

Flicka Friends

Summer 2005



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Tenth Anniversary Issue



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Nor'Star Flicka s/y SWEET PEA sailing near the Statue of Liberty.
Photo: George Rodriguez © 2005

Cover Photo

FRONT COVER
2005 Long Island
Flicka Rendezvous
Seven Flickas rafted
together on Long Island Sound
Photo by George Rodriguez

BACK COVER
Teak Instrument Cover
BEN MAIN, Jr.
Photo by Tom Davison

If you have a high quality photo of
your Flicka and would like to see it on
the cover, please let me know.

flickafriends@coslink.net

To the Editor:

I have just found the mother lode of all information! Christine and I just bought our first Flicka, the Enoch B., from Dave Beal, and have been going through her, as we prepare to launch her for the first time in Kentucky Lake. Hull 326 is 19 years old, and in need of some TLC.

We were faced with so many questions and so little information since PSC doesn't support the boat now. Then we came across Flicka Friends and BINGO!

What a treasure trove of articles, instructions, lists, and commentary by the most knowledgeable of sources...The Flicka owners themselves!!!

The story of our Flicka quest is still ongoing and better suited to an article, and we will get to work on it directly. For the moment, however, I wanted to express my gratitude to the editor, the authors who shared their insight into this wonderful little boat, and all who made these back issues available on line.

Jack Cheasty





Thank You!

Over the last ten years, many Flicka owners have provided the stories and images to fill the pages of Flicka Friends. Their efforts range from an image or short story to long detailed articles about an extended trip. All have been welcome additions. The authors and photographers who have helped include:

- Todd Alexander
- Jan Allen
- Bill Barnes
- Angus Beare
- Bruce P. Bingham
- Rod Bruckdorfer
- Jim Brunson
- Tom Buzzi
- John Calhoon
- Jack Cheasty
- Joshua Colvin
- Lee Crockett
- Debbie and Jim Custer
- Tom Davison
- Hal DeVaney
- Charlie/Margaret Dewell
- John C. Ellis
- Walter T. Fandel
- Bert Felton
- Steve Fisher
- Tom Foster
- Chuck Garrett
- Jill Geary
- Tom Grimes
- Jack Harding
- John Hazen, Jr.
- Dennis Heams
- Keith C. Heidorn
- Saul Hershenov
- Jim Iseminger
- George Janacek
- Jerry Janich
- Eric Jungemann
- Val Kask
- Dave Kenyon
- Gary Kreis
- Shun Kurata
- Jerry Larch
- Jerry Lanich
- Karen Larsen
- Dave Laws
- Don Marken
- Tom McCabe
- Terry McCauley
- Ed Melinn
- Mal Misuraca
- Roger Morris
- Brian Motto
- Thomas A. Murphy
- Dan Nathan
- Wilson Oldhouser
- Gill Outerbridge
- Max & Jani Parker
- Vickie Parrish
- John Potter
- Dennis Pratt
- Geoff Pratt
- George Purifoy
- Tom & Marge Rancudo
- Prince Riggs
- Ray Rippel
- Ed Rissmiller
- Robert Robinson
- James Rochette
- George Rodriguez
- Bill & Liz Ronstadt
- Rik Sanberg
- Dick Shepherd
- Bill Schmidt
- Anthony Steward
- Bill Strop
- Alan Taylor
- Bob Tonks
- Ted Trimmer
- Jobst Vandrey
- Julian Vyner
- Bill & Doris Wakeland
- Sterling Weatherford
- John Wolstenholme

About Flicka Friends

Flicka Friends is a newsletter written for the people who own, crew aboard or are interested in the Flicka, a 20 foot sailing vessel designed by Bruce P. Bingham.

Based on the Newport boats of Block Island Sound, this little ship has been built from various materials since the 1970's. This includes Flickas that were constructed from plans obtained directly from Bruce's California office. About 400 sets of plans were sold. Many of these Flickas can be found in New Zealand Australia and Sweden.

A number of hulls were built by Nor'star and some were completed by Westerly Marine. The manufacturer of the bulk of the class is Pacific Seacraft Corporation who built 434 hulls in California.

Flicka Friends is published four times a year, with issues in March, June, September and December. Articles, letters, comments and photos relating to the Flicka are welcomed and encouraged.

