



Flicka Friends



Winter 1997

Vol. 3, No. 3

Hiking a Double Tombolo

By Tom Davison

The plan was to meet at Schooner Bay Marina around noon on Saturday for another trip into the Apostle Islands. Reviewing the weather forecast on the internet, I found that the weekend would likely be one of wind and rain. Sunday would be better than Saturday since there was a small craft advisory for the morning.

Looking through the MAFOR numbers, they called for winds to reach speeds of up to 27 knots on Saturday. Wind direction would change from southwest to west.

Leaving Minneapolis around 7:30 a.m. for the long drive to the Apostle Islands, I managed to arrive in just over four hours. There were two things to get while driving through Bayfield; U.S.G.S. topographic maps of the island and sandwiches for this afternoon.

Both places of business were on the same block. The maps were purchased in a few minutes, then on to the bakery. I had eaten there before and expected to get more great sandwiches to go. To my surprise, I found that it was closed. Looking in the window, this business was more than just closed, everything was gone. Only the bare floor remained. There was a grocery store across the street. Crackers, cheese, chocolate and sports drink would have to be our lunch. Not that great of a replacement, but it would have to do on such short notice.



**Dave Mills aboard JULIE ANNE
at Quarry Bay in the Apostle Islands**

I found *JULIE ANNE* docked in the southwest corner of the marina. Dave arrived a little later, along with son Joe, his daughter Abby, and a friend of hers - Amy. We loaded gear for five into the cabin of *JULIE ANNE*. All of it dis-appeared quickly in the cabin.

We traveled through the narrow entrance of Schooner Bay Marina and raised the sails in the open water. Conditions called for a full main and a 130 genoa. We set an easterly course north of Basswood and Hermit Islands toward Stockton Island. With ten miles to cover, we hoped to arrive at Quarry Bay docks early enough to do some hiking.

We trimmed the sails and put "Otto" to work steering *JULIE ANNE*. This worked well until we reached the west end of Stockton Island. The winds died enough to confuse the autopilot and it was back to steering the hard way. After a few miles, Quarry Bay came into view. Another twenty minutes and we would be docked for the night.

We slowly approached the dock at Quarry Bay on Stockton Island. The sails were lowered about five minutes out and we carefully approached the dock in following seas. The plan was to use the protected side of the L-shaped dock with the bow facing to the west. This would place us into the forecasted winds. It would also allow us to leave without backing if the winds were out of the south in the morning.

Cont. on Page 4

I would like to publish an issue of Flicka Friends that contains photos of Flickas in as many places as possible. If you are interested, please forward a photo of your Flicka along with the location, boat name, hull number and a short caption.

About Flicka Friends

Flicka Friends is a subscription newsletter written specifically for the people who own, crew aboard or are interested in the Flicka, a Bruce P. Bingham design.

Based on the Newport Boats of Block Island Sound, this little ship has been built from various materials since the 1960's to the present day.

Hulls have been completed by home builders using plans supplied by Bruce Bingham. More than 400 plans were sold. According to Bruce Bingham, many Flickas can be found in New Zealand, Australia and Sweden.

Commercial builders of the Flicka include Northstar, Westerly Marine, and Pacific Seacraft.

Pacific Seacraft continues to manufacture the Flicka and has built more than 400 of the little ships.

Flicka Friends is published quarterly. Contributions from readers are always needed. Articles, photographs, and letters relating to the Flicka are welcome and encouraged.

Please note the date next to your name as it indicates when your subscription is up for renewal. The renewal cost is \$10.00 per year.

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Thoughts of the Guest Editor

Recently, Dennis Pratt asked for my help in publishing several issues of Flicka Friends.

The reason for this request was the serious illness of his daughter. It placed her in intensive care and required daily visits after the initial long stay. She is still undergoing treatment three times a week. Hopefully, Elizabeth will make a speedy recovery. My thoughts and prayers are with Dennis and his family during this difficult time.

I was more than happy to take on this task. My efforts will be directed toward meeting the standards established by Dennis.

I'll try to get Flicka Friends up to date (No, it isn't winter anymore or is it? - El Nino) with another issue in July.

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Articles & Photos Needed

I would like to echo the request of Dennis Pratt and ask Flicka Friends to consider writing an article or providing a photo & caption for the next issue.

There are a number of recent Flicka trips that would make interesting reading. They include a passage in the Sea of Cortez and another one in the Gulf of Mexico.

Cruising areas might include the coast of Maine, Catalina Island, Lake Tahoe, Door County, the Florida Keys, San Francisco Bay and Desolation Sound.

The article on the opposite page came from a one page letter to Dennis that included several photos. The hull blister article was three pages of double spaced text with four photos. With a little information, an article is not difficult to publish.

I'd like to gather enough photos of Flickas sailing in various areas. The goal is to fill an entire issue of Flicka Friends. If you can, provide a photo and a caption for this project. To accomplish this goal, about 30-35 photographs will be needed.

