

## FLICKA 20 HULL #387 FOR SALE

1989 Pacific Seacraft Flicka 20, Hull #387 (PCS20387D989). Salty blue water cruiser with full keel, standing headroom, auxiliary power - new custom trailer included. Excellent condition with many improvements including Featherstream folding prop, new 3Di NorDac sails, new head, Lifeline AGM batteries, and much more. In storage at K I Sawyer Airport in Gwinn, MI, ready to be towed behind your pickup. For additional information please contact Chad ([Chad.Lewisboatshop@gmail.com](mailto:Chad.Lewisboatshop@gmail.com); (906) 250-0736) or Ken ([kenblood2@gmail.com](mailto:kenblood2@gmail.com); 602-751-3801. \$37,800

### PHOTOS:



Agave Azul on its new trailer outside Lewis Boat Shop building at the former K I Sawyer Air Force Base, now the commercial airport for the city of Marquette, MI. The boat shop is less than a mile from the airport terminal, which would make it ease to coordinate a visit to inspect the boat. The city of Marquette is in the Michigan Upper Peninsula on Lake Superior, an attractive place to both sail and visit on vacation.



This photo shows the boat in winter storage. A close look at the teak hull rub strake illustrates the addition of a bronze rail mounted to the strake to prevent damage to the wood when docking.



Agave being pulled from Lake Superior at the Marina at the Marquette lower harbor. There is an extension bar for the trailer that is stored inside the main trailer beam and can be pulled out and locked in place to increase the distance between the trailer and the truck being used to haul the boat.

The boom and mast were stripped, and powder coated in white. New wiring, anchor light and connectors were reinstalled. A new Mariner Style 4200 Shakespeare antenna was installed along with new coax cable.

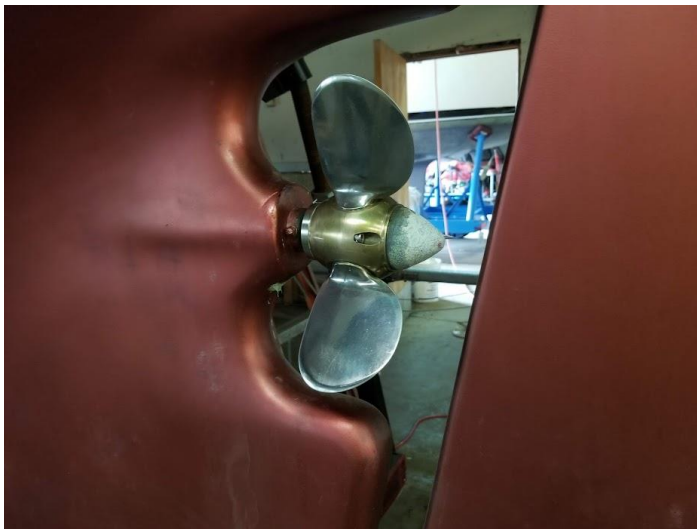
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Once boat is on the trailer and pulled out of the lake, we could adjust the screw jacks and strap the boat down to the trailer for the trip to storage.

It takes 2 individuals to take the mast down.

Note that the new rims and tires were not on the trailer when this photo was taken.



The Featherstream folding prop is a great addition to the Flicka. It's a lot more efficient than the standard two fixed blade prop. Greatly simplifies stopping and backing as well accelerating the boat. The prop shaft was removed and machined to install the prop and at that time we inspected, cleaned, repacked and adjusted the packing gland.

The bottom paint is a type formulated for fresh water; there's no indication of osmotic blisters on the bottom.



The rudder was repaired to include fiberglass repair to eliminate cracks, removal, repair and reinstallation of the rudder cheeks, paint touchup and refinishing of the varnish. The rudder and tiller are easily removed for long distance trailering and there is a separate emergency tiller in the event that the tiller is damaged or broken.

There's also a tiller pilot and custom cover we made for the tiller and rudder cheeks to protect them while anchored or tied up to the dock.