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Flicka s/y MARITIME

By Shin Kurata

It has been just over six years now, but I can still remember how I felt the day when **MARITIME** arrived in Yokohama.

While I owned a 30 feet boat with a friend, the Flicka had been my “dream boat” for some time. From about 1998, Miwa and I had thought about owning our own boat.

While I have wanted a Flicka for a long time, I couldn’t tell Miwa. She might think that the Flicka is too expensive as a twenty feet boat. Anyway, we have started looking for a boat.

Early in May 1999, we visited Tokyo Wan Marina and happened to see the Flicka **GERSHWIN**. It was the first time that Miwa had seen a Flicka and, from the first glance, she liked it! So I told her that I would also like to have a Flicka and she agreed.

About the same time, I found that the Flicka **MARITIME** was for sale on Internet. I contacted the dealer immediately. After several e-mails back and forth about the Flicka, I decided to purchase **MARITIME**.

This was one of my most expensive purchases, the Flicka was to far away, and it would be the first time that I have imported a yacht. You may imagine how my heart pounded!

Arrangements were made to build a cradle for **MARITIME**. It would allow her to be carried by a cargo ship from Seattle to Yokohama. On July 13th, 1999, **MARITIME** was taken to the pier in Seattle for loading onto the cargo ship **WORLD SPIRIT**. The cargo ship was to leave on the 17th.

Early in morning of August 4th, I waited for **WORLD SPIRIT** to arrive in Yokohama. Tokyo Bay can be seen



Flicka MARITIME in a bonded warehouse shortly after her arrival in Japan.

Photo: Shin Kurata © 2005



MARITIME arrives at the marina for launching.

Photo: Shin Kurata © 2005



Arrives in Yokohama



MARITIME in Yokohama Bay Side Marina.

Photo: Shin Kurata © 2005



MARITIME's full canvas cover is often a topic for others.

Photo: Shin Kurata © 2005

from our home and I was watching ships arrive. I believe that the big ship that I watched that morning was the **WORLD SPIRIT**.

After **MARITIME** got through customs, she would be moved to the Yokohama Bay Side Marina. This was on August 6th.

I couldn't wait to see her in the marina, so Miwa and I went to a bonded warehouse where **MARITIME** was kept.

We were pleased after seeing **MARITIME** for the first time. She was in a much better condition than I imagined. Her former owners had taken very very good care of her.

On the afternoon of August 6th, **MARITIME** was trucked to the marina and the cradle was set on the ground.

The next day, we went to work on the mast and boom. After all of the packaging was removed, the mast was raised and the rigging was secured.

On the August 11th, I painted the bottom. On August 12th, **MARITIME** was launched for the first time in the Japanese waters.

Unfortunately Miwa was away on a business trip from August 9th to 22nd, so she was not present at the launching.

We thought about her new name since the decision was made to purchase **MARITIME**. Should it be changed to something in Japanese? Finally, we decided not to change her name.

On 28th of August, we sailed **MARITIME** for the first time. There were only a few other boats on Tokyo Bay, but it was really splendid sailing.

I cannot express in words my impression about sailing **MARITIME**!



Flicka Rendezvous:

By George Rodriguez

We left Great Kills Harbor, in Lower New York Bay or Raritan Bay, around 2:00 PM, to catch a favorable current up the East River and through Hells Gate, into the Long Island Sound.

Hells Gate and the trip through New York Harbor and the East River are always a thrill. One reason is the scenery that includes the Statue of Liberty, the Manhattan skyline, South Street Seaport, the United Nations building and others.

Ship traffic is the other reason that the trip can be eventful. You can encounter ferries, tugs pulling and pushing barges, cruise ships, helicopters landing in New York City, and on this trip a seaplane landing and taking off on the East River. All of this is happening within a mile of our little Flicka, **SWEET PEA**.

A big factor in the trip are the currents and tides through the East River itself, and through Hells Gate. On this trip we timed it just about perfectly, motoring at between 5.5 to 6.0 knots up the East River, and picking up to 8.0 to 8.5 knots through Hells Gate.

Other years we've passed at full flood, at 12 to 14 knots, and have been caught with wind against current and faced standing waves as our boat crashed through Hells Gate. Let's just say it can be exciting.