Flicka Home Page

For the Flicka Friends who seem to be connected to their computer, you might want to take a look at the Flicka Home Page. It is located at:

<http://home.att.net/~seagypsy/index.html>

Developed by Flicka owner Rod Bruckdorfer, the Flicka Home Page has been on-line since February of 1998. He upgraded the site in April. The web page includes Flicka history, web page links, sails & rigging, and Flicka voyages.

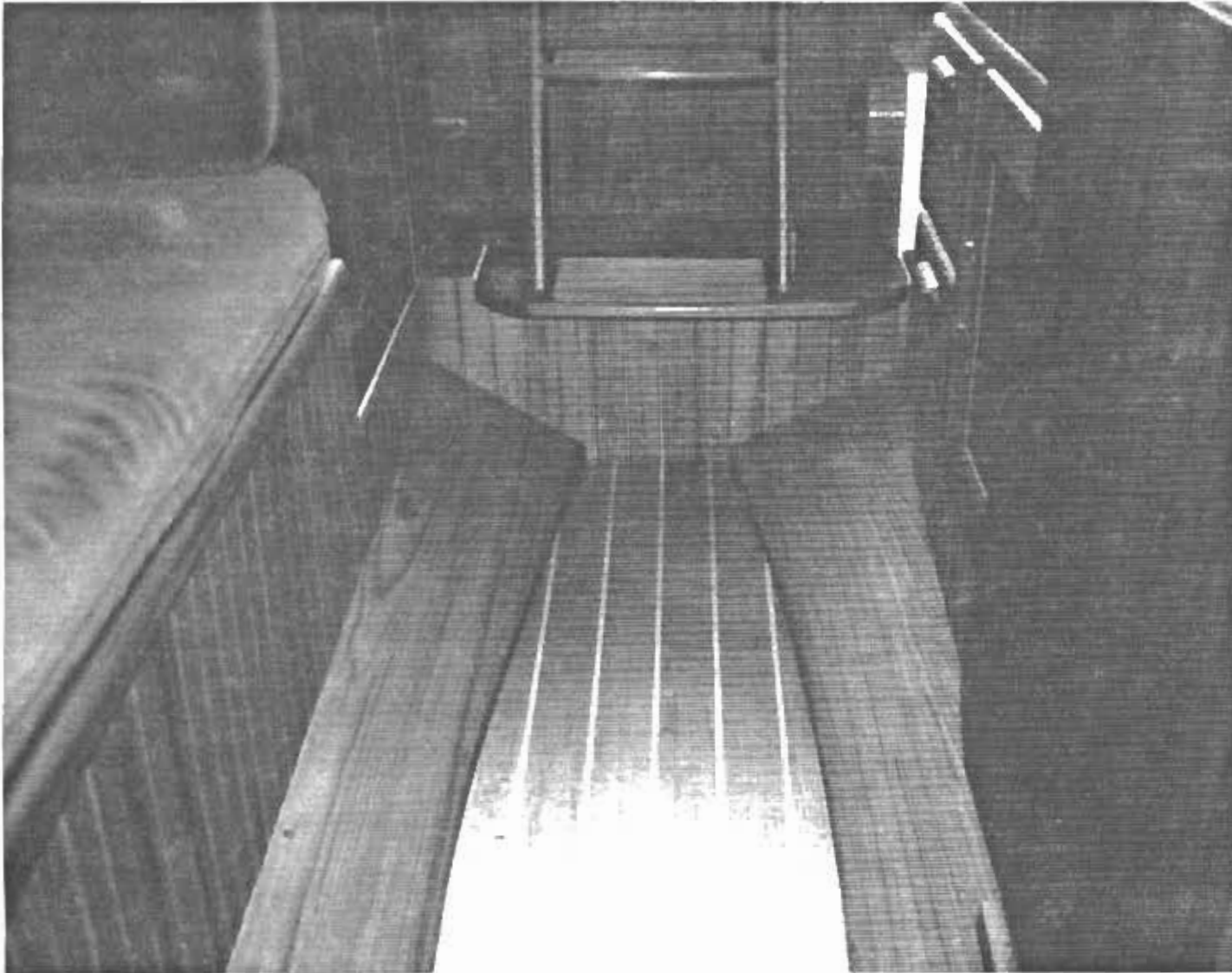
Rod's Flicka is unique. The hull, main cabin and cockpit were built by Northstar. The aft-cabin and interior were completed by Westerly Marine.

The aft-cabin is similar to the Nor'Sea 27. His Flicka has more than 400 square feet of sail area and the displacement is 6,500 pounds.

Rod is currently preparing for a trip down the Chesapeake Bay from Baltimore, MD to Norfolk, VA..

Winter Project aboard MOONSHADOW

By Jerry Lanich



I've always been a big fan of teak on a sailboat. This winter, the exposed fiberglass liner on the interior of my Flicka (*MOONSHADOW* - PSC Hull No. 424) was dressed up with teak planking.

The teak planks were cut from large stock to my specifications; 1 3/4" wide and 3/8" thick. The edges were beveled. All screw heads were recessed and plugged. In the v-berth area, the planks were attached with glue and screws to vertical oak strips. They had been epoxied in place at 10" intervals.

