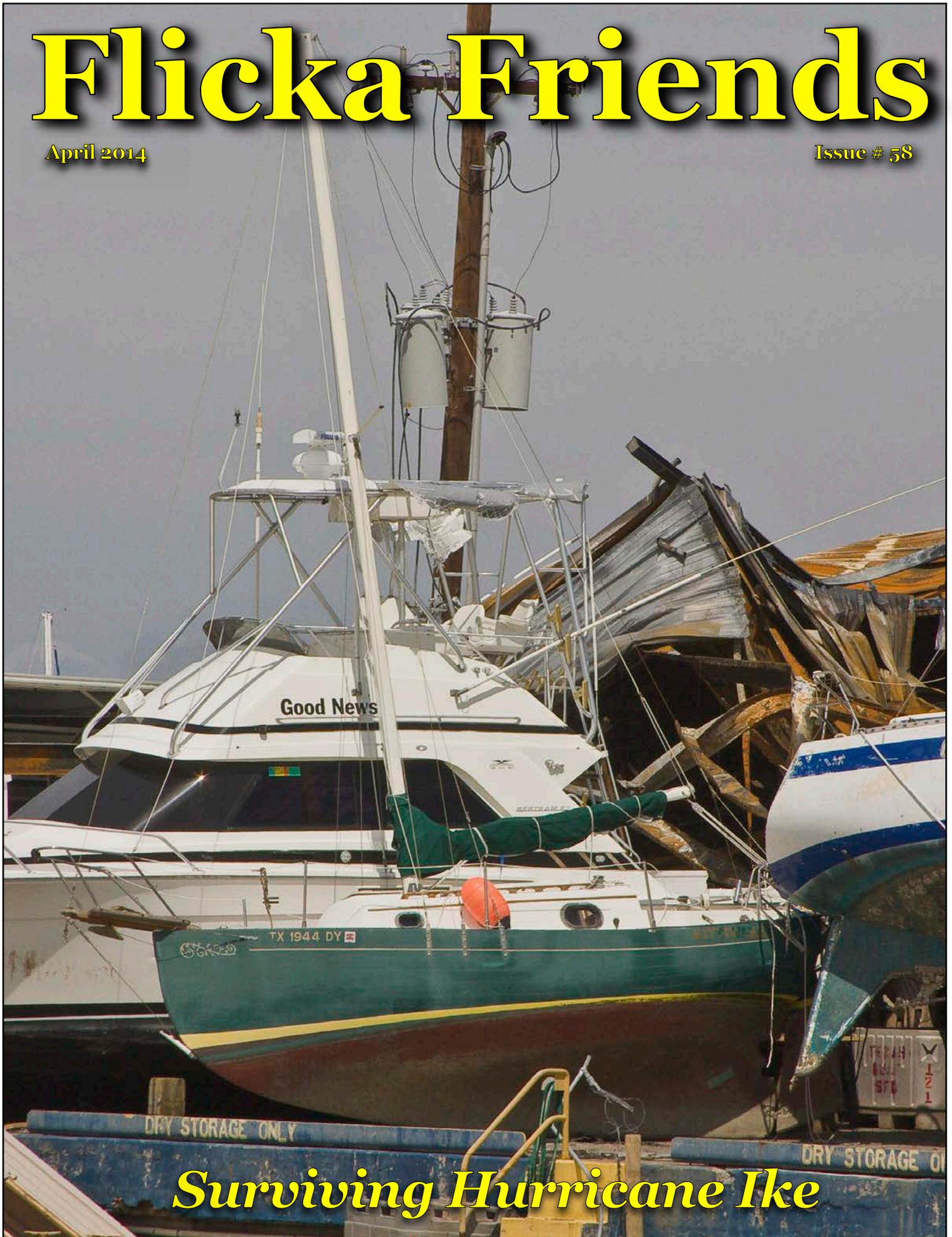


Flicka Friends

April 2014

Issue # 58



Surviving Hurricane Ike

CONTENTS

Contents 1
The Spring Issue is Here 2
A Hell of a Story 3
About Flicka Friends 3

Flicka Articles

Yachts 22
 Tom Davison

Flicka Building

RED RASCAL, Part 5 of 12..... 6
 Bob Collier

Flicka Cruising

Island Hopping Off Seattle 4
 Joshua Wheeler

Flicka Maintenance

New Handrails For ZANZIBAR.. 20
 Randy Richardson

Flicka Photo Gallery

BLUE SKIES 16
 Tom Davison

ENTERPRISE 15
 Hal DeVaney

KITTIWAKE 15
 Hal DeVaney

OUTBOUND 15
 Hal DeVaney

SARNIA..... 17
 Nat Burgess

SWAN 18
 Doc Holub

ZANZIBAR..... 19
 Randy Richardson

Flicka Storm Stories

Surviving Hurricane Ivan 11
 Hal DeVaney



MOTU is reefed down in the Santa Barbara Channel.

Photo: Clint Lewis © 04/21/2014

PLEASE HELP!

To keep this newsletter going, your help is needed. Please consider sharing photos of your Flicka, or sending a story about your latest trip, a recent upgrade, or your favorite anchorage or harbor.

FRONT COVER

Hurricane Ivan moved s/y **KITTIWAKE** into dry storage with only a few scratches.
 Photo: Hal DeVaney © 2014

BACK COVER

Waiting for the early morning fog to burn off in Friday Harbor on San Juan Island.
 Photo: Tom Davison © 2014

Flicka Friends # 58 - Version 16.3.h
 05/09/2014-1958

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

Since the number of images that arrived would not have filled very many pages, I decided to move up the publishing schedule of **RED RASCAL**'s construction. The fifth article of twelve has been included in this issue. My plan is to publish one of the twelve articles in each of the next issues of Flicka Friends. This will be **RED RASCAL** to completion by mid-2015. Once all of the articles have been completed, I'll create a special edition of Flicka Friends that contain the story of s/y **RED RASCAL**.

This month's cover is considerably different from any other so far. Having a hurricane knock on your door isn't fun and luckily, s/y **KITTIWAKE** survived with barely a scratch.

Some other articles arrived as well. One is about a great time on the water, the other one talked about the peril associated with an approaching hurricane and then finding very little damage after.

Another Flicka down the dock also survived. Not every Flicka is so lucky. Driving away from your Flicka and wondering if it will be there in a few days isn't fun.

Joshua Wheeler's article describes a great weekend on Puget Sound aboard his Flicka s/y **SAMPAGUITA**.

This issue combined the Flicka Photo Gallery with the articles that are often found in Flicka Friends. Thanks to everyone that help by sending in articles and/or photos. This is what keeps the newsletter flowing!

The original Flicka 20 newsletter "**The Scrollwork**" have been scanned and sent to Gus for the flicka20.com site. Six issues were published between 1984 and 1987. There are quite a few Flickas mentioned. At the time, the hull numbers were up to three hundred.

As always, if you have a photo or article to share, please let me know.

Thanks!

A Hell Of A Story



Lifting s/y **KITTIWAKE** after Hurricane Ike in 2008.

Photo: Hal DeVaney © 2014

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

A number of stories have been published in Flicka Friends about Flickas in less than perfect situations. The stories of **TYCHEE**, **KITTIWAKE** and **OUTBOUND** are all examples of how tough our favorite little yachts are. There is a certain amount of luck as well. Still, the solid construction of the Pacific Seacraft Flicka is clearly evident.

One can only wonder if, when, and where Dennis Howard's Flicka s/y **AVALO** will be ever seen again. More than two years have gone by since it was abandoned offshore.

There is one Flicka that was on a beach in the South Pacific and being used as a house. Never

really heard the story about how it ended up on the beach. I wonder if it ever made it back into the water. I recall a photo of it, not sure where though.

There are a number of great restorations in the works at the moment. Hopefully, we will hear more about them in the future. The tough little boats can be repaired, refitted, and restored with some serious effort.

Some of the oldest Flickas are nearing forty years of age. It will be interesting to read stories about the Flicka when they are hitting forty and even fifty years of age. Hopefully, this newsletter will still be going strong then. I know that there will certainly be something to write about. Flickas should be on the water for many more years and decades!

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 2014. 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. OceanCraft Sailboats recently acquired the Flicka molds and will be building the Flicka in North Carolina.

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.

Editor: Tom Davison
P.O. Box 462
Empire, MI 49630

Desktop: tom@syblueskies.com

Island Hopping Off Seattle



Flying a chute aboard s/y **SAMPAGUITA**.

Photo: Joshua Wheeler © 2014

By Joshua Wheeler
s/y *SAMPAGUITA*

Dates: April 2-3, 2014
Distance: 30.86 Nautical Miles
Moving Time: 8 hours, 29 minutes
Moving Average: 3.6 knots

On Wednesday, April 2, 2014, which is my "Saturday," I left my berth at Ballard Mill Marina in Seattle at 12:25 pm aboard Sampaguita. I was single-handing now, but my intentions were to sail to Blake Island for an overnight, then head to Winslow on

Bainbridge Island to pick up Kim, and back to Ballard Mill Marina.

Ballard Mill Marina is in the Washington Ship Canal, so a transit through the locks is necessary to reach Puget Sound. Being that it is before the "season," traffic was very light and we glided right into the locks behind another sailboat without losing pace. Down, then out Shilshole Channel, as the railroad bridge has plenty of clearance for us.

The wind was blowing from the S-SE at about nine knots, so once I cleared Nun "2," I raised the main and the jib, put her on a port tack

pointed as close to south as I could and had an amazing three hour sail to the Blake Island Marina with blue skies and a favorable flood.

That port tack lasted seventy minutes without handing the tiller and reminds you of the importance of staying on the boat. As we approached Blake, the wind increased and a gust of fifteen knots that dipped the port rail in the water.

The boat dug in, rounded up and charged ahead. It was exciting and over soon enough. We had arrived so I handed the sails and headed into the marina.



Waves and scrollwork: s/y **SAMPAGUITA**.

Photo: Joshua Wheeler © 2014



Another use for a spinnaker pole: lounging in a hammock aboard s/y **SAMPAGUITA**.

Photo: Joshua Wheeler © 2014

There were eleven boats, including **SAMPAGUITA**, for the Wednesday overnight at Blake Island Marina. This was nine more boats than when I was last there in February. So maybe the season has begun?

The night was calm and I only recall one uncomfortable ferry wake rolling in. I have not figured out the weather/tidal factors that dictate this, but I choose my spot with them in mind. Usually, as far in as practical. There was a Bristol Channel Cutter, **PENGUIN** from Olympia, on the other dock. Was that a SSSS burgee flying from the spreader?

Under overcast skies, I left Blake the next morning at 8:15 am to catch the ebb back north. A south wind of ten knots pushed us along on a broad reach at four knots.

My goal was to reach Bainbridge Island City Dock by 10:00am, as I had made plans to meet Kim there at that time. She would be taking the ferry over from Seattle to meet me and help sail the last leg back to Ballard Mill Marina.

I sailed up to the dock at 10:30 am and paused a moment for a stretch of my legs. We were sailing off within fifteen minutes. Before we were even to the ferry landing, we could see that the wind had increased out on the Sound, so we put a reef in and readied ourselves for a beat out the Eagle Harbor channel.

After one false start to give an incoming ferry some room, we had a clear opportunity to tack our way out. It was exciting. We had the tide with us running out of the harbor, but against fifteen knots of wind. It was bumpy, but we were able to make it out and around the reef before the returning ferry needed to make the passage.

Once around the reef and headed northeast to Shilshole, the ride smoothed out and we broad reached at four to six knots.

By 12:35pm we were headed back up Shilshole Channel towards the locks. We cautiously tied to the waiting pier as it was nearing low tide and fended off the barnacles. Our wait was twelve minutes as a tug and barge navigated the large locks. Then we got our turn up the small one.

This transit was smooth and Kim, **SAMPAGUITA** and I were in the berth at Ballard Mill Marina by 1:44pm, April 3, 2014.

The weather became a bit more unsettled, so we were happy we made good time. It was a great two days sailing with enough wind and favorable tides to keep us headed in the right direction.

Head & Galley

Building s/y RED RASCAL
Part Five of Twelve



Photo 1: With more room in the head compartment, **RED RASCAL** feels like a much larger sailboat.

Photo: Bob Collier © 2014

By Bob Collier
s/y **RED RASCAL**

When we last finished we had turned the boat over and installed the bulkheads. Now we're ready to build the interior. The process began on the port side with the enclosed head and then continued clockwise around the interior, head, galley, V-berth, and ending with the dinette.

The walls of the HEAD are formed by the first (main) bulkhead, the opposite wall formed by the second bulkhead (partial), the inside wall of the boat (properly called the "ceiling") the third wall, and the door to the head the fourth wall. The bulkheads have been bolted and epoxied in place (**Photos 4 & 5**).

The bulkhead walls have been paneled with poplar tongue-and-groove strips. The openings on the far wall are for a recessed toilet paper dispenser (upper left), the shower

box (upper right), and a two-door cabinet (lower opening). The floor has been given a coat of epoxy.

This epoxy coating extends 4" up the sides of the walls. This waterproofs the floor for the shower (note drain at the lower right and pipe for the toilet outflow to the holding tank, lower left, in first photo). The cabinet doors are cut from a single piece of Padauk, as are all the trims throughout the boat. Padauk is classified as an "exotic" but not endangered redwood from western Africa.

In this next PHOTO, one can see the grain running from one cabinet door to the other. In the adjacent PHOTO the toilet has been installed along with the toilet paper dispenser, the shower box with hot and cold faucets and shower head. The toilet seat, which originally was plastic, was used as a model for the wooden one of Padauk. A lattice grating was built for the floor.

Also note the garage window in the background-it is level! It is the boat that is at an 82° slant.

The interior of the head as it looks now is shown above in Photo 1. There is a removable sink that is not in the picture. This was removed to show the inside better. It is entirely possible for you to convert your Flicka interior to include an enclosed head.

As to other modifications, I drew many sketches of different ideas I had for the interior. I would sketch during lunch-one such sketch on a paper napkin is shown (not exactly artistic but it nails down one's thoughts). An enclosed head will compromise other aspects of the interior-the pilot berth would have to go, but this will open up a great deal of space for storage in the cockpit. The galley counter will be less (to help improve this area I built a pullout cutting board and placed the ice box behind the stove and sink).

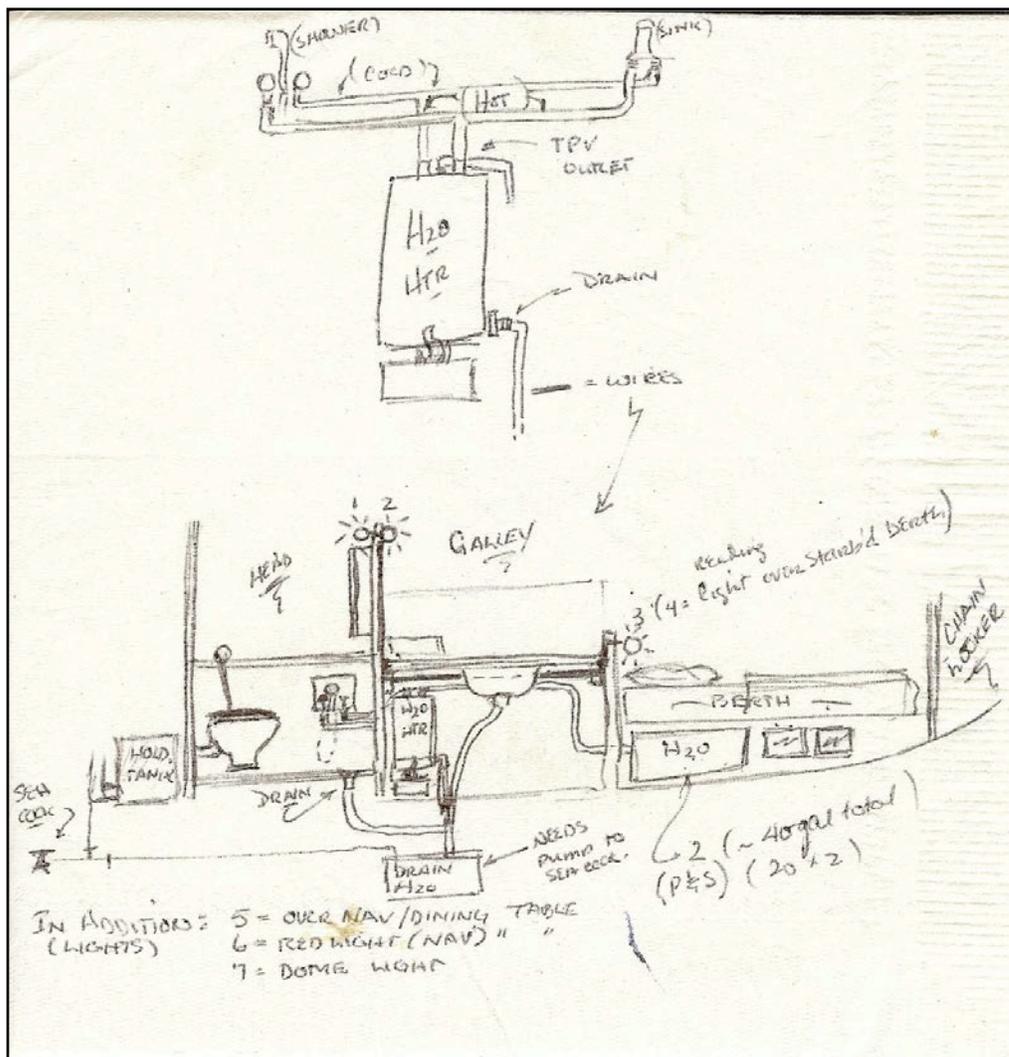


Photo 2: The plan for RED RASCAL's water systems.

Photo: Bob Collier © 2014



Photo 3: Change This Text!

Photo: Bob Collier © 2014

In the PHOTO of the finished head, the shelf pops up to provide access to the plumbing for the shower/sink. A medicine cabinet was recessed into the bulkhead, which can be partially seen in the upper right of the photo.

Another thought on the conversion of your boat to include an enclosed head is to place it on the starboard side (as is the case for production Flickas). This would only reduce the saloon seats and still maintain the pilot berth and not reduce the galley counter space.

Next, is the GALLEY. The framing was first installed. The surface of the galley was then covered with Formica. In **Photo 6**, you can see the water heater and the extensive insulation for the ice box. **Photo 11** shows is the finished galley with the dovetailed drawers. The dovetailing was something I had wanted to do, although not necessary.

This type of joinery for the drawers was picked up while surfing the channels on TV. I came across a German furniture maker who demonstrated cutting dovetails without making any measurements or marks on the wood.

One does use a marking gauge to scribe the depth of the tails. Then all the rest of the procedure is done only by "eyeballing" where the cuts will be made. I was dubious at first, but after practicing on scrap wood several times, I found I could do it as well. So, with some trepidation, I cut a piece of Padauk (not a cheap wood either) with dovetails to be the frontspiece of a drawer.

I ended up constructing all the drawers this way. The top drawer is only a drop-down for soap and sponges due to the sink blocking any depth to this drawer.

Photo 13 shows the pullout trash can behind the right hand cabinet. Just above the trash can is the handle to pull out the cutting board.

Alongside the sink is a 2-burner alcohol stove. No propane on board. I really don't care for loud noises.

The DRAINAGE for the sinks (galley and head), ice box, shower, water heater, and T/P valve is into a sump "box" in the bilge. I bought a "Shower Box" (West Marine) for the bilge (**Photo 8**). This sump box collects all the drain water from these fixtures. When the box is nearly full, the automatic float-switch clicks on and pumps the water overboard via a hose that runs to an outlet just below the port rail.

The outlet hose can be seen running from the box to the upper part of **Photo 9**. This obviates a below-the-water line through-hull valve. I have inserted check valves into such

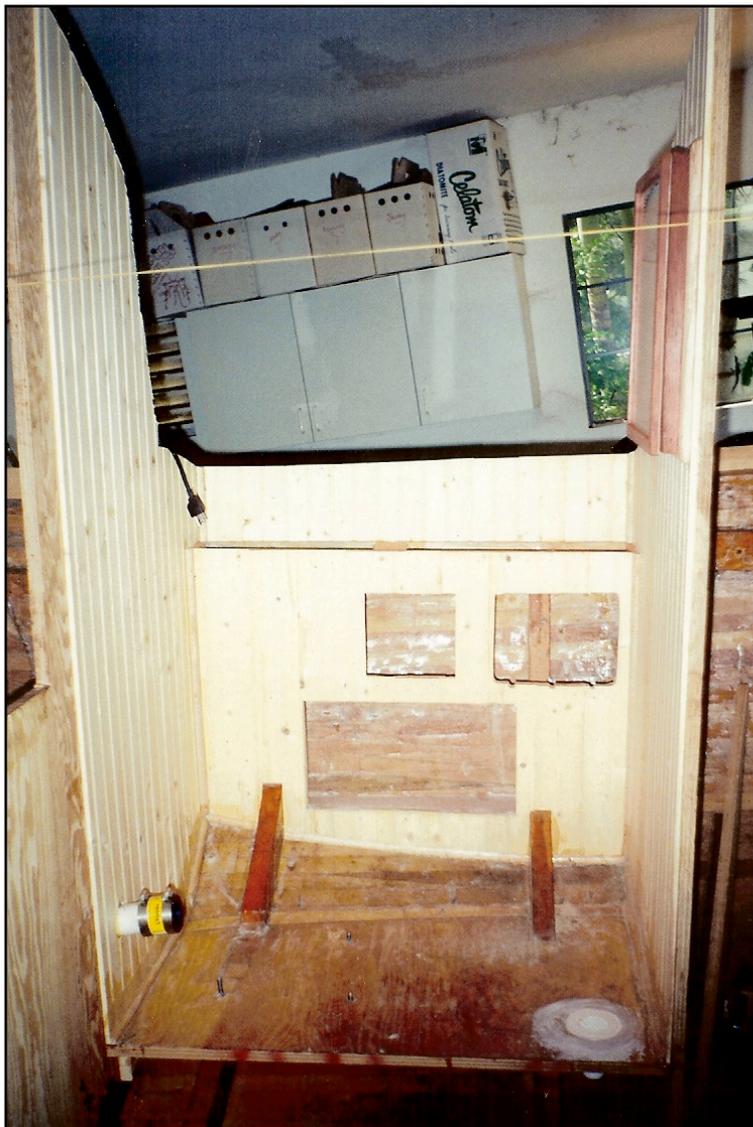


Photo 4: Roughed in head compartment.
Photo: Bob Collier © 2014



Photo 5: Head compartment painted and ready for the head.
Photo: Bob Collier © 2014

overboard hoses to prevent any back flow or inflow (such as when the rail might be buried on a hard tack).

Photo 9 shows that the system works. I poured a bucket of water into the galley sink and the result was an almost immediate outflow of water from the outer drainage opening.

We've covered a lot in this chapter and the interior is really taking shape. Chapter Six will continue with the interior construction of BUNGS and V-BERTH.

Then in Chapter Seven we will discuss the dinette arrangement. This dinette was designed so that one can change the table and seating from two people to four. Also, the setup can be altered to provide two more beds in the form of BUNK BEDS.

Ahhh, the magic continues!



Photo 6: Roughed in galley.
Photo: Bob Collier © 2014



Photo 8: The plumbing system is complete!
Photo: Bob Collier © 2014



Photo 7: The head and shower in place.
Photo: Bob Collier © 2014



Photo 9: The bilge system works!
Photo: Bob Collier © 2014



Photo 10: Cutting the dovetail joints for the drawers.
Photo: Bob Collier © 2014

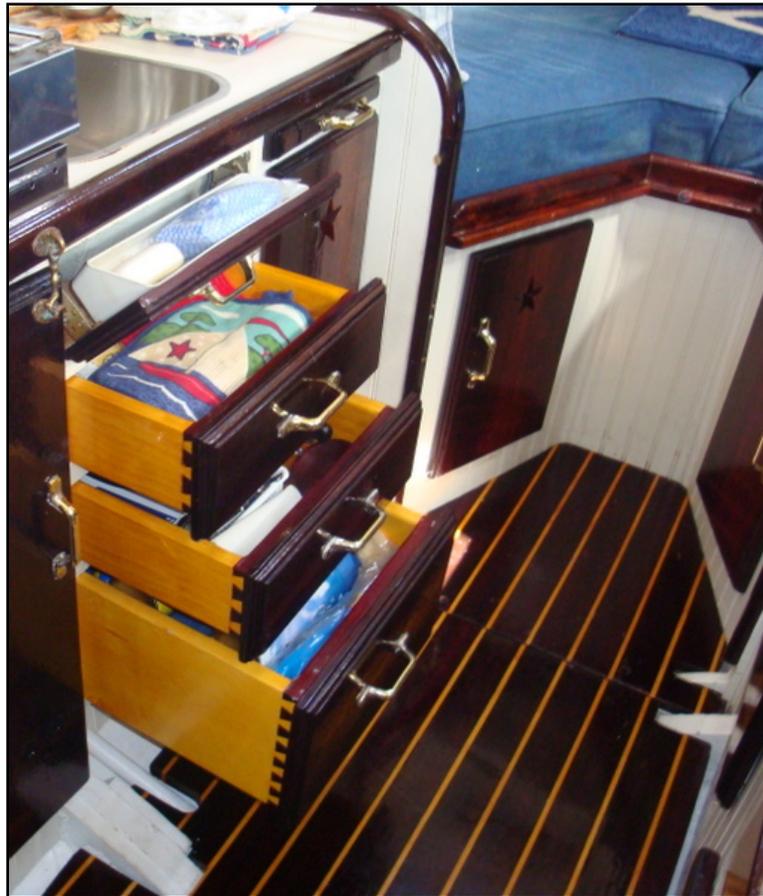


Photo 11: Beautiful dovetail joinery in the galley.
Photo: Bob Collier © 2014



Photo 12: Making the dovetail joints.
Photo: Bob Collier © 2014



Photo 13: A trash can has a place in the galley.
Photo: Bob Collier © 2014

KITTIWAKE Survives Ike



After being hoisted by a crane and lowered back into the Galveston Bay, s/y **KITTIWAKE** is in her boat slip.

Photo: Hal DeVaney © 2014

By Hal DeVaney
s/y **KITTIWAKE**

Reviewing all the pictures I took after Ike is a real wake up call for what can happen in a major storm. The tide in the marina was about 12 feet. No floating docks. Making matters worse was the large outboard boat barn that burned during the height of the storm, toasting 300 boats on their stands.

I was amazed that s/y **KITTIWAKE** made it through. Even the outboard and Monitor were essentially unscathed. Having her hoisted back into the water cost me \$1800! It was scalp time for the recovery companies.

The cabin hatch was open slightly, and I had a few gallons of water inside. When they were lowering her back into the water, the bilge pump came on and pumped what was left

overboard. I fired up the outboard and motored back to my slip.

Every thing is rebuilt now, until the "next big one hits" Which is sure to happen. It could have been worse.

There was another Flicka a few slips down from me. Luckily, the dock lines about s/y **OUTBOUND** held.



Early hurricane Ike's effects on s/y **KITTIWAKE** with the beginning of a 12' surge in Galveston Bay.
Photo: Hal DeVaney © 2014



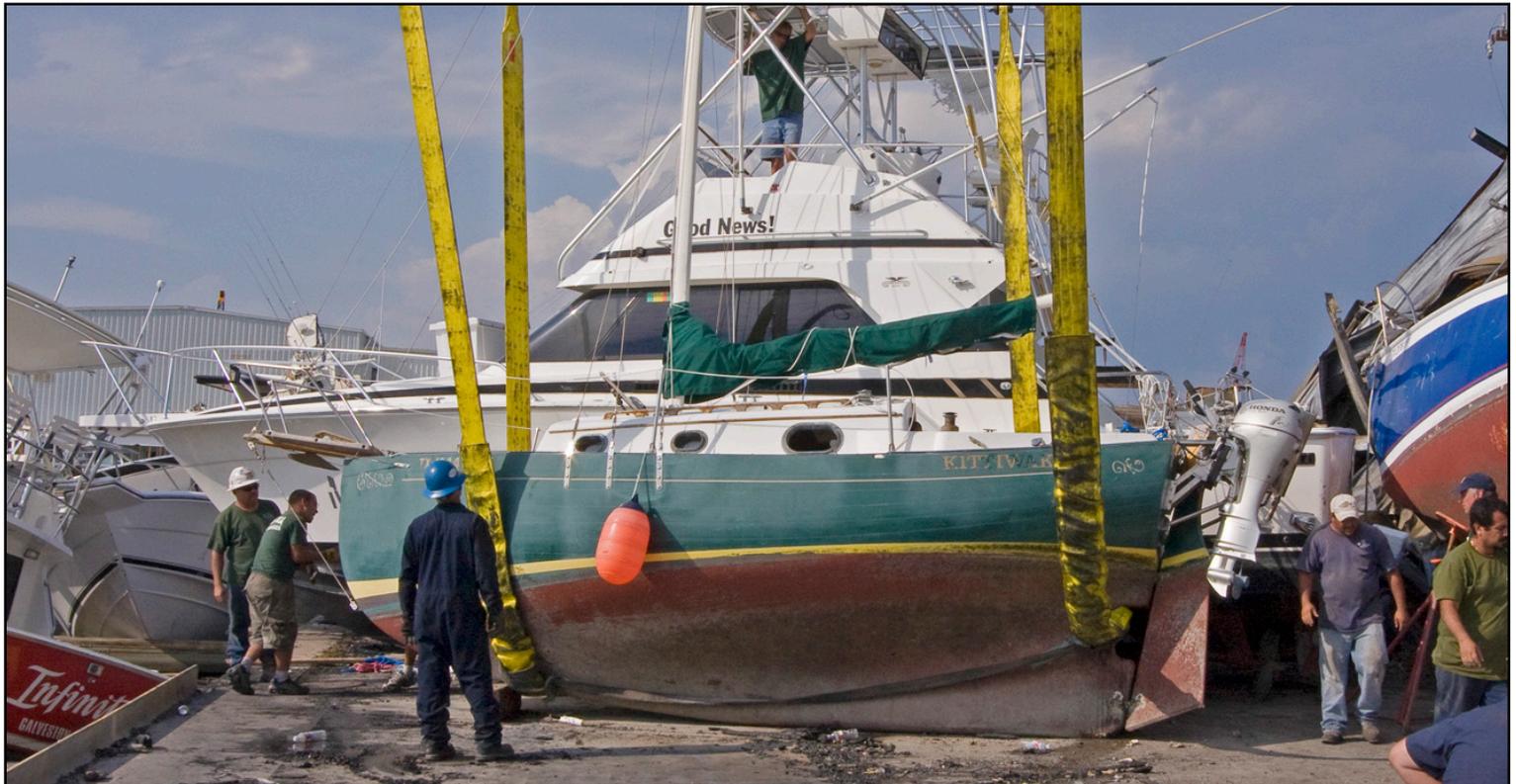
Hurricane Ike stopped by Galveston, Texas to move s/y **KITTIWAKE** into dry storage from her boat slip.
Photo: Hal DeVaney © 2014



A closer inspection of s/y **KITTIWAKE** after being moved into dry storage by Hurricane Ike on Galveston Bay in 2008.
Photo: Hal DeVaney © 2014



Despite the close contact, s/y **KITTIWAKE**, the engine and Monitor windvane were not damaged.
Photo: Tom Davison © 2012



The beginning of the \$1,800 hoist for s/y **KITTIWAKE**. Luckily, there was little damage beyond scratches.
Photo: Hal DeVaney © 2014



Once **KITTIWAKE** was back in the water, the bilge pump kicked in, and the engine worked for motoring to the slip.
Photo: Hal DeVaney © 2014

OUTBOUND



Another Flicka also did well. Ike's effects on s/y **OUTBOUND** were minimal. Luckily, the dock lines held.

