

# Flicka Friends

*December 2013*

*Vol. 15, No. 7*

A photograph of a sailboat on the water, with a rocky cliff on the left side of the frame.

*A Trip To Santa Cruz Island*

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Walter Lockhart's Flicka s/y **ISHA** moored in Friday Harbor, Washington.

Photo: Tom Davison © 2013

*By Tom Davison*

Looking forward into 2014, the sixteenth volume of Flicka Friends will be published. With the help of the Flicka 20 Community, this will be another successful year.

Bob Collier's story of s/y **RED RASCAL's** construction continues. In 2013, three of the twelve part series published. Another four parts will be published this year.

As usual, four of the Flicka Friends issues will be photo galleries, a collection of images sent in by Flicka captains and crews.

The other four issues of Flicka Friends will be the "regular" editions containing articles and photos of Flickas from around the world.

There is another photo gallery issue due in January. If you have a photo of your favorite little yacht, please forward it to me for publication.

As always, Flicka Friends is in need of another article. Please help me keep this newsletter flowing by sending something for publication.

**Thank you!**



Launching s/y **ZANZIBAR** for the 2013 season on Grand Traverse Bay, MI.

Photo: Tom Davison © 2013

## COVER

**Anchored in the Catalina Islands, CA.**  
 MOTU is on the hook at Frys Anchorage, Santa Cruz Island during a trip from Santa Barbara, CA.

Photo: Clint Lewis © 2013

## BACK COVER

**Blue Flicka in Winter Storage**  
 With the beginning of winter on the door step, s/y **ZANZIBAR** is stored for the winter.

Photo: Tom Davison © 2013

**ISSUE 55, VERSION 15.7.T**  
**12/28/13 - 1840**

No.	Month	Vol. / No.	Deadline	Publish
56	January	Vol. 16, No 1 - Photo Gallery	January 1	January 20
57	March	Vol. 16, No. 2	March 1	March 20
58	April	Vol. 16, No. 3 - Photo Gallery	April 1	April 20
59	June	Vol. 16, No. 4	June 1	June 20
60	July	Vol. 16, No. 5 - Photo Gallery	July 1	July 20
61	September	Vol. 16, No 6	September 1	September 20
62	October	Vol. 16, No. 7 - Photo Gallery	October 1	October 20
63	December	Vol. 16, No. 8	December 1	December 20

# Flicka Friends in 2013



**BLUE SKIES** in the early morning at Roche Harbor, Washington  
*Photo: Tom Davison © 2013*

*By Tom Davison*

This was a good year for Flicka Friends! There were seven issues published with a total of 160 pages, 311 photos, and 35 articles. There has been considerable assistance from Flicka owners and creating this many issues would not have been possible without it.

The only “glitch” was that one more photo gallery issue wasn’t published this year. I simply just ran out of time. Even so, with seven newsletters, 2013 had the most issues of Flicka Friends ever published.

Stories and photos arrived from Alaska, California, Florida, Michigan, Minnesota, New York, North Carolina, Pennsylvania, Texas, Washington, and Wisconsin in the United States. There were international articles and photos from Canada, Mexico, and New Zealand. Articles included Flicka maintenance

and upgrades to the construction of a Flicka, the refitting of another.

Some of the sailing destinations included the Great Lakes, the Salish Sea, the Sea of Cortez, the South Pacific and the Atlantic Ocean.

Maintaining this pace does take a considerable amount of time and effort. Keeping up with the **Flicka Friends** publication schedule and along with publishing **Blue Skies** has been challenging.

I also work full time and managed to spend thirty days getting to and aboard s/y **BLUE SKIES** as well. It was a very busy year for me.

With the continued support of the Flicka community, 2014 should bring many more great articles and photos for publication.

My thanks to everyone who has helped!

## 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 little ship has been built from various materials from the 1970’s until 2002. 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.

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 who built 434 hulls in California.

Two versions of **Flicka Friends** are published on a quarterly basis with regular issues being posted to the internet in March, June, September and December. Photo Gallery issues are published in January, April, July, and October. Articles, stories, and photographs are welcomed 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](http://www.flicka20.com)

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.

*Editor: Tom Davison  
 P.O. Box 462  
 Empire, MI 49630*

*Desktop:  
[tom@syblueskies.com](mailto:tom@syblueskies.com)*

*iPAD:  
[syblueskies@me.com](mailto:syblueskies@me.com)*

No.	Month	Vol. / No.	Pages	Articles	Photos
49	January	Vol. 15, No 1 - Photo Gallery	12	None	19
50	March	Vol. 15, No. 2	34	11	70
51	April	Vol. 15, No. 3 - Photo Gallery	10	None	19
52	June	Vol. 15, No. 4	20	8	41
53	July	Vol. 15, No. 5 - Photo Gallery	14	None	24
54	September	Vol. 15, No 6	34	9	78
55	December	Vol. 15, No. 7	34	6	76
Totals			58	34	327

# Strip Planking

Building s/y RED RASCAL  
Part Three of Twelve



Scarfig the Douglas Fir Planks for s/y RED RASCAL.

*Photo: Bob Collier © 2013*

**By Bob Collier**  
s/y RED RASCAL

The first step in planking the boat is to scarf (angled joining) the wooden strips into planks long enough for the entire boat. After checking three different lumber companies, I couldn't find any good 1" x 2" in Douglas Fir over twenty feet. All of the pieces were either badly checked or warped.

Incidentally, Douglas fir was chosen after researching the best wood for planking. The consensus was the Douglas fir was one of the best woods for nearly all aspects of boat building with the only disadvantage being that it is only plentiful on the West Coast (which is where I live).

So, I selected twelve and fourteen foot pieces and scarfed them with a 1:9 ratio, meaning that I cut the one inch thick wood at an angle with a nine inch slope, even though a 1" x 2" is actually on 3/4"x x 1 1/2" after the lumber company "dresses" or finishes the wood. The angled cutting of the wood provided a good base for gluing.

Several rib bands or temporary planks are first screwed in place to stabilize the frames during planking. Then, each plank is glued with Tite Bond, held in place with numerous clamps; then screwed into place. When bending the planks, I only had to steam bend about twenty planks due to the compound curves at the aft end near the bilge area.

At this point my attempted to clamp a plank in position resulted in the plank breaking, something that sounded like a gunshot blast. I instinctively ducked. But, the breakage never occurred at a scarfed joint thanks to Tite Bond. It is truly a great glue.

In order to steam the planks, I jury-rigged a steam bending outfit. I used an old kettle on a single burner; which is connected to an auto heater hose and fastened to a heavy-duty PVC pipe. A board was used to keep the PVC pipe from drooping from the heat.

The plank was inserted into the end of the four-foot PVC pipe and left in place for an hour. On removing the plank, it became pliable enough to bend into place. Now, 120

planks were glued and screwed into place and edge screwed to its sister plank and to the frames. A single plank takes about two hours to clamp and then screw into place.

I was fortunate in that a friend of mine was a carpenter who was retired and gave me over fifty clamps of various kinds. The kind for boat work is the "pony clamp" as seen in the photos. You can also see just how many clamps were used to hold one plank in position against the frames. There are also many clamps securing a plank to its sister plank, something that is difficult to see.

Once the planking was complete, a number of steps involving many hours of sanding, from the rough Surform sanding to grades of sandpaper using circular and belt sanders. After these procedures, the entire hull was coated in epoxy to serve as a wood preservative and sealer.

This was followed by fiberglassing the hull as a final protective and strengthening layer. The fiberglass was also doubled over in the region of the bilge for extra strength. A total of four



My jury-rigged steam bending outfit.  
*Photo: Bob Collier © 2013*



Steaming for an hour was enough to allow bending the plank into shape.  
*Photo: Bob Collier © 2013*



Securing one of the many planks after steaming.  
*Photo: Bob Collier © 2013*

layers of glass was applied. The first three layers were combined as one (known as Stitchmat) composed of an inner lay of mat, then two layers of glass (using the latest E-glass, at 90 degrees to each other).

Finally, another layer of fiberglass, a total of four with the bilge area overlapped to equal eight layers. The Fiberglass is wetted out with it is transparent and white when not. A layer of Kevlar was applied to the keel from stem to stern. Kevlar, as you may remember, is the material that is used to make bulletproof vests. This addition provides extra strength in case of grounding: a rare occurrence (yeah, sure, hopefully).

Following the application of the Kevlar, the entire hull was coated with a mixture of epoxy and glass powder. These ingredients were mixed to a consistency of mayonnaise, troweled on, and smoothed out much like applying plaster.

As an aside, if you want to glue a vertically oriented object on your boat and knowing that resin or epoxy will just run down when so applied, mix the epoxy with some glass powder (West systems "fillers") or with some fine sawdust.

I saved several coffee cans of collected sawdust for such a task. The sawdust was particularly useful if you are gluing wood together where there may be a gap, the sawdust/epoxy mix will really work well on the filling the gap and is easily sanded, unlike straight epoxy, which is like sanding granite.

Next, we needed to mark the waterline. The boat was leveled and a camera tripod with a level clamped to it and a laser pen taped to the level. After obtaining a single position of the LWL form the plans and noting it on the hull, one could easily get all the LWL points just by turning the level and marking the laser spots on the boat with a marking pen. The topside of taped off.

Next, a batten (a flexible stick or lengths of molding) is tapped down across the hull lengthwise. One then sights along this batten and marks the high and low spots on the hull. Mark circles in these areas, remove the batten and fill the low spots with more epoxy/powered glass and sand the hull again. The added epoxy/glass powder blends well to the previous layer. This is repeated many times until every area is perfectly smooth. This is one of the most tedious aspects of the building process.

I know that I spent hours and hours sanding the entire hull only to place the batten along part of the hull and still find, once again, high or low spots that I thought were perfectly smooth.

(Continued on Page 11)



Quite a few clamps were required to hold each plank as it was added to the hull.

*Photo: Bob Collier © 2013*



Sanding was next, ranging from the surfum to finer grades of sandpaper using circular and belt sanders.

