

Flicka Friends

Winter 2002



Vol. 7, No. 4

The Cost of A Flicka



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Next Issue...

- **Sailing on the Sea of Cortez**
Lee Crockett
- **Your Article?**
We could use a few more articles.

Cover Photo

Tom Grime's Flicka
(PSC #315) s/y BEN MAIN, Jr.
Sailing in Suttons Bay, MI.
Photo by Tom Davison

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

From the Editor

By Tom Davison

Gradually, more and more Flicka Rendezvous are being held. The Northwest Pacific Seacraft Owners Association is the most active group with four or more gatherings each year. The gathering on Catalina Island is becoming an annual event. There are plenty of Flickas on the East Coast. Is anyone interested in a Flicka Rendezvous in Florida?

How about the first week-end of May? If someone would like to pick a place, I'm sure you could get other Flickas to make the trip. You can post the information on the Yahoo Flicka20 page. Sounds like one might happen in Hawaii!

My thanks to Sterling Weatherford for allowing me to publish the story about his Flicka—s/y **TIFFANY ANN**.

Rendezvous Schedule

Date	Location	Contact
April 26—27, 2003	Blake Island, WA N.P.S.O.A. Rendezvous Blake Island State Park	Jim & Kathy McFarland endurance36@earthlink.net (360) 893-3261
May 1—4, 2003	Catalina Island, CA Isthmus Cove Rendezvous	More information On Flicka Home Page
June 14—15, 2003	Alameda, CA Flicka Rendezvous in San Francisco Bay	Tony Simi tonysimi40@yahoo.com (925) 354-0959
June 27—29, 2003	Port Townsend, WA Pacific Seacraft National Rendezvous Port Hudson Resort Port Townsend, WA.	(206) 547-1590 info@seacraft.com



Introduction



By Sterling Weatherford

My story is an on-going "Case Study for the Total Cost Of Ownership for my Flicka." This document has been updated on a continual basis for a 36 month period (Three Boating Seasons) from March 1999 to March 2002. On occasion, information has been provided during the activity and prior to completion, but in most cases after the occurrence. Beware, this is a long document!

So you say you want to own a boat. Have you picked one out yet? Or are you looking for a specific boat that you've fallen in love with? Is she going to be new or used? "She", why is she a she people ask? Love and affection I say, love and affection... I'm not going to get into the "she" thing, some of your partners may not understand, "just kidding".

Regardless, get the checkbook out! Now mind you; I know the expenses involved in owning a boat, but even the best laid plans and budgets can be thrown overboard once you become a boat owner, yes even an experienced boat owner can be taken by surprise and probably more than once!

Now we normal people who are boat owners, "what ever normal means" (Webster: 1. Conforming with or constituting an excepted standard, model, or pattern; especially corresponding to the median or average of a large group in type,

appearance, achievement, function, development, etc.; natural; standard; regular.)

"Is it possible we boat owners are not like other people?" who are lucky enough to find a boat that matches our personalities and lifestyle at the time of purchase; we, "in this case me" are usually happy regardless of the Total Cost of Ownership even if our budgets, timetables and emotions become; shall we say, drawn-out, blown, de-stabilized, thrown out of sync, etc., you get my meaning.

Moving right along, below is an accounting of expenses associated with owning a used boat. Not just any boat, but my boat! Yes, I'm going to disclose all this personal information for the world to see about my Flicka; so that you, the person thinking of buying that boat you've always wanted, will be modestly informed as to what's really involved. Plus it's a great way for me to keep track of my Flicka expenses; hey, "two for one" now that's a deal.

Now remember, this is a Case Study of my boat, uh oh... I feel a disclaimer coming.

"Under no circumstances is this Case Study to be used as a definitive reference; instead, it should be viewed as a single case that could easily apply to any "in this case used" boat."

Yes hardware, rigging and propulsion may be different especially if your applying this to a powerboat, but the possibilities, labors and meaning are the same.

And by the way, I don't believe that a boat is a "Big Black Hole In The Water You Throw Money Into" I've had less problems and more equity with my boat's than most of the home's and car's I've owned!

About Flicka Friends

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

Based on the Newport boats of Block Island Sound, this little ship has been built from various materials 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 Corporation who built 4340 hulls in California.

Flicka Friends is published on a quarterly basis, with issues being mailed in March, June, September and December. Articles, letters, comments and photos relating to the Flicka are welcomed and encouraged.

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The Cost of A Flicka

By Tom Davison

In the spring of 2002, there was a series of postings on the YAHOO Flicka 20 bulletin board relating to how much a used Flicka is worth and BUC prices were discussed. This article is an attempt to answer the question of how much a Flicka is worth based on the BUC system.

I'll also make an effort at explaining how BUC pricing system works and compare it to the original base price of the Pacific Seacraft Flicka. Since there are no BUC listings for Nor'Star Flickas nor Flickas built from Bruce Bingham plans, no information can be provided for them.

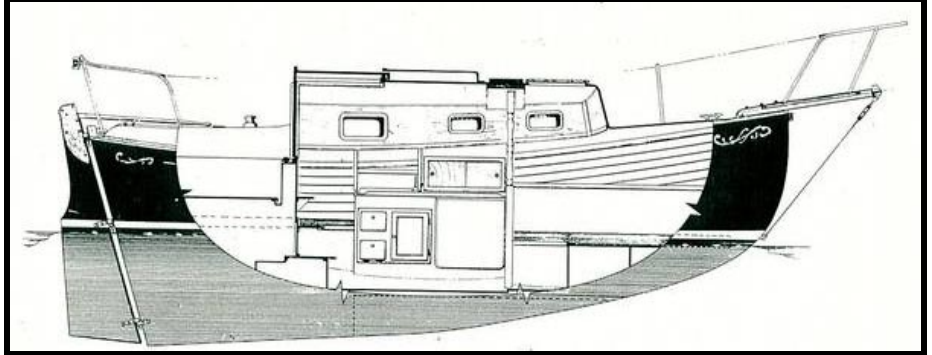
Another reason for this article was Rod Bruckdorfer's decision not to post prices on the Flicka Home Page and my decision to follow this policy. While I have placed prices in several ads (after a specific request), from Spring 2002, I will quit listing the price for Flickas on the Flicka Home Page.

This decision was based on several things, including keeping my web page non-profit and also avoiding being in the middle of a Flicka transaction. This happened once. A seller was asking what to ask for their Flicka and the buyer was almost the next telephone call. Considering that I had never seen the Flicka, this placed me in a difficult spot.

Since pricing information appears to be of considerable interest, this article developed around what might be the more fundamental question about Flicka ownership—How Much?

The crux of the question is how much is right price. Boat condition is the single most important factor in selecting a Flicka. While this may seem obvious, the information relating to the Flicka can cloud the decision.

How much should a used Flicka cost?



Missing something or assuming the boat is fine may cost you money in the long run. At the heart of this problem is the boat survey. That topic will wait for another time.

The tables on the following pages should illuminate the BUC pricing system and help Flicka owners and potential buyers in determining what is a fair price. Some explanation is required to insure that the information is understood.

First of all, the base price is for Pacific Seacraft Flickas with the following options: inboard diesel engine, and sloop rig. The reason for selecting these options is to standardize the equipment on the Flicka so that the prices shown are apples to apples, at least to the degree possible.

Is there a range for Flickas? From brokerage listings, the price of a used Flicka has ranged from a low of \$8,500 US to much as \$50,000 US. This is based on prices for Pacific Seacraft Flickas encountered over the years. The information is really limited when it comes to Nor'Star Flickas, Flickas built by individuals from Bruce Bingham's plans, and for Flickas built professionally from Bingham plans.

The least expensive one encountered is a ferro-cement Flicka at \$8,500 US and a privately built Flicka for \$12,500 US.

When you review the tables on this page and the follow pages, you can see that figuring the asking price of a used Flicka isn't just a simple number. The source for BUC prices from the BUC BOOK, a pricing reference for boats. Brokers complete a form about a boat purchase and forward it to BUC where the data is entered into a database.

The information includes a variety of information about the boat and geographic area. Their database generates information based on the make and model. The **RETAIL LOW** is calculated so that roughly 70% to 80% of all the boats sales fall between the **RETAIL LOW** and the **RETAIL HIGH**. Note that %5 of the sales fall above the **RETAIL HIGH** and 10% to 20% fall under the **RETAIL LOW**.

Add to this the regional adjustments and the adjustments for condition and the result are the tables on these pages.

BLUE BOOK

This information was included as well and should help establish any trend in pricing. The source was the A.B.O.S. Blue Book Values.

N.A.D.A

Beside the BUC prices, the prices from the N.A.D.A. May through August 2002 were included. Included in their information is the Manufacturer's Suggested Retail Price, estimated



The Cost of A Flicka

REFERENCE PRICE COMPARISON

This is a single example for a 1989 Pacific Seacraft Flicka. As you can see, the amounts do not match in all categories.

REFERENCE	Blue Book	BUC BOOK	NADA
M.S.R.P.	34900	N. A.	N. A.
LOW	14400	30600	N. A.
HIGH RETAIL	17800	34000	N. A.
RESALE	24100	N. A.	N. A.
Used Trade-In	N. A.	N. A.	\$33,200
Average Retail	N. A.	N. A.	\$41,000
High Retail	N. A.	N. A.	\$46,350

N.A.D.A VALUE RANGE

VALUE	EXPLANATION
USED TRADE-IN (Low Book)	This price reflects the average trade-in value of a clean used boat "ready for resale." This may also be considered the low value.
AVERAGE RETAIL	The average retail column reflects those boats in clean conditions with no visible damage or defects. This boat will show some moderate wear and tear and will be in running condition. The buyer may need to invest in either minor cosmetic or mechanical work.
HIGH RETAIL	The high retail column reflects those boats in excellent condition. Like new! This boat will show very little wear and tear and all equipment will be functioning, and the engine (s) are in good running condition. This boat has been meticulously maintained or restored and will not require any reconditioning.

Average Value (both Low and High Value), and the Resale Price.

BANKS AND INSURANCE

Many will feel that the BUC, NADA and Blue Book prices fall below the asking price of many Flickas. When you review the BUC system, you find a wide range of possible prices for the Flicka. Boat condition is the basis for this range. Simply looking at the BUC price doesn't really answer the question of "How Much?" What condition is the Flicka in is a better question—one that will bring a better response.

Since these numbers serve as the basis of bank loans and insurance policies, the connection is real and must be considered. Loan officers and insurance brokers may not be aware of this range. The bank I obtained the BUC information from kept the BUC books in the loan approval department and the loan officer didn't know what they were. You may need to educate them on the reasons that the Flicka you are interested in should be insured for more than one in "BUC Condition."

Page 6 has a table for figuring what a Flicka would cost relative to the BUC listings. The table on page 7 was created based on current and past BUC information. Lots of possible answers to the basic question of "How Much?"

DISCLAIMER

This article is not intended to be the final word on the price of a used Flicka. There are too many factors to consider and a two page article cannot contain them all. The condition of the sailboat must be considered before any transaction is contemplated.

Obviously a qualified marine surveyor should be consulted for professional examination (survey) of the Flicka. The final answer may be that you will pay what the Flicka is worth to you and that may be quite different from the dollar amounts on these pages.



The Cost of A Flicka

BUC CONDITION RATING AND ADJUSTMENTS

Rating	Explanation	Price Adjustment
Excellent (Bristol)	Maintained in mint or bristol fashion-usually better than factory new-and loaded with extras (a rarity)	Plus 15-20%
Above BUC	Has had above average care and equipped with extra electrical and electronic gear	Plus 10-15%
BUC Condition	Condition Ready for sale requiring no additional work and normally equipped for her size	No Adjustment Necessary
Fair	Requires usual maintenance to prepare for sale	Minus 10-20%
Poor	Substantial yard work required and devoid of extras	Minus 25-50%
Restorable	Enough of hull and engine exists to restore the boat to useable condition.	Minus 50-80%

BUC AREA ADJUSTMENT FOR 19-25' SAILBOATS

AREA	ADJUSTMENT
North Atlantic	None
Gulf of Mexico (except Florida)	None
Great Lakes And Midwest	Plus 5%
Northern Pacific Coast	Plus 10%
Southern Pacific Coast	Plus 5%

BUC PRICE CALCULATION

A.	Current BUC Price (Adjusted for Area only, see next two pages)	
B.	Cost To Repair / Replace (Column 1 of Appraisal Form)	
C.	Cost to Repair / Replace (Column 2 of Appraisal Form)	
D.	Cost to Recondition Boat (Add B. & C.)	
E.	Current Resale Value (Subtract D from A.)	
F.	Allowance for Profit on Resale Estimated storage, advertising, insurance, profit and other overhead.)	
G.	Cash Allowance / Trade-In Value (Subtract F. from E. OR Multiply E x .75.)	

NOTE: Current BUC price is a price for a GOOD BOAT, ready for sale WITHOUT ANY ADDITIONAL WORK.



Flicka Prices and the BUC

YEAR	BUC BRISTOL		ABOVE BUC		BUC CONDITION		BUC FAIR		BUC POOR		BUC RESTORABLE	
	Plus 20%	Plus 15%	Plus 15%	Plus 10%	No Adjustment Range		Minus 10%	Minus 20%	Minus 25%	Minus 50%	Minus 50%	Minus 80%
1998	\$94,440	\$85,920	\$90,505	\$86,570	\$78,700	\$71,600	\$70,830	\$57,280	\$59,025	\$35,800	\$39,350	\$14,320
1997	\$86,640	\$75,555	\$83,030	\$72,200	\$72,200	\$65,700	\$64,980	\$52,560	\$48,735	\$26,280	\$32,490	\$13,140
1996	\$78,960	\$68,885	\$65,800	\$59,900	\$65,800	\$59,900	\$59,220	\$47,920	\$44,415	\$23,960	\$29,610	\$11,980
1995	\$64,560	\$56,350	\$61,870	\$49,000	\$53,800	\$49,000	\$48,420	\$39,200	\$36,315	\$19,600	\$24,210	\$9,800
1994	\$65,040	\$56,810	\$62,330	\$54,340	\$54,200	\$49,400	\$48,780	\$39,520	\$36,585	\$19,760	\$24,390	\$9,880
1993	\$53,760	\$46,345	\$51,520	\$44,330	\$44,800	\$40,300	\$40,320	\$32,240	\$30,240	\$16,120	\$20,160	\$8,060
1992	\$53,040	\$45,770	\$50,830	\$43,780	\$44,200	\$39,800	\$39,780	\$31,840	\$29,835	\$15,920	\$19,890	\$7,960
1991	\$48,720	\$42,090	\$46,690	\$40,260	\$40,600	\$36,600	\$36,540	\$29,280	\$27,405	\$14,640	\$18,270	\$7,320
1990	\$44,880	\$38,640	\$43,010	\$36,960	\$37,400	\$33,600	\$33,660	\$26,880	\$25,245	\$13,440	\$16,830	\$6,720
1989	\$37,680	\$32,430	\$36,110	\$31,020	\$31,400	\$28,200	\$28,260	\$22,560	\$21,195	\$11,280	\$14,130	\$5,640
1988	\$31,920	\$27,600	\$30,590	\$26,400	\$26,600	\$24,000	\$23,940	\$19,200	\$17,955	\$9,600	\$11,970	\$4,800
1987	\$33,120	\$28,635	\$31,740	\$27,390	\$27,600	\$24,900	\$24,840	\$19,920	\$18,630	\$9,960	\$12,420	\$4,980
1986	\$29,808	\$22,908	\$28,566	\$21,912	\$24,840	\$19,920	\$22,356	\$15,936	\$16,767	\$7,968	\$11,178	\$3,984
1985	\$27,648	\$21,252	\$26,496	\$20,328	\$23,040	\$18,480	\$20,736	\$14,784	\$15,552	\$7,392	\$10,368	\$3,696
1984	\$28,320	\$24,265	\$27,140	\$23,210	\$23,600	\$21,100	\$21,240	\$16,880	\$15,930	\$8,440	\$10,620	\$4,220
1983	\$26,760	\$23,000	\$25,645	\$22,000	\$22,300	\$20,000	\$20,070	\$16,000	\$15,053	\$8,000	\$10,035	\$4,000
1982	\$25,200	\$21,850	\$24,150	\$20,900	\$21,000	\$19,000	\$18,900	\$15,200	\$14,175	\$7,600	\$9,450	\$3,800
1981	\$25,440	\$21,965	\$24,380	\$21,010	\$21,200	\$19,100	\$19,080	\$15,280	\$14,310	\$7,640	\$9,540	\$3,820
1980	\$24,000	\$20,700	\$23,000	\$19,800	\$20,000	\$18,000	\$18,000	\$14,400	\$13,500	\$7,200	\$9,000	\$3,600
1979	\$22,680	\$19,205	\$21,735	\$18,370	\$18,900	\$16,700	\$17,010	\$13,360	\$12,758	\$6,680	\$8,505	\$3,340

Note:

The BUC also has an additional multiplier for the Flicka. Depending on the area the boat is in, you might be able to add another five or ten percent to the prices listed on this page. Also remember that BUC Condition is based on setting the price at eighty percent of the highest price for a Flicka.

In order to get your Flicka's BUC price, you need to read the article and apply the information from this table. There is a worksheet on page six to help you through this process.

Obviously, based on condition, there is a considerable range for the BUC price of a given year of Flicka manufacture. The restorable column was used in the past by BUC. It was included to provide more information about the full range of possible Flicka prices.



A Little History Before We Start

By Sterling Weatherford

Why a Pacific Seacraft Flicka?: It's 1990 and I reluctantly go to the Minneapolis Boat Show with a friend who knows little about boats but is high on expectations. We're wandering around, when all of a sudden, I can see way off in the corner of the auditorium, a small sailboat that clearly is out of place amongst all of the fishing boats, runabouts and play toys. As we fight our way towards the little boat, it's apparent this little girl's got the cut of the boats I grew up with when I lived near the sea. As I stood and stared at her, I recall asking the salesman how long she was, he replied "20." "OK," I said, "may we board?" With a passive reply, "sure, and please remember to remove your shoes." As I boarded her, it was immediately apparent that I was on a real boat. You know the kind I mean, heavy construction, well designed and laid out, all solid bronze fittings and port holes, all teak interior, zip out headliner, top of the line pumps and equipment and no plastic. My response was an unbelievable "WOW!" That's all I could say was "WOW!" I think I said "WOW!" for years as I described her to people.

Now let me explain "WOW!" to you so that your perspective is as mine was. At the time, I was the proud owner of a 1988 Wellcraft 18 Classic Runabout, I was restoring a 1965 Trojan 30 Hardtop Cruiser and was in search of one of my favorite boats, a 1986 Hatteras 36 Sedan, which I finally found in 1993 but didn't buy. You see where I'm going with this? I suspect a convert sailor was born that day. This is not to say that I hadn't sailed before. I had done so on day sailors and been on coastal day sails in the Pacific, Gulf, and Atlantic. This is not to say I changed my whole idea of boating, because I didn't; then and now, I still like the Hatteras, Fishers, Grand Banks and a few other similar designs. I'm also a firm believer that power and sailboats can co-exist as

long as respect for both disciplines are observed. Hey, we're all boaters, maybe at different experience levels and using different hardware, but we are a community in the minority when it comes to the big scheme of things.

Initial Search: It is now 1993. Up to this point I was selling off all of my boats, boating investments and equipment in anticipation of purchasing a 1986 Hatteras 36 Sedan. Then, in the early spring, behold, a broker from Chicago found a Hatteras close to what I was looking for. When it can time to go to Chicago to survey the boat, I just couldn't do it. I'll bet you can guess many of the reasons why, OK, I'll tell you. First, the Hatteras wasn't equipped with the diesels I was looking for. Second, the cost to refit to my tastes was high. Three, I had casually been looking at Flickas and learned of the Dana. I had also compiled information on the manufacturer, Pacific Seacraft, the boats themselves and I liked what I saw to say the least.

Let's talk about a change in direction! I enjoy activities that place me near, on or under the water. Lake Superior just happens to be the place I spend many spring, summer and fall days enjoying those activities. As you can imagine, sailboats are in abundance on the lake and I found myself spending more time looking at, and meeting people with sailboats than I did in the past. After a while, I found myself wanting to experience the peace and tranquility as well as the art of sailing.

In the summer of 1993, I decided to buy a sailboat. I contacted several dealers and the local Pacific Seacraft Broker to see if there were any Flickas or Danas in the area for sale. Nope, not a one. Hard to come by I was told. As a matter of fact, most of the local "meaning upper Midwest" sailboat dealers thought I was nuts for wanting to invest so much money into such a small boat. "What do they know any-

way?" The broker, Alibi Yachts, Inc. was very helpful and searched their sources, but was unable to locate either boat in an acceptable configuration and the shape I was looking for. By this time I'm realizing that buying a used Flicka or Dana is going to be a long process. What to do? I'm boat less. Not only that, I have only basic experience with sailboats. How do I remedy this situation? I got it! I'll buy a West Wight Potter 19 and use it until I locate what I'm looking for. In 1994 I went as far as building two Potter 19's from the basic hull up. I learned more about sailboats and sailing with my hands on "trial by fire" efforts when working with those Potters than if I had just bought a finished sailboat.

Now imagine this, I'm building and sailing a Potter 19 from 1994 to 1999, while looking for a Flicka or Dana. And to add "fuel to the fire" I found out how funny it is when you're on a quest, and you run across all sorts of things you like, like the 1986 Tashiba 31 that I almost sold my soul for. Well, it seemed that way at the time but I came back to reality. 1998 arrives with a bang, and I've got to get a Dana, notice how it's now a Dana I want! You got it, the Tashiba 31 spoiled me and I didn't even own it! The size and quality was impressive and for some reason the Dana seemed close enough for me. After all, I really did like the Dana. Back to Alibi Yachts, Inc. I go. "Any Dana's for sale?" "Yep, one coming in next week." OK, we're on a roll now! I examined the Dana, and you know, it was the best used Dana I'd ever seen, excellent shape and equipment. The price, well, high as one would expect but within reach. I was finally going to get that Dana, Yahoo!!! Uh oh... What do you mean I waited too long and someone else placed a bid on the Dana before me. You got it, the Dana was gone! I really have to rethink this whole Dana-Flicka issue. What do you really want? Is it worth all this waiting and trouble? You bet!

The Cost of A Flicka: s/y TIFFANY ANN

By Sterling Weatherford

Here we go again. I contacted anybody, everybody and cyberbodies, "FIND ME A FLICKA" says I. I really want a Flicka. It's now March 1999, the fax goes off and "Tada" Jim Hawkins of Alibi Yachts, Inc. finds the "Little E'mly," a 1985 Flicka in good condition and with the right configuration. I immediately start trying to figure out how to juggle this little gem sitting on the East Coast. Someone get me a surveyor, contracts, plane tickets and call the Credit Union, I'll need extra cash, I'm going to buy a Flicka! Well, enough said, on to Boat Accounting 101...

The Search:

I know, it's been a long story but finally we get to the expenses. The cost of looking for my Pacific Seacraft Flicka starts here (not including the wonderful Potter 19's expenses of course) and is as follows:

- Phone/Fax calls: 119.....\$198.50
- Auto Gas:\$237.50
Approximately 3,800 miles
- Personal Time:
Approximately . 202 hours

Total: \$436.00

Survey and related expenses:

Well, I didn't fly out to see the Flicka before I bought her. As a matter of fact, I never even saw a picture of the Flicka until I arrived to pick her up. Now is that faith, or "....." You fill in the blank. Instead, I made the choice to rely on my broker, a surveyor, the Oxford Boatyard Manager, Mechanic and Broker, my experience, a lot of research and some faith.

- Surveyor:\$260.00
- Mechanic:\$103.97
- Phone/Fax calls: 9\$ 21.10
- Personal Time:
Approx. 5 hours

Total: \$385.07

Flicka:

I'm not going to say anything more than has already been previously said. All I can say is, "This is a great boat."

Total: \$31,500.00

Trailer:

Ever try to buy a trailer for a boat you don't own? Especially for a boat that is verging on the practical trailering size. I found three manufacturers that were able to supply a high quality, fitted float off trailer for the Flicka. They are Triad, Mann and Trail-Rite. I settled on the Triad because one of the consulting engineers was a Flicka owner and they had built several Flicka trailers recently. I find that I made the correct choice as the trailer fits like a glove and is of quality construction.

Total: \$5,814.00

Trip to pickup Flicka:

As my luck would have it, my brother in-law had a newer Ford F250 that I borrowed to pick up the Flicka. That baby saved my trip to the coast. There is a story to tell here though. It goes something like this. A friend of mine Bruce, who was gracious enough to accompany me on my trip, and I decided to purchase a used Suburban that we would make sure was in top pulling condition prior to the trip. Bruce located an acceptable vehicle and purchased it. Into the shop went the Suburban to be completely gone over. Six days before the trip, we found out there's a bad head. This is not good!

In a flurry of excitement we tried everything to get that engine fixed but found the head to be unique for that year. The day before we were to leave, I contacted my brother in-law to see if he would loan me his truck. Fortunately for me he agreed to switch vehicles. Talk about cutting it close! Thanks to Dave, Bruce and I hit the road and made it to Oxford, Maryland on time. Did I mention "WOW!," I know I did but this is where it all comes together.

We arrived at Oxford Boatyard just after they had closed down for the evening. The Flicka was sitting right at the entrance, I drove right by it with no feeling at all and continued to pull the truck around in front of her but at a distance. I got out, actually almost fell out, and then it hit me. "Aye, that's my Flicka." All I could do is stand there and smile. Bruce and I milled around looking at her for about 45 minutes. We then left with plans to locate a hotel and return first thing in the morning.



We arrived early in the morning and waited for the trailer to arrive. Once the trailer arrived at 11:20, we had the Flicka lifted onto her trailer and commenced to de-rig her for travel. The day was hot and we stopped working at 20:30 for dinner.



The following day we arrived early again and completed packing and we were on the road by 12:00. All I'm going to say about the trip back is "What an adventure." We had many laughs and a few scares and came to at least
(Continued on page 10)



The Cost of a Flicka:

(Continued from page 9)

one unexpected location, but we had fun all the way.

- Boatyard, Boat lift and Supplies: \$184.80
- Truck maintenance: \$155.25
- Trailer Hitch: \$537.40
- Truck gas: \$387.00
- Approximately 3200
- Accommodations: \$966.42
- Food: \$369.19
- Tolls: \$ 22.60
- General: \$154.98
- Personal time prior to trip: Approximately 112 hours,
- Personal time on trip: Approximately 139 hours,

Total: \$2,777.64



Party after getting Flicka home:

I didn't think I could get eleven (11) people on the Flicka at one time! Picture this, the Flicka sitting on the trailer in my neighborhood, eleven people are on the Flicka, five additional people standing around the hull, everyone is drinking margaritas, people are looking out their windows at us and the people passing by are looking at us as if we're nuts.

The local UPS driver pulls up and says "Your missing something aren't you?" "What's that we say." "The water, he replies!" Needless to say, we were in such a state of mind that we all almost fell off the boat laughing. So goes the party...

Note: The total cost is approximate, I can't remember how many gallons of Margaritas we drank!

Total: \$253.00



Hull restoration:

This Flicka was purchased with the understanding that the hull required basic restoration. Unfortunately, there's nothing like finding out that your new boat's hull is fully hydrolyzed to the woven mat!!! I've expanded on this issue under the heading "Hull Restoration," I have little more to say on this subject, and surprisingly enough, nothing really bad. Damn salt water... no real offense intended! Mind you, the previous owners appear to have kept up on their maintenance. Just poor luck, I guess. All I can say is "Ouch!"

Yard cost after determining the extensive hydrolyzation:

- Yard Labor: \$5,343.97
119 Hours
- Materials: \$1,624.53
- Freight: \$ 8.67
- Environmental Charges: \$ 54.69
- Miscellaneous Charges: \$ 31.20
- Sales Tax: \$ 395.10



My cost before determining the extensive hydrolyzation:

- Storage facility: \$180.00
- Equipment: Generator, Sanders, Goggles, Respirator, Materials, Suit, etc: \$1,653.48
- Accommodations/Food: . \$394.57
- Transportation/Fuel: \$131.15
- Personal Time: Approximately ? hours
- Miles traveled: 1170

Total: \$9,817.36



Rigging, hardware, changes, additions and on-going maintenance items:

As you may have guessed some people at Boat/US and West Marine recognize me when I come through the door... This extensive list of items purchased include:

2002 Season

- JVC AM/FM/CD Stereo, antenna splitter, Sony Speakers
- Standard Intrepid VHF W/Remote Station and Mounting kit, VHF Antenna
- Micron CSC bottom paint.
- Batteries and containers
- Electrical components and wiring
- Hour meter
- Brass Clock and Barometer
- Flags and Clips
- Bilge and wash out systems
- Lifesling rescue system
- Life jackets



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- Flare gun, flares and safe box
- Halyards, sheets, lines and associated hardware
- Fenders, lines and hardware
- Sail covers and hardware
- Teak components for interior
- Caulks, sealers, cleaners etc.
- Teak maintenance cleaners, bleachers, dryers, oils and finishes
- Brass Yacht Lamp w. swivel & oil
- Rigging tapes and hardware
- Dishes, cups, utensils, knives and towels
- Storage containers
- Harken Unit 00 Heli-Foil Furler for staysail
- Brass and Stainless Steel nuts, bolts, screws and hardware
- Spare components for maintenance and safety
- Boom Vang
- 50' Shore Power Cord
- Brass Anchor Light
- Force 10 Sea Chef BBQ
- Mustag Life Vests
- Personal Time:
Approximately ? Hours

Total: \$6,763.39



Charging System:

Well, I thought the summer of 2001 was going to be the year I could start doing some serious sailing! Guess what? The only electrical system in the boat that I hadn't completely gone over decided to melt down (literally). You guessed it. The charging system self destructed and managed to take the new batteries, wiring and charger all at once. This repair also included rewiring of a portion of the AC side of the system due to some one's previous infiltration, and the addition of a small AC inverter. All installation components comply with ABYC Standards and required the change and addition of all components.



- StatPower - Truecharge 20 - Tri Bank Charger and hardware:\$382.45
- Heart Interface—PROwatt 600 Watt Inverter:\$134.21
- Batteries (Temporary until the new AGM's come in):\$106.98
- AC and DC components and wiring:\$626.92
- Personal Time:
Approximately24 Hours

Total: \$1,250.56



General:

Can't own a boat without paying for these items:

- Insurance (1999 Season): \$258.00
- Insurance (2000 Season): \$258.00
- Insurance (2001 Season): \$242.00
- Boat/US Membership-99..\$ 16.00
- Boat/US Membership-00: \$ 16.00
- Boat/US Membership-01..\$ 16.00
- Trailer registration-99:.....\$364.17
- Trailer registration-00:.....\$ 24.50
- Trailer registration-01:.....\$ 24.50
- New Vinyl names, port of call, state numbers:\$167.84
- Boat registration:\$ 43.50
- Personal Time:
Approximately? Hours

Total: \$1,430.51

1999 Marina and slip search:

To say that there are many marinas in Minnesota and Wisconsin would be an understatement. But on Lake Superior, in the area I was interested in boating, there are fewer than a dozen and slip space is at a premium. Now listen to me closely, if you're shopping for a slip in this area, go shopping as the ice is going out. I got lucky and there were a few slips left in May at the Washburn

(Continued on page 12)



The Cost of a Flicka

(Continued from page 11)

Marina and Barkers Island Marina. All others were full!

- Phone/Fax calls: 4 or \$ 11.76
- Accommodations/food: . \$148.74
- Auto Gas: Approximately \$ 33.25
- 532 miles
- General expenses: \$ 31.60
- Boat Slip:..... \$590.80
- Personal Time:
Approximately 14 hours

Total: \$816.15



1999 1st Lake Superior launching:

I'll bet you didn't think I'd get her in the water this year did you? Ha Ha... you were wrong! Well, we finished the hull and rudder restoration.

Let's get her rigged and lunched. This has got to be one of the shortest commissioning and de-commissioning on record: She went in on Sunday, September 19, 1999 at 1415 and was at the extraction point for haul-out on Tuesday, September 21, 1999 at 1330. A whole 47 1/4 hours! Winter's a coming, I wished she could stay in but all boats are being scheduled for haul-out and winter storage. There's always next year...

- Auto gas: Approximately \$32.38
402 miles
- Accommodations:\$387.12
- Food:\$272.44
- Travel Lift:\$72.00
- Gin Poll:\$52.80
- Personal time:
Approximately82 hours

Total: \$816.74



1999 haul-out & winter preparation:

This is pretty straight forward.

- Travel Lift: No Charge\$0.00
- Winterize/general maintenance on engine, head, water and fuel system, Labor:\$105.00
- Shrink Wrap, Labor:\$218.00
- Materials:\$91.69
- Misc. Service Charges:\$98.22
- Environmental Charges: ...\$3.46
- Sales Tax:\$24.26

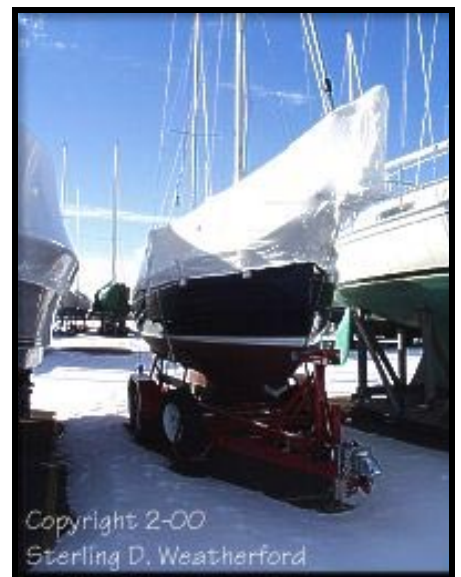
Total: \$563.57



1999 Winter storage:

Now there's a couple of ways I could store this boat. I did buy a trailer. All I have to do is rent a storage spot for the winter, borrow or rent a truck, haul the boat from the lake, winterize as required, bring down the mast and completely de-rig it, move the boat to the storage spot and cover it for the winter.

I continually remind myself that, I'll have to reverse this process in the spring. Does this sound like a lot of work to me? "Yes!" How about you?



The Cost of a Flicka

Instead let's just haul the boat from the lake, set it on the trailer, winterize it as required, cover it and leave it at the marina. It's a lot less work and final expense in my case.

Total: \$610.85



2000 Slip:

(Y2K Compliant of course!) We all know that I'm going to need a slip for the year 2000. Fortunately I have one at Barkers Island at a modest cost for the season. Their price is not too bad I would say, especially if you compare their pricing to other marinas in the area. It's nice having a 20' boat, most of the expenses are less. Although, I have to have a 24' slip as the Flicka's LOA is 24'.

Total: \$886.20

2000 haul-out & winter preparation: Includes Vented shrink wrap, engine, water and waste winterizing.

Total: \$494.56

2000 Winter storage:

I had this great plan to work on the DC system which had failed during the 2000 season during this winter. Yah! we had the most snow and longest winter I can clearly remember and I never touched the Flicka. I stopped several times but the snow was so deep and piled so high that I had to just about

get out snow shoes to get to the boat. Oh well, so much for the best laid plans...

Total: \$640.39

Year 2001 Slip:

Lets see... We live on the North Shore so why don't we try a marina near the house so that we can ride our bikes to the boat. Knife River Marina here we come...

Total: \$837.00



2001 Commissioning, Diesel Maintenance and Fuel, and Launch:

I didn't know you could grow 2" of algae in a diesel fuel system, our guess is the fuel system had never been cleaned out and the fuel had been sitting in the tank for at least 4-5 years, hard to say but; yellow fuel and lots of algae growth. She's completely clean now!

- Commissioning and Launch:\$85.25
- Diesel fuel system overhaul and general going over:.....\$273.48
- Exhaust Hoses:.....\$55.55
- Diesel Fuel:\$18.86

Total: \$433.14

2001 De-commissioning, :

Includes haul-out and winter preparation including vented shrink wrap, and engine, water and waste winterizing.

Total: \$522.02

2001 Winter storage: This will proba-

bly be the last year I store the Flicka at the marina. We've been working on the property and hope to have a location to store the boat at home from now on.

Total: \$729.01

Total Cost Of Ownership, From March 1999 to March 2002:

Let's put this whole accounting thing into perspective:

- Used Flicka.....\$31,500.00
- New Trailer..... \$5,814.00
- Additional Costs\$30,463.16

GRAND TOTAL TO DATE:

\$67,777.16

After looking at the cost to own my Flicka, one possible question you have to ask yourself:

If I find a used boat that I really like and decide to buy it, and if the boat is not in your local area, and if the boat appears to be in excellent shape and purchased below market value, and if I rely on even the best professional help to evaluate the boat, and if the boat is of the type I can't trailer or store regularly by myself, and if I have to rely on someone elses facility's and help to perform repairs, and if I want to restore the boat to Bristol condition, then, am I prepared for possible expenses upwards of 100% of the original cost of the boat?

Is it all worth it? You decide...

In my case, yes, especially in the long run, you see, I intend on keeping my Flicka for a long time and will probably pass it on to my daughter. Who knows? Maybe she'll pass it on to her children, one never knows.

Good luck and fair sailing to all...



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