



Flicka Friends



Spring 1998

Vol. 4, # 4



Alan Taylor aboard *LOKI II* near Dana Point, CA

About Flicka Friends

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

Based on the Newport boats of Block Island Sound, this little ship has been built from various materials since the 1970's until the present day.

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

Commercial builders of the Flicka include Nor'Star, Westerly Marine and Pacific Seacraft Corporation. Pacific Seacraft (Fullerton, California) has built nearly 450 hulls.

Flicka Friends is published quarterly. Articles, photographs and letters are welcome and encouraged.

Please note the date next to your name, it indicates when your subscription needs to be renewed. The cost of a subscription is \$10.00 US and can be mailed directly to the editor.

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Dennis Pratt
Flicka Friends
3775 Gregory Drive
Northbrook, IL 60062-7103

(847) 299-5744

Dennis1492@aol.com

From the Guest Editor

By Tom Davison

Dennis Pratt and I discussed this newsletter in early May on the telephone. This issue may be the last from Montana. Dennis should be returning the tiller of Flicka Friends for the Summer or Fall 1999 Issue and taking on the tasks of being the editor once again.

It has been fun talking with, writing, and e-mailing Flicka owners and interested sailors during the last year. This has to be the best part of being involved with Flicka Friends. I hope to meet each of you on the water...

Fair Winds and Good Sailing!

An Annual Photo Issue?

By Tom Davison

The last issue of Flicka Friends was easy to publish because of the number of photos. The photo issue could become an annual event.

A mid-winter issue showing Flickas sailing should brighten everyones day, especially the Flicka owners in the colder northern latitudes.

Late January would be a good time for publication. With eight pages, it will take a minimum of twelve photos. With additional photos and some time with a scanner, even more images could be resized to fit the available space.

If you have a Flicka photograph, please send it to Dennis in Illinois. Please include a caption, including hull number and location.

Membership Database

By Tom Davison

This is the sixth issue of Flicka Friends to come from Montana in a little over a year. My thanks to everyone for their patience and for their articles and/or photos. Your help kept this newsletter going.

By researching the local printing market, I reduced the cost of each issue and stretched the available funds. It is time to take a look at the subscription database and remove anyone who is past due. This was put off as long as possible.

First, I wanted to make sure that everyone received the number of issues that they had paid for.

Second, I also wanted to make sure that everyone had a chance to read this notice.

I hope that this newsletter is of interest to you as a Flicka owner, crew member or interested sailor. Please take the time to forward the necessary subscription fees to continue receiving Flicka Friends.

Please check the date following your name on the mailing label, it indicates the expiration of your subscription.

If there is an error associated with your expiration date, please let Dennis know so that it can be corrected. His address is in the column to the left.

The next issue will only be mailed to the Flicka Friends with current subscriptions. I don't like taking this drastic action, but the quality of the newsletter will suffer if we continue to mail out issues without compensation.

Flicka Home Page

By Tom Davison

A little more than a year ago, Rod Bruckdorfer began working on a web page for the Flicka. During this time, he has continually added features and options. The Flicka Home page has proven to be very successful. At last count, there were more than 53,000 "hits" on the web page counter.

While most of the information on the website has to do with Flickas, "the site is dedicated to voyaging in pocket cruisers, adventurers and dreamers who stand out to sea in little ships."

The site covers topics such as Flicka

History; Voyages; Sails & Rigging; The Nor'Star Flicka; Photo Gallery; *TIKAROA's* South Pacific Adventure; Trailer Information; Flicka's For Sale; *KAWABUNGA's* South Sea Adventure, Web Site Links, pages about other boats including the Bristol Channel Cutter and several others.

The latest addition to the Flicka Home Page is **TRADEWINDS**, a Flicka Chat Site. There are two different log-on options, depending on your web communication software and the speed of your computer.

The suggested Internet Rendezvous times are:

EST	4:00 p.m.to	5:00 p.m.
EDST	5:00 p.m.to	6:00 p.m.
GMT	02:00	to 03:00
	or	
EST	9:00 p.m.to	10:00 p.m.
EDST	10:00 p.m.to	11:00 p.m.
GMT	21:00	to 22:00

Congratulations to Flicka Home Page WebCaptain Rod Bruckdorfer. You can find the Flicka Home Page at:

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

A Hidden Place

By Pete Wakeland

One benefit of crawling around in the quarterberth of *TAN BARQUE* during the installation of a propane system was the discovery of a small open space between the cabin and the side deck.