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Bowsprit was disassembled and repaired to eliminate issues with the wood, painted and reinstalled; the teak was also repaired and revarnished. You can see the plow anchor mounted on a roller with chain and rope anchor line in the chain locker at the forepeak. The thru deck fitting at the left of the bowsprit is the diesel fill port.



We added a sea hood that you can see in this photo so that water can't get under the hatch when closed. The new sea hood was made for us by a firm in North Carolina that bought rights in the Flicka from Pacific Seacraft, which is located nearby in Washington North Carolina. It was installed by Lewis Boatshop.

Note that Pacific Seacraft in Washington, NC is a very helpful source of information on these boats.

In this photo you can see the new mainsail and other covers we made from Sailrite canvas kits.

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The new 3Di North sails, sails are made by use of North's high-tech automated tape and extruded resin process, layered and bonded together by a robot on a three-dimensional mold that is made in the design shape of the sail. North has a detailed video online that explains how this process is different and why the sails are better than sails made with older techniques.

The result is a great sail shape, despite my ineptitude in adjusting sails. I'm told that they won't lose their shape when aging. The photo illustrates the jenny in very light wind, as you can see from the surface of Lake Superior. Our older set of sails would have been hanging under these conditions.

The North "nameplate" on the main is shown below.



Note that this is the serial number 001 (first) set of NorDac sails made by North for a Flicka.

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### Custom Trailer Fabrication

Frame for the new Flicka trailer is shown on Lewis Boatshop's 3-axle trailer as Agave is moved into position to allow the for measurement for the boat supports, as shown in the photo below. Two each 5,000-pound axles were installed, one with electric brakes, to insure the trailer has plenty of capacity to haul the Flicka plus all the added items that may be loaded on the boat.



Chad Lewis, owner of Lewis Boatshop, is shown taking notes for the skilled welder who fabricated the trailer for Lewis Boatshop.

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Interior, looking forward. Storage and anchor chain/rope locker area behind the forepeak doors. Floor (cabin deck) covering was used to protect the restoration from damage.

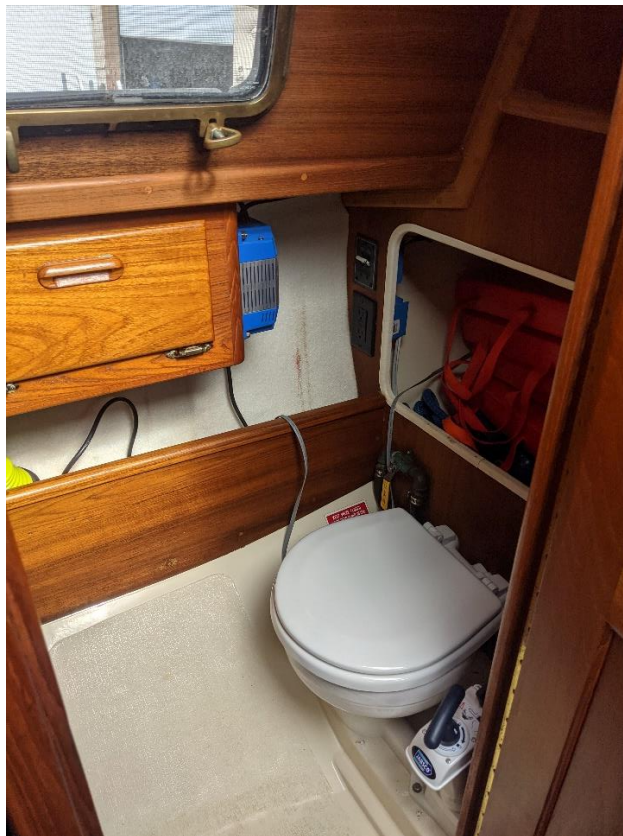


Interior, looking aft.

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Closer view of the circuit breaker panel, marine radio and nearby area. The black plastic bags in the bunk area hold the cushions to keep them clean while the boat is in storage.



