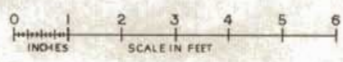
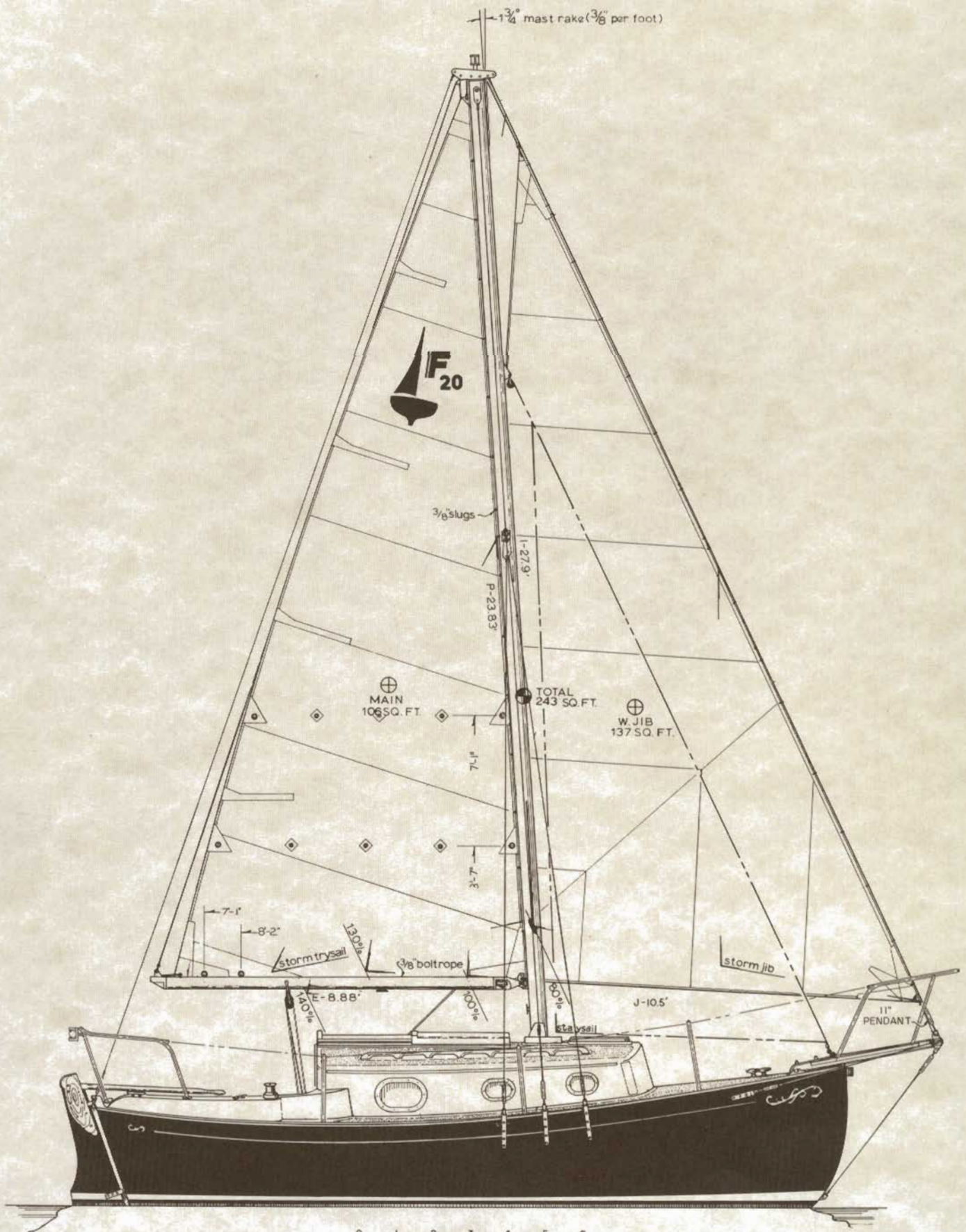
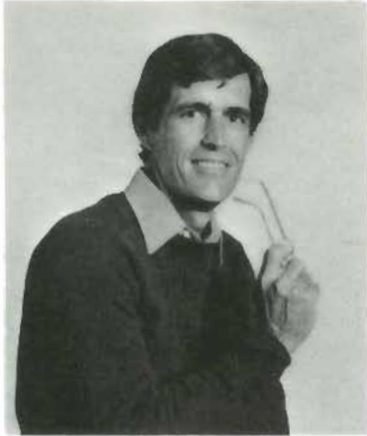




Flick





Whether the Flicka has reached over 300 because she's a beautiful and distinctive boat, or because she's built to take the sea is impossible to determine. Regardless, the Flicka's popularity is a tremendous source of pride for me, not to mention the justice done to her design by Pacific Seacraft.

