

# Flicka Friends

Fall 2008



Vol. 13, No 3





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# Flicka20 — EDITOR



**Daryl Clark—Skipper of S/Y Ballo Liscio—Flicka #433**  
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# Coming Issues

Jerry Ragland documents his project to personalize Flicka Elsie’s interior—upgrade to Corian counter tops and compass inlay on table.

Prince Riggs Flicka Maggie May—Reflections on 25 years of ownership.

Reggie Hinnant, Roots — Building a Northstar’ Flicka.

# Front Cover

**Flicka # 433 S/Y— Ballo Liscio**  
**Docked at Silver Bay Marina on**  
**Lake Superior.**

*Photo: Tom Davison*  
© 2008

# Back Cover

**Elsie—Flicka 420**  
**Flying the class burgee!**  
*Photo: Jerry Ragland © 2008*

*By Daryl Clark*  
Some of you may be wondering — just how I got here? Simple, I raised my hand and everyone else was smart enough to take two steps back! I was in the Navy, I should have known better—what was I thinking!

Actually, I couldn’t be more excited about being the editor of the Flicka Friends Newsletter! My hope is that I can do it the justice it deserves! But, I have big shoes to fill — so there is much to do as I take over the helm.

I have been a Pacific Seacraft enthusiast for many years now. Ballo Liscio—Flicka 433 is my second Pacific Seacraft sailing vessel! I can still remember the first Pacific Seacraft I had ever been aboard — a lovely PSC Dana named Molly Brown. She may have ruined me for lesser vessels, it was one of those magical moments, when you realize you are onto something really special! I had been on numerous sailing vessels over the years and immediately realized that Pacific Seacraft had constructed a very well thought out sailing

vessel in every way: from bullet proof hull; warm, comfortable, functional interiors; the esthetics of beautiful bronze winches, port lights and chocks; to a removable cockpit sole for engine compartment access! These were just some of the more obvious delights!

At the time, like many before me, I had no idea that someday I would own a 1997 vintage PSC Dana — *Jackito* an now a 1997 Flicka — *Ballo Liscio*!

I have also , for many years, been very passionate about the adventure we know as sailing - whether it be on a race course or in my favorite cruising grounds on Lake Superior. This past summer was spent onboard Ballo Liscio for a two week cruise to Isle Royale National Park. Isle Royale can boast of being the largest Island on the largest inland lake in North America!

But, that’s enough about me for now! I would love to hear about your adventures aboard your Flicka! So drop me a line!





# Flicka20 — Webmaster

This year has brought many changes to the **Flicka20.com** environment. The Webmaster baton has been passed from longtime Webmaster and Newsletter Editor—Tom Davidson to Angus Beare . Many thanks to Tom Davidson, I am sure we will continue to get excellent Lake Michigan reports from Tom - who continues to support and encourage us all! Join me in welcoming Angus, he brings a lot of energy and skills to the responsibilities of Flicka Webmaster!



**BIO—Angus Beare**  
**OUR MAN IN THE MEDITERANEAN!**

I was born in Zambia in 1968 (**Editor**—does that makes him a young pup!) and grew up in Selsey Bill on the South Coast of England, the home town of the famous astronomer Patrick Moore. I grew up on fishing boats in Chichester Harbor and learnt to sail at the age of 14 on Wayfarers at school.

I graduated from Newcastle Polytechnic in 1991 with a Masters Degree in Environmental Studies. After that I did a training course in IT at Durham University before going on to work at University College London with the Environmental Change Research Centre.

I then worked at Dorling Kindersley Publishers as a member of a small programming team building in-house software. After that I freelanced at various places before buying Caraway, quitting work and setting off down the French canals.

Since I bought Caraway in 2002, I have spent most of my time either living on board in the Mediterranean or with my girl friend in Chamonix — in the French Alps. These days we spend the winters in Chamonix, where I do whatever I can to get by and go sailing on Caraway in the summer. Work commitments are squeezed in. Most of my income comes from building web sites and doing one-off jobs for old contacts in the city. Plus rental from my London property!



# About Flicka Friends

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

Based on the Newport Boats of Block Island Sound, this little ship has been built from various materials from the 1970's until 2002. This includes Flickas constructed from plans obtained directly from Bruce's California office. About 400 sets of plans were sold. According to Bruce Bingham, many Flickas can be found in New Zealand, Australia, and Sweden.