According to Robin Bradshaw at Pacific Seacraft, you don't want to screw into the liner in this area because of the danger of penetrating the hull. Since the v-berth cushions would no longer fit, they were cut down 3/4" around their perimeter.

Planks were installed to the area below the galley and settee with screws directly into the liner. Glue alone was used in the area of the water tank. Teak veneer was glued to the table top.

The trickiest part of the installation was cutting and fitting the molding above the cabin sole. I would definitely suggest getting professional help here because of the curves and odd angles. These pieces were glued in place. Some screws were used along the upper edges of the molding.

As seen in the pictures, the results are dramatic. Not cheap, but in my opinion, worth it. *MOONSHADOW* is my most prized possession and I never regret the investments I make in her.

Since I wanted a professional looking installation, I hired a local woodworker to help. This project cost me around \$4,800. If you are handy, have the time and the right tools, you could get away with much less since 75% of the cost was labor.



Quarry Bay

Nearing the dock, we found that one of the large powerboats present was actually on the inside of the dock, the place we hoped to have. Shortly after our arrival, the powerboats left. As soon as they did, we moved *JULIE ANNE* around to the protected side of the dock and secured her for the night.

Dave and I looked around on shore. There was a ranger's house, several camp-sites, restroom, water faucet and the trailhead of the destination-nation for the afternoon.

Traveling west on the Quarry Bay Trail, we hiked toward the old brownstone quarries. They are about one mile west of the dock. Along the way, we found part of the old dock used to load the quarried stones. Just beyond were the two major excavation areas. One is at trail level above the lake. The other quarry lay just ahead, located below the trail.

Operated by the Ashland Quarry Company, it was in use for about eight years in the 1880's and 1890's. The end of the quarry came when designs moved away from the dark brownstone to lighter colored rocks and concrete.

Trees have reclaimed much of the old quarry, making it difficult to locate from the water.

Back at the Quarry Bay Dock, the grill was brought out and Dave prepared burgers for the crew of the *JULIE ANNE*. After eating, the grill stowed and dishes were done. After dinner, I visited with the crew of *RENEGADE*, the other sailboat at the dock.

We rose around 7:30 a.m. and had a quick breakfast of cereal, milk, donuts, granola bars and we were off. Just before leaving, I found a few small blackberry plants. I wished for time to look for more.

Clearing the dock, we turned east. After about an hour, we approached the docks at Presque Isle. We entered the harbor and tied *JULIE ANNE* up against the south dock. There were only eight boats in the harbor when we arrived, a small number considering how popular this area is.

At the end of the dock, the trail becomes a boardwalk and leads to the ranger station, a visitor center and restrooms.

Beyond is the trail to the Julian Bay. The trail crosses a double tombolo (sand deposits that connect two islands). The beach on the east side of the tombolo is about a mile long, extending to the main part of Stockton Island from Presque Isle.

Julian Bay is a perfect place to anchor. Dave said that the sand bottom makes setting anchor easy. About the only problem with this anchorage is the need to watch for an easterly windshift.

Like all of the anchorages in the Apostles Islands, Julian Bay is directional. Given the wrong wind, you need to move to another area. But the double tombolo provides protection in all but south winds. If the

wind changes, you just move to the other side. Keeping from doing so in the middle of the night requires watching the weather.

Julian Beach was a perfect place to spend a couple of hours. The waters along the beach are shallow, allowing you to get well offshore while still standing up. The rock ledges southeast of the beach are interesting as well. A path follows the shore and takes you to the point. Hiking on the flat rocks along the shore completed the trip to the point. Heading back across the tombolo, we stopped to look at a number of plants. The area between the two shores includes a small bog, as well as a hardwood forest.



**JULIE ANNE at the Quarry Bay dock
on Stockton Island in the
Apostle Islands of Lake Superior**

Presque Isle

It is easy to see why the Apostle Islands are part of the National Park Service System; the area is unique. It was designated a National Lakeshore in 1970.

Exploring the area completely would mean spending several days on each of the twenty-two islands. They all seem to be somewhat different geographically and range in size from a few acres to more than 10,000 acres.

Back at the dock, we prepared for the trip back to Schooner Bay Marina. While removing the docklines, I greeted the people in the powerboat next to us on the dock. The woman on the flybridge noticed the sailboat and asked what kind it was. A Flicka I replied and she was even more interested.

After asking to look at *JULIE ANNE*, she walked over and looked at the cockpit and into the cabin. While doing so, she told us about visiting the Pacific Seacraft factory in California. She remembered the Flicka sales brochure, but had never been seen one.

After chartering sailboats for more than ten years, they purchased a large powerboat. They complained about the amount of fuel that their big engine consumed. What a contrast the little ship was docked next to their cruiser. I had to wonder about their decision to buy a powerboat and if a sailboat would be in their future.

