



Flicka Friends



Summer 1995

First issue asks for volumes of help

Driving back from my winter storage with my son Geoff. I first discussed the idea of a Flicka newsletter or perhaps a Flicka club where owners and prospective owners could share experiences and ideas related to these unique little boats.

Over the past ten years that I have owned Flicka hull #75, I have met several other owners, and they have without exception been people I have wanted to get to know and spend time with. Now that the many of the boats are getting older, there may be a greater need for such a publication as this. I'm sure many owners are undertaking major rehabilitation projects on their boats. This winter, my son and I have taken on some major projects on the *Prince of Whales*. The following is a list of the projects this winter.

1. Replace stretched out rigging.
2. Install six bronze ports.
3. Remove and recaulk the forward hatch.

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4. Remove the interior teak laminates from the cabin sides and replace with 162 3/16 inch vertical teak pieces.
5. Repaint the hull.
6. Replace the masthead VHF antenna
7. Build, from laminated teak and ash, a combination cover, cup holder, and storage box for the aft section of the cockpit.
8. Rebuild cabinet over V berth.

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Pictured above is the interior of the *Prince of Whales* #75 before she underwent the winter refit this winter. As soon as there is a decent photo available of the completed work, it will appear in this newsletter.

Reader contributions desperately needed

As the headline above suggests, we need all the help we can get to make this publication something that will be of any value to those who like to read about these small boats with big hearts.

Any stories of work projects completed or anticipated would be good items. Passagemaking is of interest. Weekend

cruising is a good topic. Long summer cruises would make good reading.

Afternoon sails would be fun to hear about. Finding other Flickas would be great. Differences among the boats would be of interest. Actually any news about these boats and the people who sail them would be welcome news to the readers. Send your articles today.

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9. Repaint the bottom and boot stripe.
10. Repaint the name.
11. Rebuild the companionway stairs.
12. Rebuild shelf over quarterberth.
13. Rebuild teak holder for the belaying pins.
14. Build small mirror for bulkhead.
15. Install carpet over cabin sole.
16. Refinish tiller.
17. Build new oak cheeks for the rudder.
18. Varnish interior teak.
19. Build mahogany registration number plates.
20. Install wind vane.

And then came the launch on April 20th

Twenty-five to thirty mile per hour winds from the east screaming off the 44 degree Great Lake water, six foot seas and a wind chill factor in the mid twenties all combined to make the day memorable. The noontime launch went off without incident as the yard was even extra careful not to scuff our new paint job. We launched into a basin of quiet water even though the winds were howling. The boat is launched about six miles north of its home port.

We tied up in the quiet basin to tune the rigging and bring aboard that necessary pale yellow carbonated beverage without which few sailboats have ever been known to move. The seas were so lumpy that most of the beverage wound up on the cockpit sole, but that's getting ahead of the story. Rigged and ready we left the dock at 2:30 in the afternoon. Failing to raise the jib on our first attempt to leave the harbor, we did a slow, wide 360, and on the second attempt the jib was set. About a millisecond after it was raised, the jib was drawing as much air as it could handle.

We kept the outboard running and in gear but at a low RPM. The small forward sail provided all the power we needed. Next year maybe weather cloths, as we took on green water two or three times. We didn't think we would

Home built Flicka found in Michigan

Pictured below is a home built Flicka I discovered in Frankfort, Michigan during a summer cruise. The owner was nowhere in sight. She is a wooden boat no doubt built from plans supplied by Bruce Bingham. I have no other information about her. Anyone else?



so we only put on the tops of our foul weather gear. Luckily our home port has a laundromat and big clothes dryers. Although one does feel a little silly standing in a laundromat wrapped in a foul weather jacket while waiting for his clothes to dry.

As has been reported in other publications, the Flicka is not an especially dry boat going to weather. In this case we weren't going to weather and we still took a few hits. Had we had the dodger in place we might have stayed dryer, since the *Prince of Whales* carries a long tiller, and that permits the helmsman to sit under the dodger and still steer. You can't see too much, but you can steer.

The first sail was an exciting one, and we have the entire season to anticipate.

A deep green beauty in North Point Harbor

A hunter green hull and bronze fittings complement each other to make this 1992 Flicka a standout. She had been docked in a small lake in northern Illinois, but this year she will be moored at one of the newest and best equipped facilities on the Great Lakes. The Northpoint Marina, operated by the State of Illinois, is a modern facility with floating docks, water, electricity, cable TV, and telephone service.

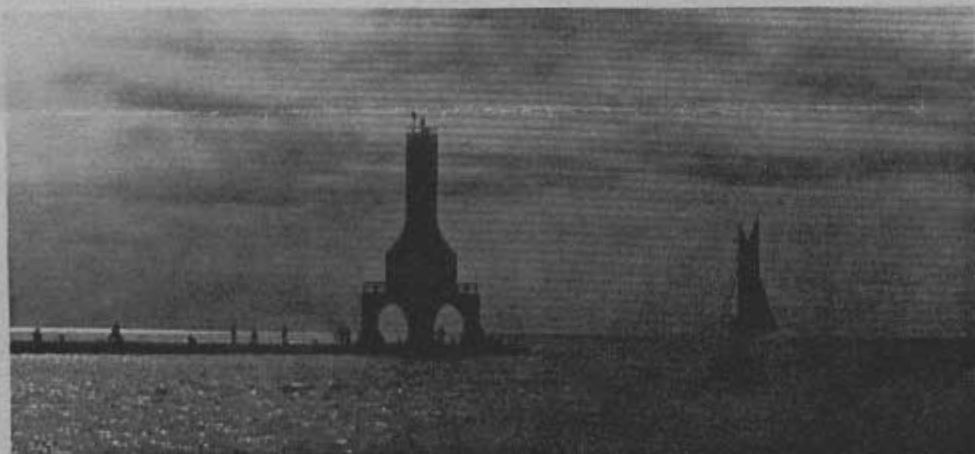
Solstice is the name of this Flicka, and the owner is anxious to try her out on the big lake this year. She has a trailer that appears to permit easy launching, although she is currently at a yard that can launch just about anything. More news and a photo to follow.

Colorado sailors in the Great Lakes

Pictured below, a fireman emerges from a Flicka that was trailed to Lake Michigan from Colorado for a summer cruise. Aboard were three fireman, and the interior was as neat and tidy as any best kept fire station in the country. I don't know where this boat is today? Anyone else?



Hull number six found in Port Washington, Wisconsin, 1986



Pictured above is hull #6 sailing past the lighthouse at Port Washington, Wisconsin in 1986. Her second owner completed her from a bare hull, and rigged her as a gaff cutter. The next year, she was a sloop. She is fitted with numerous cabinets and an enclosed head. When I returned to Port Washington in 1994, she was no longer there. Anyone seen her lately?

Statement of purpose and pitch for money

To all who may have an interest in the Flicka:

I decided to start this newsletter because it has been quite some time since the Flicka has dominated the sailing publication. Shortly after it was introduced, the boating press covered the boat extensively. In the nearly twenty years that followed, the coverage has naturally dwindled.

I have always enjoyed reading about the Flicka, and in my experience I have found only two products that have lived up to their enormous positive press, an expensive Swiss camera and the Flicka.

I think that there are many other people out there who feel as I do and would like to exchange thoughts and ideas through this newsletter and perhaps other activities. For instance I would love to race other Flickas in a port to port race. There are already many exciting races on the Great Lakes, but it would be great fun to have a Flicka race.

It might be fun to schedule yearly raft-ups to take place in various parts of the country simultaneously and to communicate by whatever sophisticated means are available by the time this gets organized. Maybe satellite audio-video link through on board laptop computers.

I need a \$10.00 subscription fee from anyone who would like to see this publication continue. Complete information and form appear on page 4.

Please add my name to those Flicka owners 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. If there is insufficient interest to cover the cost of production, I will stop publishing and return any payments received.

Dennis Pratt

Name _____

Address _____

City _____ State _____ Zip _____

Do you own a Flicka _____ Hull # _____

Telephone (Optional) _____



Hull # 6 sailing north
from Port Washington,
WI

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

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