*Photo: Bob Collier © 2013*



Once the sanding was completed, the entire hull was coated with epoxy to preserve and seal the wood.

*Photo: Bob Collier © 2013*



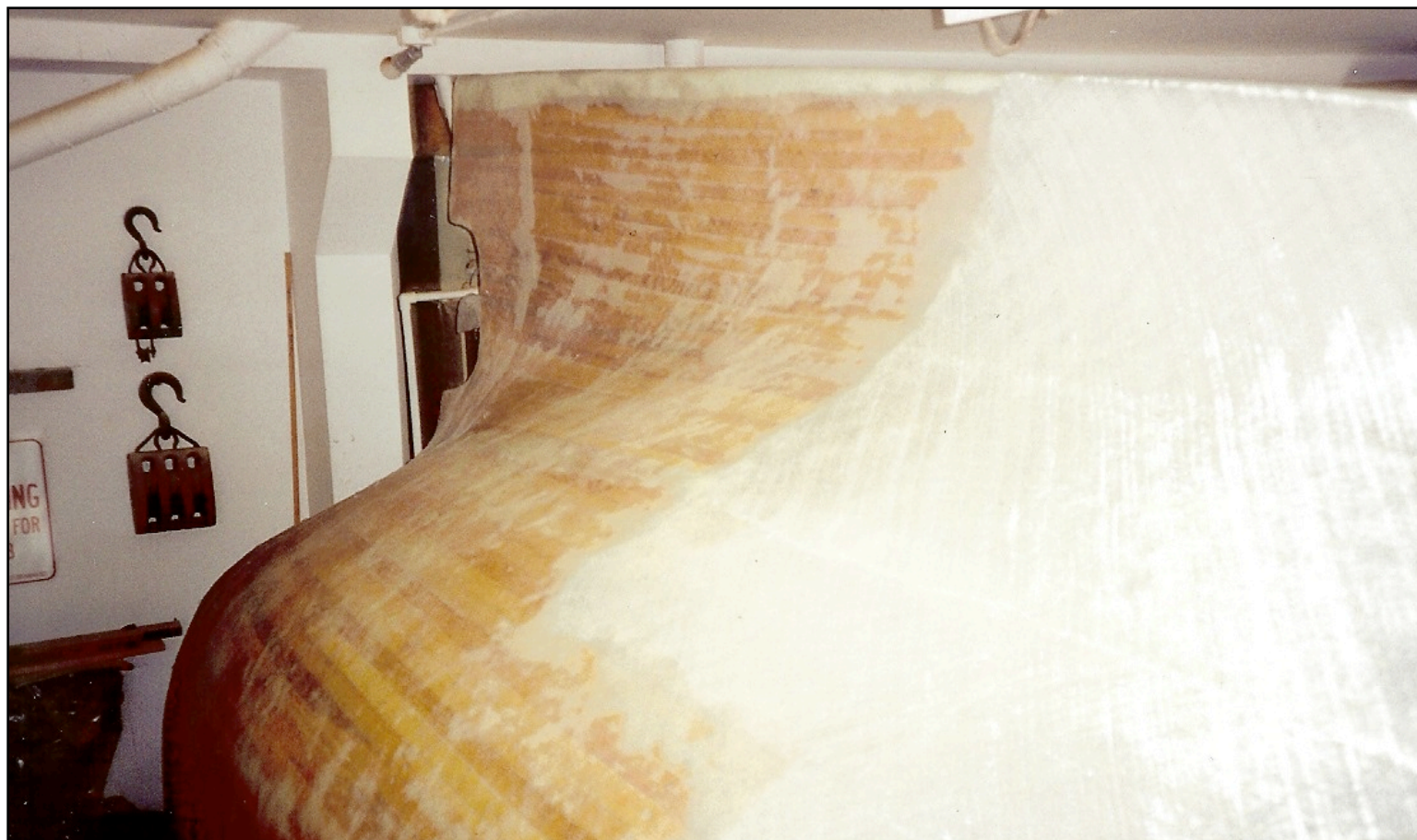
The fiberglass was next. It would strengthen and protect the hull.

*Photo: Bob Collier © 2013*



Cutting the fiberglass to shape. Various types, weights, and number of layers of fiberglass was used.

*Photo: Bob Collier © 2013*



The fiberglass is white until wetted out with epoxy and then it becomes transparent.

*Photo: Bob Collier © 2013*

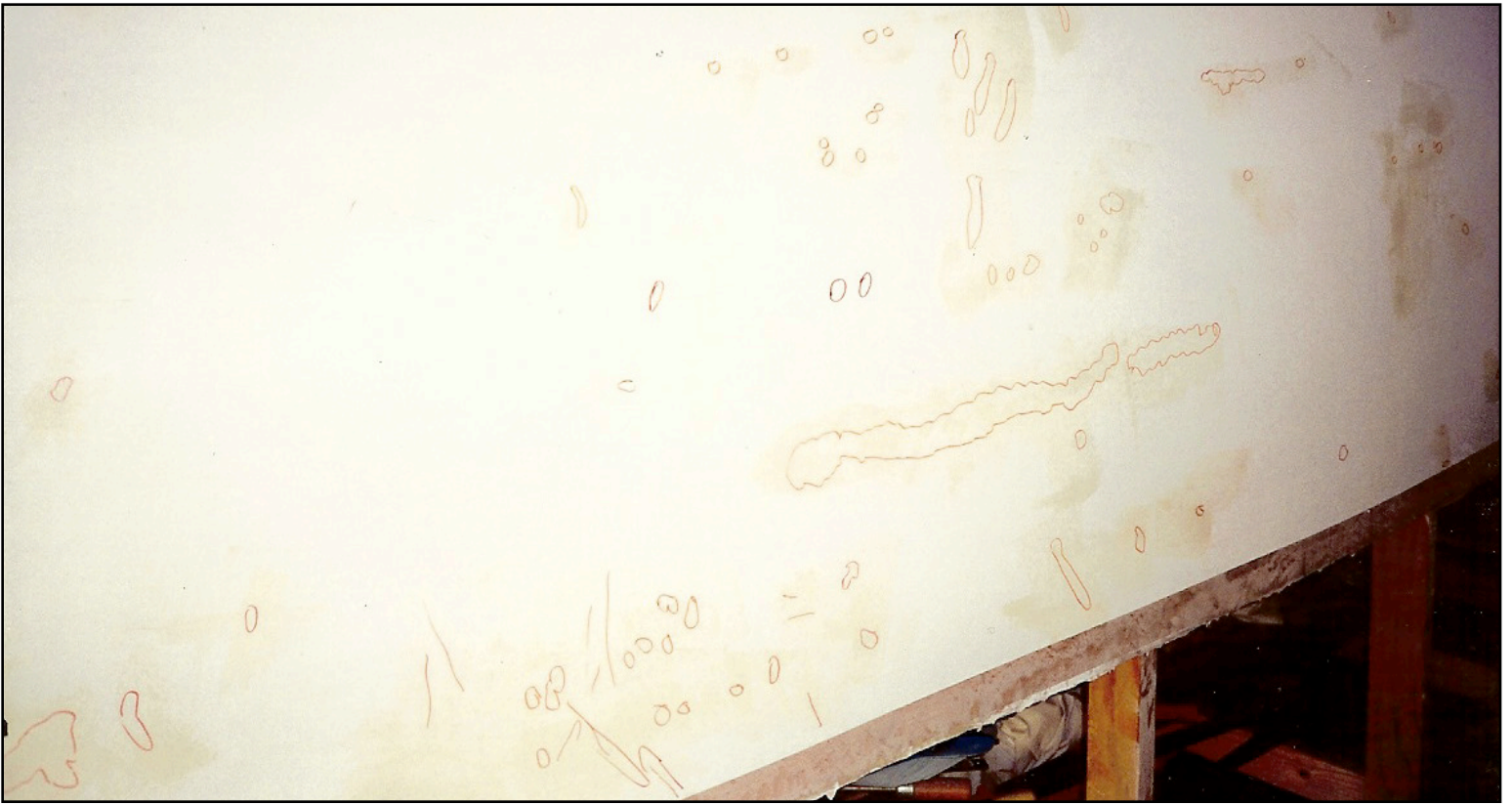




A layer of kevlar was added from stem to stern in case of grounding.  
*Photo: Bob Collier © 2013*