Leaving the dock, we headed west along the south shore of Stockton Island heading for Schooner Bay Marina. Abby and Amy were aboard the dinghy, being towed through the waves behind *JULIE ANNE*. About an hour later, we passed the location of the quarry, hidden in the trees.

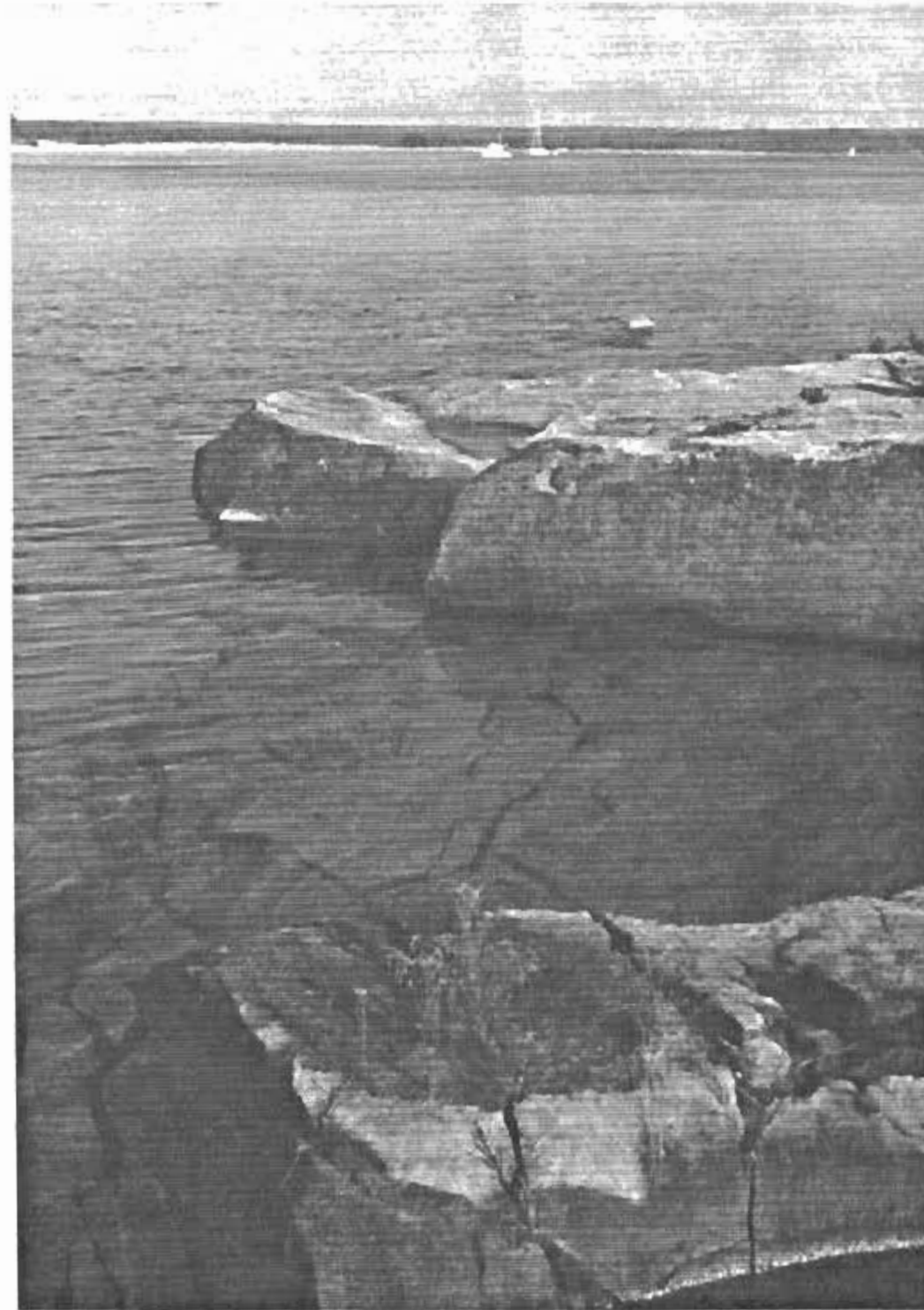
Having spent a little too much time hiking, we were running late and we motorsailed west until passing Stockton Island. Clearing the end of the island, we set the genoa and began moving very well. *JULIE ANNE* heeled over to twenty degrees and we were off.

Except for a calm area north of Hermit Island, the winds provided great sailing. Once in the clean air beyond Hermit Island, the wind finally picked up enough to require furling the genoa.

Nearing the mainland, it was obvious that we would not be able to sail into the harbor without another long tack. With time short, the iron wind was brought to life and the genoa furler. Lowering the main, we prepared to enter the harbor. Out came the fenders and the dock lines.

