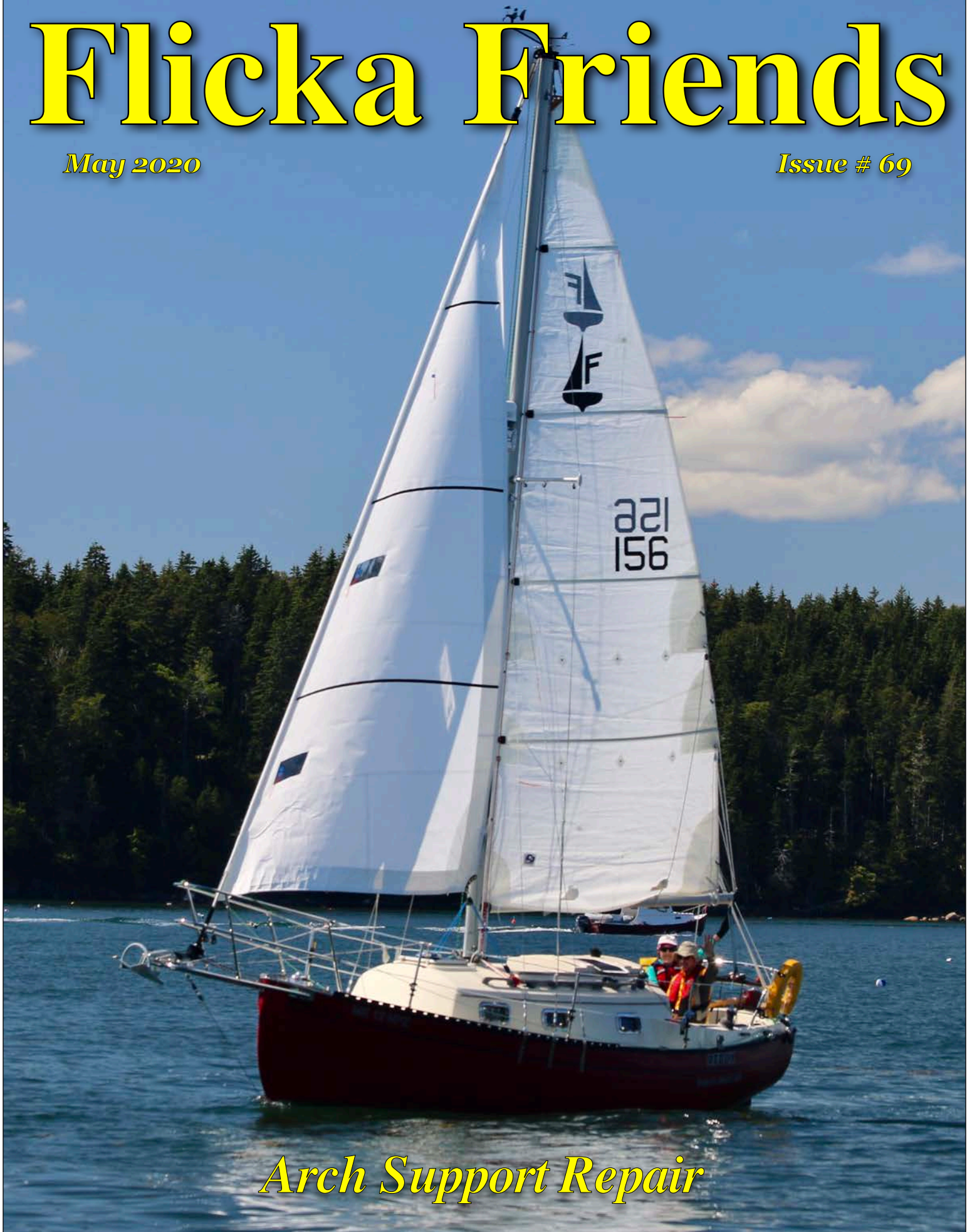


Flicka Friends

May 2020

Issue # 69



Arch Support Repair

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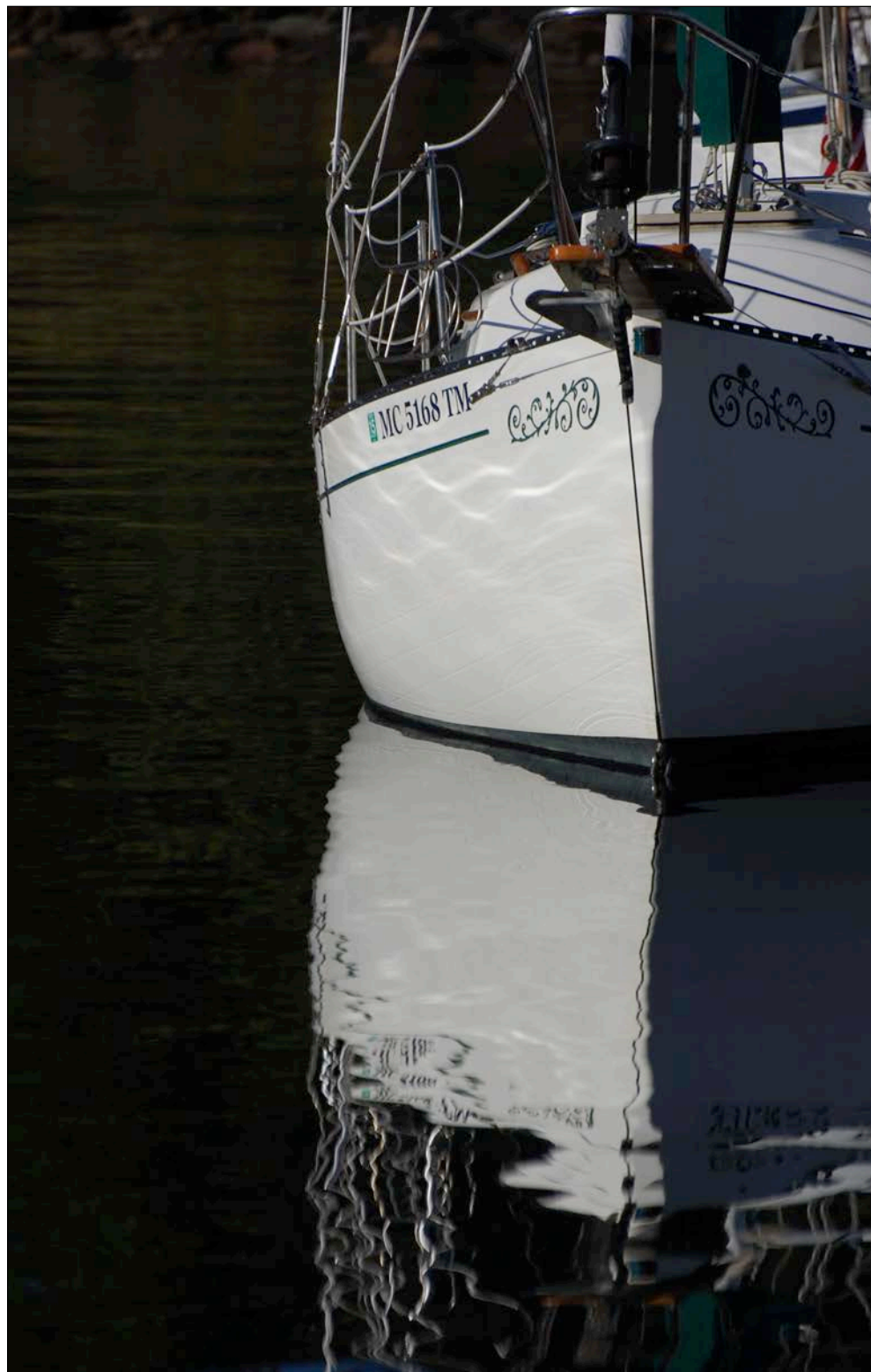
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Morning reflections of s/y **BLUE SKIES** on the waters of Roche Harbor.

Photo: Tom Davison © 2020

FRONT COVER

Pacific Seacraft Flicka s/y **REDUX** near Swan's Island, ME. Brian is the owner of The Island Market and Supply (TIMS) and was on his way to Frenchboro to deliver mail and freight.

Photo: Brian Kraffack © 2020

BACK COVER

A scrap of headsail poled out on Nor'Star Flicka 20, s/y **HEART of GOLD** near the southeast shore of Australia.

Photo: Riddy Ridsdale © 2020

ABOUT FLICKA FRIENDS

Flicka Friends is a newsletter that is written specifically for the people who own, crew aboard, or are interested in the Flicka, a twenty-foot sailing vessel designed by Bruce P. Bingham.

Based on the Newport Boats of Block Island Sound, this fine little yacht has been built from various materials from the 1970's. This includes Flickas constructed from plans obtained directly from Bruce's California office. About 400 sets of plans were sold. According to Bruce Bingham, many Flickas can be found in New Zealand, Australia, and Sweden.

NorStar built approximately twenty hulls, and Westerly Marine completed some of them. The manufacturer of the bulk of the class is Pacific Seacraft who built 434 hulls in California.

Oceancraft Sailboats purchased the Flicka molds from Pacific Seacraft and they will be building the Flicka in North Carolina.

Flicka Friends is published on a quarterly basis with issues being posted to the Internet in March, June, September and December. Articles and photographs are welcome and encouraged.

You can download the current issue as well as the back issues of Flicka Friends from the Flicka Home Page:

www.flicka20.com

The Flicka 20 bulletin board can be found at:

<https://groups.io/g/Flicka20>

The Flicka 20 Facebook Group can be found at:

[Flicka 20 Facebook Page](#)

Flicka Friends is always in need of articles and photographs for publication. Please consider sending something to me for the next issue of the newsletter. Articles of any length can be published.

A cell phone image from your last outing in the bay, or ocean passage would be of interest to the Flicka 20 community.

Editor: Tom Davison
Editor / Publisher
s/y **BLUE SKIES**
PSC Flicka 20 # 314

editor@flickafriends.com



s/y **ZANZIBAR** in Charlevoix, Michigan.

Photo: Tom Davison © 2020

By Tom Davison

This issue of Flicka Friends is the second in as many months. Quite a few captains have stepped forward to provide photos and information for both issues. The April issue was 36 pages and this one is 26 pages. Compared to the early years of this newsletter, often with four page issues, one might consider Flicka Friends more of a magazine than a simple newsletter.

The plan is to publish one more issue in June and then move to a quarterly publication schedule of March, June September, and December. Articles might become more difficult to obtain as the publication schedule ramps up. The quarterly schedule should work well. I'm looking forward to the articles scheduled for the next few issues, including blister repairs, Dyneema rigging, sailing in Guam, several refits, and the rescue of a Flicka in Oregon.

By Ron Collins
s/y DRIFTER

In 2011, I took a boat down the ICW from Cape Cod to Florida. Along the way a guy in a Flicka 20, first name David, last name forgotten, joined us.

David was in his 70s, originally from Tasmania, and had sailed his Flicka single handed from the U.S. to South Africa and back. He was on his way, also single handed, to Belize. Great guy. He went up the mast on boat to clear a twig that I got on the Dismal Swamp.

I had snagged a branch and it looked like it was growing out of the top of the mast. David said he would clear it for me. He went back to his boat, pulled out a heavy line, perhaps one inch in diameter with knots about every foot. He hauled that up the mast on the main halyard, then, barefoot; he went up that line like a monkey, using the knots like rungs on a ladder. Whole trip, up and down, took maybe a minute.

I marveled then, and still do. He attached himself to us for about a week, as I was a source of nightly dinners and he a source of continual yarns.

Last year, while sailing in Marina del Rey, an inflatable pulled up alongside, the skipper wanting to know if my boat was a Flicka. I invited him on board. He owns a large catamaran, in which he and his family has been sailing around the United States for a year or so.

He told of running across another Flicka, skipper named David from Tasmania, 70 plus, wiry as could be. Obviously, it was the same guy. He must be a little older now, but I am nearing 89, so Flickas have no age discrimination.

The owner of the cat that motored out to my Flicka in Marina del Rey had run across David in the Caribbean. He told the story that David, who was from Tasmania, and sailed from there, eventually ending up in the United States. His meeting with David was in the past several years, so David must be in or near his 80s. His Flicka 20 was a Marconi sloop, with an outboard.

Incredible that years later, I run into another with David stories abounding. David got me into Flickas, and for that I am thankful.

By Mark and Christine Fiechter
s/y TRUANSEA
Nassau to Allens Cay, Bahamas, 2012

We put out more rode and set the anchor and felt confident that we had picked a better spot for the night.



David and his Flicka 20: s/y **MIST** in the Bahamas.

Photo: Mark Fiechter © 2020

That evening we invited a boat neighbor over for dinner. Just seeing the boat that he was sailing was enough to tell me that he would have a few stories to tell. David's boat was a Pacific Seacraft Flicka, a 20ft boat capable of crossing oceans.

We listened to David tell stories about crossing the Atlantic Ocean in his Flicka s/y **MIST** to the Azores and beyond. He told us how he used to dive for abalone and his encounters with great white sharks and the seals that would hit you from behind to steal your shells. If you knew what was good for you the smartest thing to do was to let them have them and get out of there.

David had lost seven boats to hurricanes and just about the time I started thinking that some of his stories might be a little too fantastic to be completely true a squall blew into the harbor and our anchor started to drag. David thought that out rode had wrapped around our keel so I put on my snorkel and fins and dove over the side to clear the keel.

By the time I surfaced David had hopped into his dingy and rowed out to unfoul our anchor, which had wrapped around his own anchor line.

He lifted our 70ft of chain and anchor not once but twice into his dingy and reset out anchor before rowing back to our boat and calmly said to my wife. "And that is why I remain so fit!"

That a 73 year-old man could row out at night, in a squall and rescue our boat was more than a little like watching superman swoop down out of the sky and lift a plane about to crash back to safety.

Where is David and s/y **MIST**? He is delivering a sailboat on the east coast and s/y **MIST** is on the hard in Florida.

Editor: Ron contacted me about David, recently asking if my Rolodex included him. No, but I did recall seeing Mark's blog. Could it be the same guy? When Ron saw the photo, there was no question. It was David.

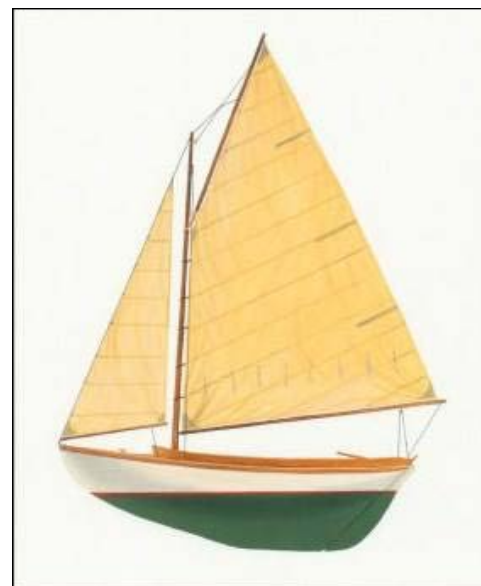
Flicka 20 Model



Starboard aft view of a Peter Kunst model of the Flicka 20.
Photo: Peter Kunst © 2020



This Flicka 20 is built at a scale of 1/2" to one foot.
Photo: Peter Kunst © 2020



By Tom Davison

While all of us would prefer being on our Flicka 20, it is likely there are a few things in our house or workshop that remind us of our favorite little yacht.

Photos are likely the most common method of reminding ourselves of places we have been. A broad reach in our favorite bay in the afternoon, or an incredible anchorage visiting on a recent trip.

Photos from the last issue of Flicka Friends came in from all over the world. That issue included Flickas from Australia, Canada, Japan, the Netherlands, South Africa, and the United States.

A Flicka 20 model might be the ultimate addition to your home office or study. Peter Kunst makes custom Flicka 20 models. The one shown is twelve inches long and built at the scale of one-half inch to one foot.

You can reach him using the following link. It is a Facebook Page. Use the Send Message on the page to contact him.

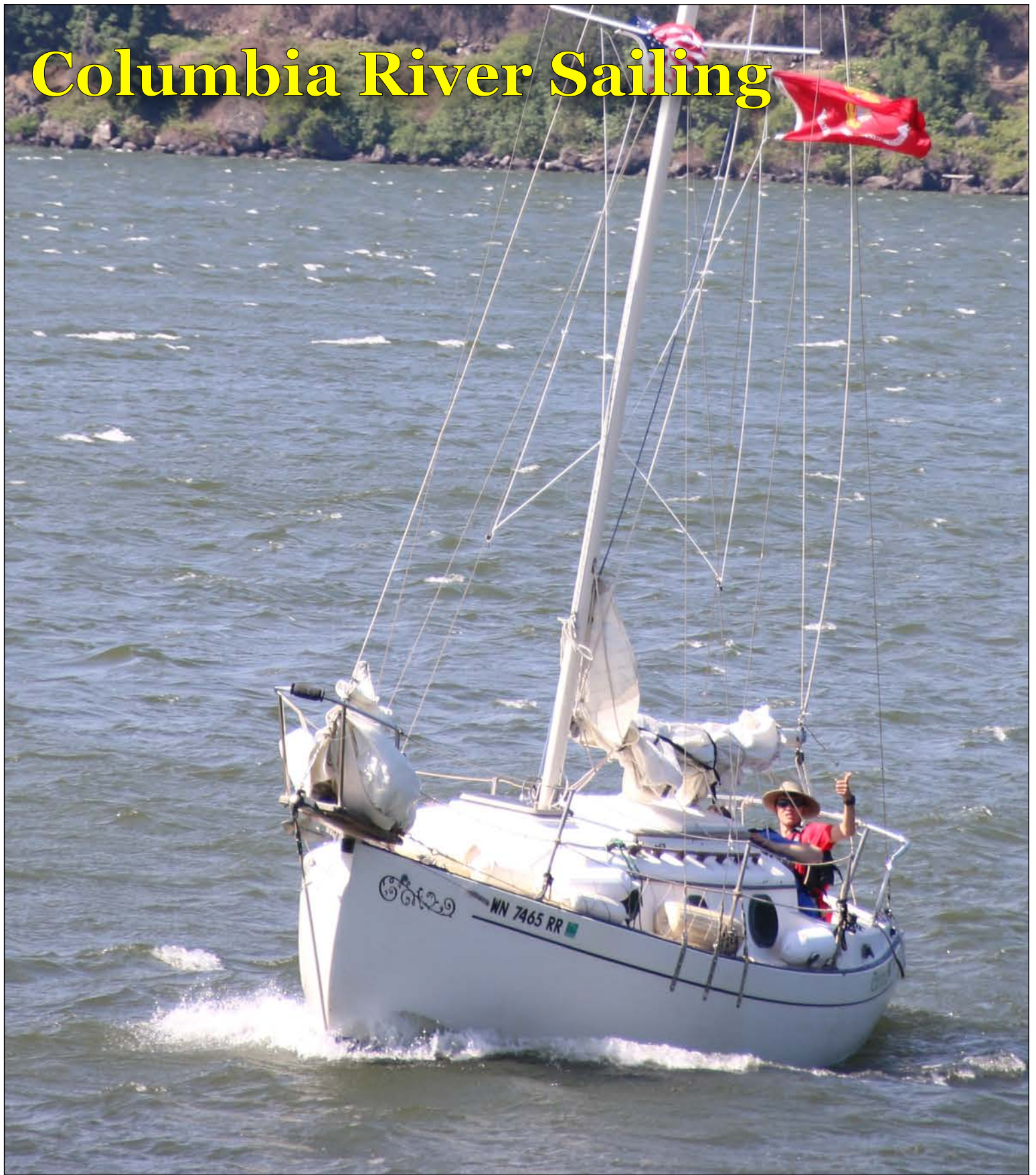
[Peter Kunst Models](#)

This particular Flicka 20 model was made a few years ago at a cost of **\$2,200**, including shipping.

His models are popular and prized, orders are placed on his production schedule and several months may be required for him to begin your Flicka 20 model.

A Flicka 20 model might be the perfect birthday or Christmas present for your favorite Flicka 20 captain. This is especially true for the colder climate captains were winter forces them and their sailboats indoors for months on end.

Columbia River Sailing



Approaching the marina on the Columbia River aboard s/y **EARENDIL**, Winds were against us and I didn't fancy tacking under the bridge, so we dropped sail and motored in.

Photo: Brandon Tattersall © 2020



With the wind on the nose, tacking through the Hood River Bridge wasn't a good idea. Opened in 1924, the mile long bridge has a lift section with a 57 foot clearance closed and a span of 246 feet. The bridge is 169 miles from the mouth of the Columbia River and above the Bonneville Lock and Dam.

Photo: Brandon Tattersall © 2020



We took s/y **EARENDIL** down to Newport, OR for the solar eclipse in 2018. That was a bit of an adventure. Two adults and three kids lived aboard for four days. Try that on any other twenty-foot sailboat! My favorite thing about the Flicka is that we could take her to the adventure, not just stay in our local area. Sailing to Newport wasn't practical, so being able to tow her down was great.

Photo: Brandon Tattersall © 2020

Fallen Arches



The mast step was flat on the deck so this was the first indication something was wrong aboard s/y **ARIELLE**, but I didn't know what.

Photo: Jack Russell © 2020



I noticed my plastic hatch wasn't closing correctly and at first I thought it was a defective hatch. The back hinges were broken. After inspection, I found that the deck had sunk and so did my heart!

Photo: Jack Russell © 2020



The straight edge is showing the extent of the problem. Another indication of the problem was that my Stays and Shrouds kept getting loose. Water must have entered the fiberglass/wood arch that gives the Flicka its wide-open interior. At this point I had to pull the boat and take it home to figure out what was the next step. The beauty of the Flicka is you can take her home. I searched the web and found a few other Flickas have had this problem. Most were corrected by a center mast support pole. This was not an option since I would have had to dance around the center pole to use my porta-potty. Though it might not be so bad to have a pole to hang onto for support in a rough sea!

Photo: Jack Russell © 2020



Here is what that glassed-in arch looks like with a temporary 2x3 on a scissor jack to hold it back in place.
Photo: Jack Russell © 2020



Next, took a cut-off wheel to the outside fiberglass encasement and here is what I found.
The wood was actually dripping with water. No surprise really.
Photo: Jack Russell © 2020



There is a block of some sort of hard putty to support the end of the wood. I managed to destroy one side before I understood what it was for. I preserved the starboard side better. After the new arch was in place, I used epoxy putty to rebuild the port side.

Photo: Jack Russell © 2020



I preserved the starboard side better. After the new arch was in place, I used epoxy putty to rebuild the port side.

Photo: Jack Russell © 2020



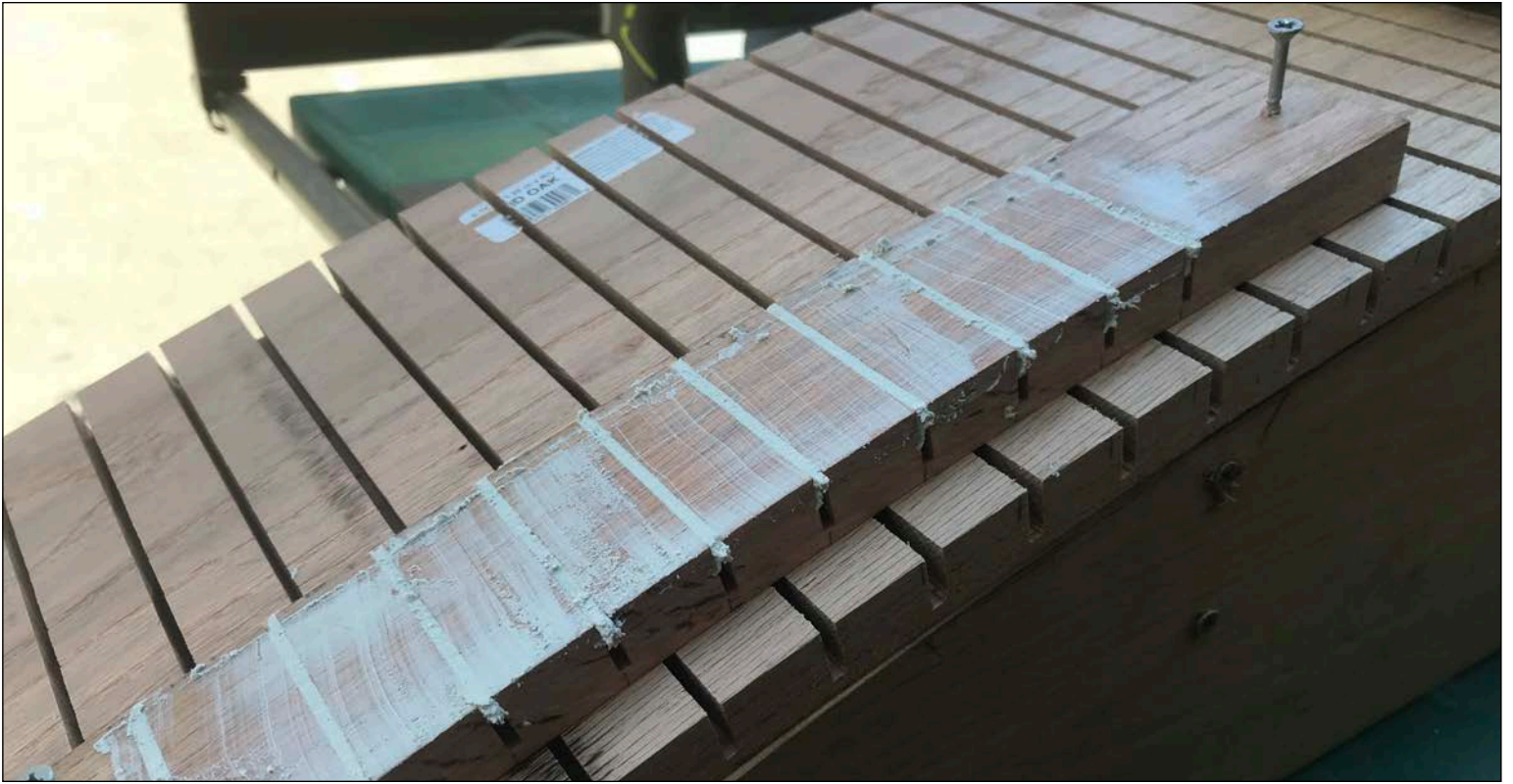
Next step was to build a form to bend the new arch. If I had it to do over, I am not so sure I would go to all this trouble but instead just use the roof itself as a form, bending each arch board into place using the scissor jack and glue. I used cardboard to make the pattern then built this arch.

Photo: Jack Russell © 2020



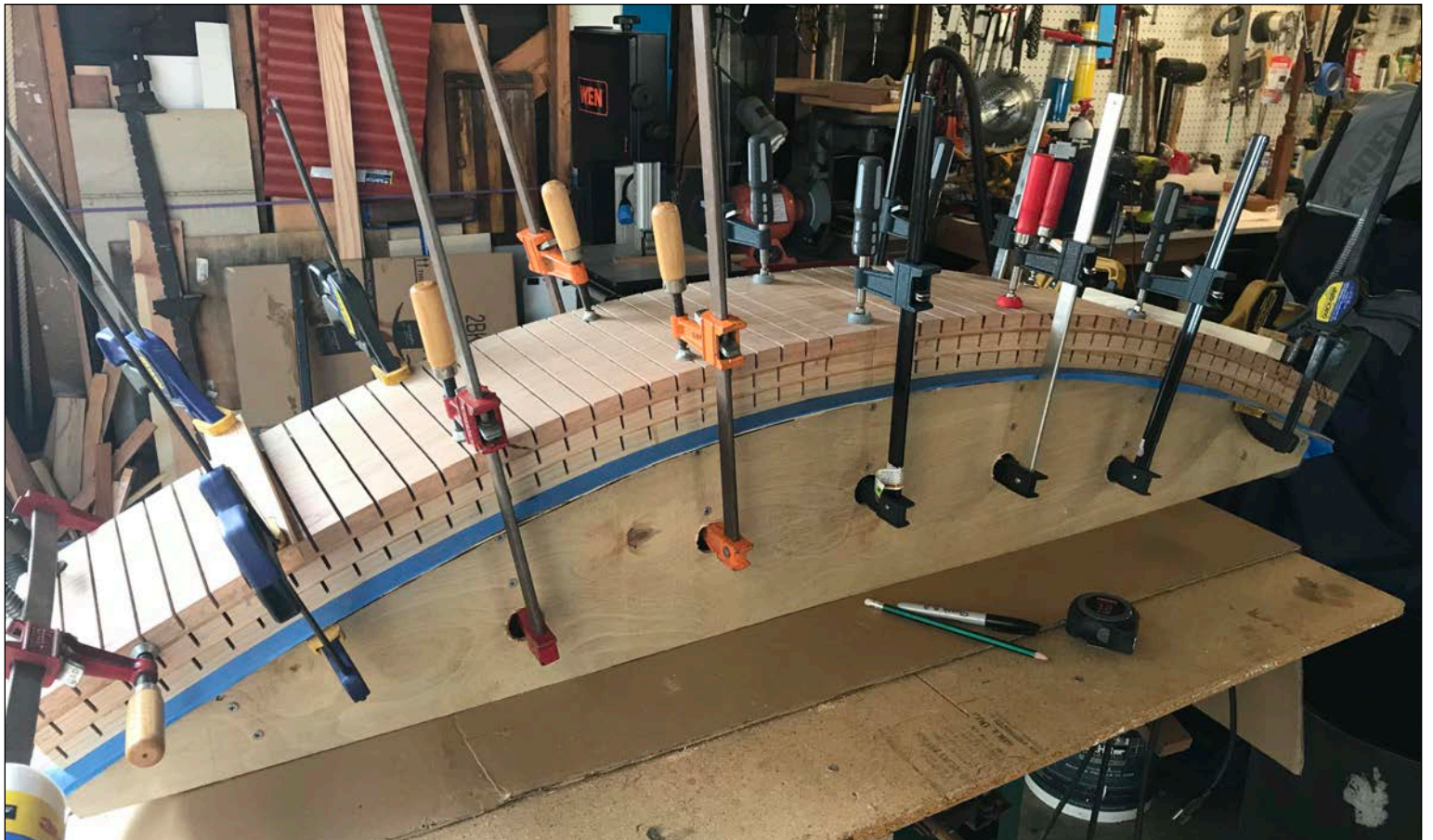
Using red oak (white oak would have been better but this was what was available to me) I kerfed the board on my table saw so it would bend. Then bent it to the form. I was hoping that by gluing two more on top the curve would hold.

Photo: Jack Russell © 2020



I tested a small sample filling the groves with epoxy putty but the putty shrunk when dried and caused it to spring back so I just glued the next board on top.

Photo: Jack Russell © 2020



And the second, then the third. Again, hoping each glued board would hold the shape.

Photo: Jack Russell © 2020



It did! Pretty much anyway. I did have about a 1/4" spring back which wasn't an issue.
Photo: Jack Russell © 2020



The next step was to cut the ends at the perfect angle to match those end blocks mentioned earlier. A scary procedure since you only get one chance! Then jack the unit into place and glue it to the roof.
Photo: Jack Russell © 2020



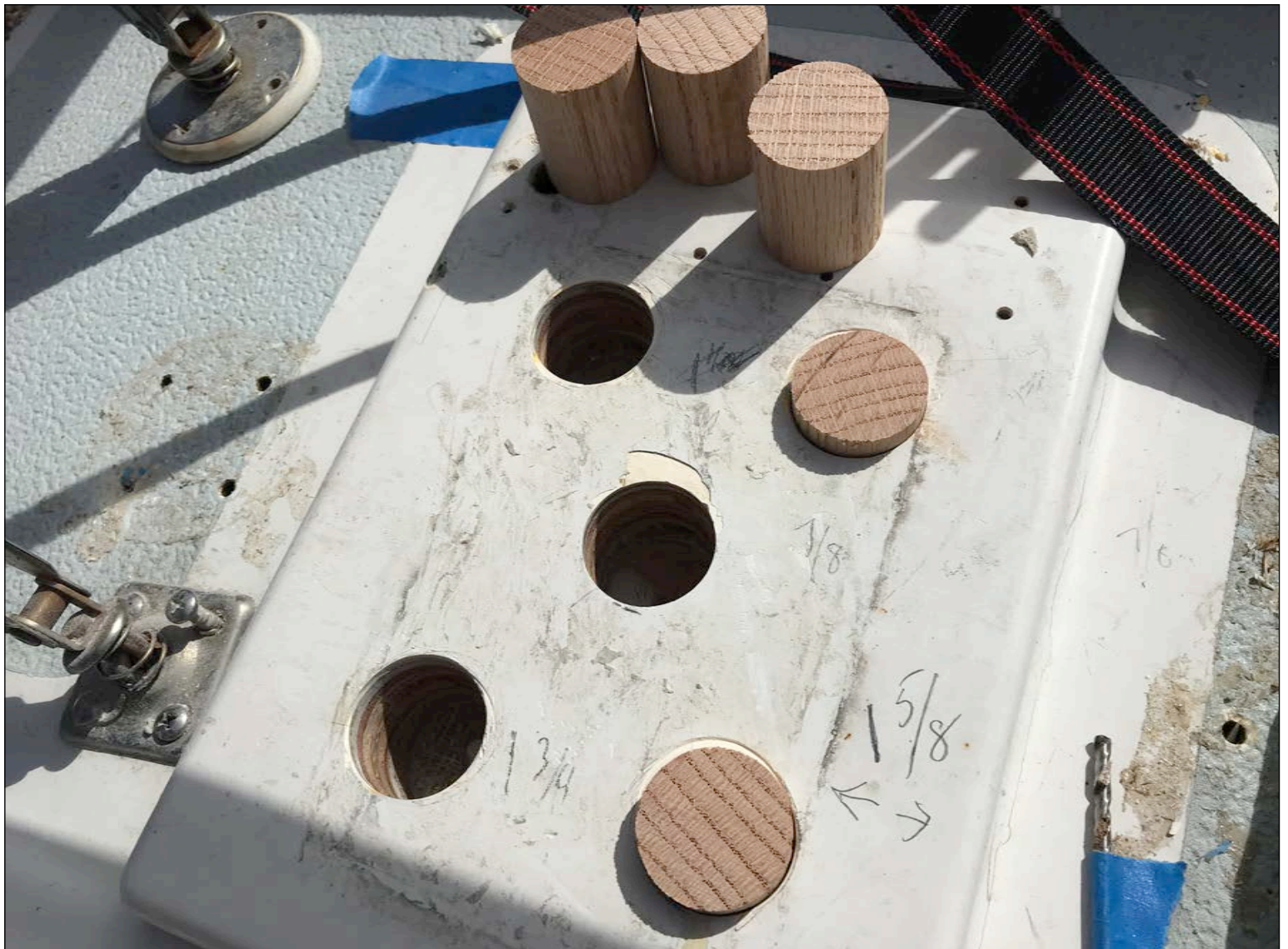
Building the knee supports turned out to be the most difficult part. There are so many darn angles to account for! Again, with a lot of cardboard patterns using trial and error. They are bolted to the side walls with stainless steel lags and fender washers from the outside.
Photo: Jack Russell © 2020



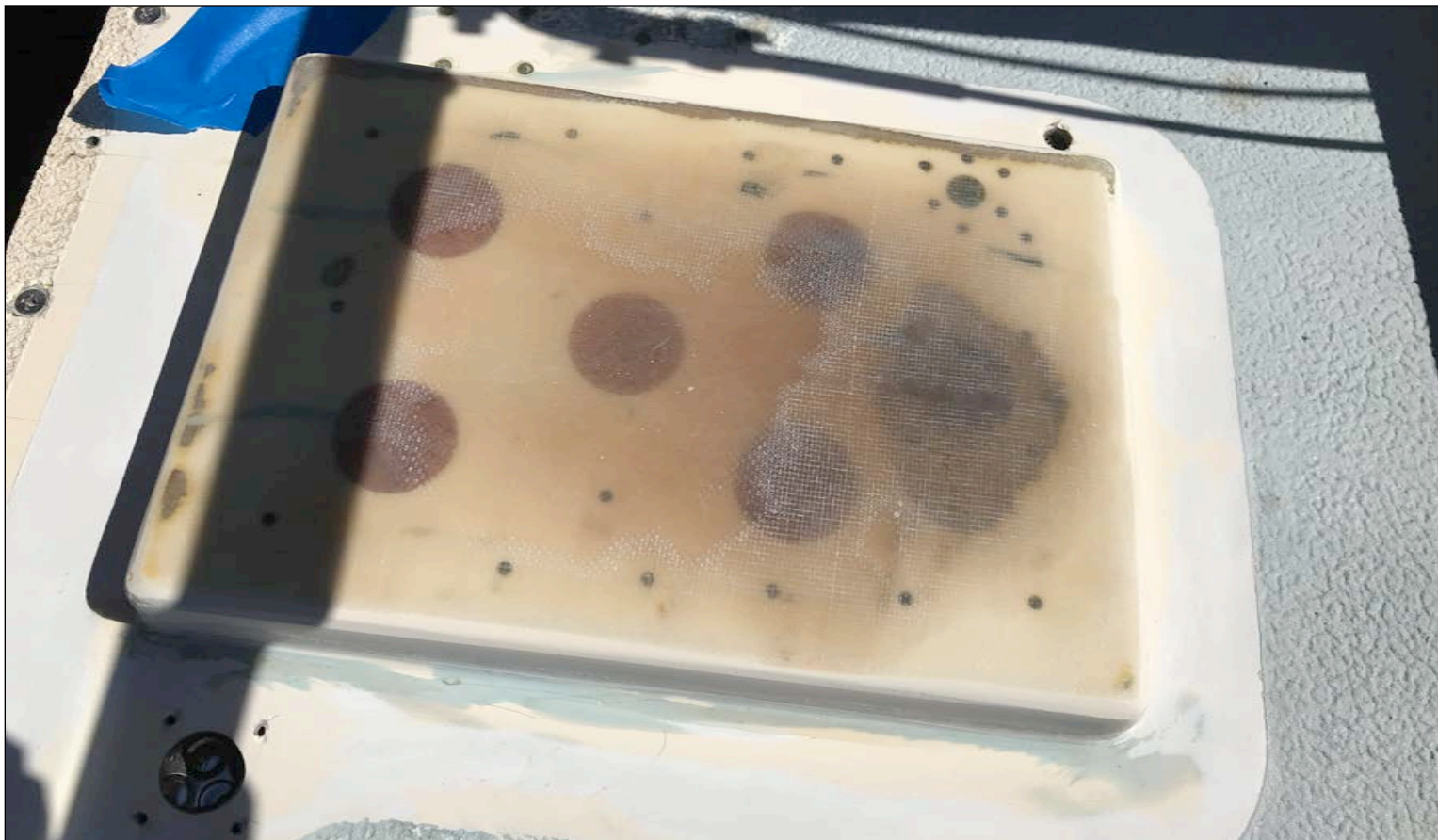
The faceplate curves on the fore and aft were easy to pattern and that is what made the arch super strong! A few nails and glue there too. The faceplate only covers the first two arch boards leaving a space for antenna and mast light wires and a place for the ceiling panels to lay on top.
Photo: Jack Russell © 2020



While I was at it I added a small arch to the hatch cutout frame just because I could. Fortunately the plywood deck was not damaged or wet.
Photo: Jack Russell © 2020



The block under the mast step was a bit of a concern. It was not rotten but it did show a little water damage and some punky areas. Since there is so much weight on it I decided to drill holes clear through to the new arch.
Photo: Jack Russell © 2020



The six dowels were glued in place, and then glassed. This would take the weight straight to the arch.
The dowels are directly under the mounting bolts.