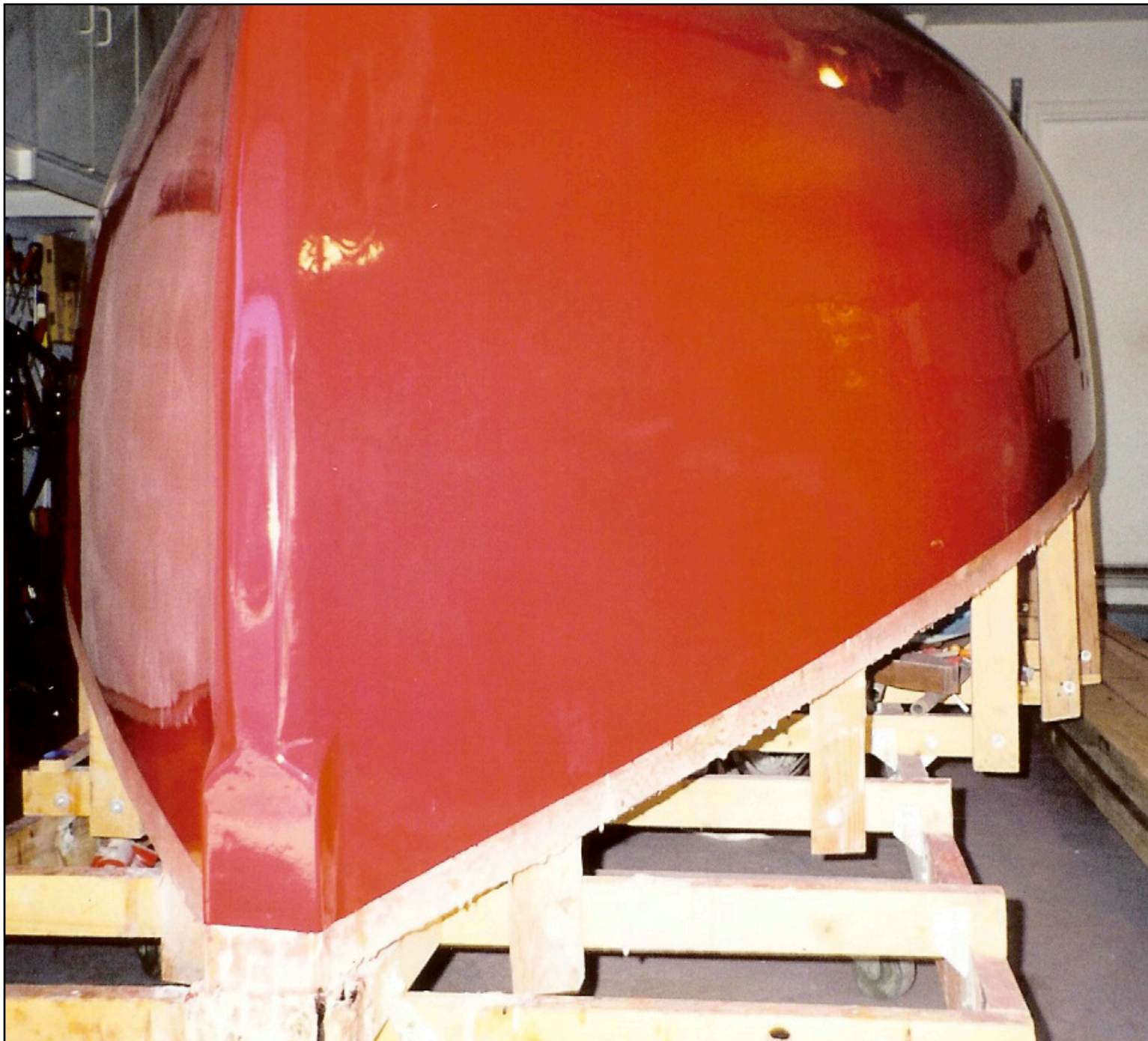
A layer of epoxy and glass powder followed the fiberglass.  
*Photo: Bob Collier © 2013*



The yellowed areas are circled in red showing the areas that need filling and sanding.  
*Photo: Bob Collier © 2013*



The waterline was marked using a tripod, level, and laser pen.  
*Photo: Bob Collier © 2013*



**RED RASCAL** is ready to be turned over for the beginning of the interior construction.

*Photo: Bob Collier © 2013*

**(Continued from Page 5)**

The batten is the main method for detecting aberrations in the surface, particularly when dealing with a white surface. I also used a work light to detect variations in the surface curvature, holding it flush to the surface and sighting along the light beam.

Another trick is to brush water along an area to heighten small defects because the light reflects water from the water pools. This aspect of boat building is the most frustrating, trying to one's patience. Especially since I was very careful about these steps. After sanding,

four coats of bottom paint were applied. Then two coats of Interlux High Build primer were applied to the topsides. These primer coats were hand sanded using grades from 320 to 2,000. Fine grades over 600 could only be purchased from an auto supply shop.

Finally, four coats of paint were applied. The painting technique that produced such a fine finish is know as tipping. One rolls on paint over small areas about three feet square, rolling vertically and then quickly and lightly using a dry brush horizontally to smooth out the roller marks. It's important to use a good

brush, e.g. one with badger bristles. This results in a finish that looks as if it were sprayed one.

#### **Turning Over the Boat / Interior**

The next issue will cover turning the boat over and beginning the construction of the interior. This was completely different from Bruce P. Bingham's. This part of the build allows one to design and build the interior to your own preferences. I have always wanted a dinette arrangement and my wife wanted an enclosed head. But, while building the hull, I followed Bruce's plans to the nth degree.

# Exploring Santa Cruz Island



**MOTU** on the hook in Frys Anchorage on Santa Cruz Island, California.

*Photo: Clint Lewis © 2013*

## *By Clint Lewis* *s/y MOTU*

Flying between Colorado and California, after four too short visits I had prepared **MOTU** as best I could and felt she was ready to brave the trip between the Santa Barbara Marina and Santa Cruz Island. Though **MOTU** had sailed twice from Morro Bay to Mexico prior to 2005 under the command of Bill Barnes, she needed a lot of TLC when I purchased her in September 2012 (see Flicka Friends, March 2013).

Santa Cruz lies roughly 20 nautical miles south of the marina. Small craft warnings are a regular affair and the local Coast Guard stays plenty busy. A shipping lane, "windy alley", large seas, and whale migrations can make the channel crossing an exciting affair.

October is often the best time to visit the Channel Islands as the weather is usually mild and the heavy summer boating season is over. As it was our 30th year wedding anniversary, my wife decided to come along for the trip.

The day before we left, we motored over to the fuel doc and filled the 3.1 and 6 gallon plastic fuel tanks. I only had a SWAG of what our fuel consumption was going to be. I didn't expect the 3-gallon to last both over and back if we had to motor the entire way, so I obtained the 6-gallon as a backup. My motor is an extra long shaft Tohatsu 6 with a prop pitched for a heavy boat. I'd heard it sipped fuel.

Final provisioning included buying a couple lobster tails from the fisherman next door, packing all the perishables with 4 blocks of ice, and stocking up on water. The shopping was all done via bicycle, so several trips were required.

The weather forecast looked good for the three-day trip. The local wisdom for leaving the marina is to get out early to avoid an afternoon in windy lane. Windy lane is an area close to Santa Cruz where the predominantly western wind vortexes around Point Conception to the North. Afternoon winds in the lane can easily hit 35 knots or more on a breezy day.

We motored out at daybreak into a flat sea and no wind. While Santa Cruz lies almost directly south, another local trick is to head southwest from the mainland toward the west end of the island so that in the event the wind does pick up, you can get on a broad rather than beam reach as you enter windy alley.

I figured about 5 to 6 hours across if we had to motor, and that is what happened. When we approached the shipping lane, sure enough, there was a large freighter headed our way at 12 knots. I paralleled the edge of the lane and then resumed course once the ship was abeam. Each lane, northbound and southbound is a mile wide, with a couple mile separation zone. At our steaming speed of 4 knots, that's 15 minutes to cross a lane. An abundance of caution is wise.

After encountering many schools of dolphins, we approached the western end of Santa Cruz around 2 PM and headed east down the coast just as the following wind picked up. I was surprised we had only burned less than half the 3-gallon tank in 5 hours of motoring.



Approaching Frys Anchorage, Santa Cruz Island, California.  
*Photo: Clint Lewis © 2013*



There was plenty of wind for the return trip to Santa Barbara, CA.  
*Photo: Clint Lewis © 2013*

Between my two tanks, I should have enough fuel to cross the channel, circle the 20-mile long island, and return to the marina under motor alone.

We pulled close to shore and motored slowly near Painted Cave, one of the largest and deepest sea caves in the world, named due to its colorful rocks, lichen, and algae. It's also a popular home to sea lions.

We set anchor at Cueva Valdez anchorage, but after a bit decided to move out due to excessive swell and wind. Further east, we anchored for the night at Frys Anchorage, which offered much better shelter. We were the only boat in the anchorage, a great reason to travel in October. Many years ago, the location provided all the rock used in the Santa Barbara Marina breakwater. To this day one can see old train rails, steel cable, and timber used during the excavation.

The biggest danger at Frys and most anchorages on Santa Cruz come from Santa Ana winds. These easterly winds blow mostly in fall and winter. They don't happen all that often but can exceed 40 knots and will put you on a lee shore when they do. The local cruising guide advises immediately heading out into the channel should they arise.

The next day, we dingied ashore. To do this requires a permit from the Nature Conservancy as they own the western two thirds of the island and strictly control landings. I had obtained the permit several months earlier online. The permit provides a one month window to complete your ashore visit.

After a refreshing hike ashore we packed up and sailed east down the coast to Prisoner's Harbor. This harbor is run by the National Park Service, who control the eastern end of the island with its many hiking trails. The harbor provides the only pier on the island and is visited by supply and tourist boats, though we saw neither during our stay.

For small boat anchorage at Prisoner's, there is a large protected area on the west side of the harbor. If caught in windy alley, this harbor is a good one to head for, even at night, due to its protection and wide maneuvering area. Only one other boat kept us company. A few campers from the Del Norte campground kayaked out and along the coastline at dusk.

In the morning we headed back toward Santa Barbara. The wind picked up within the half hour. We were able to sail the entire way back to the marina at over 5 knots, almost having to reef as we approached the mainland. Now that I have confidence in **MOTU** and her anchors, fuel consumption, and sea worthiness, I'm looking forward to longer future trips to Santa Cruz and the other Channel Islands.