Enclosed head. Head (toilet) is new, installed during the winter of 2021-2022. The blue and silver box on the right side of the cabinet is the battery charger. There is a fairly large storage area above and aft of the head sufficient to store fenders, lines, cushions, etc.

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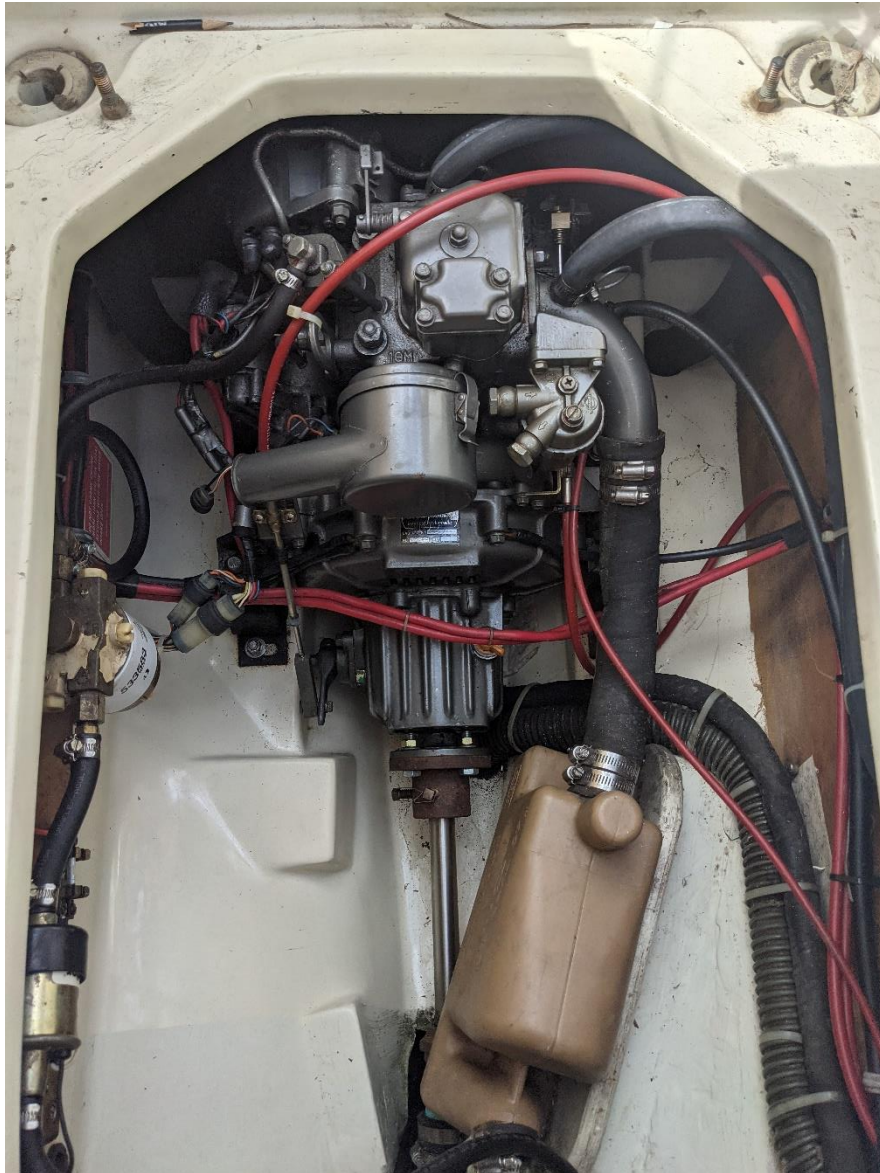
Bunk / bench on the starboard side forward of the enclosed head. You can see the edge of a cushion in the lower left corner of the photo. Storage space is in the side (back) of the bench and under the bench.



1GM10 Yanmar Diesel Engine from inside the cabin.



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Engine, transmission, exhaust system, fuel filter, etc. easily accessible by removing a hatch cover in the floor of the cockpit. This area also provides access to the packing gland for adjustment.