A number of hulls were built by Nor'Star and some were completed by Westerly Marine. The manufacturer of the bulk of the class is Pacific Seacraft who built 434 hulls in California.

**Flicka Friends** is published on a quarterly basis, with issues being posted to the internet in March, June, September and December—or as material becomes available! Articles and photographs are welcome and encouraged.

First published in 1995, this newsletter was created by Dennis Pratt. The editor assignment was transferred to Tom Davison in 1998 and maintained until 2008 when the newsletter editor responsibilities were accepted by Daryl Clark.

You can download the current issue as well as back issues of Flicka Friends from the Flicka Home Page:

[www.flicka20.com](http://www.flicka20.com)

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# Pacific Coast Adventure

*By Bill McKemy*  
 s/y Lil'Toot— 1978 Flicka #53

As a inland lake sailor, taking on the challenge of sailing my Flicka from the San Francisco Bay to Monterey Bay was a bit daunting. That's probably an understatement, but I always wanted to see the Pacific coast from the water—so I made the commitment to go in October of 2008. My experience has been rather typical of inland lake sailors. Years of sailing various small craft on lakes and bays. Then I attended the ASA classes on Basic Keelboat, Basic Cruising and the not so challenging Bare Boat Certification a number of years ago. These classes were all done in Clearwater Florida, on Tampa Bay, which is by no means the Pacific Ocean. I have bare boat chartered various boats in the British Virgins and have even built a couple over the last 30 years.

So with the confidence in my skills and in Lil' Toot, I made the trip from my home port of Reno, Nevada to the Berkeley Marina which is on the east side of the San Francisco Bay. Lil' Toot is hull # 53 built in 1978. She is equipped with a 9.9hp Honda outboard, furling headsail and only the basic necessities.

Launching by myself has never been much of a problem, until it comes to lifting that 95 pound outboard to its mounting bracket. Fortunately, the Flicka always draws attention wherever she goes and I was able to get a volunteer to help with the outboard. I use the bridal system to raise and lower the mast and a large cradle support that rests on the rear bumper of my truck to position the mast before raising it. The weather in Berkeley was perfect for a departure, but I needed to wait about a week to take care of some personal business. So I left Lil' Toot in very secure slip for a week.



**Launching s/y Lil'Toot—Flicka #53 at Berkley Marina**  
*Photo: Bill McKemy © 2008*



# San Francisco Bay



***Fog continues to dissipate as Lil'Toot approaches the Golden Gate Bridge***  
*Photo: Bill McKemy© 2008*

Since I live in Reno, it was fairly easy to fly to Oakland, California and take their rapid transit train to Berkeley. But, the challenge then was to walk through downtown Berkeley with a back pack and guitar (another late life commitment...guitar lessons) without assaulting my 63 year old conservative ego. In the 1960's I worked in the Berkeley area and was not sympathetic to the cultural changes taking place. I was not the only one with a backpack and guitar that afternoon, but certainly the oldest .

Departure day dawned with heavy fog, which delayed my start a couple of hours. But, by 9am, the conditions were clear enough to safely head for the Golden Gate Bridge.

The plan was to stay out of the way of the heavy shipping traffic passing out of the Bay, then make a quick left turn and head for Half Moon Bay Marina which was 38 miles from Berkeley. There was clearly a feeling of excitement heading for the Golden Gate Bridge, since it symbolized an escape to a great

adventure. As it turned out, there was absolutely no incoming traffic and I shared the trip under the Golden Gate with light fog and a few seals watching from a distance. Once clear of the entrance to the Bay, I began the downwind run with 8 to 10 foot swells from starboard and little wind. The conditions dictated motor sailing most of the way to Half Moon Bay. The wind did appear during the last 3 hours of the trip and Lil' Toot seemed to feel relieved to be operating in conditions that were quite different from afternoon sailings on Lake Tahoe.

The biggest challenge I encountered on this leg was the extensive blankets of kelp that would cover perhaps a quarter mile square area directly in my path. As I motor-sailed through what breaks in the kelp I could find, I kept a concerned eye on the rudder and outboard as the kelp would cling temporarily then drift aft.

