

Flicka Friends

June 2020

Issue # 70

Turning Left into the Pacific

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FUTURE ISSUES

There is a steady flow of articles for the next few months and include:

July - This issue of Flicka Friends in the works. It will be about the refit of *s/y DULCINEA* and include information about blister repair, Dyneema rigging and more.

August - And another installment about sailing *s/y HRAI ROO*.

Photo Gallery - The topic of anchoring might be worthy of a photo gallery issue of Flicka Friends:

Anchorages - How about another photo gallery issue of Flicka Friends? A horizontal photo of your favorite sailboat in your favorite anchorage would be the topic along with a caption where it was taken.

Anchors - A second series might be images of the various anchors aboard the Flicka 20. Bruce, CQR, Rocna, Fortress, Danforth, or others would show how well each one might fit aboard the Flicka's bowsprit.

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Bow scrollwork on the Flicka 20 built from plans.
 Photo: Tom Davison © 2020



Aft-quarter scrollwork on a Bruce P. Bingham Flicka 20.
 Photo: Tom Davison © 2020

FRONT COVER

A quiet day on the water playing the Ukulele in the cockpit of *s/y ISLAND MAIDEN*. She is a beautiful gaff-rigged Flicka that plies the waters of the Salish Sea in the Pacific Northwest.

Photo: Darren Davis © 2020

BACK COVER

Bluewater sailing aboard *s/y HRAI ROO* in the Pacific Ocean. The trip began in Seattle and continued to Mexico, the Marquesas, French Polynesia, Northern Cooks, Kiribati, and Hawaii.

Photo: Debbie & Jim Custer © 2020



Bow scrollwork of s/y **BEN MAIN, Jr.**
Photo: Tom Davison © 2020



Bow scrollwork of s/y **ZANZIBAR.**
Photo: Tom Davison © 2020



Bow scrollwork of s/y **ROWDY.**
Photo: Tom Davison © 2020

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 fine little yacht has been built from various materials from the 1970's. 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.

Nor'Star built approximately twenty hulls, and Westerly Marine completed some of them. The manufacturer of the bulk of the class is Pacific Seacraft who built 434 hulls in California.

Oceancraft Sailboats purchased the Flicka molds from Pacific Seacraft and they will be building the Flicka in North Carolina.

Flicka Friends is published on a quarterly basis with issues being posted to the Internet in March, June, September and December. Articles and photographs are welcome 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

The Flicka 20 bulletin board can be found at:

<https://groups.io/g/Flicka20>

The Flicka 20 Facebook Group can be found at:

[Flicka 20 Facebook Page](#)

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. Articles of any length can be published.

A cell phone image from your last outing in the bay, or ocean passage would be of interest to the Flicka 20 community.

Editor: Tom Davison
 Editor / Publisher
 s/y **BLUE SKIES**
 PSC Flicka 20 # 314

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Turning Left Into The Pacific

s/y HRAI ROO



HRAI ROO at the dock in Port Angeles, Washington.

Photo: Debbie & Jim Custer © 2020

By Debbie Custer
s/y HRAI ROO

The small group of men were sipping on beer and chatting the afternoon away. Sailboats swung on their hooks, trade wind clouds building in the late afternoon sun and life were, as usual, good. Very good. Jim smiled and mostly listened the way quiet men do in the company of other men.

These gatherings always took place on other sailboats, mostly in the forty-foot range. One of the talkers turned to Jim and asked, 'So how did you talk Deb into it? I had to install a watermaker and a freezer unit.' Another added, 'Washing machine.'

Jim paused. 'Well it took a lot of arm twisting over the course of a year, but eventually I had to tap out and cry 'uncle' so she'd stop badgering me about it.' Chirp, chirp. I can't say for sure now, it's been almost twenty years, which anchorage this took place but it wasn't the first time nor probably the last time the inevitable question came up. They always thought he was joking and he didn't disabuse them of the notion.

Two women were enjoying a respite from a very cold blow from the north aboard a fifty-foot powerboat. One of the women, the sailor, looked at the entrance and said, 'Oh they made it!'

The other woman glanced at a tiny sailboat. She could see two yellow foulies working to bring down the sails and get the small outboard started. 'Oh do you know them?' she asked. 'Yes, we met them last week in Ensenada, they're a couple from Seattle.' Sitting from the perspective of possessing a well appointed, half-million dollar boat, the woman opined, 'I think it's wonderful when young couples with no money just go with a simple boat and explore life.'

A slight pause as the sailor corrected her assumption, 'Oh no, they are at least in their fifties.' Chirp, chirp. 'What the hell is wrong with that woman?!' I do know that anchorage. Bahia de Tortugas, or 'Turtle Bay' to the Baja Haha crowd. I even know the date December 23rd, 2002.

Like most chapters in a life where you get to the end of the chapter and wonder, how did we get here, our tale is made up of lots of serendipitous moments. I've been writing a book about our journey for, well, the last six years, so you'll need to wait until I finish it to get all



Docked in Mystery Bay at the eastern end of the strait of Juan de Fuca.
Photo: Debbie & Jim Custer © 2020



Newly restored, we leave our slip at the Des Moines Marina for the last time.
Photo: Debbie & Jim Custer © 2020

the juicy details. For now let's just say cascading events and encounters led to a moment where I asked Jim, 'Why couldn't we sail away?'. It involves previously unshared genetic disease and a rich couple at the symphony. And Charlie Dewell. More on that later.

Have you ever read Ann Davison's book 'My Ship is So Small'? Seriously, if you haven't you are missing out on brilliant wit and the first woman to solo-cross the Atlantic.

In hindsight there are reasons certain books are banned, or maybe in my case should have been. Tania Abei's 'Maiden Voyage'?

Beryl Markham's 'West with the Night'? Beryl Smeeton's, well any of her books?

These were women who dared. I, a woman, while described by a long-term voyager friend to others as 'a force of nature' had not dared. Not in an all out way. The time seemed right.

Health was for now good. Four kids out of high school and in good health. Both mom's in good health. Cocktail talk over a year played with every scenario from finances (sell the house), to boat (it floats) to a million other 'what if's'.

Then it happened, and I'm not sure who said it first, like which new couple is going to say the 'L' word first, but one of us did. 'So when we go'... Not 'If we go.' or 'Should we go?'. And the other one didn't say no, so we went.

We'd found 'HRAI ROO' in the want ads of 48 North sailing magazine. No photo. 'Modestly equipped. 14' sweeps. Sand Point, Idaho. \$11,000.' A NorStar Flicka, Hull #11, 1976, owner built from the hull up, cutter rigged, sitting for fourteen years in a pole barn in the mountains.

Lots of different shades of day-glo yellow inside and out. I persuaded that decision. On her, we learned to sail with rag tag sails. We'd been sailing for, oh a lifetime of three or four summers when we left.

The amount of work to get her 'seaworthy' took up literally every waking moment when we weren't both working middle management, high stress, business trip kind of jobs.

Now she not only had a pulpit and a pushpit, heck she had stanchions! And an outboard, yes sweeps and thole pins were just a bit past our hardiness.

We even added winches and running lights and a battery to boot. And a one-burner alcohol stove, a porta-potty, new Lee sails, a

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SEATTLE

Depart from homeport of Des Moines, WA 20nm south of Seattle.

1st Crew...
 JANELLE & BRADNEE
 1/3 Motor Dies by Blake I
 2/4 Topping Lift breaks by Kingston
 3/6 Deb goes against Ft Flagler

Tide doubts our ability to go to sea!

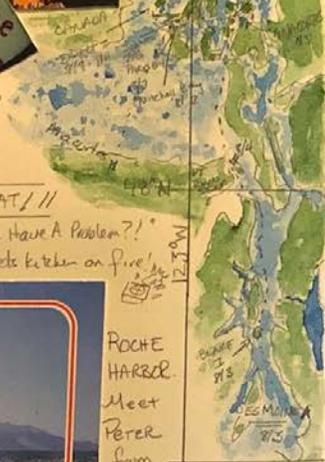
Crew...
 ANDREW & ANDREW
 Pick up in Anacortes
 All 1981's
 PM
 Tom Andrew - Dingy
 say use Crowbie's

8/8-12 // STUART ISLAND RETREAT //
 *Boys on island build own stuff * Do You Have A Problem?!
 *Screwdriver * Honor System T-Shirts * Deb sets kitchen on fire!

ROCHE HARREL
 Meet Peter from ENGLAND
 "Zebedee" or engineless junk rigged sailboat!

UNITED STATES / WASHINGTON SEATTLE TO PORT ANGELES AUGUST 3-13, 2020

DATE	TIME	WIND	WAVE	SEA	STATUS	COORDINATES	EVENTS
8/8	0800	1013	PI	310	DEPART	N 47° 24.1' W 122° 19.9'	DEPARTED HOMEPORT FOR PORTS SOUTH - WINDS OF 15-20 knots. Heavy rain. Camp down to water in upper half of cabin. At 11:00 dark rain. Wind calm. Water at 10:00.
8/8	0900					- Three True 71	Lost sight of hometown - very nostalgic departure with dramatic advection. Very nostalgic departure with
8/8	1030					Blake Island 1330. Deck	Motor died - catastrophic Blake I. Third rowing (air) - 1000
8/8	0928	1014	PK	330	DEPART	N 47° 32.1' W 122° 29.9'	Small power boat toward entrance. Airstar from glorious storm! Sailed! Most importantly - we slept! Last six months spent in motor-sick hell.
8/8	0940	1015	S	340		84W 28.00 E	Snap Shackle to 7th Lift broke. Secured boom to galleys
8/8	1020	1014	PK	330		PORT ANGELES A KINGSTON	Stopped for lunch/fuel. Bule starting - wait out flood.
8/8	1120					N	Became in faulted being downwind side. Made good to port
8/8	1520	1015	S	340		O	Missed channel markers into estuary! Fortunately high tide
8/8	0780					A Ft Flagler STATE PARK	Boat stuffed to fill in last minute. Motor. Backing
8/8	0740	0740	PK	340		McKENZIE BAY	1) Motor ran over 25 knots. 2) Motor anchor 3) Fine 20 knot motor
8/8	1000	1013	PK	340		ENGINE Dies - 20. Madson	Stowed engine to raise motor - did - motor fuel - dried.
8/8	1110					N 48° 10'	2) Damaged carb - pumped in new fuel - started!
8/8	1200					PT PARTRIDGE	A very strange crossing of the straits - motor exits away - 5' or 6' left the day away.
8/8	1620	1010	PK	340		McKENZIE BAY	Arrived Anacortes - Cap Santa Maria. Brandywine (Crested) join us - 2000 ft above depart. Japanese (Crested) joined first
8/8	1900	DEPART				W 122° 27.5'	Arrived just past sunset. Found spot at dock. Boat 6:57 of camp on island.
8/8	0200					A JONES ISLAND	10:00
8/8	1430	1019	PK	340		DEPART JAMES I.	0/100
8/8	1708					A OCEAN 2	0/100
8/8	1920					O	0/100
8/8	2030	1022	PK	340		A JONES ISLAND	0/100
8/8	1200	1027	PK	340		D JONES ISLAND	0/100
8/8	1045					A D FENBY HARBOR, ST	0/100
8/8	1700					A PARKS BAY, LORIE I.	0/100
8/8	0920	1012	S	340		D PARKS BAY	0/100
8/8	0900	1015	S	340		A FENBY HARBOR	0/100
8/8	1500	1015	S	340		O	0/100
8/8	1900					A LEID HARBOR, STAKE	0/100
8/8	1030	1021	PK	340		D REID HARBOR	0/100
8/8	1200	1015	PK	340		A ROCHE HARREL	0/100
8/8	1120					D MITCHELL BAY	0/100
8/8	1900					A MITCHELL BAY	0/100
8/8	0945	1014	PK	340		D MITCHELL BAY	0/100
8/8	1130	1017	PK	340		due W Linn Kln	0/100
8/8	1720	1028	PK	340		A PORT ANGELES	0/100



47°N

48°N

49°N

50°N

51°N

52°N

53°N

54°N

55°N

56°N

57°N

58°N

59°N

60°N

61°N

62°N

63°N

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68°N

69°N

70°N

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73°N

74°N

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78°N

79°N

80°N

81°N

82°N

83°N

84°N

85°N

86°N

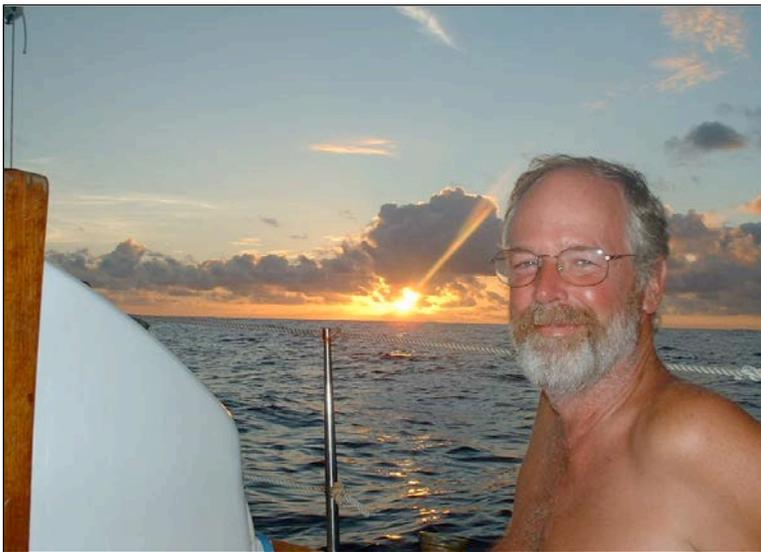
87°N

88°N

89°N

90°N

The log for s/y HRAI ROO for Seattle to Port Angeles.
 Photo: Debbie & Jim Custer © 2020



Our first warm weather. A sweet reward after weeks of borderline hypothermia.
 Photo: Debbie & Jim Custer © 2020



Deb where she is happiest. Leaving Neah Bay for bluewater.
 Photo: Debbie & Jim Custer © 2020

DAY DATE	TIME	WIND DIRECTION	WIND SPEED	WIND BEARING	LAT/LONG/DISTANCE	COMMENTS
Wed 8/14	-	Sunny 86°	E	5	DOCK N 48° 30.170' W 122° 37.516'	Met Peter BCC, Ray - woodworker traveling west in van. Work: SOLAR PANEL SUPPLIES. Post Netting. DEBRISIZE
Thur 8/15	-	Sunny 80°	E	"	PORT ANGELES	Met Mike F. Sue. 'Elegant Lady' long Beach CA Golden Gate wk: shopping - GATE Pelican books
Fri 8/16	-	Sunny 75°	W	5-10	PORT ANGELES	Met Lee & Maurcen 'Wishingbone' HC 38' - Montane offer crew up in Capiz. Work: Solar Panel, Table Secured, oil lamp installed.
Sat 8/17	-	Foggy Sun pm	W	10-20	PORT ANGELES	Dawn & Steve ARRIVE! Laundry - shopping. Work: Six Panel installed & wired - Rose Bucket Dockside Dinner! Dawn & Steve - out for huge breakfast first. GROCERIES.
Sun 8/18	-	" 65°	W	15-25	PORT ANGELES	Work: Boom Riggged, traveler, Gallows Thrubolt, 50 Coam install.
Mon 8/19	-	" 65°	W	10	PORT ANGELES	Met: Dennis 'Rovingstone' lent us 'Voyaging on small Income'. John - Keet - new fishermen Work: Winches drilled, vents - led
Tues 8/20	-	" 1012	W	15-25	PORT ANGELES	Solved squeaky hatch w/ Sail Kote Spray. Finally! Work: Riggings
Wed 8/21	-	"	"	"	PORT ANGELES	Wednesday Farmers market 4-7pm - new veg in aboard Met: Harold, 'Kylee' WS 32. Dock Talker!
Thur 8/22	-	"	"	"	PORT ANGELES	Met: Mike, Arme, Ali (Zyrot) 'Oneida' Co/CSS. Work - continues rigging
Fri 8/23	-	"	"	"	PORT ANGELES	Met 'Giselle' - local boat Work winches installed
Sat 8/24	-	"	"	"	PORT ANGELES	Finishing rigging - installed padlock for radar reflector. Met: Peppy's Bob! 'Far Niente' aka Father's Son brought Calabian from Hawaii.
Sun 8/25	-	"	"	25-35	PORT ANGELES	Still in PA trying to finish up. 'Morningstar' Reorganized boat ABOARD! Two new boats 'Cygnets'
Mon 8/26	-	"	"	W 10-15	PORT ANGELES	Finally finished boat - put on port name. Dock party! Naming Ceremony - good time w/ new friends. Tomorrow...
Tues 8/27	0600	10205 Sunny	calm	015m	DEPART PORT ANGELES 0/197	After two weeks of work, fog, gales - a beautiful sunrise as we depart in the company of Harold & Kylee's Mike & Arme, Ali & Shw
	0630	64°	"	270m m 4.8k		Nice Heading!
	0920	"	"	270 n 6.2k	N 48° 12' W 123° 46'	how ocean swells - reminds me of crossing desert roads as a child

Log book from Port Angeles to West Port.
Photo: Debbie & Jim Custer © 2020



Our last night before heading west to the ocean with new friends.
Photo: Debbie & Jim Custer © 2020



Saying goodbye to our two youngest: Janelle, 19 and Brandon 22. This is never easy.
Photo: Debbie & Jim Custer © 2020

Continued from Page 5

water bladder and a sink. She already had oil lamps. Honestly, the list of all that was done on her would fill up the entire article with no explanations included. She at least came with a rudder, oh yeah I had to rebuild it. But then with lots of projects undone, we left anyways. Okay we should have put the anchor on before San Diego.

And when the homemade windvane was botched by the welder the week before we left, yeah we should have bought one before San Diego too.

We prepared ourselves for the two-year adventure too. We bought every technical book ever printed, we watched every Lyn and Larry Pardey VHS tape. We watched ‘Captain Ron’ too many times, co-opting lines, ‘If it’s going to happen, it’s gonna happen out there!’

But ‘two books, in the end, influenced us most. ‘**KAWABUNGA**’, Charlie Dewell’s well written voyage on a Flicka convinced us we already had a boat that could carry our dream.

‘Maiden Voyage’, Tania Abei’s circumnavigation as a 100% totally unprepared 18-year-old left us confident if she could survive so could we.

The house sold, the dog re-homed, it was time. The last year we were often introduced as, ‘Have you met Deb and Jim? They are retiring and sailing around the world!’ ‘Really?!’ To which one of us would explain, ‘No, we sold our house, are quitting our jobs, will have no income and our only plan at this point is to sail out the Strait of Juan de Fuca, turn left and see where we end up.’ If you find yourself at a party and want people to nervously pull away from you, that line works well.

But that was the plan. It seemed so many people announced circumnavigations ahead of time only to discover that Hawaii seemed a good spot to call it quits. Too much pressure from expectations.

Okay secretly I kinda hoped that would happen, but I expressed it resolutely as, ‘As long as we’re having fun we’ll keep going.’ An employee of mine looked at me and said, ‘I’ve known you for three years now. Trust me, you don’t know when you’re not having fun. Is Jim sure he wants to go with you?’ Apparently he did. And so we did, we turned left.

And we still were having fun, but we came back. And I couldn’t write about the voyage for years because no one, not one article, not one book, ever told me that for some of us the hardest part wasn’t untying the dock lines, it was tying them back up. But that’s a story for another time.



Port Angeles, our first cruising harbor. The last minute “to-do” list seemed to grow.
Photo: Debbie & Jim Custer © 2020



A great sunset behind a forest of sailboat masts?
Photo: Debbie & Jim Custer © 2020



Working on the bow sprit of s/y **HRAI ROO**.
Photo: Debbie & Jim Custer © 2020



Installing new bronze ports aboard s/y **HRAI ROO**.
Photo: Debbie & Jim Custer © 2020



Repairing the cockpit teak cockpit seats.
Photo: Debbie & Jim Custer © 2020



Working on the cockpit portlights.
Photo: Debbie & Jim Custer © 2020



Installing the new Origo alcohol stove.
Photo: Debbie & Jim Custer © 2020



PVC pipes, heated, formed, and fiberglasses to the hull
for installing the mahogany ceiling.
Photo: Debbie & Jim Custer © 2020



Beautiful ceiling along the hull of s/y HRAI ROO.
Photo: Debbie & Jim Custer © 2020



Packing for the trip aboard s/y **HRAI ROO**.
 Photo: *Debbie & Jim Custer* © 2020



Rigging the mainsail of s/y **HRAI ROO**.
 Photo: *Debbie & Jim Custer* © 2020



HRAI ROO on the hard for refitting and rigging.
 Photo: *Debbie & Jim Custer* © 2020