Approaching the north shore of Santa Cruz Island, California.  
*Photo: Clint Lewis © 2013*



Santa Cruz Canyon.  
*Photo: Clint Lewis © 2013*



On the way to Prisoner's Harbor, Santa Cruz Island, California.  
*Photo: Clint Lewis © 2013*



**MOTU** at Prisoner's Harbor, Santa Cruz Island, California.  
*Photo: Clint Lewis © 2013*



Rachel at Frys Anchorage with s/y MOTU.  
*Photo: Clint Lewis © 2013*



Captain Clint at the tiller of s/y MOTU.  
*Photo: Clint Lewis © 2013*



Chart showing the course from Santa Barbara.  
*Photo: Clint Lewis © 2013*



Lobster dinner aboard s/y MOTU.  
*Photo: Clint Lewis © 2013*





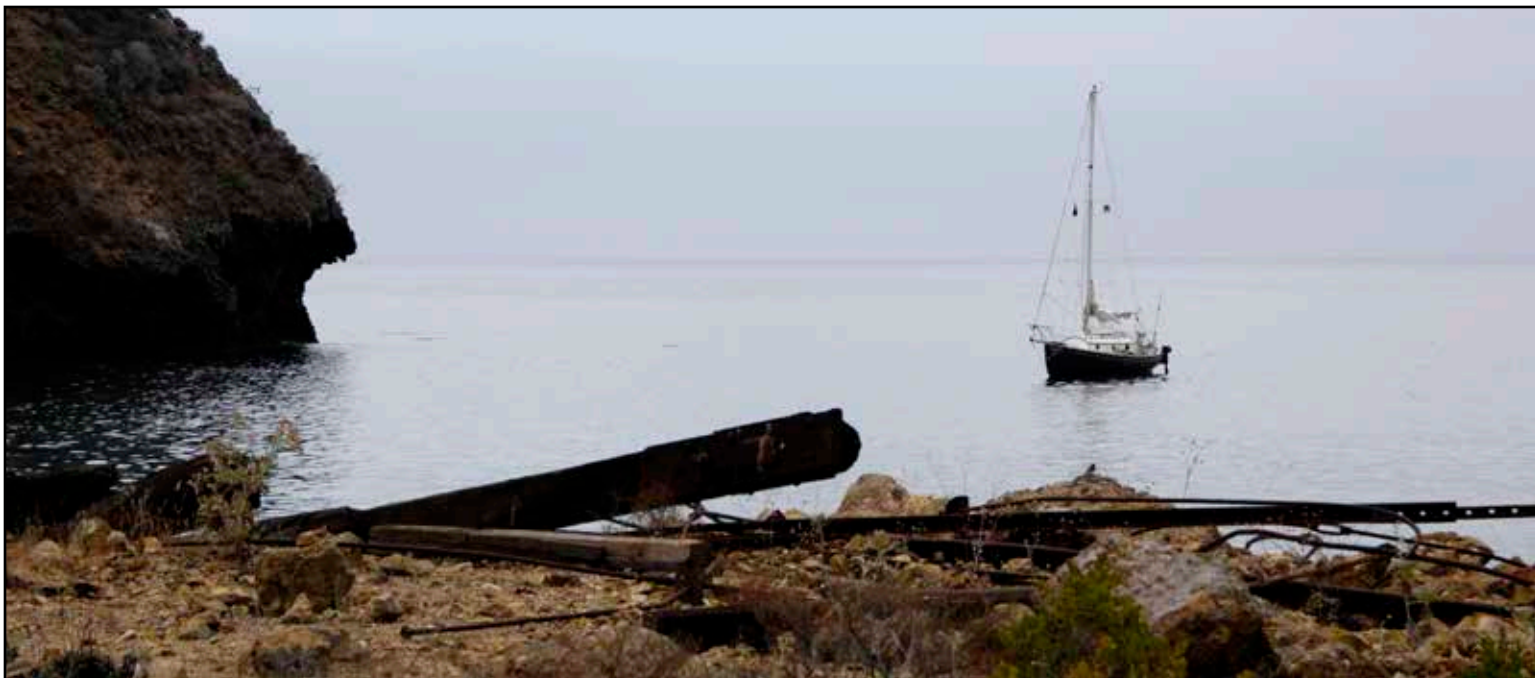
Small cave near Frys Anchorage.  
*Photo: Clint Lewis © 2013*



Lunch on the beach at Frys Anchorage.  
*Photo: Clint Lewis © 2013*



Rachel at the helm of s/y **MOTU**.  
*Photo: Clint Lewis © 2013*



Old rails and equipment at Frys Anchorage with s/y **MOTU** on the hook.  
*Photo: Clint Lewis © 2013*

# Water Tank Cover Upgrade



Eight inch holes were cut for installing two inspection ports in the freshwater tank cover.

*Photo: Daryl Clark © 2013*

**By Daryl Clark**  
s/y **BALLO LISCIO**

I acquired **BALLO LISCIO**, my 1997 Pacific Seacraft Flicka, in the spring of 2007. She was ten years of age at that time and had mainly been day sailed on Long Island Sound. As with any sailboat, even one that is built to the quality of the Pacific Seacraft Flicka's, there are always a few things that during ownership and sailing for several seasons one soon finds are either unsafe or are annoying enough to warrant engineering a better solution!

One of the standard tasks on **BALLO LISCIO's** spring commissioning list is to clean and sanitize the 20 gallon water tank under the quarter berth on the port side. As part of the previous winters decommissioning, I had pumped the tank dry and added potable antifreeze to the tanks and then used the hand pump to winterize the water lines.

In the spring, there is always a bit of grunge (mold and mildew) in the tank that has accumulated over the winter months; and the antifreeze makes an excellent breeding ground, and another reason to sanitize the tanks!

Pacific Seacraft did a real nice job of engineering the tank. The top is about an inch thick, a double layer of a composite plastic material that does not flex and has proven to be up to the task of keeping the water in the tank. The tank top also serves as a firm support for the quarter berth cushion, providing a comfortable space to sleep at anchor or underway.

Where the installation of the water tanks falls short are the inspection ports:

1. The inspection ports are too small to really get in and clean the tank thoroughly.

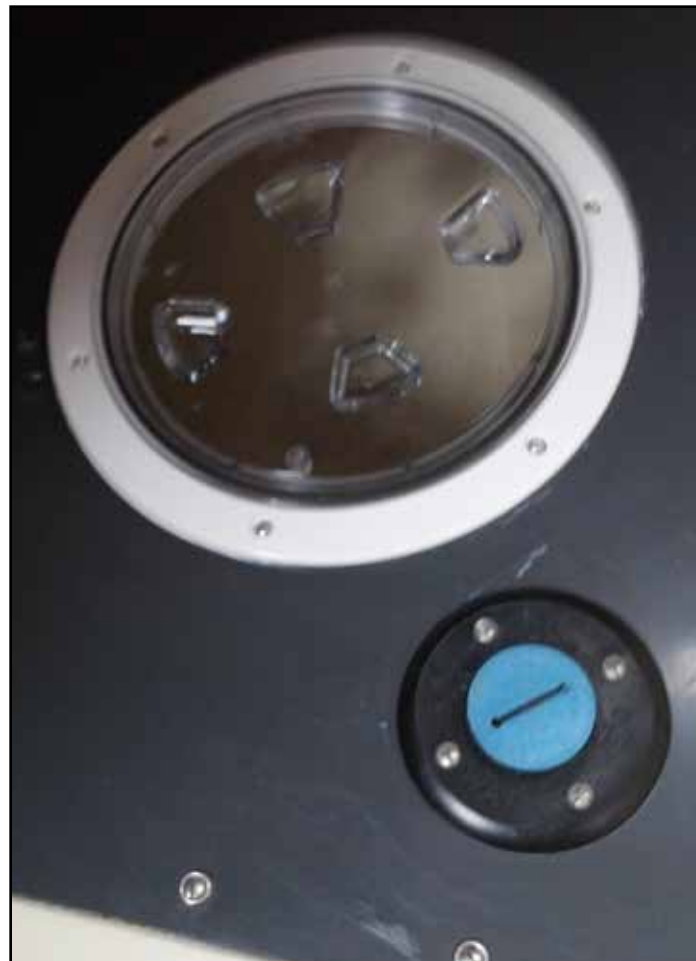
2. The plastic covers are screwed into the top; require removing old sealant each time you open the inspection ports; cleaning of the covers and resealing.
3. To make matters worse, the screw holes are not symmetrical, so you have to get the holes lined up perfectly before re-applying the sealant - a real mess the first time you figure this out!
4. The sealant tends to spread and cloud the inspection port!

Searching through the marine catalogs online, I found a solution to the problem: a pair of 8-inch Beckson inspection port frames with clear center screw-in inserts with O-Rings. I choose the 8 inch inspection ports because:

1. I wanted the combination of the frame and the screw out port to cover the existing



The new inspection port in place.  
 Photo: Daryl Clark © 2013



A clear port to see what is inside the freshwater tank.  
 Photo: Daryl Clark © 2013

mounting holes used by the standard plastic covers.

2. I wanted the largest opening possible to facilitate cleaning.
3. Note: at the time, I found the best price at the time online and ordered them from Defender Industries, cost \$28.00 each – for total cost of \$56.00.

The installation process is pretty straight forward:

1. Measure the current inspection portholes, including the screw holes used to secure existing port.
2. Make a template of the hole required for new inspection port frame.
3. Trace the outside diameter of the hole required to make the template, not the inside diameter.
4. Check your measurements: make sure the area to be cut out is not over the tank baffles.
5. Enlarge the diameter of each inspection porthole.

6. Temporarily mount the inspection port and create pilot holes for the mounting screws.
7. Drill and tap the mounting screw holes or use self-taping screws.
8. Verify the screw in port does not bind - if so, you are ready to permanently mount the frame.
9. Remove the inspection port frame; apply 3M 4200 fast cure adhesive sealant to the frame; and mount the frame in the hole.

10. Apply 3M 4200 fast cure sealant to each screw and fasten frame.

**NOTES:**

1. The inspection port frames have a bit of a camber to them, so you need to make sure you make the mounting hole large enough so the frame sits level on the top and does not cause any binding or off the center, screw in port - otherwise the screw in ports will bind on the frame.
2. I used a portable saber saw to enlarge the existing inspection portholes. I would have preferred to use a hole cutter, but none were available that large.

3. The hole was a tad on the rough side and had to be filed by hand using a bastard file with a convex shape.
4. Make certain that you cut on the outside of the line you traced with the template; otherwise you may be in for a lot more hand filing to keep the frame from binding with the clear port screw-in insert.
5. Make sure you wear hearing protection, as the noise level is almost painful as the quarter berth acts like an amplifier of the sound.
6. I was able to re-use the original fasteners to mount the frames.
7. You will also need a vacuum to clean out all the debris from cutting and shaping the hole.

**COST:**

Beckson Ports: \$28.00 each = \$56.00  
 Two Eight-Inch Plastic Ports - 2

3M 4200 Fast cure sealant – 3 oz = \$18.00  
 One Three-Ounce Tube

# TYCHE's Great Adventure



Pacific Seacraft Flicka Number 118 being cleaned up at the shipyard in Halifax, Nova Scotia.