I made a virtually foolproof hide-a-way shelf by installing, with epoxy, a custom

fitted small piece of thin plywood which is shaped like a long pointed triangle.

This provided a small floor between the side of the cabin and the side deck. You have to be on your back in the quarter berth to be able to see it. The space is easily reached by curving your hand and arm around the bulkhead. It is ample to hold wallets or other valuables.

Two Winters Ago...

By Bill Barnes

Sailing south from Puerto Vallarta aboard *MOTU* (Nor'Star Flicka), my girlfriend and I were exploring the "Gold Coast" of Mexico. While drinking margaritas with friends in a cruiser restaurant/hangout at Melaque, in the tradition, we were all writing our boat names on the wall with crayons supplied by the restaurant owner. My girlfriend came over and said "Come here, you got to check this out!" I walked over and saw a swim fin nailed up to a beam overhead.

The words "s/v *CORSAIR*, Flicka 20"

were written on it. All the time I was in Mexico, *MOTU* was the smallest cruising boat in the fleet, a distinction that I was quite proud of, I might add. We got so much attention everywhere we went because the Flicka is such a respected design among those that know this little ship.

Seeing another Flicka would have been great! Now there is the name of another Flicka on the walls at Philomena's restaurant.

"Good Old Boat"

By Karen Larsen

"Good Old Boat" magazine is doing a review of the Flicka in the November issue. Karen Larson is looking for photos of people's boats, interiors, line drawings, etc.

Deadline for submitting photos, drawings, information, etc. to Good Old Boat is September 1, 1999.

You can contact the magazine or Karen directly at :

Good Old Boat Magazine
7340 Niagara Lane North
Maple Grove, MN 55311-2655

E-Mail: karen@goodoldboat.com

Phone: 612-420-8923
Fax : 612-420-8921

Sailing the British Virgin Islands

By Bob Tonks

The hull number of my Pacific Seacraft Flicka is # 79. Flicka is, of course, the name of the class of boats, but the name seemed so appropriate that I adopted it, personalizing it as *FLICKA of ST. CROIX*.

Tuesday, March 9

This was our first trip to the British Virgin Islands in a number of years. We left the Salt River Marina in St. Croix at 1100 on March 9, 1999. On board with me, to do all the hard work, was my son Phil. We cleared the green entrance buoy at 1120. I am glad the buoy is there. It is privately maintained and it sank recently. It marks a narrow pass through a surf covered reef. We were under sail with the motor off when we cleared the buoy. It was sunny with the wind East at fifteen knots. We were close hauled.

During the afternoon, the wind veered about ten degrees. With two tacks offshore of about one half hour each, we were able to reach the dock at Buck Island which is off the east coast of St. Croix. We dropped anchor and Phil went swimming. He was the first to use the new boarding ladder, just installed. He said the water was cold but he stayed in. Meantime, the wind had gone down. The hand-held anemometer read eight to twelve, but the built-in anemometer still said fifteen....I'm afraid it is stuck. After all, it has been on duty for ten years.

Wednesday, March 10

We were off the Buck Island Reef under full sail by 0900. The wind was Northeast at ten to twelve, sunny. We were heading for St. John, thirty-one miles distant. At 1300, the wind back so we could just make Ram Head. We put into Salt Pond Bay and picked up a National Parks mooring at 1600. Thirty-one miles in seven hours, the speed between the four and five knots that we usually average.

Thursday March 11

We upped sail rounding Ram Head at 0930. The wind in the anchorage was five to six knots, outside it was Southeast right to ten knots. We suffered two knock-downs as we rounded the end of Great Thatch, then the wind became six to eight knots. We reached the main harbor on Jost Vandyke at 1230 and the anchorage at 1255. We went ashore to clear in, since the British Virgin Islands is a foreign country. I had forgotten to bring my passport and expected they would give me a hard time, but no, they accepted my drivers license. I had a feeling that they were more interested in my money than my citizenship. Surprisingly, the currency used is American. They charged me \$18.00. I thought that a bit steep, but felt better when immigration only charged me twenty cents for the paper.

One the way back to the boat, we stopped to get ice at a meticulous place with ice making machine but nobody there. Another customer said you help yourself and then go up to the house to pay for it. Phil went up. There, he met an old lady in a rocker. She pointed to a wallet on the table and told him to make change himself. This could only happen on a small island with less than two hundred residents.