The many miles that I sailed in Sabrina were exciting, fulfilling, confident, enjoyable and comfortable ones. She did everything ever asked of her and did it extremely well, bespeaking both the success of the Flicka design, the wisdom crafted into its turn-of-the-century ancestors, and the diligence of all those in the plant which translates the Flicka into a 20th century reality.

The Flicka is still my dream, and my most rewarding achievement and experience.

A handwritten signature in cursive script that reads "Bruce P. Bingham". The signature is fluid and elegant, with a long horizontal stroke at the end.

Bruce P. Bingham



Katy Burke aboard **Gypsy Rover**.





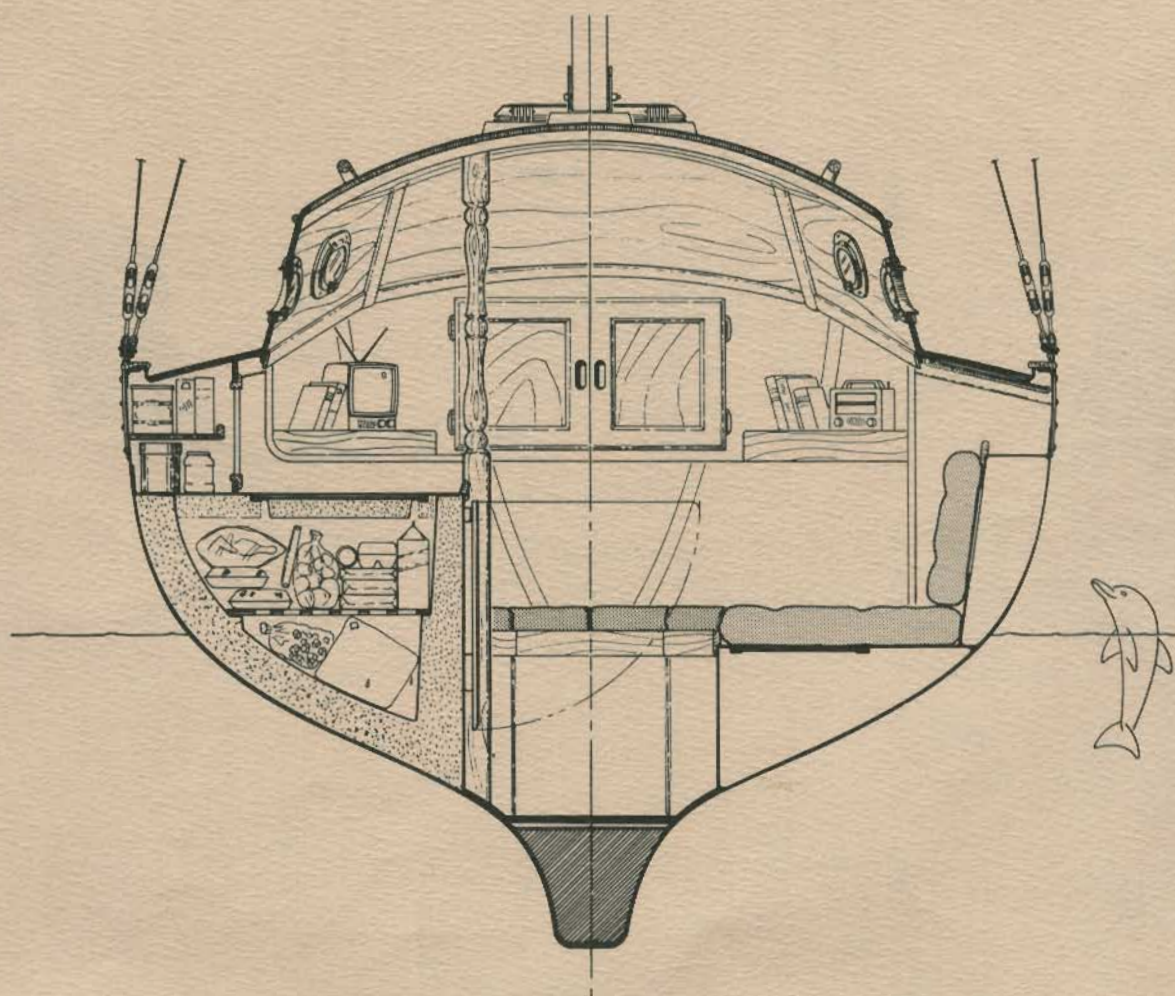
John Welch and *Betty Jane* (Flicka #188) have logged over 10,000 ocean miles together, and the lure of the sea is as strong as ever. His passages include Newport to Hawaii, Hawaii to Tahiti and return, Hawaii to Palmyra and return.

Stan Broadfoot aboard *Talia Marie* (Flicka #78).



Bruce Bingham sailed *Sabrina* (Flicka #25) to a fourth place finish in the 200 mile round Long Island race, and spent two years cruising some 6,000 miles along the eastern seaboard and in the Caribbean.