We traveled along the edge of the long sandbar north of the entrance. It is marked with a single floating milk jug. Slowly, we turned around the end of breakwater and passed through the narrow channel between it and the first boat slip. Moving to the back of the marina, we tied up *JULIE ANNE* in same

corner. We unpacked *JULIE ANNE* and stacked the gear on the dock. The amount of gear that emerged from the cabin was amazing. We moved the cars down to the loading area. Transferring everything into two vehicles required several trips with a cart. Back to the boat, the interior was cleaned, the sails covered and the decks washed, docklines were double checked - it was time to go. Looking back on the weekend, the weather was better than expected. No rain fell and the wind didn't reach the predicted speed. We were able to hike to both of the areas of interest. It was a great weekend, another good one aboard a Flicka.



**Rock ledges along the shore of Julian Bay,
Apostle Islands National Lakeshore**

Thanks again Dave!

The Blistering Truth

By Val Kask

Blister repair is the bane of "maintenance free" fiberglass boats. I opted to proceed, hoping to split the difference in the cost of the repair with the next owner of *VARUA*. Built in November of 1978, she has spent the last 19 years immersed in the Pacific Ocean year-round.

The port side had 165 1/2" to 3" blisters and evidence of 100 more new and previous repairs after the bottom was peeled. Because of the nature of this fix, I'd recommend photo/video documentation to record the steps involved in the repair process.

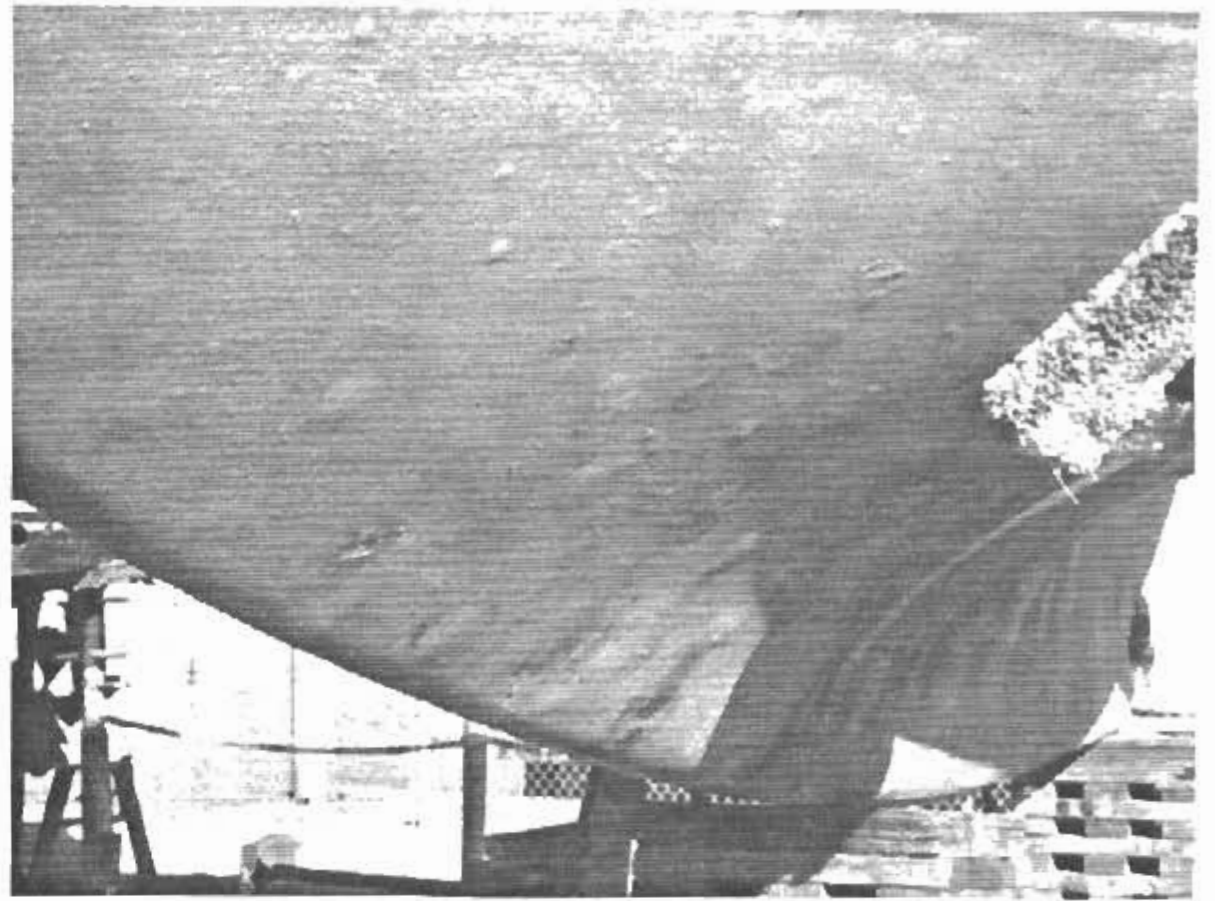
The first step in the procedure is the crucial one. You must decide whether to gouge out the visible blisters or remove the gelcoat and part of the mat. The former approach is easier but has its pitfalls - the visible blisters may represent one of the worst manifestations of the osmotic process.

