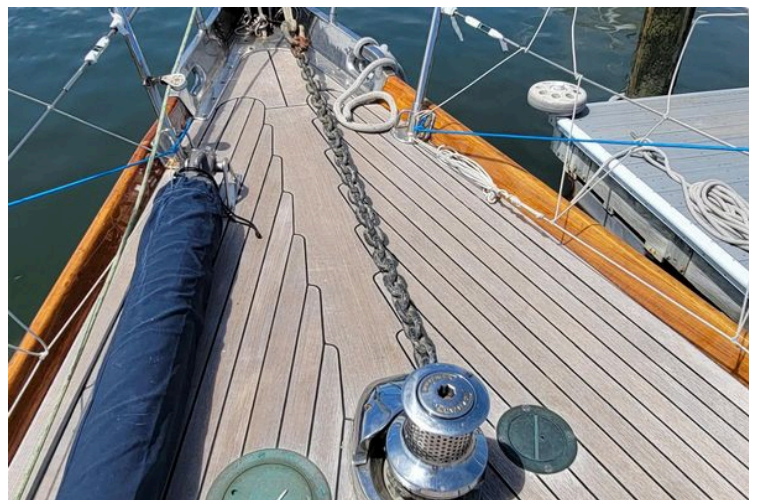
- Fans for berths/cabin ventilation
- Sliding port berth to make it wider for sleeping
- Gimballed saloon table with unique self-leveling leaves
- Drop down lee-boards on forward berths
- Sumps for sinks and shower drains to keep water out of the bilge.
- Manual heads

Miscellaneous

- Folding, wooden cockpit table
- Fender board (varnished wood)
- Teak folding swim ladder
- 12V searchlight
- 2 Dorade vents for forward cabin
- motor, motor lift and Edson motor Mount
- Screens for forward hatch, companionway and main cabin, + 6 spare main cabin screens
- Galley equipment
- Two gray cockpit cushions
- Spare (older) set of cabin cushions - used during races
- Pig stick
- Boson's chair
- Red cooler that fits into port cockpit locker
- Aluminum telescoping boat hook
- Various tools

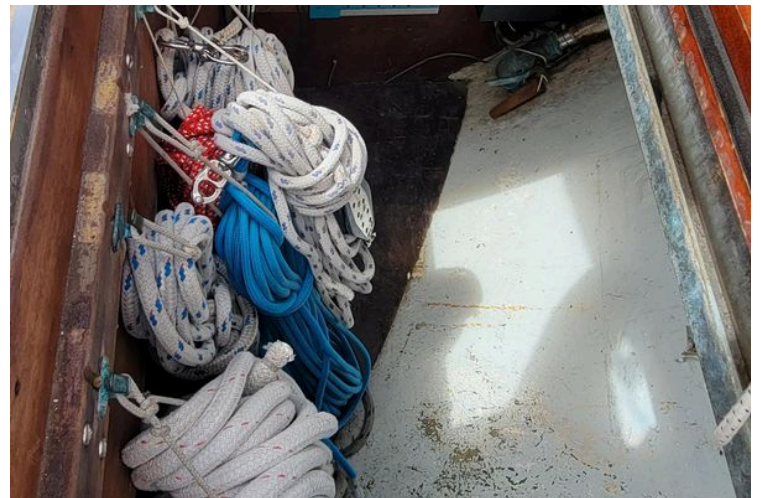
Disclaimer

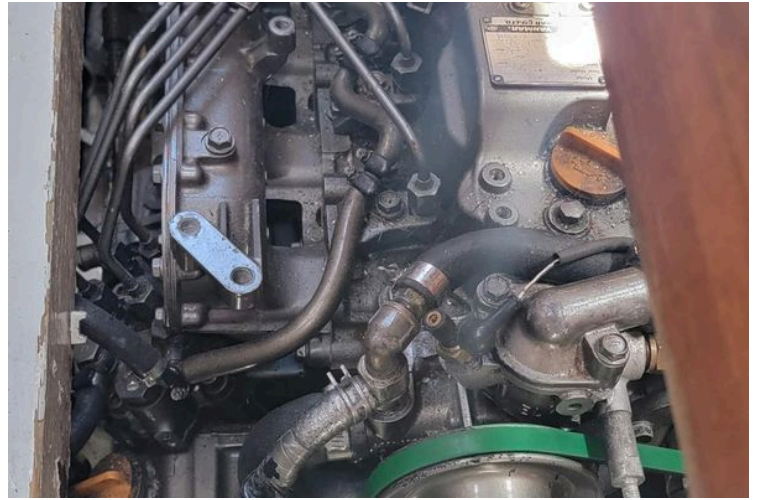
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(kts)	(kts)	(kts)	(deg)	(deg)
6.5	4.95	10.4	27.7	48.7
8.6	5.65	13.2	27.2	45.3
10.8	6.33	15.7	27.9	45.4
12.9	6.60	18.0	27.6	43.4
17.2	6.81	22.4	27.7	40.7
21.5	6.86	26.6	28.4	39.8
25.8	6.85	30.5	29.8	40.4

DOWNWIND VMG				
True Wind Speed	Boat Speed	App Wind Speed	App Wind Angle	True Wind Angle
(kts)	(kts)	(kts)	(deg)	(deg)
6.5	4.38	4.2	97.1	139.4
8.6	5.36	5.2	108.6	144.8
10.8	5.85	6.0	130.6	155.0
12.9	6.49	7.1	143.5	160.9