*Photo: Ian Williams © 2013*

**By DOUG W. EATON**  
s/y TYCHE

Leaving Key West, Florida in June of 2007 was the chance to make the big trip I've always wanted to do: sail to Rockland, Maine in Penobscot Bay with a stop in Newport, Rhode Island to see friends. After waiting three weeks for the wind to stop blowing twenty to thirty miles per hour on the nose, I was finally away on June 3rd. The wind fell away to next to nothing for the next couple of days.

On the first day, I only made ten miles and anchored by a reef that evening. Next, I headed out into the Gulf Stream and the wind returned, sometimes too much. After dodging one or two tankers at two in the morning, I was off of Fort Lauderdale. It was still rough out in the narrow straits.

It stayed pretty rough until Cape Canaveral where it became quite nice with summer like weather for a change. Just north of Canaveral, I watched the space shuttle launch at sunset. Of course all the nice weather had to be paid for, and just south of Jacksonville, Florida, I had my first full gale. It's hard to imagine that it could take forty-five minutes to triple reef the mainsail on a twenty-foot boat. A storm that was not forecast on the evening weather arrived in the middle of the night. Time passes when you are working or even crawling

between the mast and tiller while trying not to get washed over overboard.

I was flying along in a steady twenty-five to thirty knots of wind with higher gusts. It was late at night, of course, and I'd had six hours of sleep (on and off) in the last forty-eight hours. The wind was out of the northwest, which is the winter weather pattern, something that plagued me the whole trip. Considering that I was just east of the axis of the Gulf Stream, Northwest was ok.

I covered a lot of ground in the following ten hours. Occasional seas were washing over the port side in the dark. I have to admit that I was waiting for the rig to come down in the higher gusts. It was rough to leave the helm and take more sail off her. I was happy to see the dawn!

The wind died off early in the morning but the sea was still running. I hove to and went to sleep. I had started talking to my friend in the cockpit with me and realized that I was overtired. When I got up, I was at the Georgia line or a little north. The Gulf Stream was moving!

From that day until I was just south of a parallel with Charleston, South Carolina it was pretty much routine. The exception was seeing a lot of dolphins. I was still in the axis when the radio report came through that a front was

coming through from the northwest. This was something that caused a very unsettled Gulf Stream. I've always had good luck! I triple-reefed the main, got the big jib in and the storm staysail. Everything was secured as best I could and I got the foul weather gear out and waited.

It came around nine in the morning. The wind was blowing five to ten knots and the sky was blue. A black squall line was running across the whole horizon and bearing down on me from the north. I looked like I was going to slip through. Silly me!

I think what hit me was a down draft. I was almost out of the other side when, faster than you can think, it went from five knots to TYCHE lying on her beam, mast in the water, and me hanging onto a stanchion, half in the water. I pulled myself aboard, released the main and staysail sheets, and that good boat came back up. I turned and ran off to the south-southwest. I've never seen a sea like that. Big swells building and the sea surface was solid streaks of foam. Looking up, I saw that the main was shredded at the third reef cringle and a section of the leach torn to the head. The sail was flogging.

I think the initial wind was forty to forty-five miles an hour. It soon eased off, but I ran off until nearly five that evening. After heaving to

under the storm stays'l, I managed to get the main down. There were still strong winds and a big sea running. Especially for a twenty-foot boat and an old man who was quite scared that morning.

I stayed hove-to for the next two and one-half days and went through nine more line squalls of varying intensity. Most with rain so hard that I couldn't see the mast six feet away. This was good; rain like that knocks the waves down during the squalls. By the time the sea had come down enough to look at the mainsail, I was opposite a line with Savannah, Georgia.

When the seas were down enough, I spread the mainsail on the cabin top and got out the new "Miracle Sail Repair Tape" and started sticking the sail back together. I almost got seasick rolling around trying to concentrate on the sail. The seas weren't down a whole lot and I was being driven too far in the wrong direction.

Well, it wasn't pretty, but the mainsail got me slowly sailing in the right direction. The sail shape looked like something the cat dragged in. It wasn't working very efficiently.

Besides the sail, the VHF was lost in the knock down. Also, I hit the compass on my way over the side. The retaining ring on the dome was cracked. It was leaking fluid. A big leak had developed in the big seas where I hit the stanchion. It was at the hull joint. All in all, it was not a day to write home about.

Working my way up the coast again, I eventually closed on Cape Hatteras. I was back out in the axis of the stream and this is where I made my critical mistake. I should have taken into consideration the size of my boat, the condition of the main sail, and started working my way toward shore and the inside of the Gulf Stream. I didn't because of an overly healthy respect of Hatteras, and a healthy fear of big ships cutting the corner of the cape.

Anyway, as I came up with the Cape, in the middle of the night, it started blowing out of the west-northwest. Of course! The repair on the main immediately went by the board and I was back to getting nowhere under a storm staysail. It was blowing pretty good with six to eight foot seas.

Did I mention after I was knocked down, the seas appeared to be eight to ten feet with a short period, and on the second day of twelve to fourteen feet. All very stimulating! Things finally calmed down and I got the main spread on the cabin top again. This time the repair would be done the old fashion way, with needle and thread. It took five hours of sewing. The material around the reef cringle had been shredded and the repair was still not very

good. Still, it was better than the sail "repair" tape that I'd wasted my money on.

I was heading for the sea buoy off of Montauk Point, Long Island, New York. According to the G.P.S., the heading was northeast. This was good as the wind was still out of the west-northwest to north-northwest. I can't believe how many days it blew out of this direction.

That was the problem! I was making two to two and one-half knots toward Montauk. With the wind behind it, the Gulf Stream was carrying me east-northeast at four to four and one-half knots. I slowly watched the G.P.S. heading go from northeast to north-northeast to north-northwest. And, I'd only made nothing to a latitude even with the entrance to the Chesapeake Bay.

I had one more bad night with big wind and big seas out of the northwest. Dropping the main and jib, I raised and backed the storm jib and went to sleep until morning. The wind was light in the morning.

When I figured my position again, I had been carried by the Gulf Stream to a longitude near the end of Cape Cod. Since the wind was still out of the west-northwest and lighter, I altered course to the southwest in an attempt to work my way back west. Thinking that I was still in the eastern, southern part of the Gulf Stream, I'd work my way out of the east-northeast flowing current.

This went on for almost two days, getting the sail up, reefing, and shaking the sail out again depending on the changing wind speed. I was trying to nurse every bit of speed out of her to make my way west. Even so, when I plotted the next fix, I was still losing ground to the east. To add injury to insult, the wind went out of the southwest, so I altered to the northwest. The results were the same.

Shortly after, the wind died all together. For two days and nights, I was becalmed. But, according to the G.P.S., I was still going to the northeast quadrant at just over two and one-quarter knots. This was over fifty miles every twenty-four hours!

At nine the next morning, I fixed my position on a longitude just east of Halifax, Nova Scotia and a latitude with the southern end of the DelMarVa Peninsula, I believe that's Cape Charles. I don't have a chart in front of me. This put me roughly two hundred miles to the northeast of Bermuda and drifting towards Northern Ireland.

I checked to provision: food was getting low, but you don't need a lot of food. The water was good for another two weeks. If I was careful, it might last longer. The problem was that once past Bermuda and if the situation didn't

change, the next stop was Europe. This was especially true if another storm finished my mainsail off.

After long thought, I got out my Mini B EPIRB and turned it on. I can't believe how upset I was. The job a sailor has, above all others is to take care of the vessel, his boat. To abandon your boat is to fail in your most important task and to give up.

To make a long story short, about three in the afternoon, a huge cruise ship steamed over the horizon, came to a stop, and launched her rescue boat. They pulled along side to find out what the emergency was and to take me off.

I asked the officer to wait a minute while I disconnected a hose and scuttled **TYCHE**. He asked me to leave her floating. As I barely had the heart to sink my faithful little boat anyway, I listened to him. I hopped in the launch with some clothes, my new foul weather gear, papers, and log book.

We ran over to the ship, the **CROWN PRINCESS**. She's barely a year old and very big. There were several thousand people at the rails and balconies watching the whole operation and I sat with my back to them all the way up the side of the ship. I did not consider this one of my finer moments. The crew was very efficient. I was placed in a wheel chair and whisked off to the ship's doctor for examination.

The doctor was very nice, as were all the crew, they were all wonderful. The doctor wanted to put me on an I.V. for dehydration at first. But, since I had no trouble downing a liter of water, she decided I'd be alright.

It turned out that in the three and one-half weeks at sea, I'd lost more than sixteen pounds, which is a tough way to go on a diet.

The **CROWN PRINCESS** was out of Hamilton, Bermuda and bound for New York City where we arrived the next morning.

In October, I received a call from Canadian Coast Guard that the boat had been towed into Newfoundland. I called my insurer and the insurance company called their man in Newfoundland. He arranged to have the boat put on a trailer, ferried to Nova Scotia, and towed to Halifax.

After survey, the insurance company wrote the boat off as a total loss and offered hull value. By that time, Ian Williams had been in touch with me.

To make a long story short, the insurance company agreed to a deal where Ian paid me part of the value, the insurance company paid the difference, and Ian kept the "hull."

# The Restoration of s/y ELSA



**TYCHE** arriving in Waterloo, Ontario at the home of my friend and driver Rob Redden.

*Photo: Rob Redden © 2013*

**By Ian Williams**  
s/y ELSA

In 2008, I heard about a Flicka in Halifax, Nova Scotia by the following grapevine. I had crewed for years for my Danish friend, Knud Jensen, and his son Christian who is currently a Naval Architect. I had chatted with Knud about downsizing to a Flicka, which he passed on to Chris who was now working in Halifax, Nova Scotia.

Shortly after, Chris called to report that **TYCHE** had been surveyed by his office. The three-page survey summarized the condition of this Flicka. Maybe the most telling statement is found under the purpose of survey. It said that the vessel was "Recovered after being abandoned at sea." The survey was to establish the condition of the Flicka. The list of repairs included the need to replace the forestay, an unserviceable main sail, a replacement compass, a damaged forward stanchion, and many more concerns. It was a Flicka in need of some TLC.