They are everywhere among us—wonderers, adventurers, poets, romantics. They may be disguised as businessmen, as teachers or laborers, but beneath the trappings of conformity and sociability their hearts beat to the rhythm of an ocean swell, their ears hear a hissing, foaming wake and warm tradewinds singing through the rigging, their eyes see beyond the cities pallor to palm-fringed beaches and star-lit coves. Their minds accept their everyday lives, but their souls reject it with every breath. For some, the dream must manifest itself, and that manifestation can only take one form: a boat. Not just any boat, but one that says “I can take you anywhere. I can fulfill your dream.” Flicka is such a boat—built to endure, designed for the world. Owning her means the dream is real, it can happen. Flicka is ready when you are.



DESIGN One fact of life that must be accepted by Flicka owners is this: you can't sneak into a harbor and drop the hook unnoticed. Her salty appearance makes her stand out in any crowd. We can talk about her swoopy sheer, her saucy bowsprit, the traditional lines that make every head turn, but the total package is one of such an elusive charm that even her designer, Bruce Bingham, can't put his finger on the "why." She's a pocket cruiser that everyone wants to put in his pocket and take home. And she's become the standard by which other small cruising boats are measured, but none can compare with the Flicka.

Her design was inspired by the Newport boats of Rhode Island, small weatherly craft that plied the open waters of tempestuous Block Island Sound, under sail and year-around during the early 1900's. Lobstermen would spend many days at sea working their

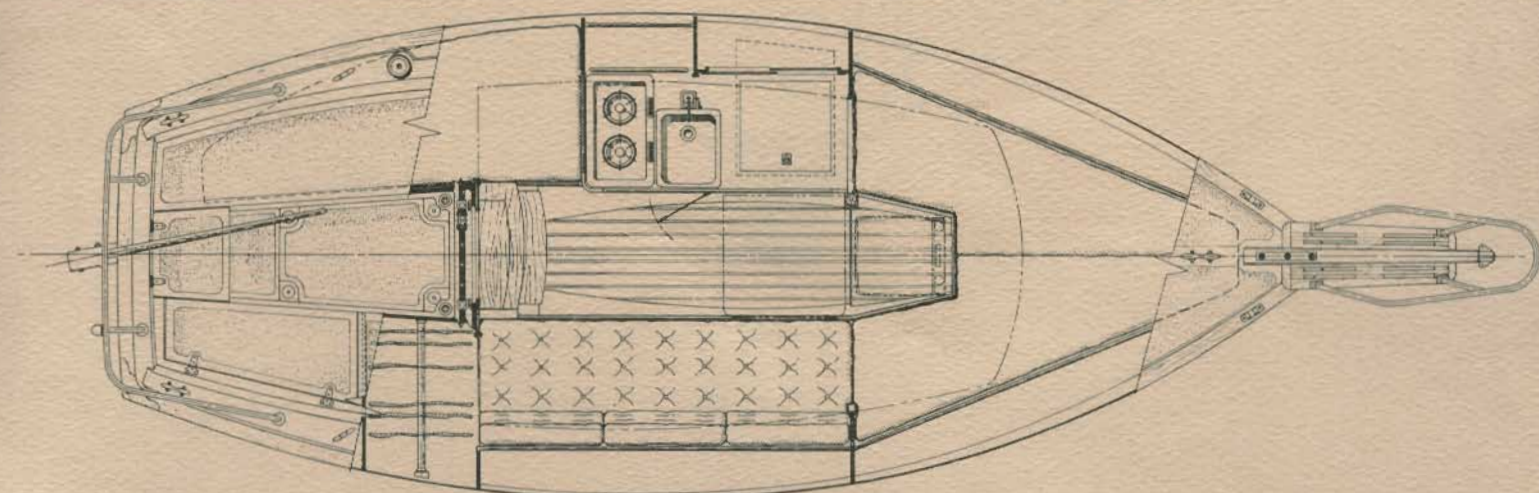
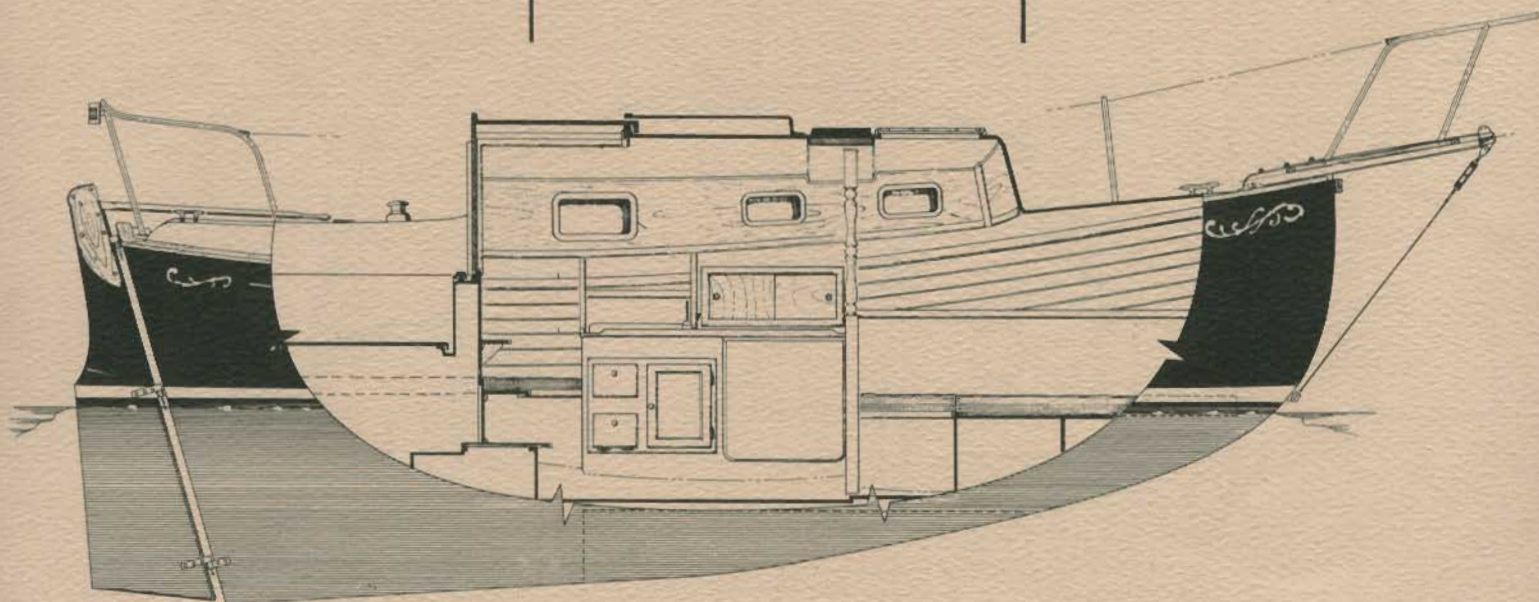
traps before making the long haul back to port. The boats had to stand up under the roughest working conditions and bring their crew home safely. Speed was important too. A swift return meant better prices at the marketplace.