We motored past the Brother Islands, Riker's Island, past LaGuardia Airport and into Long Island Sound, ending our first day in Mamaroneck, about 4 miles past City Island, on the North side of the Long Island Sound, around 7:00 PM.

The next day after sight seeing through Mamaroneck, where we saw the Flicka
(Continued on page 8)



Steve, Monica and Kenny McWherter aboard s/y GAMINE.

Photo: George Rodriguez © 2005



SWEET PEA and the other Flickas spent the night on moorings.

Photo: George Rodriguez © 2005



2005 Long Island Sound



Seven Flickas in a row: CORY BAY, WILLA, GAMINE, PARADOX, SWEET PEA, CATHERINE and SAN SOUCI.

Photo: George Rodriguez © 2005



Wineglass view of SAN SOUCI, CATHERINE, SWEET PEA, PARADOX, GAMINE, WILLA, and CORY BAY.

Photo: George Rodriguez © 2005



Flicka Rendezvous:

(Continued from page 6)

PURR on the hard, we sailed into Eatons Neck, only 10 or 12 miles further into the sound, but on the South shore.

Eatons Neck is a small but extremely well protected anchorage, home to a Coast Guard station. What a thrill to see our young men and women zoom out at high speed on their orange hard bottom inflatables on another rescue mission. And what a perfect end to the day to hear taps played at sunset.

The next day we had a leisurely sail to the Centerport Yacht Club, where Bob Freeman is a member and keeps **WILLA**, his Pacific Seacraft Flicka. Bob has generously hosted a Flicka get together for the last three years at his club. This is one of the premier clubs in Long Island, with a great pool, an excellent restaurant, showers, ice, etc.

Over the next two days, as the rest of our little Flicka flotilla arrived, we visited each other's boats, marveled at the differences in layouts, sails and gear, swapped stories.

While having a great dinner on the veranda overlooking the harbor, all listened in awe to Steve McWherter (**GAMINE**) nonchalantly tell us about his recently completed single-handed round trip to Bermuda from New York.

The Flickas in attendance were Bob Freedman in **WILLA**, Steve and Monica McWherter with their son Kenny in **GAMINE**, Gunther Kempin in **CATHERINE**, Ivan and Agnes Kadar in **SANS SOUCI**, Jeff and his dad Allan Ward in **CORY BAY**, John Laton and Melanie in **PARADOX**, and us, George & Susan Rodriguez, in **SWEET PEA**, the only Nor'Star Flicka in attendance. Accompanying us by car rather than with his Flicka, was Rich Steyert.

(Continued on page 11)



Dinner was described as "awesome!"

Photos: George Rodriguez © 2005



2005 Long Island Sound



s/y CATHERINE
Photo: George Rodriguez © 2005



s/y CORY BAY.
Photo: George Rodriguez © 2005



s/y PARADOX.
Photo: George Rodriguez © 2005



s/y SAN SOUCI.
Photo: George Rodriguez © 2005



s/y WILLA.
Photo: George Rodriguez © 2005



s/y GAMINE
Photo: George Rodriguez © 2005



Flicka Rendezvous:



Seven Flickas in a row! Everyone rafted off of s/y SWEET PEA during the Rendezvous.

Photo: George Rodriguez © 2005



Breaking up the raft; CATHERINE and SAN SOUCI move away from SWEET PEA.

Photo: George Rodriguez © 2005



2005 Long Island Sound



Ivan Kadar and SAN SOUCI heading home after the Rendezvous.

Photo: George Rodriguez © 2005

(Continued from page 8)

The last day we were together, we rafted up together. What a sight, seven Flicka's. Everyone was reluctant to break up the raft up, but like all good things it had to end sometime. Maybe next year we can get a twelve Flicka raft-up.

After the Flicka Rendezvous, we met friends with a Watkins 25 at Eatons Neck, and after anchoring overnight, we continued to Mattituck, and from there to Mystic Seaport.

We left Mattituck on a hazy day, with visibility of around 5 miles. As we passed Plum Gut, visibility lowered to less than a mile, we were surprised to see a nuclear submarine pass within a mile.

Also, for added excitement, we had the fast ferry come up behind us at 40 knots and pass within a quarter of a mile.