I flew out to Halifax to view **TYCHE** in a shipyard. She was coated in black dust from nearby metal fabrication, her gear piled on the floor in wet piles, and recently soaked by the sprinklers during a fire, which destroyed a nearby 60-foot vessel nearing completion. **TYCHE** was far enough from the heat to escape any damage, but she was a sorry sight.

After viewing **TYCHE** and despite the problems, a purchase price was negotiated. This would be the Flicka for me.

**Cradle & Trailer** - The Flicka was located in Halifax, Nova Scotia and I live in Moorefield, Ontario, a distance of over 1,100 miles. I would need a means to get my new sailboat home.

The first step was to modify a cradle for my Flicka, one that would be placed on a flatbed trailer for the trip home. The cradle selected had been used to support an O'Day 23. It was modified based on the measurements from Rick Sanberg's article in the Fall 2005 issue of Flicka Friends. The welding was done by my generous friend, Mike Vanderhart.

The flatbed trailer used for the 2,300-mile round-trip to Nova Scotia was a 20' model with a 10,000 pound rating. It towed extremely well with a Chevy HD 2500 crew cab truck.

**Road Trip** - My co-driver, Rob Redden, and I drove east to Halifax to retrieve my Flicka. We team drove, stopping every four hours for gas, a meal, and to change drivers. Highways were mostly four-lane divided expressways, and we matched the traffic speed of close to 70 mph each way. The distance on Map Quest's website was 1,174 miles and the estimated driving time just under twenty hours.

Our route took us through Toronto, Montreal, skirting Quebec City on the South Shore of the St. Lawrence to Riviere-du-Loup before heading southwest through Edmundston, Fredericton, Moncton to Halifax, Nova Scotia.

We were in Halifax for less than 24 hours. The loading process was easy since the Flicka fit the cradle perfectly. During the lift, the crane recorded a weight of 5,500 pounds. During the short stay, the gear was quickly sorted. Junk like electronics filled with water went to the dumpster, potentially useful stuff to the truck, and we were on the highway again.

**Driving Home** - The trailer had a weight-distributing hitch with sway control and handled perfectly. The load returning would have been over 8,000 pounds, serious work for the Chevrolet 2500 with Duramax diesel. I did not engage the tow-haul transmission mode as the engine RPM stayed high regardless of inclines. A half-ton truck may be OK for shorter Flicka tows, but the diesel was working earnestly on this journey.

On the way east with an empty trailer, mileage with just the trailer was 19 MPG. This dropped to 12 MPG with the Flicka on the trailer during the return trip.

**Cost** - Overall cost of the trip to pick up the Flicka was just over \$2,250. The yard costs were very reasonable at \$200.



There was little progress during the first winter other than a cover.  
*Photo: Ian Williams © 2013*



Making progress against the bottom paint in 2009  
*Photo: Ian Williams © 2013*



The Flicka was towed to a mechanic and the engine was found to be unrepairable.  
*Photo: Ian Williams © 2013*

**2008** - Very little progress made before winter set in in 2008. The initial focus was the bottom paint and it was something that resisted 24-grit sandpaper. This was quite discouraging progress! A rough cover was made to protect the Flicka from the Ontario winter weather.

**2009** - During the spring and summer, work continued on the removal of the bottom paint. Slow progress continued with 24-grit sanding disks. This was futile and I looked for another method.

Switching to paint stripper brought progress, but care was required to limit wet time to avoid gelcoat softening. This approach allowed removal of the antifouling paint with only a light sanding.

Once the bottom paint was removed, a previous osmosis repair was evident. There was some new osmosis blistering too. More than two hundred new blisters were repaired.

After the previous blister repairs, the work had not been protected with a series of barrier coats. This time, the barrier coats would be done correctly.

**2009** - During Fall, the Flicka was towed to a nearby diesel mechanic to attempt repairing the Westerbeke 10-2 diesel inboard engine.

It turned out that repair was not possible. There was zero compression making the engine unusable. The old, dead engine was removed from the Flicka. And plans were made for another engine to be installed.

**2010** - In May, the Flicka was towed to Montreal for a new engine. The distributor for Nanni Diesel installed a new 14 hp two-cylinder engine.

Along with the new power plant, new hoses, a Racor water strainer, coupling anti-vibration disc, P.S.S. driplless seal, cutlass bearing, single lever control, exhaust, and muffler were installed. Total cost \$12,000.

The Nanni engine is designed to fit on engine mounts in the exact same place as the Yanmar iGM diesel engine. Rather than raw-water cooling, this engine has an intercooler.

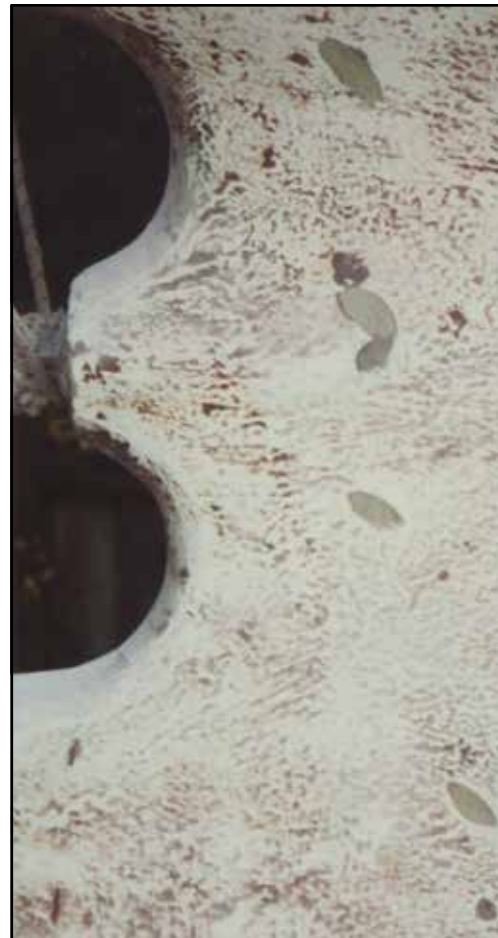
While the freshwater from the Great Lakes isn't a problem, this engine would limit the problems associated with the raw water cooling of the Yanmar while sailing in salt water.

In June, the final fairing of osmosis repair was completed. VC Watertite used for filling and fairing. To protect the hull from future blistering, seven coats of Interprotect 2000 white rolled on.

**Continued on Page 26**



Finding and marking the many nicks, scratches, and gouges for filling and fairing.  
*Photo: Ian Williams © 2013*



The prop aperture.  
*Photo: Ian Williams © 2013*



The old cockpit drains and another hole were sealed.  
*Photo: Ian Williams © 2013*



The transom after the repairs.  
*Photo: Ian Williams © 2013*



After all the repairs and filling, new paint was the only option.  
*Photo: Ian Williams © 2013*





With the barrier completed, the topsides were next with some great help!  
*Photo: Ian Williams © 2013*



Ready for the paint shop.  
*Photo: Ian Williams © 2013*



The first step was applying a gray primer coat to the topsides.  
*Photo: Ian Williams © 2013*



My Flicka emerging from the paint shop with new Imron Paint.  
*Photo: Ian Williams © 2013*



The new paint transformed my Flicka!  
*Photo: Ian Williams © 2013*



The scrollwork was hand painted with metallic gold paint.  
*Photo: Ian Williams © 2013*

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**Topsides** - With the hull repaired below the waterline, in July and August my attention shifted to the topsides. There was plenty of work here as well. There were nicks and scratches, and gouges that needed repair. New paint was deemed the only solution for the Flicka. It was time to prep for paint.

All of the fittings were removed from the hull: cleats, rails, chain plates; everything except the exhaust. There were fittings for the cockpit drains at the waterline on the transom which were used in earlier hulls.

Since my Flicka also had the crossed drains and seacocks under the companionway, I filled these stern openings as well as another near the exhaust outlet.

**Hull Damage** - In preparation for the topsides paint, a deep gouge at the hull-deck flange was filled with VC Watertite. To my dismay, the blue epoxy filler was visible from inside when I removed the carpet hull liner. A base repair had been attempted with the port mast support bulkhead in place. I built up the epoxy repair inside the flange.

**Filling & Fairing** - The topsides repair was tedious, but necessary job. In different sun angles, new gelcoat scratches would become visible.

My biggest chore was finding, filling, and fairing the gouges, as seen in the photos with green masking tape beside each scratch. One by one, all of the areas were located and filled with VC Watertite and faired.

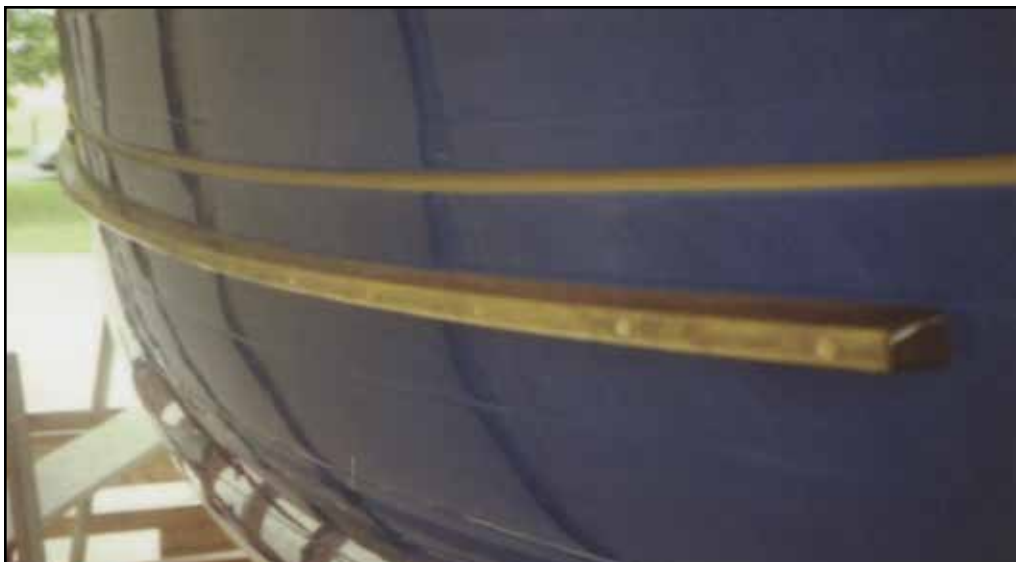
While working on the topsides, I received some much-appreciated help with the cove stripe and the scrollwork.

**Topsides Paint** - By August, my Flicka was ready for fresh topsides paint. The paint shop took about three days with masking, primer coat, and one topcoat. The painter was pleased with my preparation.

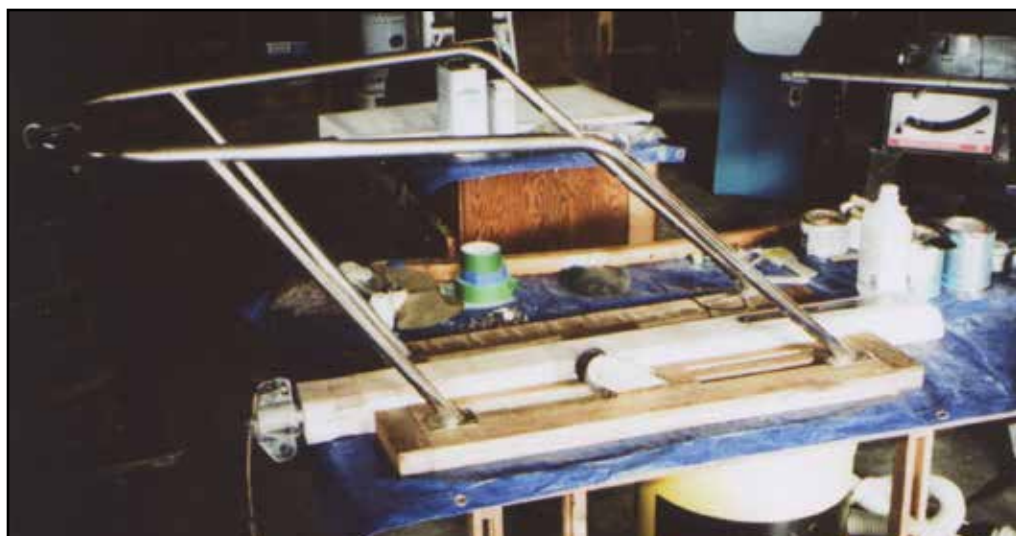
The boat then sat in the shop three days to allow thorough drying (over Labour weekend). My invoice did not state hours, but the costs were \$579 for paint and material, \$142 for primer and shop supplies, and \$935 Labor. Total with tax was \$1,871.

After the holiday, my sailboat emerged from the paint shop with new Imron Paint. My Flicka had been transformed. I believe the color is the same as Randy Richardson's Flicka s/y ZANZIBAR.

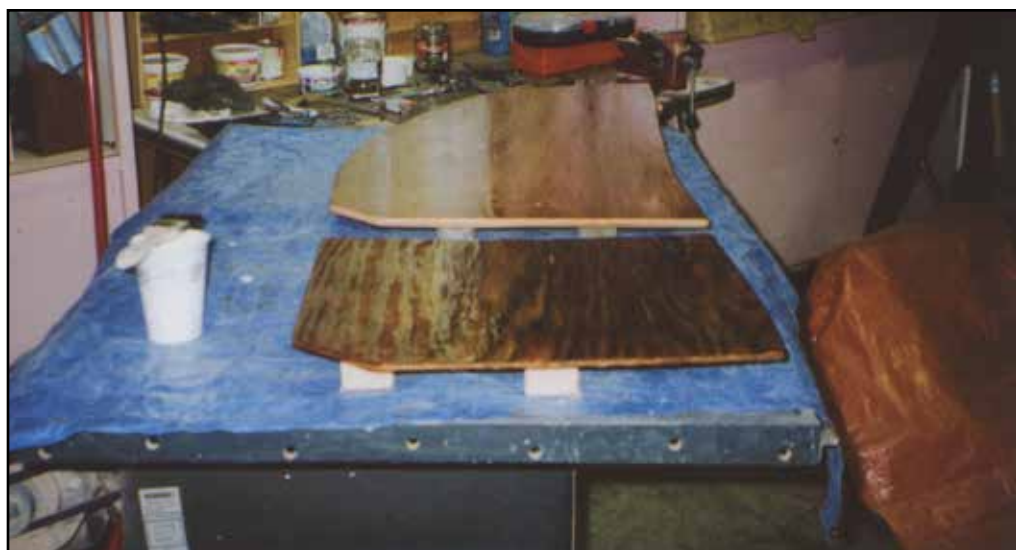
**New Projects** - Once the Flicka was back home, it was time to begin work on putting things back together. The list was very long and included about every system from bow to stern. While the new Imron paint was



A bronze capped rubstrake was added to the hull.  
*Photo: Ian Williams © 2013*



Gouges in the bowsprit were repaired and new wings were added.  
*Photo: Ian Williams © 2013*

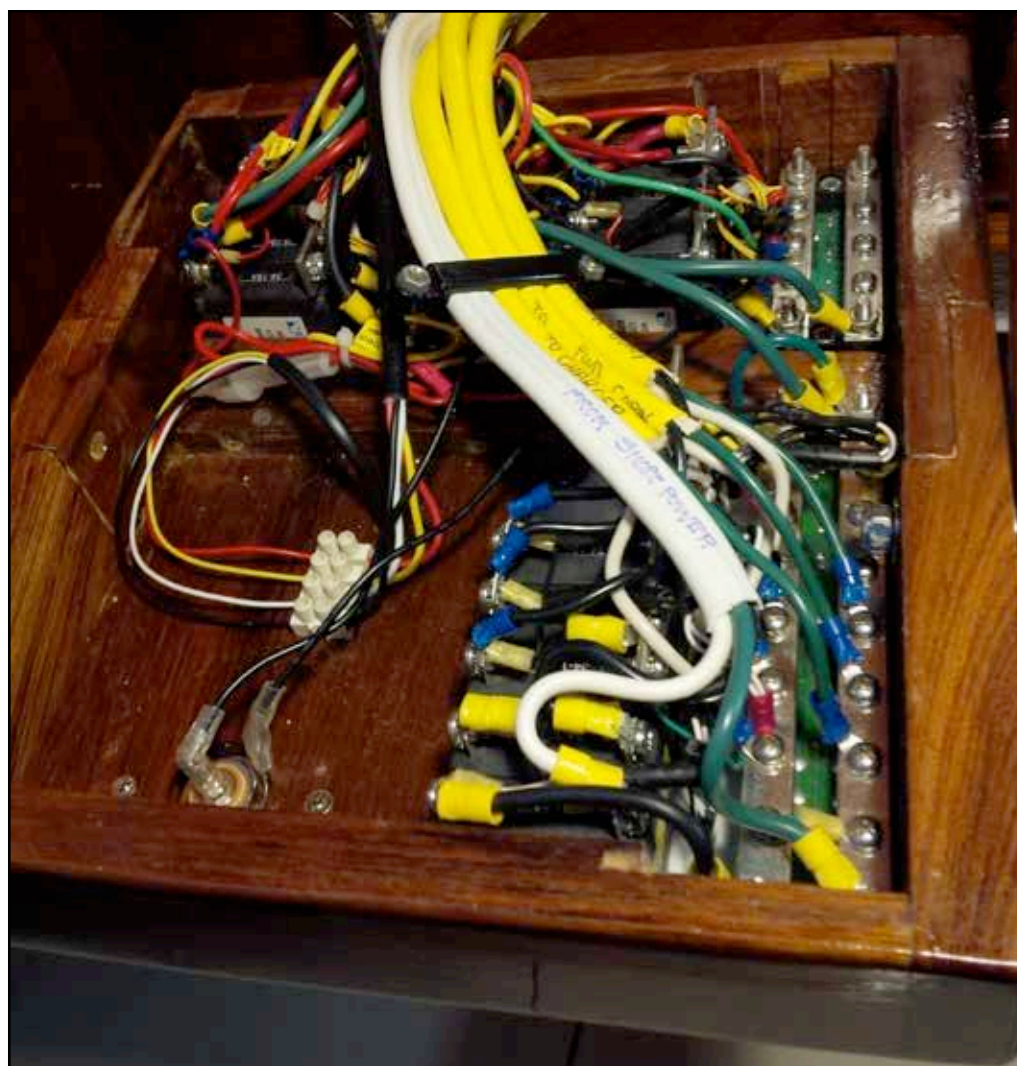


A new divider for the chain locker divider.  
*Photo: Ian Williams © 2013*



A custom AC and DC electrical panel was built complete with a support hinge.

*Photo: Ian Williams © 2013*



All of the wiring is accessible after opening a single barrel bolt.

*Photo: Ian Williams © 2013*

encouraging, the amount of work remaining was considerable.

The marine survey noted many problems and missed a few as well. The rotten wood in the interior and the engine area were two of them.

Some of the projects on the list included the bowsprit, battery storage relocation, engine room walls, cockpit sole repair, carpeting, galley rebuild, rigging replacement, new compass, masthead light, vhf antenna & cable, and an enclosed head.

The enclosed head was a huge project since my Flicka didn't already have one. Various modifications were made to make this upgrade possible. A detailed story about this infrequent change will appear in a future issue of Flicka Friends. Very few Flicka owners have taken on this project.

**Bowsprit** - The bowsprit was sound, but gouged. These gouges were filled with VC Watertite and multiple epoxy coats applied plus Interlux One Part Polyurethane paint coat. Hatteras Off-White is a good match to the deck and interior hull liner. New wings were made and are shown in the photo during construction.

**Chain Locker** - The lower section was a poor fit, quite undersized and rotten. A new section was made. In addition, a rise was installed in the fuel vent line to impede water entry. The bulkhead at the cabin locker was also rebuilt.

**Battery Support** - Because I wanted to move the batteries from the starboard locker to the aft end of the quarter berth, a support was needed for the battery boxes. The location is critical, just high enough to give room for two batteries while retaining some space below the shelf.

This meant building a support along the hull, transom, and the back of the cockpit wall. I build up the hull side using epoxied laminations to follow the hull curvature. This was a one strip per day project.

Together, the three supports and a small bulkhead provide the means to hold the shelf for the batteries. An opening was left facing forward to allow using the space beneath the batteries for storage.

The two batteries were rewired with new tinned wire of the correct size. Blue Sea Systems fuses added to each battery before they were connected to the Xantrex Charger.

**Engine Room Walls** - All of the engine room plywood sections were completely ruined. The sections crumbled and could not be used as templates. This required building

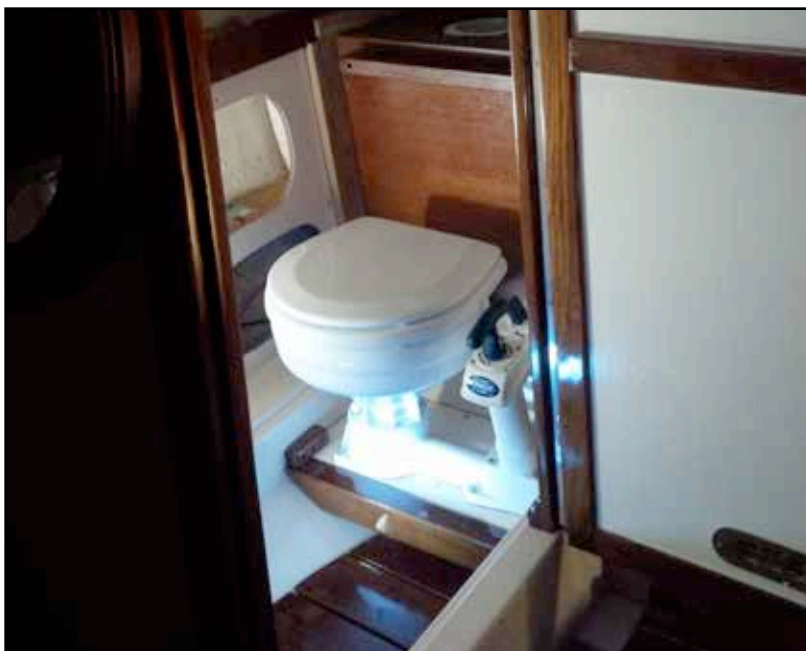
**Continued on Page 30**



The vinyl headliner was replaced with teak.  
*Photo: Ian Williams © 2013*



The new head compartment.  
*Photo: Ian Williams © 2013*



The new head compartment and head.  
*Photo: Ian Williams © 2013*



My new holding tank.  
*Photo: Ian Williams © 2013*



Work is nearly done in the galley.  
*Photo: Ian Williams © 2013*



Looking forward into the v-berth from the head door area.  
*Photo: Ian Williams © 2013*



The new battery shelf, charger, and fresh wiring.  
*Photo: Ian Williams © 2013*



The new Nanni diesel engine and a custom step.  
*Photo: Ian Williams © 2013*

Continued from page 27

replacements individual sections for the port and starboard sides. The starboard side required three segments. Also, the port side of the cockpit had a large opening that contained a port.

**Sliding Hatch** - The original hatch was the victim of numerous hasp locations and severe weathering. It also had the infamous Flicka gap at each end. The first line of defense was a new trim piece closely fitted to the fiberglass companionway edges.

Closing the end gaps required an inner teak strip made as close as possible to the fiberglass sides. This is a base for attaching a "sleeve" to block those end holes.

A felt pad area was placed under the sleeve wall. This is because the hatch sides are **NOT** parallel! They narrow one-eighth inch going forward. The felt pads reduce this one-eighth inch gap at the aft end. View of the Flicka Gap closed in the sleeve. A stainless steel strip was added on each side for the hatch to slide on and prevent further gelcoat on gelcoat wear. New hatch side planks were added as well.

**Companionway Trim** - This trim, although severely weathered, was ok to varnish after a deep sanding.

**Cockpit Sole** - There was a dreadful butchering of the sole. Presumably, this was done to access some engine part. This empty space was filled with teak pieces that were bedded in VC Watertite. After fairing the area, it was painted.

**Sink Drain** - Since there was no functional sink drain, a drain hose was run to a "Y" fitting that connected with the port cockpit drain. A separate seacock was added between the sink and the port cockpit drain through hull. This was done to avoid any additional through-hull openings.

**Water Tank** - Another modification was the construction of a water tank underneath the v-berth and aft of the factory installed fuel tank. This required cutting out the center bridge between the two locker lids.

A stout teak fence was constructed and the tank was test fitted with a recess to surround the depth finder, which is also located here. The capacity of the water tank is 18.2 U.S. Gallons.

**Wiring** - All of the wiring was suspect and it was completely replaced. Fresh tinned wire was used throughout the Flicka for AC and DC circuits. Obviously, this was a big job, one that needed to be done properly. Since wiring isn't my strength, assistance was required to insure that everything was correct.



The galley was rebuilt with a new storage area.  
*Photo: Ian Williams © 2013*



The upper shelf will securely hold dishes.  
*Photo: Ian Williams © 2013*



Two gimbaled lamps will help illuminate the interior.  
*Photo: Ian Williams © 2013*



My Flicka will be launched at Warton, Ontario on Georgian Bay, Lake Huron.  
*Photo: Ian Williams © 2013*

A new teak housing was built for the electrical panel. It contained the AC panel and DC switches, wiring, and breakers. The housing for the panel is hinged at the base and can be opened to access to the back of the various panels and connections. A folding teak arm limits the angle of the panel. A barrel bolt keeps the panel secure.

**Cabin Headliner** - After removing the vinyl cabin headliner, teak strips were installed on framing strips epoxied on tabs on the bare fiberglass. Each one of the teak strips was cut to fit. This was another tedious project, one that turned out very well.

**Galley Rebuilt** - The galley was redesigned with an upper shelf that follows the contour of the cabin side. This shelf cantilevers out two inches at the aft end and five inches at the forward end. The eleven inch depth of the shelf runs the fifty-three inch length of the galley. It allows flat storage of plates, glasses, mugs, etc. The galley also needed bracing from icebox to aft and beside the sink.

**Other Projects** - There are many little projects that have not been mentioned. Anyone who has refitted a sailboat or built one from plans knows this very well. You could easily count a thousand little things that need to be done to achieve the quality needed for a fine yacht such as the Flicka.

**A Few More Things** - While most of the projects have been completed, the cushions, rigging, lifelines, and new sails remain. Once these last items have been taken care of, it is splash time!

**Launch** - Ninety minutes north of my home is Lake Huron and Georgian Bay. My plan is to tow my Flicka to Warton, Ontario. This small town is located at the base of the Bruce Peninsula. Warton is on Colpoys Bay, which opens up into Georgian Bay.

The planned launch is in the summer of 2014, hopefully around mid-June. After working on this refit for many years, it will be especially gratifying to hoist the sails of s/y **ELSA** after christening. The summer of 2014 will be spent on an extended shakedown cruise in Georgian Bay.

Georgian Bay is roughly one hundred and twenty miles long and fifty miles wide. With five thousand eight hundred square miles of water to explore, s/y **ELSA**, there are countless places to cruise.

A planned destination will be the North Channel of Lake Huron, a perfect place to get a number of Flickas together. There is discussion on the Flicka 20 Yahoo website about such a gathering. Hopefully, I might see you there in the summer of 2015.



The refit of my Flicka, s/y **ELSA**, is getting close to being finished.  
*Photo: Ian Williams © 2013*



# Adding Your Boat Name

My new boat name graphic on s/y **BALLO LISCIO**. Note the wooden mast support for trailering.

*Photo: Daryl Clark © 2013*

**By Daryl Clark**  
s/y **BALLO LISCIO**

When I purchased **BALLO LISCIO**, my 1997 Pacific Seacraft Flicka in the spring of 2007; the hull had been clear coated with Imron by the previous owner in an attempt to minimize chalking of the gel coat and to also provide a deep luster to the hull. Unfortunately, the Imron finish had degraded and finally started flaking off. So, in 2010, I had the hull stripped to the gel coat and refinished with Alex-seal.

Originally, the vessel name was on the port and starboard sides of the hull; I prefer the name to be on the transom.

So, this year I decided to finally add the vessel name and hailing port to the transom. I checked a number of Boat Graphics sites on the web before deciding to order from Boat Graphics, a subsidiary of Boat US. I measured the surface area on the transom and decided to use the following:

The vessel name **BALLO LISCIO** would be in 9 inch white lettering with gold shadow and would require 49 inches of horizontal space and would be installed on an arc.

The hailing port: Barkers Island, would be done in 3 inch lettering with gold shadow and would require 16.25 inches of horizontal space.

The registration numbers: MN 6620 KD would be done in 3 inch lettering. This requires 18 inches of horizontal space and would be applied to a teak registration board, mounted on the bow pulpit.

The graphics came with instructions and a plastic tool to get any air bubbles imbedded underneath the lettering out. There are two methods of installation: dry and wet. I went with the wet method and cannot imagine doing it any other way.

With the wet method, you apply a mixture of soap and water to the hull and to the lettering.

Since the transom is divided by the rudder and to make the installation easier to control, I chose to install the lettering for the port and starboard stern areas separately. It helps to tape the graphics to the transom and cut out areas of the backing material so that you can lay the graphics out and make certain that the spacing is correct; as well as avoid chain plates and other fittings exiting the hull. From start to finish, the installation took about two hours – most of the time was to allow the letters to cure before removing the backing paper.

The Boat U.S./Boat Graphics web tools provided the tools to model and measurement information, which was a real plus in determining aesthetics as well as size letters would fit on the transom and registration boards.

Total cost was \$244.80 with shipping.





Step One: Determine layout location. Step Two Apply soap to hull and squeegee air out from under letters.  
*Photo: Daryl Clark © 2013*



Step Three: After letting the letters cure, the backing paper is removed to show the final product. Repeat for the Home Port.  
*Photo: Daryl Clark © 2013*