Voids and embryonic blisters beneath the gelcoat/mat will go unrepaired only to pop up at the next haul-out. One author, writing in "SAIL" (Langford, page 43 / February 1996) recommended not tolerating more than one 1/2" blister per linear foot

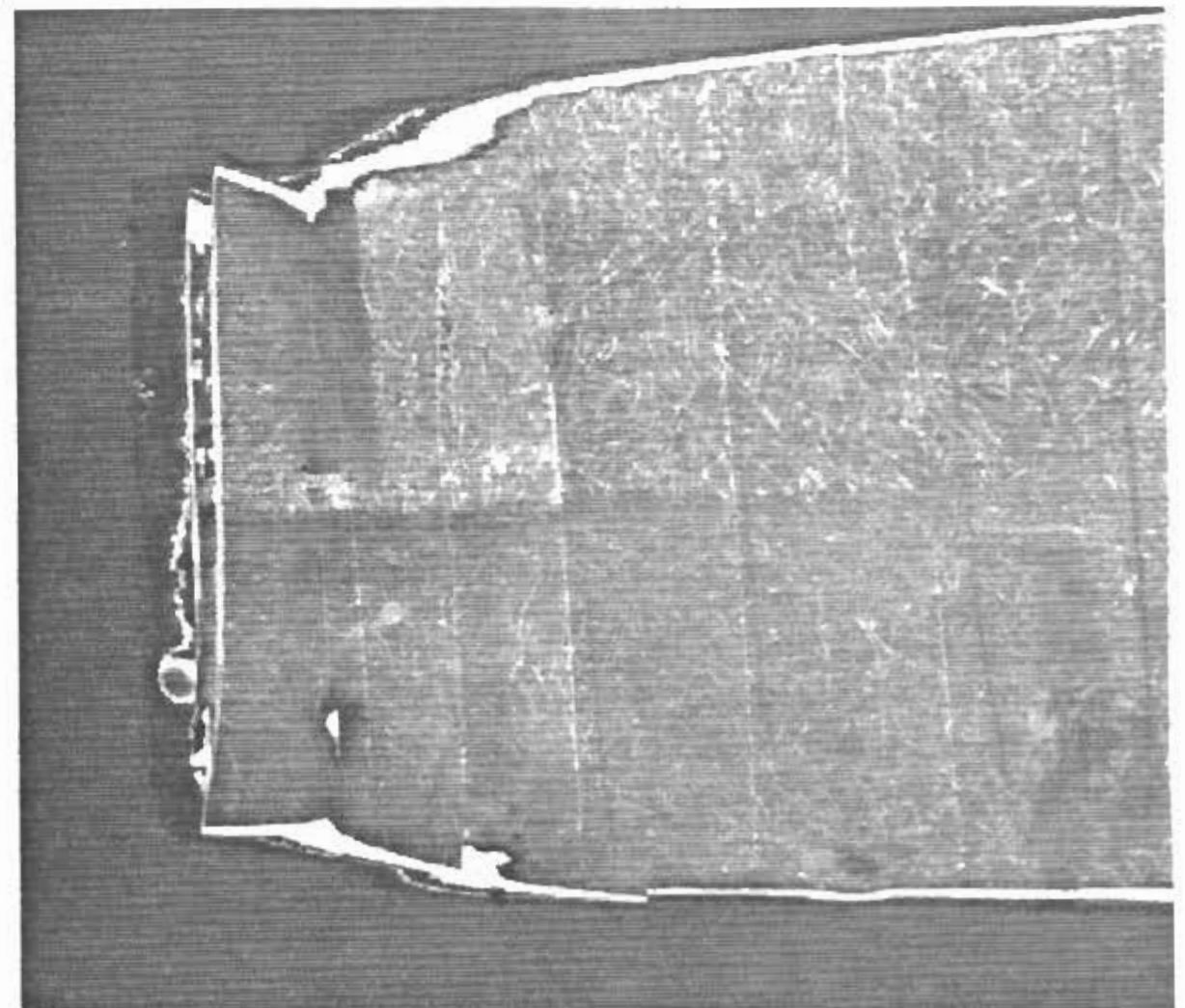
In my case the decision was made to peel the gelcoat and a bit of the underlying mat to expose as much of the damage as possible. The gelstrip process removes a uniform layer of bottom paint, gelcoat, and mat amounting to 4-5 mm of material removed. The router is hand held and removes a four inch wide swath on each pass with its horizontally mounted blade. The work was professionally done by the local owner of the franchise.

The intermediate step involves a lot of patience and time. Initial readings with the Sovereign moisture meter were in the range of 23-25%. Controversy exists among experts on the value of these readings, the conditions under which the readings are taken, and the calibration of the instrument. Ultimately, lab testing is probably best, material is tested for moisture, resin content, etc.

To enhance the drying process and bring glycols to the surface, we used a bank of ten heat lamps. Periodic high pressure washing was required to remove the compounds brought out.