Photo: Jack Russell © 2020



I took out the stand up blocks for the halyards and bought this base plate and blocks from Dwyer mast. The less holes in my deck the better! I also moved the thru deck fittings so they do not fall directly over the arch. If they leak now I will know.

Photo: Jack Russell © 2020



Even though this arch is made of oak and not teak I used Zar Premium Teak stain from Ace Hardware and it came out to be a perfect match!
 Now the question is: do I install that little side support spindle or not. I doubt it's needed since this new arch is so much stronger than the old. I had to make new overhead panels around the arch. They are vinyl glued to a flexible Formica backing.
 The roof is insulated with that foiled bubble wrap stuff. The panels are then screwed or Velcro to the roof.

Photo: Jack Russell © 2020



Two months later it's done! And yes, the spindle post went back in and I'm glad to have it's support not so much for the arch support but for the "me" support in rough seas!

Photo: Jack Russell © 2020



After a wonderful day of sailing, s/y **ARIELLE** is back to her mooring in Port San Luis, California. She now has a new mast support arch after two months of what was to become a major repair.

Photo: Jack Russell © 2020

I don't think build the form would be used again. As long as you kept those side blocks intact I believe you could cut the boards exact, then jack up and glue each one in it's place. The first board butts against the blocks then the next two will overlap the blocks to the sidewalls. That would have made this much easier and cheaper if it would have worked. Someone else will have to determine whether it will. Total cost of this repair was about \$750 and that included a new \$300 plastic hatch.

All said and done, it wasn't so bad to do this repair. I know that s/y **ARIELLE** will now be sailing with a new caretaker long after I am gone.



s/y **HABIBI**

The former owner left his Flicka with a relative after moving to Poland. **HABIBI** was found in an alley.
Photo: Michael Connolly © 2020



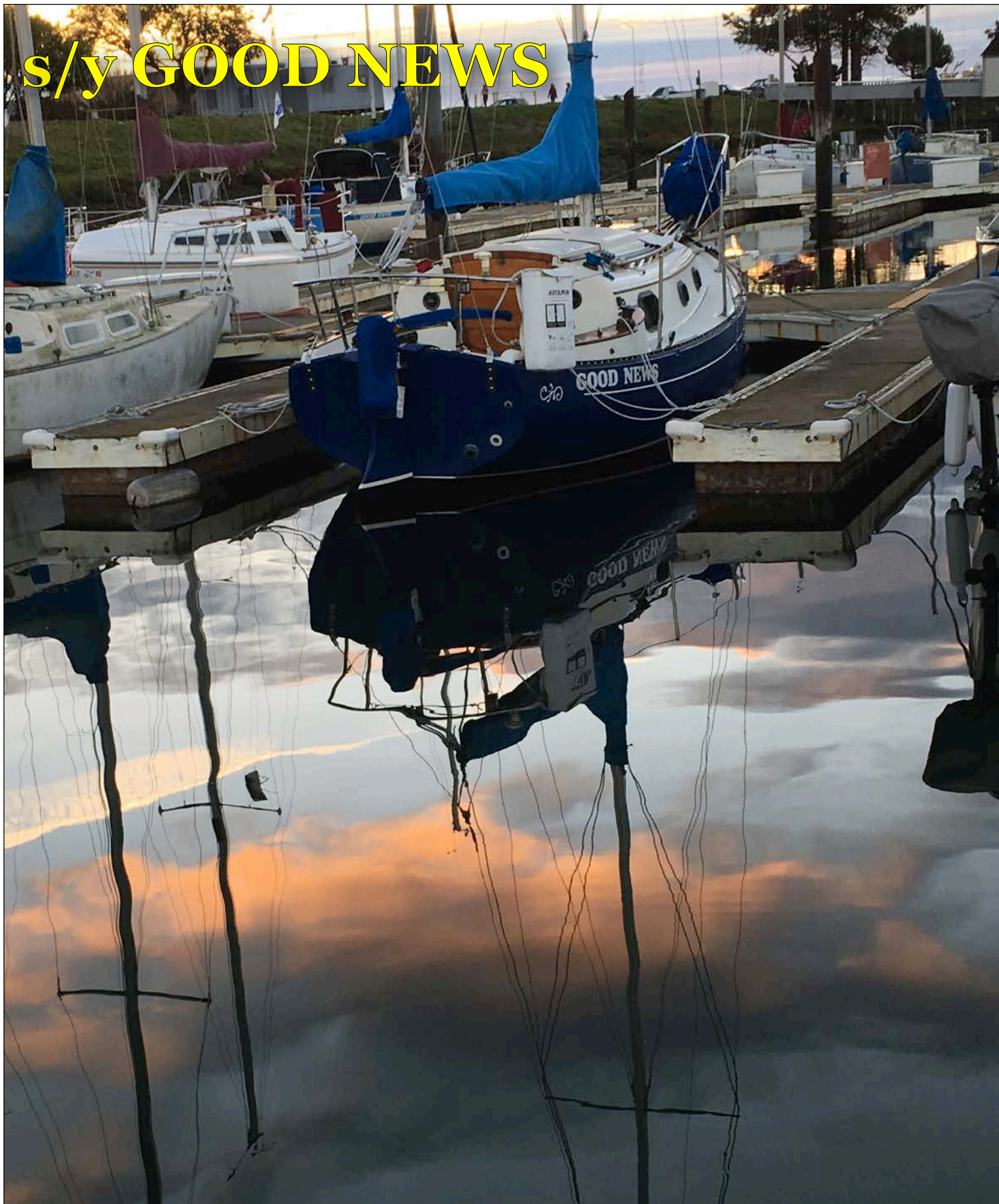
HABIBI was moved to a boat yard to begin preparations for launching.
Photo: Michael Connolly © 2020



Refitting **HABIBI** was a battle, but worth the effort in the end.
Photo: Michael Connolly © 2020



Back in the water again, **HABIBI** is waiting for the mast, boom, and sails.
Photo: Michael Connolly © 2020



s/y GOOD NEWS

Sunset colors around s/y **GOOD NEWS** in Alameda, California.
Photo: Ariu Levi © 2020



Boat maintenance includes varnishing the teak coaming, handrails, and eyebrows.
Photo: Ariu Levi © 2020



GOOD NEWS at the docks, ready for another trip on the San Francisco Bay.
Photo: Ariu Levi © 2020

s/y MIRA JANE



s/y MIRA JANE (1980 PSC # 126) from last year on an overnight to Falmouth, MA.
Photo: Lynne Silva © 2020



The interior of s/y **MIRA JANE**.
Photo: Lynne Silva © 2020



The electrical panel, stereo, and radio installation aboard s/ y **MIRA JANE**.
Photo: Lynne Silva © 2020

s/y AMNESIA

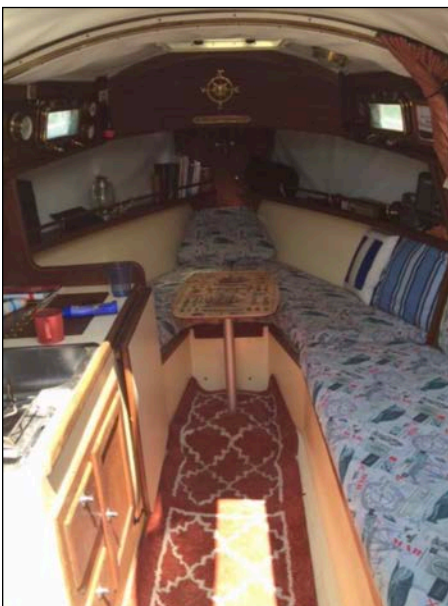


The white hull was painted blue. This is an “after” photo of my Flicka s/y **AMNESIA** (1978 PSC # 9).

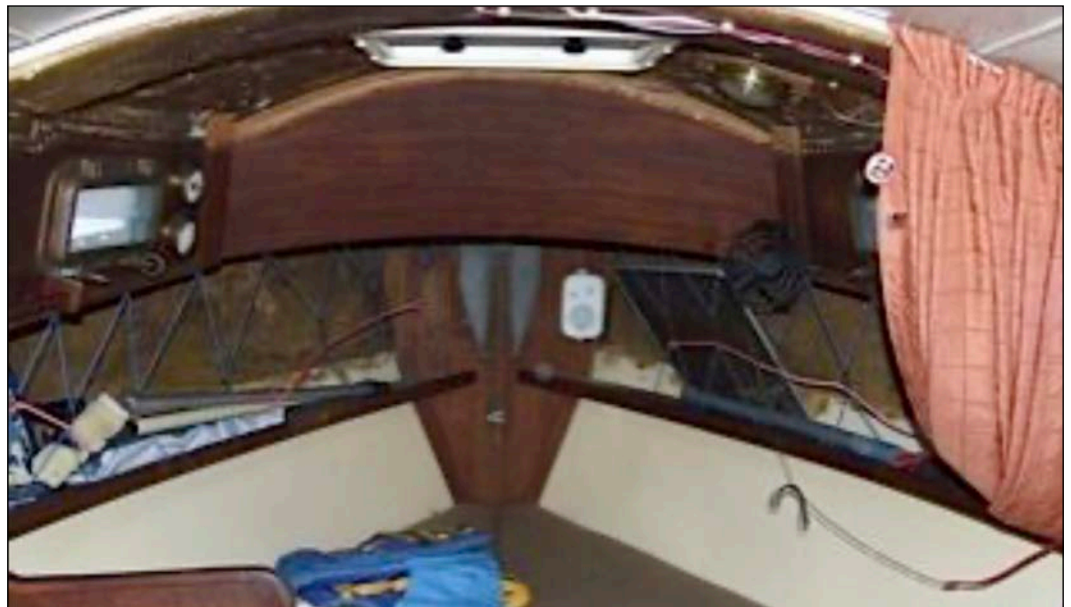
Photo: Jon Unruh © 2020



Flicka s/y **AMNESIA** (1978 PSC # 9). Note the dorade on the bow and the Bruce and CQR dual anchors.
Photo: Jon Unruh © 2020



The "after" shot of the interior.
Photo: Jon Unruh © 2020



Some T-L-C was needed.
Photo: Jon Unruh © 2020

Roche Harbor Dining

48° 36' 35" N / 123° 8' 56" W



Fresh seafood is available right at the dock at Roche Harbor. What could be easier?

Photo: Tom Davison © 2020

By Tom Davison
s/y **BLUE SKIES**

While Friday Harbor has more services, a stop at Roche Harbor will not disappoint you. There is a proper restaurant that required reservations with a menu that reflects the bounty of seafood in the Pacific Northwest.

There is also a small cafe that serves breakfast, lunch, and dinner. You can forget dirtying dishes for the time being. The last option is a fish store located near the gang way to shore. North Sound Seafood stocks oysters, Dungeness Crab, Spot Prawn, and smoked Salmon.

With two nights at Roche Harbor, I tried two of the three options. Dinner from the Lime Kiln Cafe, breakfast and lunch as well.

Dinner would be fresh caught from the dock seafood vendor after confirming that he would be open when I returned from the grocery store. Yes, he would be there. Walking to the store, I bought crackers, cheese, and a drink.

Back at the dock, I asked for four spot prawn. He asked if it was four pounds? No, just four prawns. Since my refrigeration was not being used, there was no place to keep them. He asked cold or cooked. Cooked would work for me.

I gave him more than he was asking for. They were cheap compared to the prawns in the restaurant: \$15 for a prawn appetizer.

A few minutes later, they were cooked and I was heading down the dock. **BLUE SKIES** was only thirty yards away at most.

A few minutes, I was sitting down to a basic meal of prawns. It couldn't be better: a simple meal aboard a fine little yacht in the Pacific Northwest.

Tomorrow, I'd be heading back to Friday Harbor. The currents were right around mid-day. It was another lazy day on the Salish Sea.



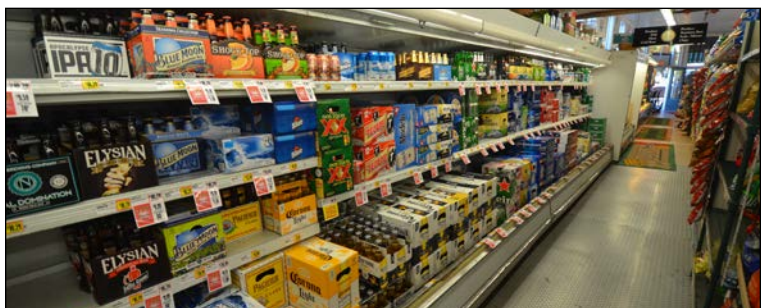
There is plenty of outdoor space to eat.
Photo: Tom Davison © 2020



The Lime Kiln Cafe served breakfast as well.
Photo: Tom Davison © 2020



The small grocery store is well stocked.
Photo: Tom Davison © 2020



Their beer selection should provide something for you.
Photo: Tom Davison © 2020



A restaurant for your dining pleasure as well.
Photo: Tom Davison © 2020



My choice? Spot Prawns - fresh from the dock.
Photo: Tom Davison © 2020



One hundred and thirty-four years now!
Photo: Tom Davison © 2020