Going aloft to work on the spreaders.
 Photo: *Debbie & Jim Custer* © 2020



How much will fit into A Flicka?
 Photo: *Debbie & Jim Custer* © 2020



Provisioning s/y **HRAI ROO** for the trip.
 Photo: *Debbie & Jim Custer* © 2020

s/y ISLAND MAIDEN

Owning A Flicka or Two



ISLAND MAIDEN

Photo: Darren Davis © 2020

By Darren Davis
s/y ISLAND MAIDEN

I'm lying at anchor in Chuckanut Bay near Bellingham, Washington trying to think of the first time I had seen a Flicka. I can't place the date, or even the year, but I'm certain it must have immediately tugged at my heartstrings. Everything about them just looks, well... right. From that, several stories concerning the Flicka have unfolded in my life.

I was serving the last of my 24 years in the Coast Guard (Quartermaster) in Alameda, CA and living aboard an Islander Bahama 30 in Grand Marina when I met Jim. Funny story how that happened, but that's for another time.

We immediately became good friends. A friendship that revolved around boats and being on the water. We both had served in the "floating" militaries and had been on the water

(sailing) since we were just tadpoles. I grew up on the Chesapeake Bay, that's what we did.

My first sailboat was a Sears "Super Scamper" at around 8 or 9 years old. I digress. Anyway, fast forward to the end of my tour and getting ready to retire and transfer back to my home in Washington State.

Jim and I were walking docks looking at boats, our usual past time, in a place where there were several Flickas docked. I had made the statement "If you happen to find a killer deal on a Flicka please let me know. I've got to have one". I'm pretty sure this is close to being verbatim.

Several months later, I received the message. He found one. **DAPHNE** is PCS hull #1 and the story goes that she was in the mold when Pacific Seacraft acquired it from Nor'Star in 1978. Oddly enough, the hull does have a PCS HIN and was apparently sold as a kit.

She is one of very few PS hulls with the grapes in the scrollwork on the bow. I guess it wasn't cost effective at some point (hull 6 or 7 I believe) and they were ground off of the mold.

Most of the interior bore the signs of being fashioned by someone... let's just say that I pulled a lot of exterior drywall screws in order to rid her of, in my view, the unacceptable joinery. I had big plans for **DAPHNE**. I have built furniture since high school (VoTec) as well as for a living before the Coast Guard.

I've been to the Center for Furniture Craftsmanship in Maine to hone my skills and have a degree in boat building/marine construction. **DAPHNE** was going to be my floating calling card. Then life got in the way.

As **DAPHNE** sat on her trailer I still kept the project embers glowing. I have had several sloop/cutter-rigged boats in my life but I always thought the Flicka would be a great



Galley, v-berth, and starboard seatee.
 Photo: Darren Davis © 2020



Galley of s/y ISLAND MAIDEN, including a pressurized stovetop.
 Photo: Darren Davis © 2020



ISLAND MAIDEN has a gaff-rig.
 Photo: Darren Davis © 2020



Sunset in Chuckanut Bay.
 Photo: Darren Davis © 2020

hull for a gaff rig. While in Port Townsend one day I saw the boat of my dreams; an emerald green, gaff rigged Flicka on the hard. I wanted **DAPHNE** to be exactly like this one.

I asked the yard people if they would contact the owners, who lived in the Midwest, and ask permission for me to get aboard and under the full cover in order to take some photographs, notes, measurements, etc.

A few days later I got the call that the owners had cleared me to come aboard any time I wanted in order to get what I needed. Wow! I have to admit that I sat under that cover on a brisk fall day and dreamed about having a boat “just like this one.”

In the spring the owners contacted me and asked if I would like to go sailing with them. Uh, Yeah! We went out a couple of times and I was really surprised in how well she sailed. She pointed higher than I had read about (gaffers) and also so quick in a light wind. I had a blast and couldn't stop talking about it. Again, life got in the way of **DAPHNE'S** transformation from a moth into a butterfly.

Fast forward a few years. The emerald green gaffer hadn't left my mind. My wife says that I woo boats (and guitars) for a while before making any moves. Each time I was in PT I would seek out this boat and dream about some day having one just like it.

Well, one day on a whim I emailed the owners and told them that I never had time to get to work on my Flicka and that if they ever considered selling theirs that I would be very interested in taking it off their hands. A slim chance but you never know until you ask, right? I got a response the very next day!

It went something like this... “Funny you should ask. We just put it on the market and we'd love for you to have it. Let's negotiate a deal” Wow! I guess they could tell how much I loved that boat.

Anyway, without much of the offer/counter offer stuff that usually goes on we struck a deal that we could both be happy with. Done. I soon became the owner of Island Maiden. She had been impeccably maintained by the yard. Wooden spars, tanbark sails, beautiful bright work, new wiring, electronics, etc. The icing on the cake, which I hadn't known about, she came with an 8' Fatty Knees dinghy (one of the originals from the Hess MFG company) with the sail rig which had been dry stored and used very little by the looks of it. Score!

I currently sail out of Bellingham and try to get to the San Juan Islands as much as possible. Chuckanut Bay is my usual overnight destination when I just need to get away for a night but strapped for time. I'm contemplating putting her in Everett in the fall so I can start exploring the South Sound. Since it will be so close to my home I'll be able to get out much more often, daily perhaps.

As for **DAPHNE**, She sits on her trailer patiently awaiting her transformation. She came with the wrong rig, read: a sawed off mast from a much larger boat, and was in no way ready for adventuring. My thought is to one day make her into a respectable sloop and put her somewhere in the Sea of Cortez for long-term vacationing purposes. Maybe that will be another article somewhere down the pike. For now, the sun just peeked out between the clouds. I'm going sailing!

By Jack Russell
s/y **ARIELLE**

I was laying on the berth in s/y **ARIELLE** and wondered why the sliding hatch on my Flicka 20 (and all my other boats) had a gap that allowed rain to enter.

Well, I decided today was the day to do something about it so I made a template to filled in the gaps!

First was precisely drilling two 1/4" holes and using two SS carriage bolts 1/4" x 2" through teak and companionway slide.

I cut from an oak 1" x 3" board to fit the pattern then cut a slot in oak to slide over the bolts.

Placing two nylon fender washers on both the inside and the outside of the board to allow it to slip back and forth freely.

Then I screwed an end piece to close the end and allow for a finger hold.

Later I discovered those inside nylon washers needed to be 1/8" thick instead of 1/16" to prevent jamming against the fiberglass. Outside washers worked fine. Did the same to the other side.

With the hatch fully open, the end "finger" boards work as a nice stop against the fiberglass. I have two holes up there from the old hasp and staple arrangement.

When the gap boards are slid shut (outward) they lock the hatch from opening. I was not going to put any type lock on it but then decided the appearance of a lock may discourage someone from trying to figure out the "secret" opening technique.

I put on a tubular lock, just 'cause it looked invincible, and I discovered that it will actually lock the hatch by keeping the hatch from sliding back when the metal tab is in the down position.

It's not quite long enough and the hatch can be lifted up and over but that will just take building a longer plate tab. I doubt I will ever lock it anyway since there is a trick to opening my hatch now.

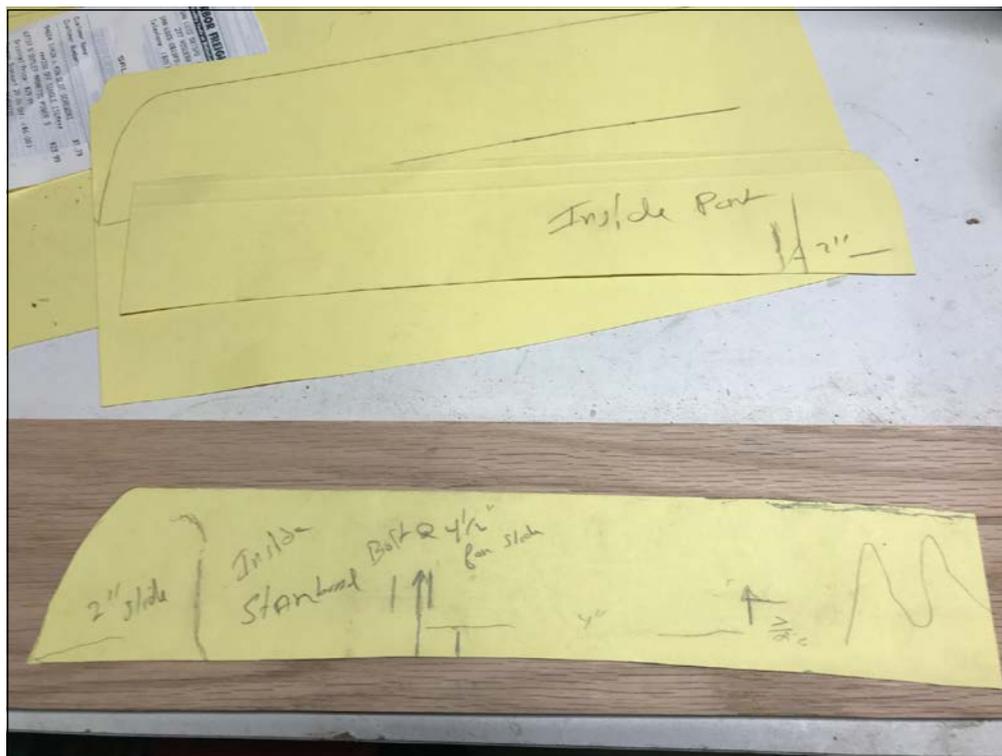
And this is in the vent mode. The secret latch works because the slider hatch actually moves back a couple inches past the batter boards.