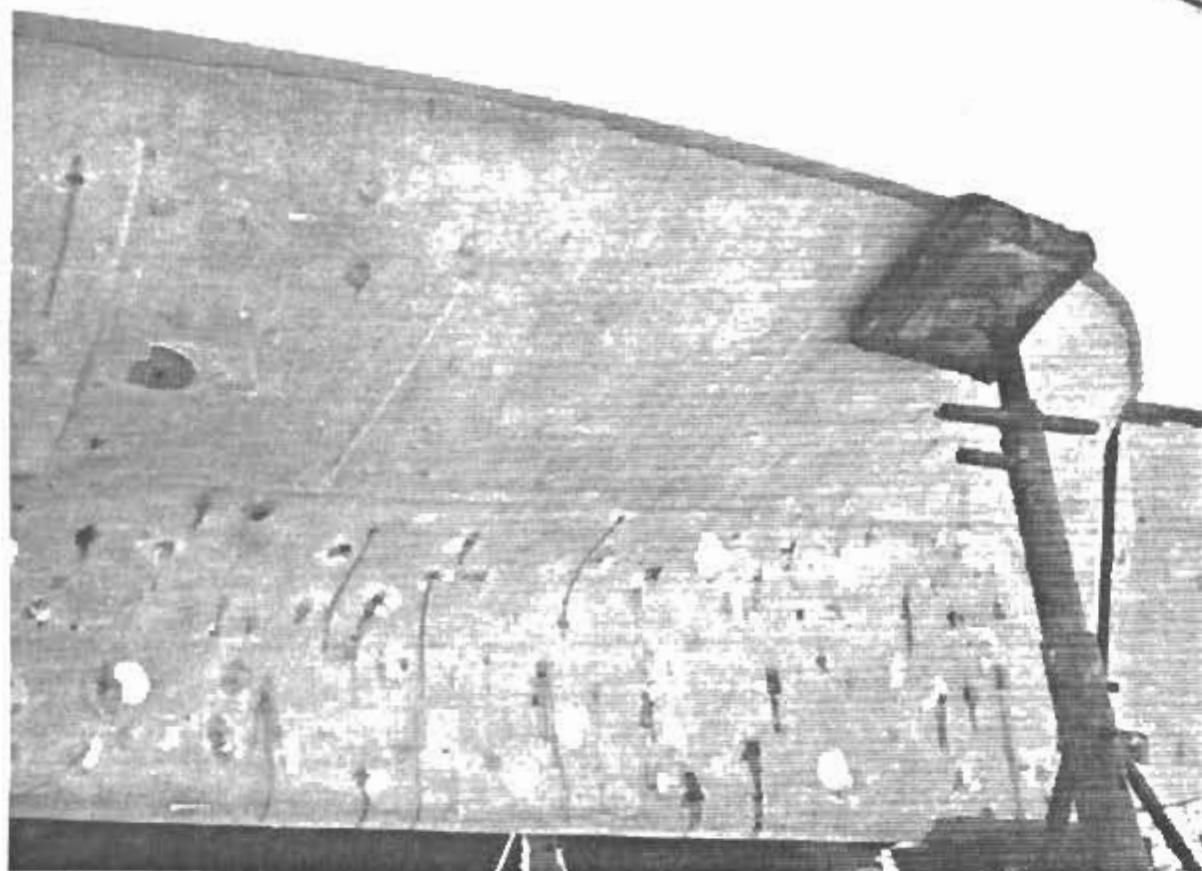


Port side of VARUA's hull showing more than 150 blisters that range from 1/2" to 3" in diameter.