Flicka's lines are patterned after those Newport boats. She will carry her owners anywhere safely, easily, but with a degree of comfort never dreamed of by the fishermen of Newport.

Flicka was not designed to conform to any racing rule; Bingham had no thoughts of a high-performance racer/cruiser when he put pen to paper. He wanted a small cruising boat that would be fun to sail, affordable on a modest budget, and with an interior that would appeal to today's modern sailor. That she delivers fast performance under sail is a bonus even he didn't expect. Long passages of a five-knot average and better are not uncommon, and Bingham raced his own Flicka to a

fourth in cruising class in the 200-mile 'Round Long Island Race' only four days after taking delivery.

While passagemaking is a frequent occurrence among Flicka owners—like John Welch's singlehanded sail from California to Hawaii, then from Hawaii to Tahiti and back again. Flicka is equally at home coastal cruising and daysailing on lakes and rivers. Bingham and Katy Burke spent two years living aboard their Flicka and cruising some 6,000 miles along the eastern seaboard and down into the Bahamas. Flicka's have been trailered across the United States for summer vacations and tucked into garages for long winters. Nowhere will you find a boat as versatile as a Flicka, one that can make the transition so easily from weekend sailing to world cruiser. The options are all there—the choice is yours.



ACCOMMODATIONS Step below on a Flicka and you'll find a living area that defies comparison. Her open, airy layout and full standing headroom make her feel like a 30-footer.

The forward double V-berth gives superb sleeping comfort for a couple, while the settee and quarterberth provide additional bunk space. Her workable galley, the heart of every cruising boat, has a deep stainless steel sink big enough to be of real use, a two-burner stove (either kerosene or optional CNG), a large well-insulated ice box and plenty of storage space. A hinged table on the ice box front can be raised to use for dining or navigation. Opposite the quarterberth there's a roomy hanging locker, and—as an option on the "modest" version—an enclosed head.

One reason why Pacific Seacraft Flickas are so widely cruised is their amazing load-carrying ability. You can stow enough gear and stores for months of self-sufficient living. There are shelves for books and navigation equipment, cabinets, and drawer space in the gal-

ley, and lockers and bins under every berth and outboard of the settee. Not an inch of space is wasted, yet all that gear can be stowed neatly and securely to maintain her pleasing, uncluttered appearance.