After spending the night in Noank, we motored up the Mystic River, and stayed inside Mystic Seaport overnight, another highlight.

On the return trip we stopped in Brandford, anchored in the Norwalk Islands, and picked up a mooring at City Island Yacht Club, as we had to leave no later than 6:00 AM as not to miss the currents at Hells Gate and the East River.

All in all, another great cruise.

Fair winds,

George Rodriguez
S/V Sweet Pea



Bob Freeman: Captain of WILLA and Rendezvous host.

Photo: George Rodriguez © 2005



Far East Flicka Lovers:

By Shin Kurata

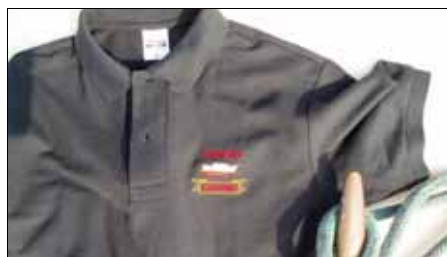
Did you know that approximately ten Flickas sail from various ports in Japan? I am one of the Flicka lovers of the Far East. My wife Miwa and I became the proud owners of Flicka **MARITIME** (PSC #426) in 1999. She is kept at the Yokohama Bay Side Marina, Tokyo Bay which is located at 35° 22'.40" North, 139° 39'.40" East. This is almost on the center of the west part of Tokyo Bay.

Other Flickas include **ORANGE BLOSSOM** (PSC #349, Owner: T. Morooka) which is also kept at the Yokohama Bay Side Marina. The Flicka **GERSHWIN** (PSC #381, Owner: Akihiro Yamakawa) hails from Tokyo Wan Marina. That makes three Flickas in Tokyo Bay.

Tokyo Bay is one of the busiest large ship harbors in Japan. You can see many kinds of ships there. The other day, we could see a US aircraft carrier bound for Yokosuka Navy base.



Akihiro Yamakawa and Flicka s/y Gershwin (PSC #381) of Tokyo Wan Marina visited s/y Maritime (PSC #426) in Yokohama Bayside Marina.
Photo: Shin Kurata © 2005



We made Polo shirts for the crew of s/y MARITIME.
Photo: Shin Kurata © 2005



Akihiro Yamakawa aboard Flicka s/y Gershwin in Yokohama Bay.
Photo: Shin Kurata © 2005



Sailing on Tokyo Bay



T. Morooka and crew aboard Flicka ORANGE BLOSSOM.

Photo: Shin Kurata © 2005



MARITIME in Yokohama Bay Side Marina.

Photo: Shin Kurata © 2005



Flicka Profile:



Nor'Star Flicka s/y SWEET PEA.

Photo: George Rodriguez © 2005



Sailing with friends aboard s/y SWEET PEA.

Photo: George Rodriguez © 2005





s/y SWEET PEA





Replacing the Navigation Instruments

By Tom Davison

After the trip to Lake Huron last summer, the Datamarine Dart display aboard **BEN MAIN, Jr.** quit working. Checking with a repair facility, it was obvious that the display could not be repaired. The push button system wasn't available for the repair. The speed, temperature, depth, and display would need to be replaced.

PICK A NEW SYSTEM

While at Strictly Sail in Chicago, I checked with a number of vendors. The Navman system appeared to be a good replacement. They confirmed that the installation was possible.

After talking with Tom Grimes, he decided on the Navman system as the replacement. It offered the same basic features as the old system plus some new ones. The best feature was the ability to display both speed and depth at the same time. No more jumping from one screen to another as required with the Datamarine Dart display.

The transducers in the standard Navman box would not fit. The two-inch holes from the Datamarine system were the larger than the standard Navman through-hulls. A special order was required. The transducers would hopefully match and fit into the existing holes in the hull. While the dimensions appeared to be identical, we would need to get the parts to confirm the fit. The display had a similar size to the Dart, but the hole through the cabin wall was smaller. More on that later.

EQUIPMENT REMOVAL

The first task was to take out the old equipment. Two of the three items of the old Datamarine system were not difficult to remove, but the depth transducer took a little longer and more force. Looking back, this was an easy task. Working around holes in the hull make me nervous.



The old Datamarine display required a little force to break the Instrument free from the adhesive.