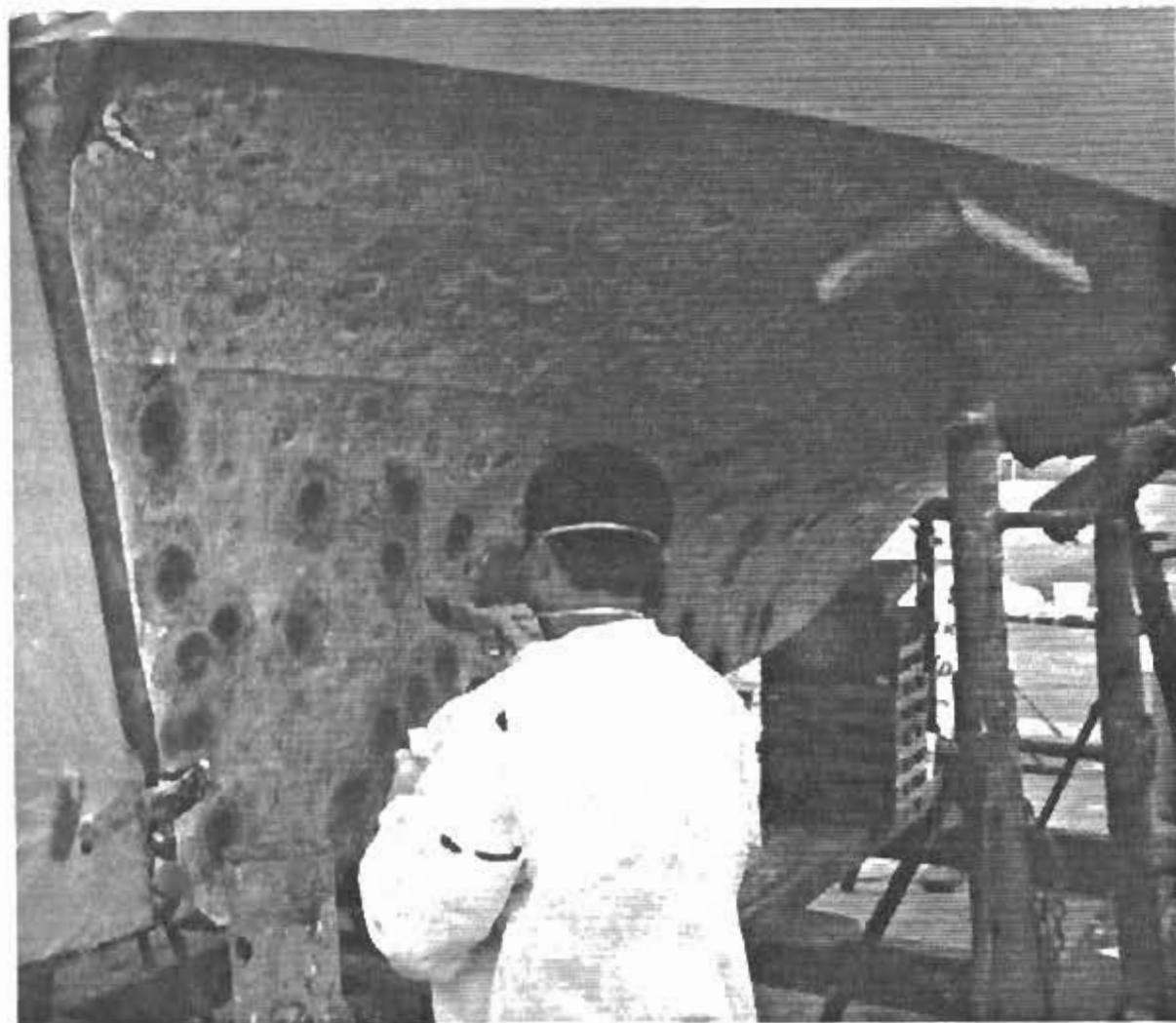


Bottom paint, gelcoat, and mat removed in four inch strips by a hand stripper.

of Varua, Hull # 62



Stripped port hull of VARUA.
The stains on the hull are from glycol
oozing from the open blisters.



**Repair in progress on the starboard
side of VARUA. Note the size and
number of filled blisters**

We spent nearly three months at this. Eventually with time, money, and weather on a collision course, we had to accept the levels of moisture attained to that point.

Some moisture readings were in the single digits, but the average was probably in the low teens. Most experts agree that 3-5% moisture is best, although Interlux® technical bulletin #900D doesn't give any specific number.

The final step involves sealing and patching the large holes with resin and roving. We sealed the bottom with West System® epoxy and filling in the holes with polyester resin and fiberglass roving. The next step is fairing and sanding to return the hull to its original shape.

The Interlux® 1000/3000 system was selected as the barrier coat. It's multi-step process required two coats of the 1000 and four coats of the 3000. Finally, bottom paint was applied, the bill tallied and the boat returned to its home in Marina Del Rey.

The total cost of this endeavor is not for the faint of heart. I purchased *VARUA* in a distressed state and budgeted this repair into the purchase cost.

Labor and materials came to \$3,642.87. The yard bill (including haul-out and launch) was another \$1,563.60. I was out of the water for 100 days. Based on the boat's 20 foot length, the repair cost \$260.00 per foot.

What would I do differently? I'd try to push the drying time. Ideally a sheltered location, more heat, and a dehumidifier inside the boat might have shortened the project.

I wonder what structural compromises we made to the boat? Some sources mention replacing the lost gelcoat and mat with a sprayed on slurry of chopped fiberglass and resin (see "Practical Sailor" February 1, 1998). I noticed after the hull was stripped that it was susceptible to "oil canning" while resting on the jack stands.

Time will tell how successful this effort was. Any lack in uniformity in the coverage or a scrape with the sea bottom could potentially breach the barrier and invite the osmotic process to enter and once again damage the laminate.

Flicka Friends - Winter 1997

Please add my name to the Flicka Friends and those who are interested in the boat. Your name will not be given to any other publication at any time. This publication is not for profit. Any fees collected will be used to produce and distribute the newsletter. Send \$10.00 to start a subscription. The date after your name on the label is the expiration date of your current subscription. Thank you all very much.

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NAME _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____
TELEPHONE _____ E-MAIL _____

Do you own a Flicka? YES NO Hull Number _____ Boat Name _____

Make a \$10.00 check payable to Flicka Friends or Dennis Pratt and send to the address on the bottom of this page.

**This newsletter has been created for owners
and those interested in the Bruce P. Bingham design - FLICKA.
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Postage

To: