

Flicka Friends

January 2014

Vol. 16, No. 1



Boat Cradles For The Flicka

CONTENTS

Contents 2
 Boat Cradle Issue 2
 Hauling A Flicka 3
 About Flicka Friends 3

Flicka Stands and Cradles

Cribbing and Boat Stands 4
 Tom Davison
HEART of GOLD's Cradle 6
 Tom Davison
A Jowi Cradle for ZANZIBAR 14
 Tom Davison
Lifting A Flicka 18
 Tom Davison
Hauling A Flicka 22
 Tom Davison
Flicka Factory Cradle 24
 Tom Davison
Supporting RED RASCAL 25
 Bob Collier
Shopping For A Cradle 26
 Tom Davison

THE NEXT ISSUE

The Spring issue of Flicka Friends is already in the works...

- Building s/y **RED RASCAL**, Part 4
- Hatch Lens Replacement
- Life After s/y **CARAWAY**
- New Safety Gear
- s/y **DULCINEA**
- New Boarding Ladder
- Beaver Island Marina

COVER

Randy Richardson's Flicka, s/y **ZANZIBAR**, on a modified Jowi cradle in winter storage. As one of the last boats out of the marina, his Flicka stayed on the yard transport trailer for the winter.

Photo: Tom Davison © 2014

BACK COVER

A cradle and a flatbed trailer can be converted into a winter storage structure. This is something that is important for s/y **ELSA** during Ontario winters.

Photo: Ian Williams © 2014

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Boat Cradle Issue

After new bottom paint, s/y **ZANZIBAR** is secure on the modified Jowi cradle.

Photo: Tom Davison © 2014

By Tom Davison
 s/y **BLUE SKIES**

Finding a place to keep your Flicka for winter storage, maintenance, or a refit means putting your sailboat on land. There are three options for this: a trailer, a cradle, or stands. Each of them has advantages and disadvantages. There are a variety of options for supporting your fine little yacht without a trailer and this issue of Flicka Friends will explore them.

A number of Flicka owners were consulted for information, including Randy Richardson, Richard Lawless, and Bob Collier.

Various companies were contacted about their products: Jowi, Triad Boat Trailers, and Viking Sailboat Trailers.

While there is some text in this issue, much of the information is visual. You should refer to Rik Sandberg's article about Flicka trailers. The article "Building A Cradle For Your Flicka" can be found in the Fall 2003 issue of Flicka Friends. It is Volume 8, Number 3, issue # 31.

The cradles in this issue show what is possible. One cradle was a factory design modified to the Flicka. The other was built from scratch based on the previous article in Flicka Friends. Both work very well!

Hauling A Flicka



BLUE SKIES was just launched and **SARNIA** is about to be hauled out.
Photo: Tom Davison © 2014

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 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.

Two versions of **Flicka Friends** are published on a quarterly basis with regular issues being posted to the internet in March, June, September and December. Photo Gallery issues are published in January, April, July, and October. Articles, stories, and photographs are welcomed 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

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.

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Cribbing and Boat Stands



Two Flickas on boat stands: **SARNIA** and **BLUE SKIES**.

Photo: Tom Davison © 2014

By Tom Davison
s/y **BLUE SKIES**

After the trip to the San Juan Islands in Washington State in October 2012 to buy my Flicka, I needed a place for storage. The previous owner used one of the two marinas in the bay and I decided to use them as well. Since they were the only one with a travel lift, there really was no decision to make and no other option either on the bay.

Getting my sailboat to the travel-lift basin was a challenge in itself with the thirty-knot+ gale winds astern. This wasn't easy with no one on the dock to assist me. The rush was a falling tide, which required my arrival before the marina opened up for the day.

The first time my Flicka was hauled, I watched the entire process from beginning to end. The marina would be hauling and storing my Flicka and they did a great job. I was pleased. After three trips, they have lifted my Flicka for me five times. The first two times, I watched every minute.

They used a Travel-lift to raise my Flicka from the water, and then drive it across the road, and up a slight hill into the marina yard. Along the way out of the water, they stop to pressure wash the hull.

The whole process takes roughly an hour from beginning to end for hauling out including power washing. Since launching skips cleaning the hull, it takes roughly thirty minutes to get my Flicka into the water.

In the yard, my Flicka is driven into the area where it will be stored and lowered close to the ground. Wooden cribbing or several logs are positioned under the keel of the sailboat while it is lowered.

Next, four boat stands are positioned fore and aft to support the hull and keep it centered over the keel. Chains were used to connect each stand with the one on the opposite side of the boat. One stand is snugged up and the other is close until the chain is connected. A final pull against the chain and the pad is adjusted. This process is repeated for the bow

stands. The travel-lift straps are loosened and removed and the lift drives away leaving my Flicka high and dry until I get back again.

As this particular issue of Flicka Friends developed, I began to research the use of boat stands and their history.

The marina where **BLUE SKIES** is stored in uses Brownell Boat Stands. The stands work perfectly and have for two winters so far. The marina provides the stands as part of my storage charge.

Brownell - The Brownell boat stand is the make used to support my Flicka. Invented in 1954, these tubular stands are stronger than angle section stands and are dipped in paint or galvanized to prevent rust.

Safety Chain - Part of the boat stand system was slots that secure a chain, which prevents the stands from moving. This chain connects to another boat stand on the opposite side of the sailboat. Brownell recommends 3/8-inch chain for their stands.



Two cribs and four boat stands support s/y **BLUE SKIES**.
Photo: Tom Davison © 2014



Getting s/y **BLUE SKIES** ready for launching. Note the covers on the straps.
Photo: Tom Davison © 2014

Cradle Bracket - While on Brownell's website, I found another option for securing the boat stands. They sell cradle brackets that are clamped to the boat stand. The bracket also clamps around one inch outside diameter pipe, which can be used to create a solid connection between the boat stands.

These brackets allow connecting the boat stands fore and aft as well as port to starboard. The chains only connect port to starboard. These brackets create something like a cradle for your Flicka.

Setting the stands - Something that you should request is setting the hull correctly to allow proper draining. While I doubt that your Flicka would be set at an extreme angle, it would be best to have the hull set to allow the cockpit drains to work as intended.

Cost - The boat stands used to support my Flicka are Brownell and retail as West Marine for \$160 USD. If I were to purchase them, the cost would be \$640. This is enough that the purchase of a cradle would be considered instead.

Web Research - Digging around the web, other companies sell the stands for \$30 less. Shipping would be the final factor for purchase. Paying truck freight costs for stands that weighs fifty pounds each could easily add \$30. Picking the stand up at a local West Marine store if they ship for free might be the best option. If you live near another marine store and can get free shipping, that might be the least expensive of all.

One thing that I didn't like about the Brownell boat stand is the flat plywood pad. In Rik Sandberg's article "Building a Cradle For Your Flicka," he shows a boat pad that allows the plywood to bend with the surface of the hull. The Brownell models appear to be plywood that is completely supported by metal. This does not allow the pad to conform to the hull shape.

Safety - Lifting a sailboat is serious business and you need to work with and for the lift operator during this process. If you are not sure of what will happen, ask a few questions before the process begins. The operator should be able to give you a quick explanation of what will occur.

If you are aboard while launching, you need to listen to the instructions of the operator carefully. It is likely that you will be asked to check the bilge for leaks once you are in the water. Once you determine the bilge is OK, the slings will be loosened enough to free the hull. Make certain you follow the directions of the lift operator until you are clear of the slings and the lifting area. From that point forward, you are the captain again.

HEART of GOLD's Cradle



Resting aboard a new boat cradle, s/y **HEART of GOLD** is ready for refitting.

Photo: Riddy Lawless © 2013

By Tom Davison
s/y **BLUE SKIES**

While researching cradles for the Flicka, I discovered a Flicka cradle built in Australia by Richard Lawless's father. It was simple and appeared to fit the Flicka very well. Richard is currently refitting his Flicka, s/y **HEART of GOLD**, after sailing across the Tasman Sea from New Zealand to Australia. The stable platform created by the cradle should make working on his Flicka easier.

I contacted Richard Lawless about his cradle. He replied, saying that he used the design from Rik Sandberg's article "Building a cradle for your Flicka" which appeared in the Fall 2003 issue of Flicka Friends.

While the design is somewhat different, the measurements were taken from the article.

The cradle was built without direct access to the Flicka. Richard e-mailed that the Flicka fit into the cradle perfectly.

His cradle has six supports, three on each side of the sailboat. Having six supports means you can apply bottom paint by moving one of the pads at a time. This isn't possible with just four pads.

The keel was supported for much of the length with a board protecting the keel from the steel. This keel support was also angled to match the changes in the Flicka's keel shape, which drops gradually to the transom.

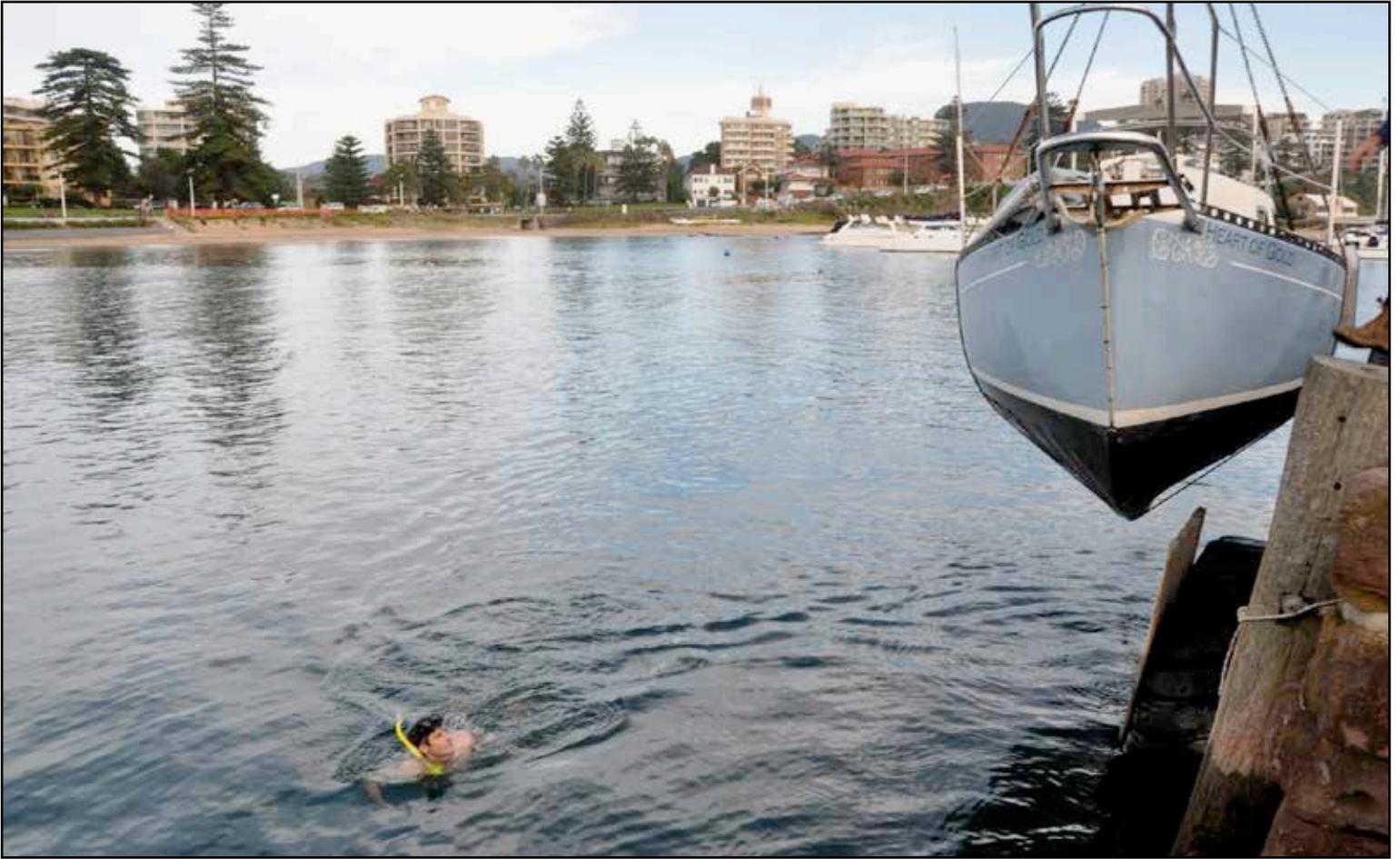
One of the things that I liked about this cradle was the ability to lower the support arms to ground level. This would allow storing the cradle in less space. This also meant that replacement of the arms could be done

without welding if something is damaged. A new idea or product could be added as well.

The modifications on the "**HEART of GOLD Cradle**" make the cradle completely adjustable, something that welding the support arms in place would not allow.

One change might be slots for the lifting straps. This would allow putting these straps in the locations that Pacific Seacraft specified. See the factory Lift Plan in "Lifting A Flicka" in this issue for more information. They are basically under the fore and aft cabin walls. This would complicate the cradle's design, but would be worth the time, expense, and trouble.

I was pleased to see that an article published ten years ago was useful and the information proved to work perfectly.



After setting the slings, **HEART of GOLD** is lifted from the harbor.
Photo: Richard Lawless © 2014



Getting close to the boat trailer for the trip to a new cradle.
Photo: Richard Lawless © 2014



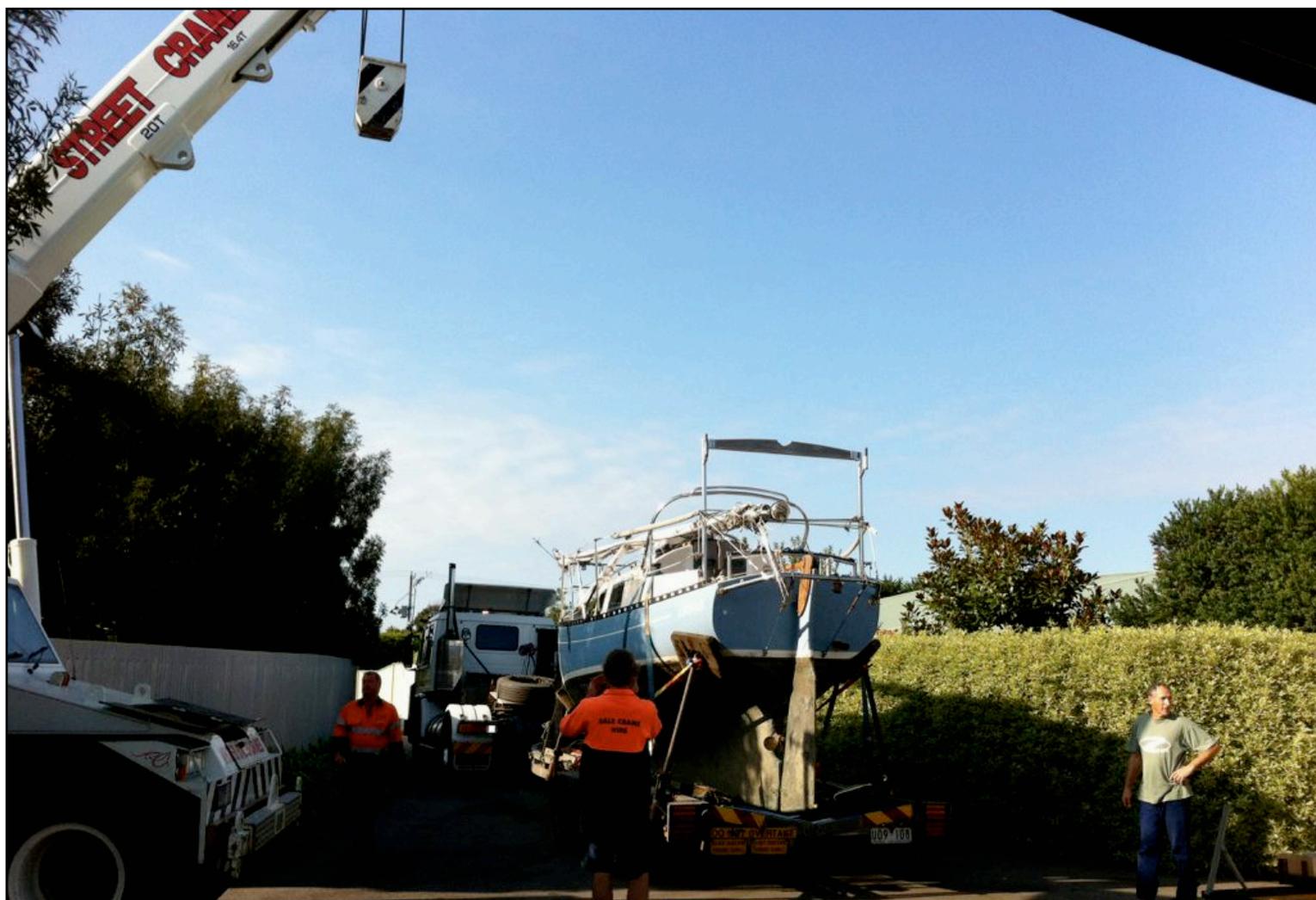
Nearly ready for the support arms and a road trip.
Photo: Richard Lawless © 2014



Positioning the mast aboard for the road passage to storage.
Photo: Richard Lawless © 2014



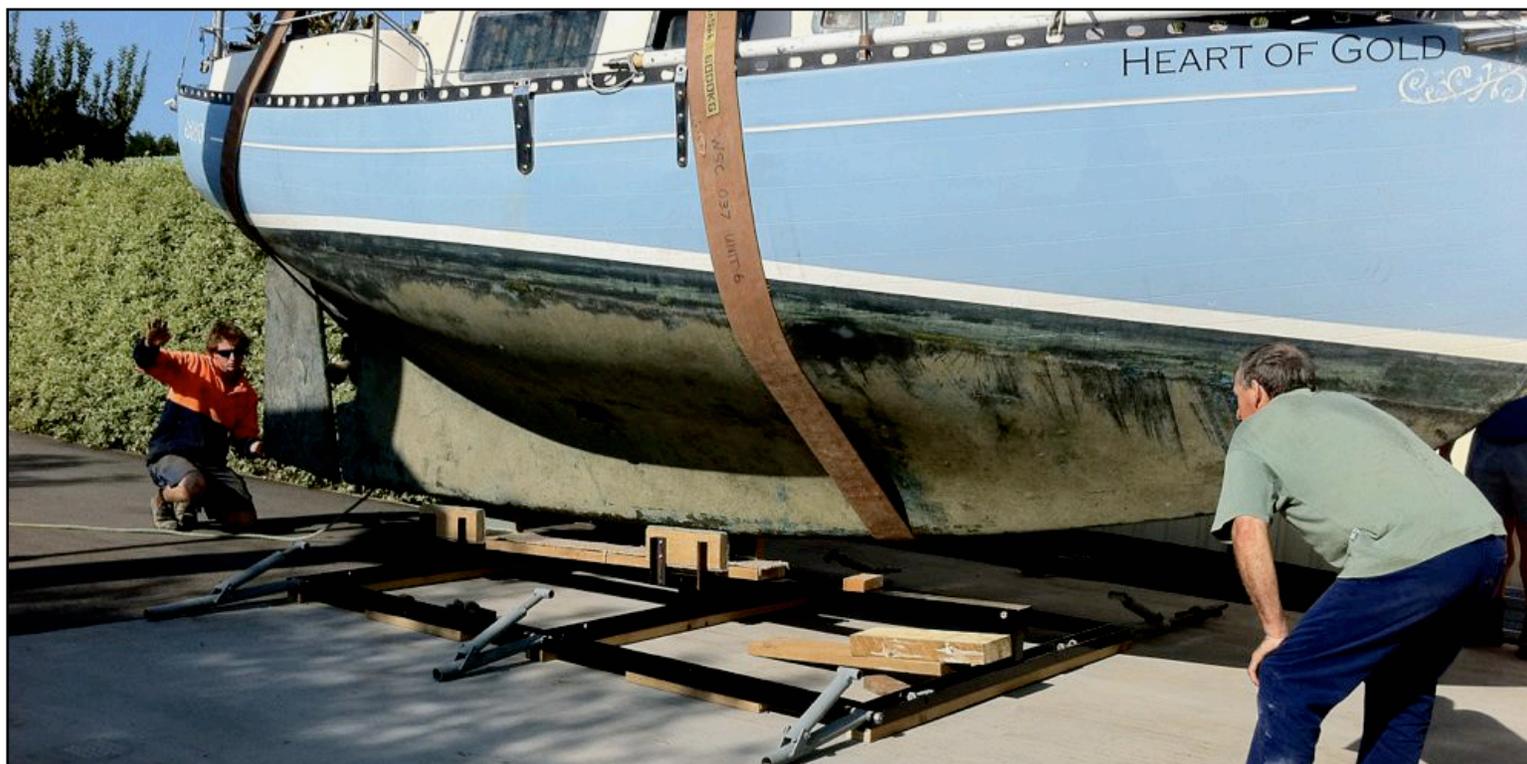
Backing my Flicka toward a new cradle in the storage area.
Photo: Richard Lawless © 2014



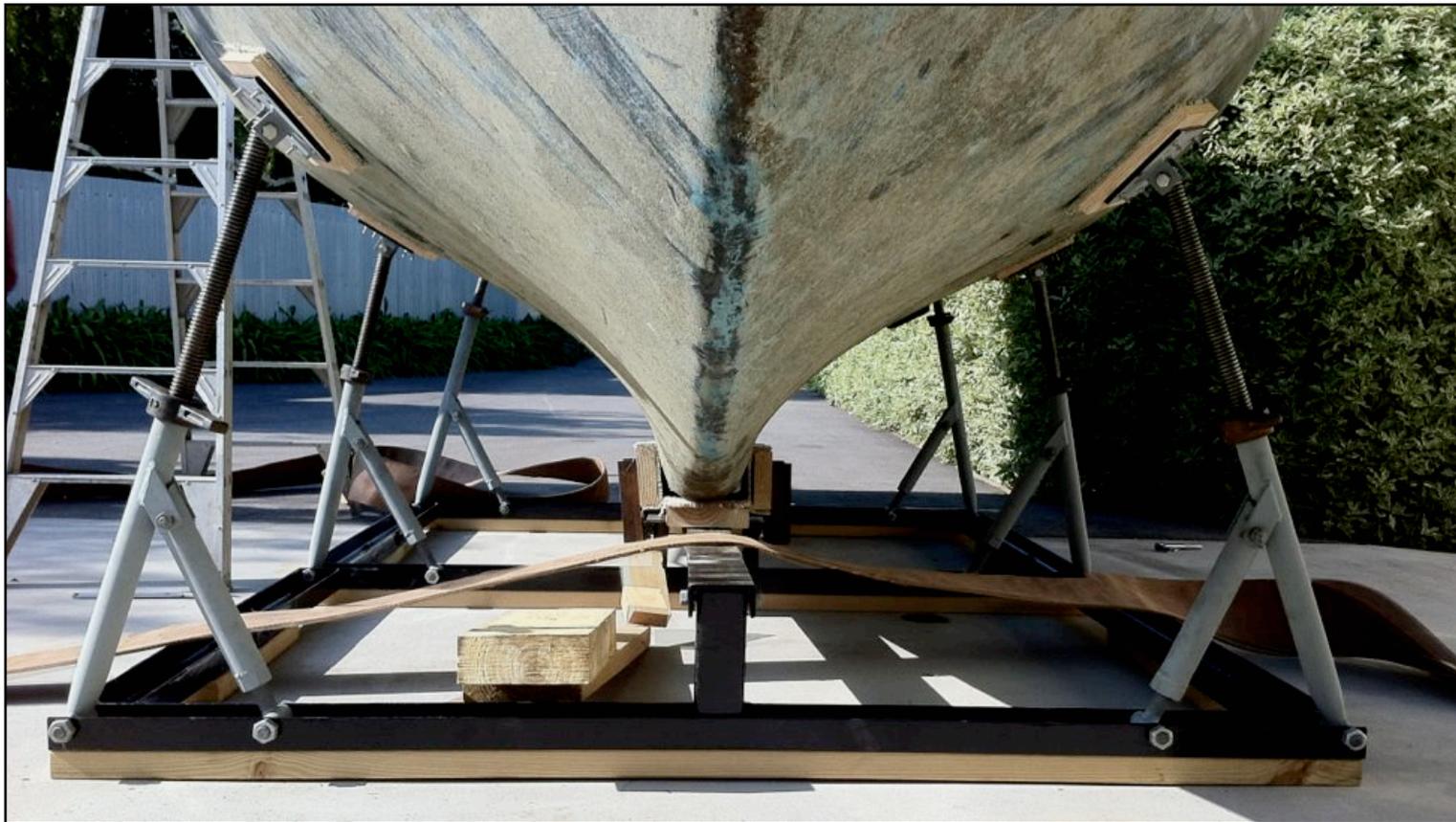
Another crane was used to lift s/y **HEART of GOLD** from the trailer.
Photo: Richard Lawless © 2014



The crane maneuvered s/y **HEART of GOLD** toward the new cradle. A 180 degree turn was required.
Photo: Richard Lawless © 2014



Getting close to the new cradle for the first time, just another few inches.
Photo: Richard Lawless © 2014



With six supports, s/y **HEART of GOLD** rests perfectly on the new cradle.
Photo: Richard Lawless © 2014



Another view of the new cradle. The Flicka is ready for a refit.
Photo: Richard Lawless © 2014



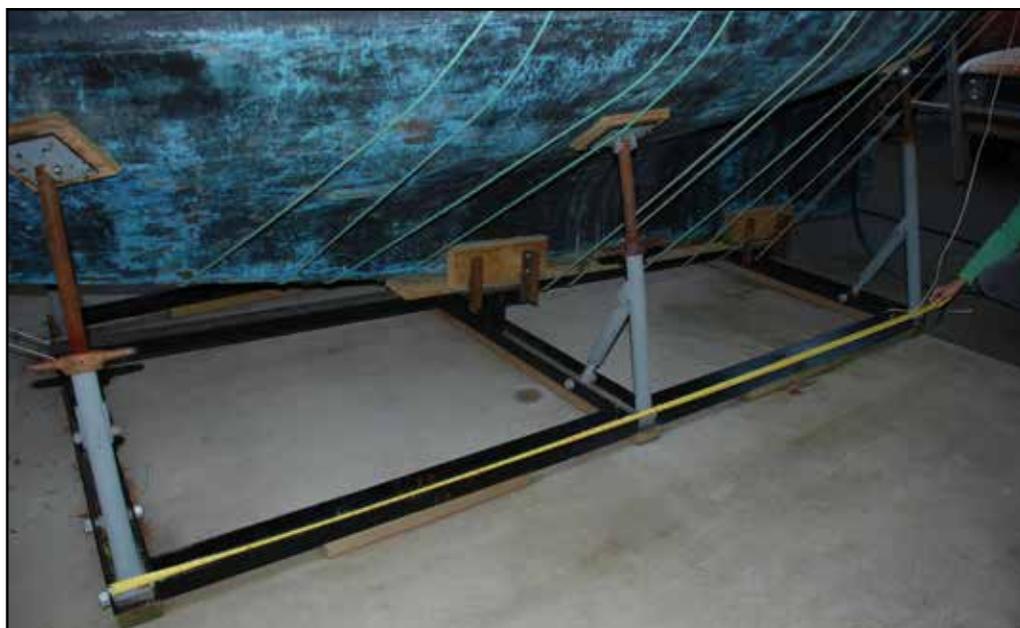
Measuring the width of the cradle.
Photo: Richard Lawless © 2014



The width is 78 and 3/4 inches.
Photo: Richard Lawless © 2014



The length of the cradle is 118 inches.
Photo: Richard Lawless © 2014



Measuring the length of the cradle.
Photo: Richard Lawless © 2014



The final result is something of beauty.
Photo: Richard Lawless © 2014



Measuring the forward support.
 Photo: Richard Lawless © 2014



Measuring the aft support arm.
 Photo: Richard Lawless © 2014



Measuring the aft support.
 Photo: Richard Lawless © 2014



Forward keel support.
 Photo: Richard Lawless © 2014



Center keel support and guide
 Photo: Richard Lawless © 2014



Aft keel support and guide.
 Photo: Richard Lawless © 2014

A Jowi Cradle for ZANZIBAR



Resting on a modified Jowi boat cradle and a yard trailer, s/y **ZANZIBAR** is stored for the winter.

Photo: Tom Davison © 2014

By Tom Davison
s/y **BLUE SKIES**

When Randy Richardson purchased his Flicka, he needed to get the sailboat back from Maine. A local boat service was hired to make the trip to Maine and bring s/y **ZANZIBAR** to the Great Lakes. In order to support the Flicka on the trailer, a cradle was needed and a Dana owner offered his cradle for the trip. In order to make the cradle work, the keel support had to be built up with wood to raise the Flicka high enough to allow the pads to be used.

2011 - The Dana owner sold the cradle to Randy for storing s/y **ZANZIBAR** in a boat yard five miles from the marina. While this cradle supported the Flicka, it would need to be modified to fit the smaller hull.

2012 - In the fall of 2012, Randy moved his Flicka to a boat yard much closer to the marina. During the summer, they modified the Jowi

cradle to fit the Flicka. This was an important alteration, which turned the cradle from one that work well enough to a cradle that fit the hull of the Flicka.

2013 - The modified cradle was painted blue to match the hull of s/y **ZANZIBAR**. The wood keel support and the hull pads were all covered with new carpet. Looking around the yard, Randy's Flicka cradle is one of the better looking cradles around the yard.

The Jowi is offered in painted steel or aluminum. You can order one of the cradles through the Navstore. Their web page is:

<http://www.navstore.com/anchor-dock-cradle/boat-cradles/>

The cradle in these photos should be a Jowi 1 with a limit of 10,000 pounds. They offer a smaller cradle (Jowi .5) with a limit of 5,000 pounds, which is less than the displacement of an empty Flicka. The Jowi 1 is strong enough for the Flicka.



The Jowi cradle was built for a Dana 24 and had to be built up for the Flicka.
Photo: Tom Davison © 2014



The first winter on the Dana 24 cradle worked, but improvements were going to be made to the cradle.
Photo: Tom Davison © 2014



The boat storage yard modified the Jowi to fit s/y ZANZIBAR.
Photo: Tom Davison © 2014



The arms were shortened and modified to fit the hull of a Flicka.
Photo: Tom Davison © 2014



The wood keel support angles to accommodate the shape of the Flicka keel.
Photo: Tom Davison © 2014



With fresh paint and new carpet, the Jowi cradle is perfect for s/y **ZANZIBAR**.
Photo: Tom Davison © 2014



ZANZIBAR waits comfortably for the marina to open in May 2014.
Photo: Tom Davison © 2014

Lifting A Flicka



Waiting for her modified Jowi boat cradle, s/y **ZANZIBAR** hangs from a travel-lift. Note the brand new bottom paint!

Photo: Tom Davison © 2014

By Tom Davison
s/y **BLUE SKIES**

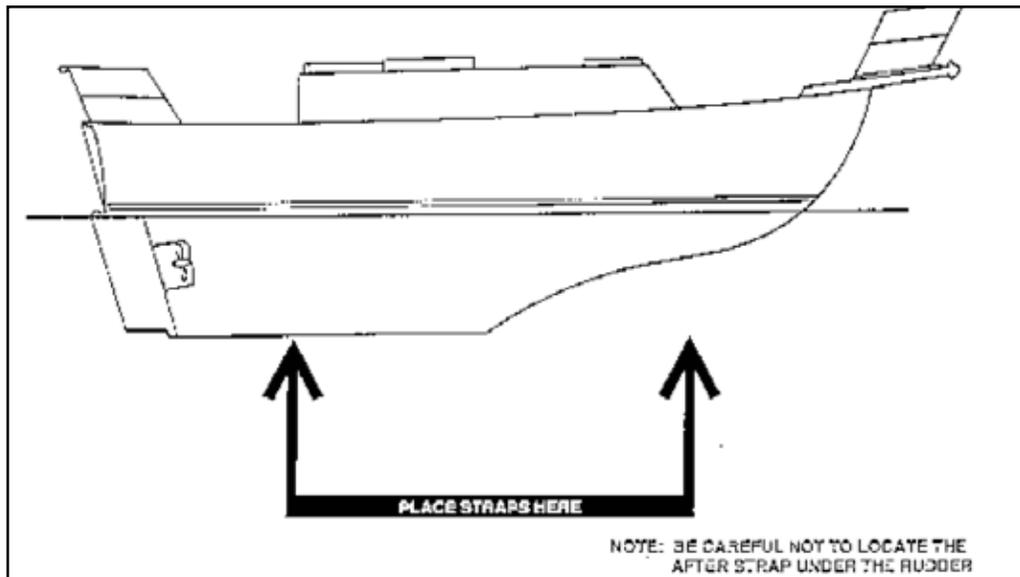
If the boat yard is unfamiliar with the Flicka, you need to let the lift operator know about where to place the slings. The placement of the straps is important. An image of Pacific Seacraft's factory lift plan shows that the lifting points are roughly in-line with the fore and aft limits of the coach roof.

Plastic Strap Covers - The marina or boatyard should protect your sailboat from the straps. A plastic covering is often used to keep the bottom paint and topsides safe. I would expect this to be available.

Ropes - Because the forward strap isn't placed under a flat part of the hull, it is very important that a rope is used to keep the two straps where they are placed after the lifting begins.

Safety - The best thing you can do when the boat yard is moving your sailboat is to stay out of the way. Before moving your Flicka, you should ask a question or two. They will explain what they are doing. If something is needed, they will ask for it.

The lift is usually a fast operation. Nothing fancy, just pick up the Flicka, move the trailer under the hull, lower, then position, and tie down. A-B-C and you are on the road.



The Flicka Manual shows the correct placement of the lifting straps.
Do **NOT** locate the after strap under the rudder!
Drawing: Pacific Seacraft © 2014

Fresh bottom paint this season
for s/y **ZANZIBAR**.
Photo: Tom Davison © 2014



The modified Jowi cradle headed toward s/y **ZANZIBAR**.
Photo: Tom Davison © 2014



ZANZIBAR is carefully centered on the Jowi cradle.
Photo: Tom Davison © 2014



Note the rope between the two lifting straps.
Photo: Tom Davison © 2014



After centering , the four support pads were adjusted to the hull.
Photo: Tom Davison © 2014



With pads adjusted to the hull, the lifting straps can be removed.
Photo: Tom Davison © 2014

Hauling A Flicka



The marina crew is moving s/y **SARNIA** to the Travel-lift dock. A four foot tide is required at this dock for hauling a Flicka.

Photo: Tom Davison © 2014

By Tom Davison
s/y **BLUE SKIES**

While many of the previous articles in Flicka Friends have been about launching and recovering a Flicka with a trailer, this issue includes information about using a travel-lift to get a Flicka to and from land. Without owning a trailer and a boat ramp, the only way to get your Flicka from the water is to use a travel-lift. There are a number of things to consider for hauling your Flicka.

The depth of the water should be the first concern. For saltwater sailors, the tide charts need to be consulted before making any plan.

In my case, the tide must be four feet for the marina to consider launching my Flicka. The tide level is actually checked before I book a flight across the country to go sailing.

While there is a reservation for a launch time, this is always variable. The marina usually gives me thirty minutes notice before the Travel-lift shows up. The process is real simple. They position the Travel-lift around my Flicka, the slings are carefully positioned under the keel, they lift my sailboat, and drive it to the launch dock.

Once at the dock, I step aboard my Flicka and they lower me and my sailboat into the water. They leave the slings tight while the bilge is checked for leaks or other problems. Once everything has been checked, the engine is started. The slings are loosened enough for the Flicka to be powered out of the dock.

This is all real obvious stuff, but having only launched using trailers in the past, it was new to me. There are a few things to know to make the process fast and safe. The lift operator is

running the show and you need to listen to the instructions given. There may be very little verbal communication during the lift, but you are expected to follow the directions.

It is a good idea to have the wrenches for the packing gland out and ready. In the event they need adjustment, this task can be taken care of quickly. Depending on wind conditions, they may move your Flicka with lines rather than the engine. Controlling a Flicka along the dock in strong crosswinds is much easier with long lines than trying to use the motor.

Since the first two lifts (a haul-out and a launch), I've left the marina and had them take care of the recovery. They do a good job and my Flicka is well protected. The lift operator commented once that they didn't want problems any more than I did. That was reassuring.



While any boat owner is nervous about having the sailboat up in the air, they made this process look simple and routine.
Photo: Tom Davison © 2014



After lifting, it is time to pressure wash the hull.
Photo: Tom Davison © 2014

Flicka Factory Cradle



When I found the Flicka, it was still sitting on the original factory shipping cradle.

Photo: Bill Lustusky © 2014

By Tom Davison
s/y *BLUE SKIES*

Flickas were shipped from the Pacific Seacraft factory in California using a wood cradle. The photo above shows one of these cradles in use.

There is a Flicka Friends article about the materials required to build one of the Pacific Seacraft cradles in the Summer 2006 issue of Flicka Friends. At that time, the cost of the wood and various nuts and bolts totaled \$150-\$200.

This is the least expensive option for storing your Flicka on land. The most difficult part of building the cradle would be scribing the bow and keel shapes for the hull supports. This could be accomplished using techniques designed for installing interior walls in sailboats.

One other reason for investing the time and money for a boat cradle is for the Flicka owners that live in hurricane country. Getting your Flicka out of the water is the best way to protect your favorite little yacht. The cost is

minimal and a flatbed trailer could be used to move your sailboat to higher ground.

While a travel lift would be the easiest way to load the Flicka, with a hurricane just over the horizon, you might be able to haul out if the cradle was secured to the trailer.

This simple cradle could be built for routine maintenance while sailing in other countries if boat stands were not available. Your factory or home-built cradle will need some maintenance over the years if you use it long term. I'm sure that a coat of paint and new carpeting would be required. After a few years, using the wood cradle for transport may be suspect.

You would need to inspect the wood cradle annually. Right after you launch for the season would be a good time. That would allow making repairs during the summer. Waiting until the haul-out could cost you, both in terms of frustration and boat yard costs.

The choice of flatbed trailers is an important decision as well. While you might not need anything fancy to move your sailboat across

the boat yard, taking your Flicka down the road is another matter. Besides meeting legal requirements, the trailer must be adequate.

While driving home five years ago, I passed a house where a Cape Dory 28 had been stored in their yard. It was not there and I wondered where they would be sailing. Over the next hill, I found out where. It looked like the trailer and tow vehicle were not suited for the job. While the trailer was rated for the weight of the sailboat, the overall length was short. The vehicle used to tow was also a short wheel base four-wheel drive.

From the marks in the road, it appeared that the trailer began to sway and while doing so, one of the cradle supports broke. The Cape Dory ended up lying in the middle of the road. Getting the sailboat out of the road involved a very large crane, a large semi flatbed truck and more than two hours from start to finish.

Hopefully, his insurance covered much of the accident and that they didn't cancel his policy right after payment. Use an older wood cradle for road transport with considerable caution.

Supporting RED RASCAL



RED RASCAL is supported by the garage floor and a cradle.
Photo: Bob Collier © 2014



The aft support for s/y **RED RASCAL**.
Photo: Bob Collier © 2014



The forward support for s/y **RED RASCAL**.
Photo: Bob Collier © 2014

Shopping For A Cradle



While getting ready for a trip down to La Paz from California, **NOMAD** was placed on a boatyard cradle.

Photo: Bill Hogan © 2014

By Tom Davison
s/y **BLUE SKIES**

There are a number of places to find boat cradles. A number of companies built them in a variety of styles. Any internet search will likely come up with a few that can build a cradle for you. You can also look around the closest marina or even contact a local sailboat broker for contact information for local builders.

Randy Richardson's Flicka is supported by a Jowi cradle, one that he acquired used. Originally design for a Dana, it was modified to fit the Flicka over the summer.

Jowi - The Jowi is offered in painted steel or aluminum. This is the cradle that supports s/y **ZANZIBAR**.

Triad - They offer boat cradles as well as trailers for the Flicka. With Triad's long history of building trailers for the Flicka, they would be an obvious first choice for a sailboat cradle.

I'm sure there are other cradle options out there and many different points of view about what might make a good cradle. Some might offer box metal tubes for the cradle and others recommend c-channel steel frames. Make sure that the rating for the cradle includes the displacement weight plus all the gear aboard.



How many days left until the boating season in Michigan?

Photo: Tom Davison © 2014

Here are a few of the companies that I found on the internet.

Cradle Ride Trailers	Ontario	http://www.cradleridetrailers.com/Products.page?CategoryID=5149
Jacobs Yacht Cradles	United Kingdom	http://www.jacobsboatcradles.com
Jowi	Minnesota	http://www.navstore.com/anchor-dock-cradle/boat-cradles/
Triad Boat Trailers	North Carolina	http://triadtrailers.com
Viking	Pennsylvania	http://www.vikingtrailer.com/sailboats/cradles.html