This allows you to pull the slider back, reach up under and place your fingers on the finger boards, then slide the gap boards to the lock or unlock positions.

Now that you know my secret, I'll be coming after you if anything goes missing!



The gap in the companionway that allowed rain to enter.
Photo: Jack Russell © 2020



Creating a template for filing the gaps.
Photo: Jack Russell © 2020



Four bolts were added to the companionway.
Photo: Jack Russell © 2020



The gap is now filled
Photo: Jack Russell © 2020



Starboard wooden slide.
Photo: Jack Russell © 2020



Port and starboard slides in place. Note the barrel bolt that replaces the original hasp.
Photo: Jack Russell © 2020



The barrel bolt secures the companionway slide and looks secure.
Photo: Jack Russell © 2020



View of the starboard wooden slide with the companionway hatch fully open.
Photo: Jack Russell © 2020



Port side of the companionway with the slide extended.
Photo: Jack Russell © 2020



The completed project to fill the gaps and upgrade the lock on the companionway slide.
Photo: Jack Russell © 2020



Brouwershaven is the homeport of s/y KAVENGA.

Photo: Daniel Röder © 2020

By Daniel Röder
s/y KAVENGA

The Dutch are real boating/sailing enthusiasts, in the ancient history and nowadays. The area here in the South is exceptional attractive. The Delta of three large rivers, The Rhine, The Maas, and The Schelde are modeling the landscape for centuries.

A lot of islands are today connected with dams and locks to protect the land from the water. Agriculture, fishing and tourism are the main business. A paradise for sailers.

I often make solo day sailing trips from Brouwershaven on the Grevelingen (largest salt water lake in Europe since the separation

from the North Sea in 1971). The prevailing winds are west, the waters can be choppy if winds are stronger than Beaufort Force Four, which happens regularly also in the summer months.

Some small-uninhabited islands prevent shelter or just a relaxed day for swimming or BBQ. My favorite is The Archipel, a former transformed sandbank. Nearby you can spot a population of seals, even swimming with them is great fun.

Brunisse is a modern large marina with lot of facilities, even a pizza service. In the old fishing port are excellent fish restaurants with reasonable prices due to the local fishing fleet. Speciality are the local mussels and lobsters -

really delicious. The only lock to leave the Grevelingen is in Bruinisse. You can sail south west to sail in the tidal waters of the Oosterschelde or sail north east to reach the Krammer-Volkerak (fresh waters).

Benedensas is my favorite place to stay overnight for free in nature. It is a very small place with a fantastic nature preserve for hiking and bird watching. The highlight is the diner in the local restaurant where you feel like being back in times.

Hundreds of miles inland waterways make it possible to visit a lot of medieval towns, often with harbors located in the centers of the cities. So it is never boring - same same but different any time.



KAVENGA in the marina of Bruinisse in summer 2019.
Photo: Daniel Röder © 2020



KAVENGA in a small nature preserve near Benedensas. It is allowed to stay there for a maximum of 3 nights without charge.
Photo: Daniel Röder © 2020