Half Moon Bay marina was a welcomed sight after over six



# Destination: Half Moon Bay



**s/y Lil'Toot—Flicka #53 Docked in Half Moon Bay**  
*Photo: Bill McKemy © 2008*

hours at the helm and over 38 miles traveled. The Marina offered a very well protected harbor and a convenient stop for the night with several restaurants right at the dock.

The next leg would take me to Santa Cruz , at the north end of Monterey Bay, approximately 55 miles. Fortunately there was no fog to restrict an early morning departure and once again I wound my way along the coast through the

kelp beds to clear water and 6 to 8 foot swells with less than 10 knots of wind out of the north/west. It was necessary to motor-sail for about 4 hours until the wind was strong enough to push us south at an average of 6 knots.

The swells increased to probably 10 to 12 feet with a couple eye poppers that I looked up at and thought that it was unfair to ride up swells that are high as my little boat is long. My maxi-



# Destination: Santa Cruz



## **Santa Cruz Sunset**

*Photo: Bill McKemy© 2008*

mum speed recorded on the GPS was 11.8 mph. The afternoon brought very strong winds and the tops of the waves were blowing off in an impressive spray. These conditions finally forced me to drop the main sail I was running on and motor the last few miles to the protection of Monterey Bay.

During this exciting day I was surprised to be able to hear traffic on Highway One occasionally as well as breakers

hitting the coast line. The sea life was also a surprise, as I hardly went more than a half hour at a time without seeing dolphins, large groups of various sea birds, sea lions and only two passing ships on the horizon.

Entering the north end of Monterey Bay was a delight. The weather was perfect, the wind had dropped to less than 15 knots and the swells fell away. Tied up at the marina after



# Destination: Santa Cruz



**Lil' Toot—Flicka 53 Docked in Santa Cruz**

*Photo: Bill McKemy © 2008*

over 9 hours at the tiller called for a hot shower and a visit to the Crow's Nest Restaurant for a gin and tonic; followed by a delicious dinner. Monitoring the weather that evening, convinced me that this was a good place to declare victory and put Lil' Toot on her trailer and head for home! This trip has convinced me that the Flicka is the perfect boat to trailer to special places and enjoy sailing many locations that most people think requires a much larger boat. Next year I think I will trailer farther to southern California and cruise the Channel Islands — perhaps ending up in San Diego.



# Skipper Profile



**Bill McKemy**  
**Skipper s/y Lil' Toot—Flicka 53**  
***Enjoying a well deserved brew in Santa Cruz!***  
*Photo: Bill McKemy© 2008*

## **Solo Skipper William (Bill) McKemy**

My sailing interest began back in the late 50's, when we built an el Toro to sail on Lake Merit in Oakland, California. Being raised in the San Francisco Bay area, boats were always part of our life. I have built five boats over the years, two kayaks, one rowing pram, a 27 foot trimaran and a 12 foot catamaran.

After starting a family in the Bay Area, in 1972 we decided to take the opportunity to move to Reno, Nevada. At that time it was a small town with lots of outdoor activities. We raised two boys in Reno and consider ourselves almost native Nevada's.

I retired from the Telecommunications Industry after 40 years and devote my waking hours to family, some woodworking and sailing.

**Editor:** Hope you enjoy Bills' article—more motivation for planning some of our own adventures in new and exciting destinations! As a fellow inland lake sailor — located above Latitude 45 — I have plenty of time during the winter months to day-dream about warmer destinations! I like Bills' approach to building confidence in his abilities and those of his Flicka! I have also come to appreciate a well planned trip that allows for adjustment of schedules based upon weather windows to make for a safe voyage!



# Owners Profile: Celtic Turtle

By Jim Samuels

The photo was taken during one of our Chesapeake Bay cruises this past summer. We are tied to a mooring in Annapolis. The Naval Academy off to the right in the photo and Ego Alley and the Maryland State Capitol Dome are in the background. (Editor: I unfortunately had to crop the picture)

I am constantly amazed at how many people come along side to say hello and ask about *her* (*Celtic Turtle*). The conversation usually starts out with them asking, "Is that a Flicka?"

Now I am an older and very happily married guy, but have noticed that a Flicka can be quite a "chick magnet" especially for you younger single guys out there. I had this pretty young thing stop by the other day and say, "My, that is just the cutest boat." Now what do you say after that?

Rosemary and I continue to be so happy with *Celtic Turtle*, as we approach the end of our first season with *her*. We had a great time this summer on the Bay. We are currently out of Georgetown, Maryland on the Sassafras, but will soon be moving *her* south to Swan Creek at Rock Hall, Maryland to be closer to our favorite cruising grounds.

Rosemary and I are of Irish heritage. Rosemary's family having been born in Ireland. We both hold dual citizenship and have been back to Ireland many times. It is my dream to someday be able to sail to Ireland, God willing.

We are the fourth owners of Flicka #413. I don't know who the first owners were or her homeport at that time. But her original name was Turtle. Second owner, Bob Joseph, kept *her* in Holland Michigan and renamed *her* Leprechaun. Then, Randy Kroeck became the third owner and renamed



sly Celtic Turtle— Flicka 413 Owners.

Photo: Jim and Rosemary Samuels © 2008

*her* Honu, which is Hawaiian for green sea turtle. Randy kept *her* in Marathon, Florida. Rosemary and I bought *her* from Randy in September 2007 and moved *her* to Georgetown, Maryland on the Sassafras River and the Chesapeake Bay.

(Editor: *-How did you come about the name 'Celtic Turtle' for your Flicka?*)

We wanted to keep her name in the *turtle/tortoise genre* and thought about using the Gaelic name for turtle, *Turtar*. (Pronounced with a th, as in thur-tar) It sounded like someone speaking with a lisp and we just imagined the confusion and the explanations that would be required on a regular basis and gave up the idea very quickly.

*Celtic Turtle* came to us shortly thereafter and we both just jumped on the name.

We had done some reading on the

Internet about the proper way to change a boat's name requiring the blood of a virgin and such stuff.

However, we decided that since, in effect, we were following in the line of her original and one subsequent name we were okay. We did have some holy water that we brought back from Knock in Ireland, so we sprinkled some on *her* bow as we changed *her* name. We figured that we were covered!

**Editor:** Jim and Rosemary Samuels submitted photos of themselves and their Flicka —*Celtic Turtle*, PSC #413 (*opposite page*).

Exchanging email, one question lead to another, and voila an article was born! Let me know what you think of the owners profile section. If you like it, how about submitting something on your Flicka! Looking forward to your photo submissions for future issues of the Flicka Newsletter!



# One Sailors Chick Magnet!



s/y Celtic Turtle— Flicka 413  
Moored — Annapolis, Maryland.  
*Photo: Jim and Rosemary Samuels © 2008*



# A Little Boat Goes A Long Way

*By Angus Beare*

*Why a small boat like the Flicka makes so much sense!*

I didn't have a clear idea what I wanted when I set out to buy a sailing boat. I only knew that I wanted something beautiful and seaworthy. I asked a classic yacht skipper what kind of boat I should look for and he said; "It's important that when you row ashore in the dinghy you look back at your boat and sigh". He was right. I didn't want another floating sports shoe. I wanted a boat with shape and character.

I looked at various boats, studied the market and soon came to realize that I didn't want a renovation

project because I wanted to go sailing *now*. So, as much as I love them, I turned my back on wooden boats. I kept looking and I started to plan how I would finance my purchase. Weeks and months went by.

Then, by chance, I stumbled upon a boat I recognized for sale. That boat was *Caraway*, a Pacific Seacraft Flicka 20.

I had heard all about this little boat from a good friend of mine who had looked after Caraway in Cornwall and done some serious sailing on

her. As soon as I saw her I knew immediately that she was the boat for me.

There were no doubts. She made sense in every way and I bought her within a few weeks. The price seemed high, but I had bought a lot of boat for the money.

Behind me were years in small fishing boats gill-netting and lobster potting. I even knew roughly how to sail. I had done my homework on Caraway and I had a very experienced friend guiding me.



*Flicka Caraway at anchor—Fornells Bays, Minorca*

*Photo: Angus Beare © 2008*





**Angus Beare aboard Caraway**  
*Photo: Angus Beare aboard © 2008*

I knew that Caraway was a proven boat. So why do small boats make sense? Firstly, lets get one thing straight, most small boats are *not* built to take the sea. Think of a trailer sailor and one might picture a crudely built craft with decks that flex when you walk on them. Imagine lightweight fittings supporting an exposed and flimsy rudder. On top there is a frail rig with spars like drinking straws. Think of waking to a nasty bump on the head and one foot in the porta-pottie. Didn't it occur to anybody to make a clever small boat?

Well, to Pacific Seacraft it did. In the late seventies they took Bruce Bingham's plans for a pocket cruiser based on an old lobster fishing boat and created perhaps the most widely sailed small production boat in history; the Flicka 20.

They built the Flicka to a standard and not to a price. In Europe the Flicka is almost unheard of, but in the US she is a legend. The Flicka has crossed the Atlantic and the Pacific. She has survived hurricanes, severe groundings on reefs and has brought many an exhausted sailor home.

In a few months time a determined American lady will be setting off on a circumnavigation in her Flicka; 'Flight of Years'. I fully expect to meet her when she arrives in the Mediterranean. For the small band of like-minded individuals who own a Flicka she is not a substitute but a choice.

**(Editors Note:** Unfortunately, Heather experienced some medical issues and had to drop her attempt at a circumnavigation)

The main reason we Flicka owners chose this boat is the cost of cruising and not the initial purchase. We have ambitious dreams, but we are realistic about pursuing them.

Times have changed since the pioneering days of Eric and Susan Hiscock. Marinas are expensive and crowded. Yard services and parts are costly. If one can buy a small boat that can go anywhere, then why not go sailing with more spare cash? Why not have a smaller boat of higher quality?

Every time I go to a marina, I look at all the large boats that seldom go to sea and I think of the deluded souls slaving away to pay for them. Why not work less, own a smaller boat and have more fun? With a smaller boat you will save money on maintenance, berthing, spares



and fuel. You will not need crew, which means you will save time. Small boat maintenance is easier and quicker. In one sunny day I can apply two coats of antifouling, polish the topsides, fit a new anode, grease the folding prop and be back in the water in time for a sun-downer.

Small boats are better for the environment. They require less paint, less fuel, less detergents and cause less damage when anchoring. In Caraway, I use either zero fuel or about 1 liter per hour. In comparison, a 40 foot power-boat can consume 43 gallons an hour! A small sailing yacht leaves little trace and makes no wash.

I decided to go cruising early while I'm still young enough to handle the work. But what if you've just retired and are heading off for the good life on your new 50 footer? Will you be able to hand reef and steer in a good blow? Will you find the dream too much? Would a smaller boat be easier to handle? Might a smaller boat be considered more seaworthy because one can shorten sail more easily?

I once crewed on a big racing yacht and it took two men half an hour to drop the main sail in a squall. The pressure on the sail almost jammed the slides. This was a dangerous amount of time to be standing at the mast. If we'd been knocked flat we could have been thrown into the water. In contrast, when it blows 40 knots I can reef or drop the main on Caraway in less than two minutes.

But what it's really all about is *fun*. Small boats *are* more fun. Small boats are a joy to sail. You can anchor under sail with ease and in the morning, without even starting the engine, you can slip out respectfully leaving your neighbors surprised to see you gone. You can sneak into



*Something about a cozy teak lined cabin! Small sailboat interiors need not be cramped and shoddily fitted out. Don't small boats deserve a bit of craftsmanship too?*

busy ports and find a berth when everyone else must anchor outside in the swell. You can get in amongst the rocks where bigger yachts can't follow. And if you make a mistake the damage will be less serious and less expensive.

When the wind blows hard off the shore you can sneak right up and anchor in six feet of water leaving all the larger yachts and their smelly generators downwind.

Then in the morning you can torture them with the smell of bacon sizzling in the pan. This treachery even works in France where they've never heard of proper bacon. They will be salivating over their stale croissants like Pavlov's dogs.

Part of the joy of cruising is meeting interesting people and I certainly attract curiosity arriving in an unusual 20 footer. As I sailed into Brighton marina one day an American spotted me from the sea wall

and walked all the way down to the end of the harbor just to ask; "is that a Pacific Seacraft Flicka?"

In France its common for people to describe the boat as '*tres mignon*'. (*Translation: very cute*) And when they hear I have just sailed back from Minorca across the feared Gulf du Lyon in October they nearly always say; '*c'est pas vrai!*' (*Translation: Is that true*).

Over the years I have met many wonderful people that I may never have met had I not bought a small boat. But the irony for me is that she never feels that small. I never bang my head in the morning because there's 5'11" of headroom in the cabin. I never trip over the porta-pottie because I have a proper head with holding tank behind a solid teak door.