We went ashore to Foxy's for dinner. It's the thing to do on Jost Vandyke. I had shrimp, big and lots of them, jazzed up with spices. Phil had chicken poli. The bill with the tip was \$69.00. Years ago, Foxy only served hamburgers at a reasonable price, but times have changed. The atmosphere was not as lively as it used to be and we left at 2000. They now have a new maitre d', a function Foxy used to perform himself and a dock for his customers which didn't exist before. Phil counted sixty-seven sailboats and two powerboats anchored in the harbor, a cruise ship catamaran, two cruise ships and two four-masted schooners outside.

Friday, March 12

We were off under power at 0905. The wind was light, South by East, sunny. We passed through Thatch Island Cut at 1015. Sails up by 1130 with the wind Southeast at ten to thirteen knots. The wind dropped at 1600 as we rounded the end of Beef Island under power and picked up a private mooring whose owner, we were assured, was away. This was a bonanza as the moorings for rent were \$20.00 a night. We were now at Marina Cay, almost a microscopic island. Ashore, we bought drinking water for \$3.75 a gallon. A cold shower for two and a half minutes cost \$1.00.

Saturday March 13

We took on 17 gallons of water in the water tanks for \$2.38. We were off by 0940. The wind was light. The course to Baths on Virgin Gorda was 090 degrees. We tried to get a weather forecast from V. I. radio in St. Thomas, but apparently the distance was too great.

We picked up a mooring at the Baths at 1050. There was too much surf to land a dinghy on the beach, so Phil swam in. He followed the trail through the house-sized boulders that make up the Baths. The wind dropped at 1350, so we motored ten minutes until it came up Northeast. At 1440, we put the motor on to negotiate the shallow passage into Gorda Sound. We anchored at the Bitter End at 1545. there was a time when the Bitter End Yacht Club was the most important place there. Now it seemed the least significant. We went ashore to buy some groceries and then back to the boat for dinner.

Sunday, March 14

We took our departure under power at 0900. We were through the pass and sail up at 0955. The wind was Northeast ten to twelve knots. We passed a large cruise ship.

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Aboard *FLICKA* of *ST. CROIX*

In the past we didn't see any cruise ships around here, but now we see many. The wind backed and increased as we rounded the end of Peter Island. We anchored off the Bill Bones concession on Norman Island at 1405. The Bight seems to be the most protected in the British Virgin Islands. The place was really loaded with sailboats just like Jost Vandyke. In the evening their masthead lights made you feel you were looking at the lights of a city.

Monday, March 15

Back to St. Croix. We started on a course to avoid Monica Rock. We were under sail at 0700 with the wind Northeast at ten to twelve. By 1000 the wind was up to sixteen, gusting to eighteen. The distance to St. Croix was forty-one miles. On the way, we passed a school of flying fish. We were back in Salt River at 1420.

Forty-one miles in seven hours was faster than the trip over.

Conclusions - The Boat

We have had our Flicka since 1984 when we brought her here from Slydell, Louisiana. We have been out in her in all kinds of weather and she has never let us down. If you are willing to travel at four to six knots, she will always get you there.

Phil claims that she will never capsize. I won't go that far, but I claim it is very unlikely. Cruising for two is ideal and day sailing for five is comfortable.

The Weather

The weather could not have been any better. It was never too hot or too cold. The sun shown all day every day.

The Wind

The wind never exceeded nineteen knots and never completely deserted us. The only time we had to beat was from Salt River to Buck Island.

The thirty mile passage from Jost Vandyke to Virgin Gorda usually requires a series of tacks in the wind, taking several days. We could have made it on one tack in one day.

The Location

The British Virgin Islands is a very popular cruising area. It is almost an enclosed body of water. The first time we cruised there on a charter boat, one of our crew kept us from going to Jost Vandyke because it was out in the "open ocean." There are many snug anchorages, mostly deep water up to the shore and plenty of exploring to do.

Fish got to swim, Bird got to fly

By Saul Hershenov

On Friday September 4, 1998, a six month old female Peregrine Falcon was released from Sandy Hook, New Jersey after its broken wing healed. That same day, my wife, son, daughter and I were sailing somewhere beyond Sandy Hook when my daughter suddenly exclaimed, "Oh my God! There's a huge bird coming down on you, Dad!" I felt the flutter of wings on my back as I held on to the tiller of my small sailboat *GAMINE*, our Pacific Seacraft Flicka. Turning, I saw a wild looking bird with a three-foot wingspan, one talon hooked onto a backstay, the other on the transom. beak wide open showing a bloody tongue, its eyes fixed intently on me - but not a sound coming from it.

After the initial shock, my family only too willingly cleared the cockpit, and I edged as far forward as I could, still maintaining

my grip on the tiller while keeping an eye on our guest. Eventually, she perched both feet on the transom, her wings folded and her beak closed.

My son suggested we sail toward land so she might have a closer place to fly to, as it became apparent that she landed on our boat out of desperate fatigue rather than our companionship. As we continued to stare at each other, I started for the Earle Naval Weapons Station. After about twenty minutes of sailing, she gathered herself and flew off, circling low over the water until we lost sight of her. I don't know if she made it back to land.

The next day, my son told me that "our bird" was featured in the Asbury Park Press. The injured bird, rescued from the street in New York City, had been turned over to the Raptor Trust, a New Jersey based group that provided free help to injured, sick, or orphaned wild birds. The

healing process took about a month and a half, after which she would either settle at the Hook or find her way back to New York and her family, residing at the 40 story Bank of New York building on Wall Street.

We called the Raptor Trust and told them our story. They were skeptical at first, but the time of the incident and our description of double banding on the bird's legs all but ruled out coincidence.

They were upset about this unexpected chapter in the falcon's release, but agreed it was probably the same bird. They were pleased to hear that we had not threatened or harmed her in any way. We are all hoping that this young member of an endangered species made her way safely back to shore.

ESPERANZA's New Owners...

By Tom Davison

Last spring, I received an e-mail from Jill Geary saying that she sold her Pacific Seacraft Flicka. Since she wrote a number of articles for Southern California sailing magazines and newspapers, many people still connect this Flicka with her.

Since the photo of *ESPERANZA* in the last issue of Flicka Friends was also credited to her, I'd like to set the record straight.

The new owners of *ESPERANZA* are Phil and Trudy Cunningham. Hopefully, they will be correctly hailed when aboard their new Flicka.

I understand they are busy with a few improvements, including replacing the 12 year old brown canvas with brand new dark green sunbrella.



ESPERANZA (Pacific Seacraft Flicka # 338)
anchored near Dana Point, California.

Bristol Boats

By Bill Strop

I really hate lifeline covers. They come in three basic types;

- 1) Rubber foam which cracks, chunks off and mildews.
or
- 2) Soft canvas or acrilan/sunbrella over the ubiquitous foam which abrades, puckers or stays wet and also mildews.
or
- 3) Plastic pipe type tubes which get sticky, mildew and curl or split or both.

Early last spring I was in a Chicago cab and noticed the wooden bead seat cushions the driver sat on. He said that the seat was cool, let air circulate, and even gave him a massage.

On my return I went to the craft supply outlet and bought 110 one inch wood macrame beads. Took them home and strung them on a length of clothesline and gave them 4 coats of cetol.

The holes in the middle slip right over the lifelines. Absolutely comfortable to lean against and very soothing. Gives a very "shippy" appearance, too. Reminiscent of parrel beads.

Try this!

Boat Names

By Tom Davison

The boat names on the opposite page have been gathered over the last couple of years. The list includes current as well as former boat names.

With more than 400 Flickas running around, this list of 200 boat names represents nearly half of the them.

If you know of any other Flicka names or would like to correct any mistakes in the list, please let me know. E-mail works the best.

windigo@imt.net

Flicka Boat Names

A	ABRAXAS		FLICKER		McFLICKA		SOLSTICE
	ADVENTURE		FLIGHT		MIKONOS		SOMEWHERE II B
	ALACRITY		FOOT LOOSE		MINUET		SPARROW
	AFRICAN MOON	G	GALADRIEL		MOONSHADOWS		SPIRIT
	AFRICAN QUEEN		GAMINE		MORGAN LE FAY		SPIRITUS SANCTUS
	ALBION		GINA II		MORNING STAR		STAR
	ALSVID		GINNY BEAR		MOTU		STAR VOYAGER
	A'ME		GITANE NOIR		MRS. ANDY		SWEET PEA
	AMERICAN PIE		GOLDEN CROWN		MY FRIEND		SYABRITE
	ARIEL		GOLDFINCH		MYTH		SYNTHESIS
	AUSTRA of NEWPORT		GUNGA DIN	N	NESSIE	T	TALIA MARIE
	AWOL		GYPSY		NIVA		TAN BARQUE
	AZURE MIST		GYPSY ROVER		NOD		TANSTAFI
B	BABY GRAND	H	HAJIME	O	OPTIMISTIC		TARDE ENCANTADA
	BALLO LISCI		HALCY ANN		ORANGE BLOSSOM		THALASSA
	BECKY ANN		HEIDI LYNN		OTTER		TIKAROA
	BEN MAIN	I	IRISH MIST	P	PAPILLON		TOFF's LADY
	BETTY JANE		IMP 2		PASSAGES		TONDELYO
	BLISS	J	JENNY LIGHT		PINGOUIN		TORTUGA
	BROAD MARGINS		JESSE ANN		PINIPED		TORTUGA AZUL
	BURNING DAYLIGHT		JOELLEN		POPPET		TOXA MIKA
C	CADENZA		JULIE ANNE		PRINCE OF WHALES		TUESDAY'S CHILD
	CARAWAY	K	KAHLUA		PRUDENCE		TURTLE
	CELEIDH		KALIA		PUFF	V	VAHEVALA
	CHARIS		KARI ANN		PUFFIN		VALENTINE
	CHESAPEAKE NOMAD		KATRINA		PURR		VARUA
	CHLOE		KAWABUNGA	Q	QE III		VISIONS
	CIO CIO SAN		KEIKI		QE Too		VIVIANA
	COCOA		KIALOA		QED	W	WENZEL T
	CORSAIR		KIRI		QUEST		WHISPER
	CYGNET		KOKA	R	RACHEL		WHITE CAP
D	DANCES WITH WIND		KOKOPELLI		RAINBOW		WILD GOOSE
	DART		KRISTA ANN		RANGER		WIND DRIFTER
	DAWN		KYTE		RAPPORT		WINDBOURNE
	DEBBIE D	L	LA JOYA		REALITY		WINDHOVER
	DEE		LARFUS		ROBIKA		WINDMILL
	DESTINY		LEA		ROCINANTE		WINDSHIFT II
	DREAM CATCHER		LISA MARIE		ROVER		WINDSOME
	DRUMMER		LITTLE DRAGON	S	SABRINA		WINDWALKER II
	DULCINEA		LITTLE EM'LY		SALAR		WINDWARD PILGRIM
	DUVAN		LITTLE PRINCESS		SALTY's		WINNE MAE
E	EIRE		LITTLE POOT		SAMUEL GAY		VISIONS
	ELEA		LOBOS		SAN SOUCI		WOOLY BULLY
	EMILY	L	LOKI II		SEA CASTLE	Y	YARNS
	ENYA		LONE STAR		SEA FEVER	Z	ZAPATITO
	ERIKA		LOUSCOONE		SEA GYPSY		
	ERIKA JANE		LUCKY LADY		SEA HEN		
	ERENDIL		LYRA		SERENITY		
	ESCARGOT	M	MABEL	S	SIERRA ROSE		
	ESPERANZA		MADDIE BEAN		SELECTED RISKS		
	EVENTIDE		MAGGIE MAE		SERENITY		
E	EYLIS	M	MAGIC MOMENTS		SHANNON		
F	FELICITY		MALTA		SHAYNA		
	FINMARA		MARIS		SILKIE		
	FIRST BORN		MARISOL		SIRIENIAN		
F	FLEA FLICKA		MARITIME		SLOW DANCING		
	FLICKA of ST. CROIX		MARY ANN		SOLITUDE		

Flicka Friends - Spring 1999

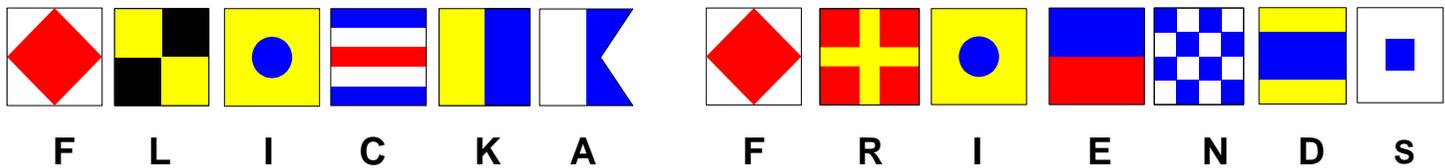
Please add my name to the Flicka Friends and those who are interested in the Bruce P. Bingham design - Flicka. Your name will not be given to any other publication at any time. This publication is not for profit. Any fees collected will be used to produce and distribute the newsletter.

To start a subscription, make a \$10.00 check payable to Flicka Friends or Dennis Pratt and send to the address on the bottom of this page. The date after your name on the label is the expiration date of your current subscription. Thank you all very much.

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

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

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Dennis Pratt
Flicka Friends
3775 Gregory Drive

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