Photo: Tom Davison© 2005



The display hole is through the gelcoat, fiberglass, marine plywood and the interior teak surface.

Photo: Tom Davison© 2005



Aboard BEN MAIN, Jr.



The speed sensor through-hull is located under the starboard seat and shares the space with the grounding system.

Photo: Tom Davison© 2005



With the application of some direct force, the old Datamarine through-hull separated from the hull.

Photo: Tom Davison© 2005

Take Out the Display

The Dart display aboard **BEN MAIN, Jr.** was located on the port side of the cabin. This single display had four functions: depth, speed, distance log, and water temperature. The keypad got lots of use. The thin clear plastic layer protecting the instrument finally cracked allowing moisture to enter. The display was behind a teak box. It was held in place by a simple u-shaped bracket, secured by two nuts and adhesive was used to seal the hole through the cabin.

Removal was simple; take the cover off, remove the bolts and wires, then apply enough pressure on the back of the instrument to break the adhesive free. While this wasn't difficult, the adhesive was determined to hold the display in place.

Speed/Log/Temp

The speed / log / temperature sensor is located under the starboard seat across from the galley, forward of the head. The speed/log sensor has a through-hull fitting and it slides into the fitting from the interior of the boat. It is sealed with two o-rings and held in place by the clevis pin and ring. There is a plastic plug to replace the sensor that can be used while the boat is in the water.

Depth

The depth transducer is located beneath the sink. This installation was different than the speed sensor. Instead of a tube that held the sensor, the depth transducer was one piece. It went through the hull and was held in place by a large nylon wing nut.

There were two teak pieces to adjust the angle of the transducer to vertical. The shape when viewed from below was like a football. This allowed water to flow around the transducer. The smaller teak piece was placed on the interior of the hull and the large one was on the outside.



Replacing the Navigation Instruments

The most difficult removal was the depth transducer. It was also held in place by sealant and a locking ring. This seal required additional force and a short piece of PVC pipe of the correct diameter was used to force the transducer free while doing no damage. Hitting the plastic with a hammer makes you nervous. With a couple of good hits, the through-holes broke free and could be pushed out of the hull. After the removal, the hull thickness was measured and found to be roughly 20 mm. This made me feel a bit better about using a hammer on a Flicka.

Cables and Wires

The next step was to remove the teak piece used to hide the wires leading to the display. Three small wood screws and the wires are uncovered.

The depth finder cable runs aft along the hull through a hole in the liner. After passing through the hole into the engine compartment, the wires ascend to the port berth. They wrap around the aft wall of the cabin to a hole just above the berth.

The cable for the speed log follows a similar path on the starboard side of the Flicka. Besides crossing the engine area, the hole in the hull liner is shared with the diesel fuel lines. The power wire leaves the switch panel and descends to the edge of the teak. There was a simple change here.

All of the wires meet and pass through a small hole in the teak wall just above the quarterberth. From this point the wires ascend to the back of the display.

The wires are hidden from view by the piece of long narrow piece of teak. A slot was cut into the wood to give it a wide u-shape, with just enough room for two cables and one wire. The extra cable length for both transducers is wound in a coil and secured with wire ties in the bottom of the liner.



The depth transducer is located beneath the sink on the port side of the hull. A nylon wing nut and adhesive hold it in place.

Photo: Tom Davison © 2005



After knocking the depthfinder loose, it was removed. The Datamarine transducer was one piece. The new Navman transducer would fit inside of a through-hull allowing removal while in the water.

Photo: Tom Davison © 2005



Aboard BEN MAIN, Jr.



The new Navman speed / temperature sensor, through-hull, reducing adaptor, plug, washer and nut. The adapter has a flap that closes when the sensor is removed thus keeping water out. The plug is in the center of the photo.

Photo: Tom Davison© 2005



The new Navman depth finder allows the transducer to be removed without removing the through hull. This is definitely an upgrade.

Photo: Tom Davison© 2005

ORDERING NEW EQUIPMENT

With the old display and transducers out, their exact measurements could be determined and the final ordering was done. This raised the cost of the system. The speed/log/temp transducer might be the same size as the standard navigation package, at two inches. The standard depth transducer was smaller and would not work. A special order was necessary to obtain one that would fill the hole in the Flicka hull. The speed sensor was also a smaller diameter, but an adapter would allow use of their two-inch through-hull. The order was placed and shipping was arranged to a local marine store. Make sure you get the four pin to eight pin adapter!