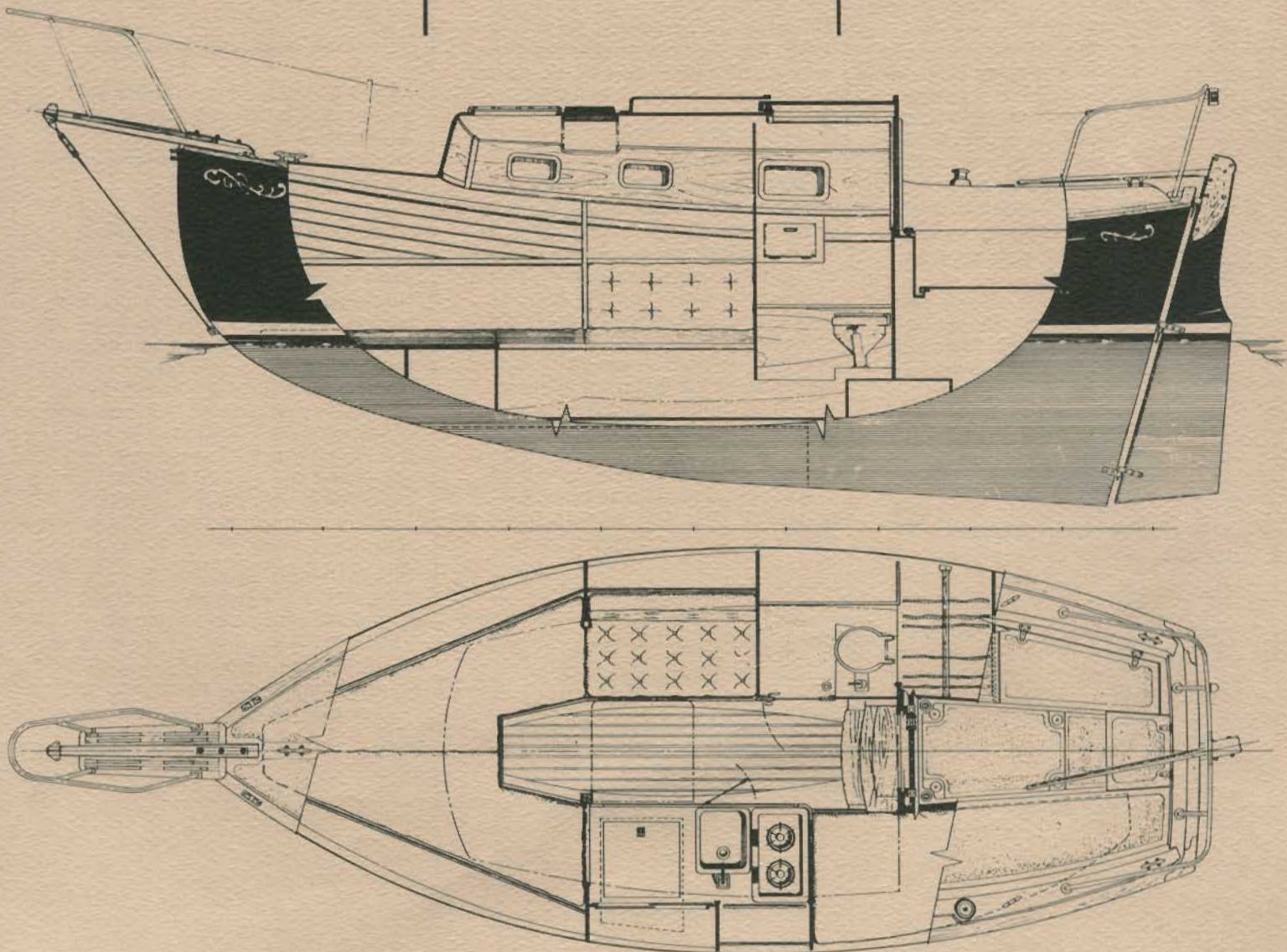
Ample light and ventilation is provided by six opening ports and a forward "person-size" hatch. Throughout the cabin, a soft white matte finish provides just the right counterpoint for the abundant hand-rubbed teak joinery. It is a combination that creates a rich, inviting appearance that is both light and cheerful. Warm wood tones of top-quality teak blend with the soft glow of brass appointments and a wide choice of decorator fabrics to give the Pacific Seacraft Flicka the look and feel of a classic custom yacht.

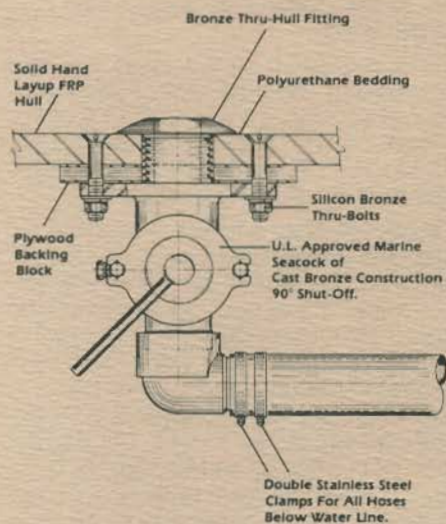
The Pacific Seacraft Flicka is an elegant, able and well found pocket cruising yacht. Flicka owners tend to be independent and thoughtful. While the tendency among many boat owners is to move "up" to larger and larger boats, many Flicka owners are experi-

enced sailors moving "down" from larger boats.

Flicka is short on complication and long on comfort. Her cozy cabin invites you to curl up with a book or share a quiet afternoon with your mate. Her cockpit invites you to bask in the sun or watch the stars on a cloudless night.

Flicka's simplicity and size give what sailboats are supposed to give—freedom. The freedom to set sail whenever the mood strikes you. The freedom that comes from knowing you can easily handle the boat alone. The freedom to provision the boat and go, without breaking the bank in the process. And she's stood the test of time. The soundness of her design and the quality of her construction have been proven by hundreds of sailors over thousands of miles of ocean cruising; she'll take you anywhere you want to go and bring you safely home again. If your thoughts frequently turn to blue water and distant shores, you owe yourself a look at Flicka; she could be perfect for you.





Seacock Installation Detail

SAILING RIG Flickas standard sloop and optional cutter rigs are designed for simplicity of operation, efficient performance, and long-term durability. All spars are finished with a maintenance-free two-part polyurethane coating. Standing rigging is hefty 1 x 19 stainless steel with forged bronze open body turnbuckles. Outboard chainplates eliminate the chance of deck leaks and are thru-bolted to the hull with stainless steel backing plates for maximum strength.

While main and working jib are standard, the Flicka can be fitted with any number of sails—big genoas, drifters, a cruising spinnaker. All of them—even the spinnaker—will be small enough to be easily handled by a short-handed crew or singlehander. A singlehanders package is available, with all lines, including a jib douser, led aft to the cockpit. All hardware and winches are of top-quality polished bronze.

The mast, stepped in a stainless steel tabernacle, can be quickly raised and lowered for running under bridges or through canals, or easily unshipped for trailering. No need to hire an expensive crane—you can do the job yourself.

Under sail and heeled even slightly, the high-crowned deck and cabin top provide a flat, stable working platform. Lifelines, pulpits, and full-length handrails give added security for going forward in heavy weather.

CRUISING PERFORMANCE She may be the prettiest, and the saltiest-looking, boat in the harbor (some people even call her “cute”), but the real test comes when you leave the safety of harbor and head for the open sea. Flicka passes with flying colors.

Heavy displacement and wide beam give her an inherent stability and the heft to shoulder her way through the big stuff. In a seaway she feels steady and solid underfoot—none of the quirkiness experienced in lightweight racers of similar length.

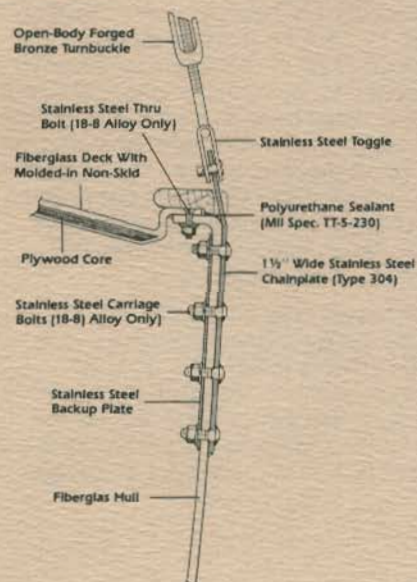
The long straight keel and balanced sail plan allow her to track beautifully and sail herself for hours at a time—important virtues on a serious cruising boat. You can go below to make a cup of coffee or check the chart and trust Flicka to take care of herself—and you.

Light air performance is, in her designer's words, “truly phenomenal.” She will ghost along in the slightest breeze and tack easily without stalling. But it's in heavy air that she seems to come into her own. Reefed down and with a small jib, Flicka will keep right on going when lesser boats are turning tail and running for home.

Whatever the conditions, Flicka is pure joy to sail. She's responsive, seakindly, and always easy to handle. No matter where you take her, she's just plain fun.

CONSTRUCTION With so many Pacific Seacraft Flickas sailing the oceans of the world, there's no question that she is a proven design, built to the highest standards of cruising yacht construction. Her fiberglass hull and deck are built to the most rigorous specifications, 100% hand laid up and squeegeed for optimum strength to weight ratio. Deck strength and insulation are increased with high-compressive strength plywood core construction. The vital deck/hull connection is engineered with a double flange bedded in high tensile polyurethane adhesive compound and thru-fastened with stainless steel bolts. It is the strongest, most

water-tight connection available in current production technology. Adding even greater strength and resistance to torsion and flexure is the Flicka's highly sophisticated reinforced fiberglass interior module. Hull and interior are bonded into one monolithic structure, a method far superior to conventional techniques.

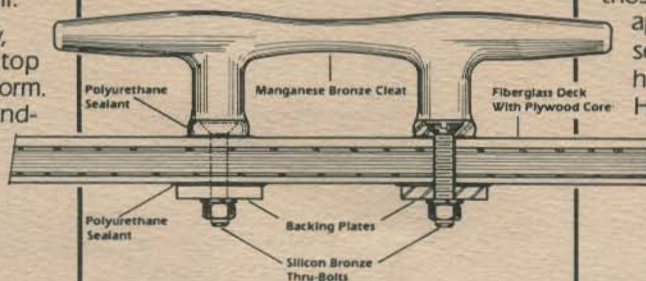


Chainplate Installation Detail

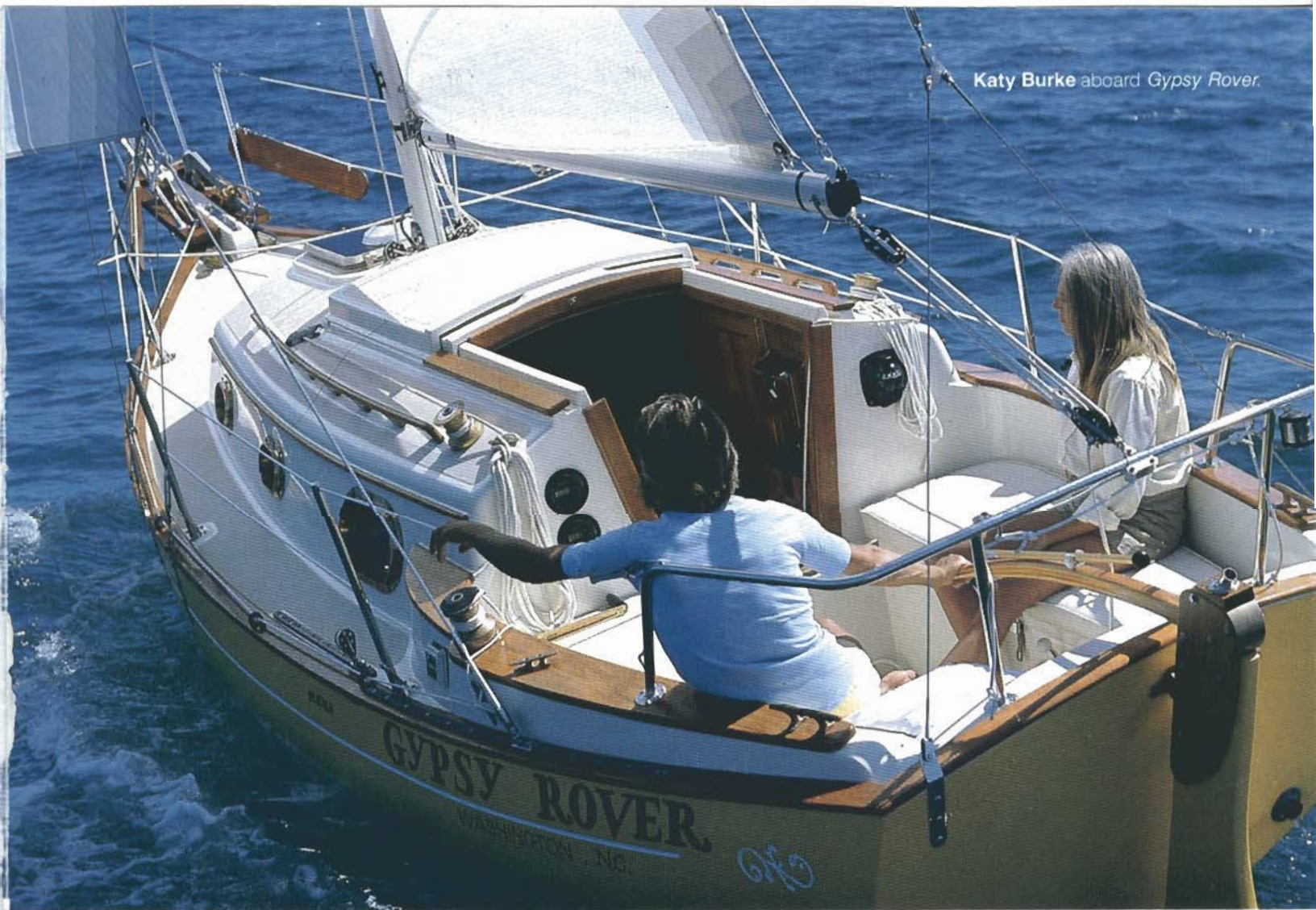
Flicka's rudder is mounted outboard for easy inspection and maintenance. Gudgeons and pintles are of heavy cast bronze construction and fastened with silicone bronze thru-bolts.

The cockpit is equipped with two 1 1/2" drains for fast bailing in the event of a boarding sea, and a high bridge deck to prevent water from sloshing below. A hand-operated bilge pump is mounted within easy reach of the helmsman. On Flickas equipped with the optional inboard diesel, the engine can be reached from behind the companionway ladder for routine maintenance. For more serious work, there is a removable hatch in the cockpit sole, kept watertight by a gasket seal and knurled brass retainer bolts. Below the engine is a molded fiberglass drip pan to keep fuel and oil spills out of the bilge.

Flicka's thru-hull fittings are solid bronze; those below the waterline have U.L. approved solid bronze, marine sea-cocks; those above the waterline have high quality bronze ball valves. Heavy duty hoses are secured by two stainless steel hose clamps at each connection.



Cleat Installation Detail



Katy Burke aboard *Gypsy Rover*.

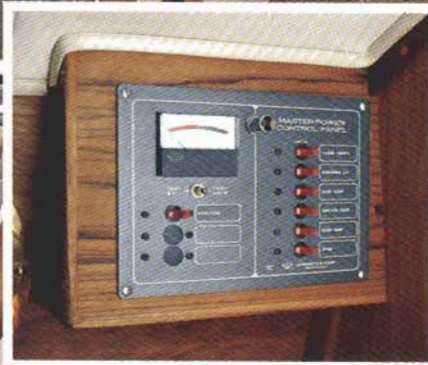
Katy Burke is an experienced cruising sailor and well-known author. She has sailed on many fine boats, but when it comes to choosing one for herself she chose Flicka. *Gypsy Rover* (Flicka #299) is her home, office, and ticket to distant horizons.



Southern California Flicka owners raft-up.

Al Lehman keeps *Windshift II* (Flicka #55) on a trailer at his Arizona home. He has sailed the lakes of Arizona, the Sea of Cortez and, with his son, sailed to Hawaii.

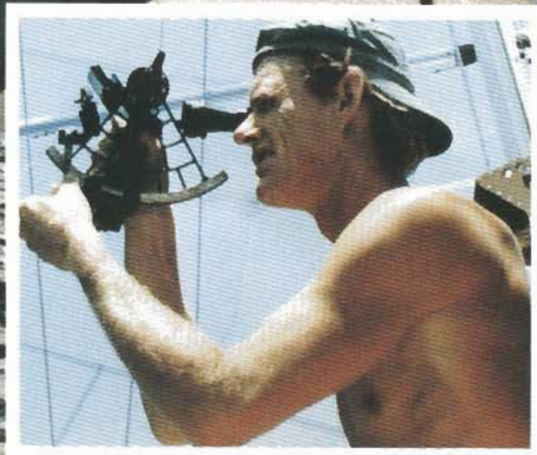




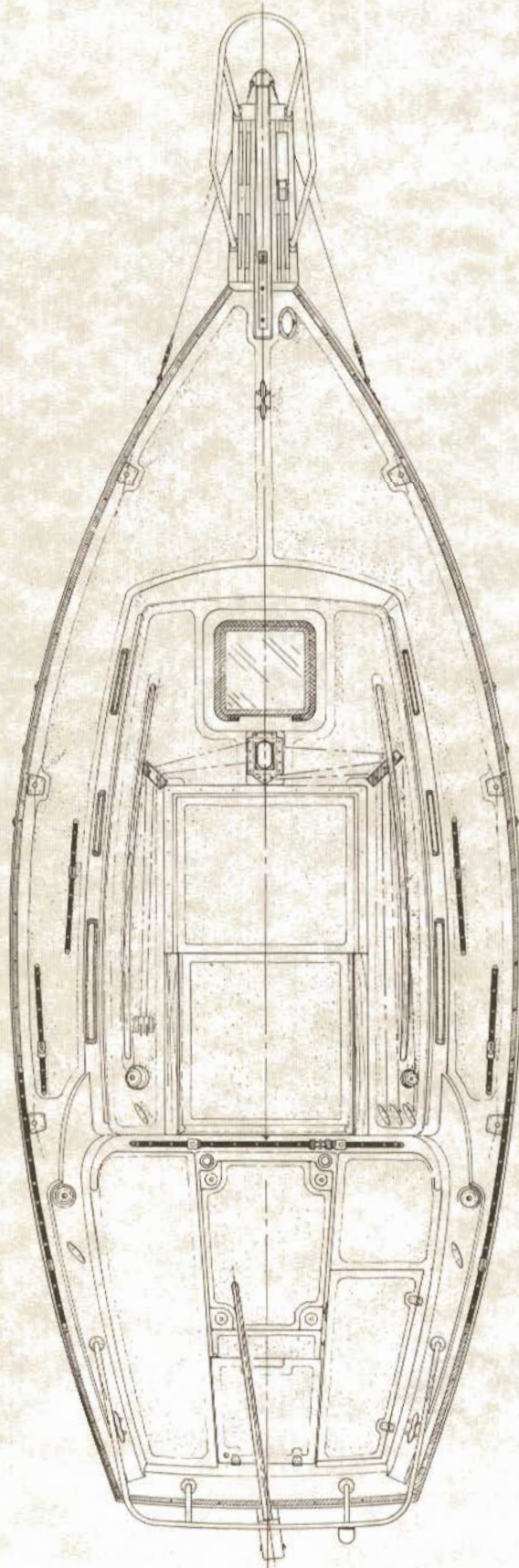
Not only is Flicka a spirited performer under sail, but her incredibly spacious accommodations and top quality craftsmanship make Flicka the most comfortable pocket cruiser afloat.



Bruce Carnahan aboard *Elea* (Flicka #186) takes noon sight on San Francisco to Hawaii passage.







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Corporation