I can easily feed four at the table and I swear, chicken tastes better poached in wine on a modest two



burner hob. There's even an enormous cold box which I have turned into a fridge. With a crew of two she can carry enough water and food to anchor for a week.

There's room for loads of gear and clothes and books. We have music from an MP3 player, a laptop if there's WiFi and a spacious V berth. The dinghy, a folding Origami by Wooden Widget stows in the quarter berth and can be in the water in minutes.

Beneath the cockpit is the trusty Yanmar 1GM10 installed on a special bay with inclusive drip pan that forms part of the interior molding. On the transom is the reassuringly heavy rudder, supported by three cast bronze gudgeons with pintles as thick as sausages. The rudder is slightly raised from the back of the keel so when you go aground (as all honest sailors do) it will not make contact with the seabed.

I'd like to encourage others to consider a well-found small cruiser as their next boat. I am happy to be a small boat sailor. I even found a girl willing to come along with me. A small girl that is.

**What are the alternatives?**

Well, let me make clear at the start of this reflection that I am talking about the Pacific Seacraft Flicka (PSC) and not just any Flicka. It's the PSC Flickas that created the reputation based on legendary PSC construction quality.



**Why not buy a small boat and spend all that spare cash on a good set of sails and other quality items like high tech rope and latex cushions!**

*Photo: Angus Beare aboard © 2008*

People are always comparing the Flicka to other boats but really there are no others in the same class. All other 20 foot boats I have come across are of very light construction and not suitable for ocean passages.



*White cliffs of Dover on the way home to Chichester after buying Caraway in Burnham, 2002.*

*Photo: Angus Beare © 2008*

I have heard the Flicka compared to the Contessa 26 or Folkboat. But the Contessa is 6 feet longer which makes her a much bigger boat. Does anyone compare the Contessa 26 to the Contessa 32? No, because that would be silly. Get my point?

Even the Dana 24, which is an outstanding boat, seems huge in comparison with the Flicka. There simply are no other 20 foot production boats that allow a reasonable comparison.

There is the Etap 21 which is clever and unsinkable—but alongside the Flicka it looks like a day-sailor. I couldn't believe how flimsy the mast looked. It was thinner than my whisker pole! And don't get me started on the rudder.

The Corribee 21 is another option, being the boat Ellen MacArthur sailed around the coast of Britain. It's not of the same strength and quality as the Flicka, but it sails well and goes to windward better.

*For me it's the Flicka or nothing if you want a 20 footer that can take you cruising with confidence!*





*Finally in the Mediterranean running under full sail off the French coast.*

*Photo: Angus Beare © 2008*

## Buying a Flicka?

The Flicka was discontinued in 1998 with hull number 434 and unless the new owners of Pacific Seacraft decide to resurrect the Flicka then a used model is the only option — if you don't want to build one yourself! The Flicka plans, first published in *Rudder* in 1972 were originally aimed at the home build market so there are Flickas out there built in a variety of materials to differing standards.

In my opinion the Pacific Seacraft is the one to go for due to their superior construction quality. PSC Flickas were built in GRP to a very high standard. They have teak interiors and floors, headliners with zips, large bronze sea-cocks, hull mounted chain plates and proper electrical installations. The later models such as Caraway have beautiful custom bronze port lights, a bullet-proof cruising rig by LeFiel, an enclosed head with holding tank and inboard engine. I would look for one built after the mid eighties.

There is no better time to buy a used Flicka from the US. There are still approx 430 Flickas out there and always at least half a dozen or so for sale. Many are in great condition. They are a bargain. Prices from \$10,000 - \$50,000 depending on year and condition.



# Flicka Gear—Need for Speed!



**Recommendations from Angus Beare:**

Feathering prop made by *Darglow*. They are not cheap, but since you only have a 20 foot boat—you have already saved enough in your first year of mooring fees to buy this prop!

**Dyneema** halyards, make a big difference because the cord is so much stronger than ordinary braid you can easily drop a size and still have stronger rope! You will have less windage and weight. These ropes are not cheap but imagine how much more you'd need for a 40 footer!

**Flicka burgee**—your Flicka will sail faster with the Flicka burgee—now available from Tom Davidson!





**S/Y Elise—Flicka 420—Flying Flicka Burgee**

*Photo: Owner — Jerry Ragland © 2008*