INSTALLING NEW EQUIPMENT

After seven days, the package arrived and it was time to examine the new items and begin installation.

Display

Of the three primary pieces, the display was the part least similar to the old equipment. The Datamarine Dart display had a slightly smaller face, but the hole through the cabin wall was two inches which was larger than the new display. The problem was solved with a piece of aluminum that would act as a very large washer. The nylon washer supplied with the display barely fits the threads. It was trimmed and reversed to allow full contact with the threads of the display.

Speed / Log / Temp

The new Navman System had three parts. There is the through-hull, the speed / temperature sensor and an adapter to take up the space between these two different diameters. The adapter is unique (and patent-pending). It has a small tensioned flap inside. When you remove the transducer, the flap closes and helps prevent water from entering the hull. After checking the fit, Boatlife sealant was applied and the new through-hull was installed.



Replacing the Navigation Instruments

Depth

After removing the old adhesive, the new transducer was dry fitted into the teak and placed in the hull. Everything lined up perfectly the first time. The next step was to remove everything and add the sealant. This would provide a good seal, remain flexible and allow for future removal in the event of failure or another upgrade.

Sensor Cables

The cable runs are not far, but they do wind around other hoses and wires before reaching the through-hulls. You should wait until everything is working correctly to secure all the wire runs with wire ties or to cover the display. Everything can be hidden once you confirm that the system works.

Power Cable

The cable from the display ended in seven wires, all tinned. They provided power, ground, NMEA In/Out. Two small plastic computer wire fittings were obtained from Radio Shack. The fittings are for small computer wiring and allow removal of the display without cutting the wires.

Power had been delivered via a small fuse holder behind the switch panel. While behind the electrical panel, the battery and shore power were disconnected. An electrical meter was used to confirm that all power was gone before working on the electrical wires. To replace this fuse would mean removing the face of the switch panel, changing the fuse and then putting the panel back in place. The fuse was moved to a location behind the aft wall of the cabin, directly above the quarterberth. It was secured out of the way using wire ties.

Launching

With the instruments in place and the curing time past, it was time to test the installation. **BEN MAIN, Jr.** was launched in the morning. The seals were good, no water entered the hull.



The depthfinder through-hull passed through a wood puck, which is sealed to the bottom of the hull. Being able to remove the transducer is an improvement over the old Datamarine system.

Photo: Tom Davison© 2005



The new Navman speed / temperature sensor through-hull, reducing adaptor, plug, washer and nut.

Photo: Tom Davison© 2005



Aboard BEN MAIN, Jr.



The new Navman display covered the hole through the cabin. An aluminum washer was fabricated to hold the instrument beneath the nylon retaining nut.

Photo: Tom Davison© 2005



The new Navman display is ready to go. The ability to see the depth and boat speed at the same time may be the best new feature.

Photo: Tom Davison© 2005

Speed Trials

Now that the new instruments were in place, it was time to test the operation. We checked their performance under power and sail. The depthfinder worked very well. While the temperature portion of the sensor was working well, the speed information functions appeared to be dead on arrival. Time to call the manufacturer.

Navman gave Tom instructions for the return of the speed sensor and asked that the display also be sent. The display was removed and the old Datamarine display was reinstalled to keep the cabin watertight. The speed sensor plug was used to seal the hull. They promised a fifteen working day return or three weeks total with shipping.

Two weeks later, a package arrived from Navman. The display and speed sensor were reinstalled. Time for another trial. A Garmin 76 G.P.S. was used to check the speed. It was more difficult to calibrate the speed up wind since the G.P.S. lagged behind the speed of the display. Downwind was easier since the speed remained more constant.

The Navman recommendation that the calibration be adjusted above five knots presented some trouble. We didn't have the wind to go that fast, or a cruising genoa to power to the desired speed. Still, we were able to determine a difference. The calibration was easy using the display keypad.

With everything working, the cables and wires were secured with wire ties and the teak was replaced. The teak box hiding the display was cut down from five inches to just two.

All in all, the installation was straightforward. If the display worked from the start, this would have been a 1-2-3 installation. The system has worked well since the second installation.