Photo: Hal DeVaney © 2014

KITTIWAKE & ENTERPRISE



A current photo of s/y **KITTIWAKE** at Galveston Bay with s/y **ENTERPRISE** right next door.

Photo: Hal DeVaney © 2014

BLUE SKIES



Early morning in Friday Harbor on San Juan Island in the Salish Sea.

Photo: Tom Davison © 2014



Reflections of s/y **BLUE SKIES** on a calm overcast day.

Photo: Tom Davison © 2014

SARNIA



SARNIA in dry storage just yards from my Flicka.
Photo: Tom Davison © 2014



Stored out of the water, SARNIA is behind the unique tug BUSTER.
Photo: Tom Davison © 2014

SWAN



After the teak was refinished and the hull cleaned, **SWAN** is ready for more sailing.

Photo: Doc Holub © 2014



Professionally refinished teak on s/y **SWAN**.

Photo: Doc Holub © 2014

ZANZIBAR



After two days on the water, **ZANZIBAR** is docked on Round Lake in Charlevoix, Michigan.
Photo: Tom Davison © 2014



A new pavilion is next to the marina and the front street of Charlevoix is just yards away.
Photo: Tom Davison © 2014

New Handrails For Zanzibar

Flicka Maintenance



New handrails on s/y **ZANZIBAR** just after launching and a rain shower or two.

Photo: Randy Richardson © 2014

By Randy Richardson
s/y **ZANZIBAR**

If you're debating about weather to refinish or replace the handrails on your Flicka you might want to read about my experience before making your final decision.

ZANZIBAR's handrails were starting to show their age. I was torn between refinishing them or replacing them. Enough of the pulpwood was gone from the teak to make sanding them smooth out of the question so I didn't think I would be satisfied with refinishing them. I decided to replace them.

Once **ZANZIBAR** was inside for the winter, I climbed up and measured the rails. They had seven loops that looked to be on about ten inch centers and were about six feet in length. I wasn't too careful with the measurements really. I mean, I'm sure all seven loop teak

handrails are the same. Right? I bet you can already see it coming.

An evening of surfing confirmed my suspicions, all the seven loopers I could find were 73 inches long. I bought two of 'em and spent the next few weeks sanding and varnishing them. They came out looking beautiful.

The next step was to remove the old handrails. The handrails were through bolted with the heads of the machine screws buried in the handrails under teak plugs. The screws went through the cabin roof and were secured with washers and nuts. The nuts were accessible for removal through the zippers in the headliner but care had to be exercised not to damage the headliner.

After removing all the nuts and washers the handrails still would not budge. Apparently, the screws were seized in the coach roof. They

would have to be removed from above. To get at the screw heads the plugs had to be drilled out. By the time enough wood and glue was removed to extract the screws, the handrails were destroyed, but at least they were off. I took my new handrails out to the boat and... yep, you guessed it. They didn't fit.

Searching the internet again I still could not find the right size so I bought a \$120 teak board from a local supplier and, after about eight hours of jig sawing, routing, and sanding I had two nice looking handrails.

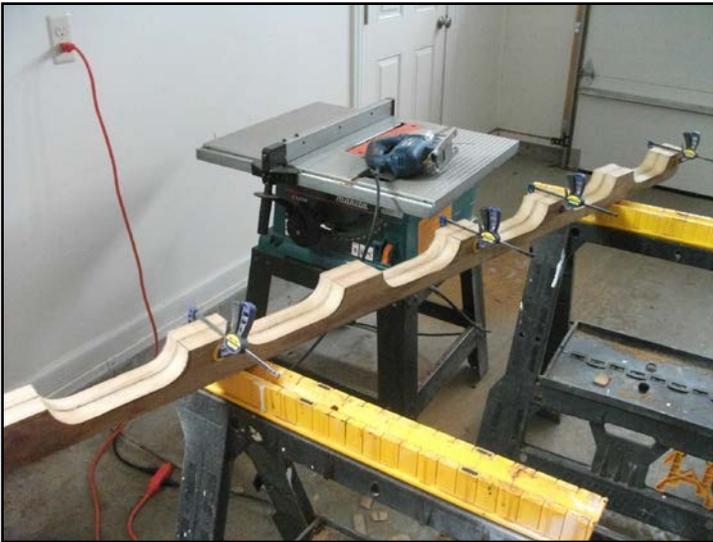
The new handrails fit well and look great but, if I had it to do again! I know this was kind of a long story for such a small project, but I wanted you to know what you'll be getting into on that day when you look at YOUR handrails and think to yourself: I wonder if I should replace them or just refinish what I have?



Old rails next to the store bought rails.
Photo: Randy Richardson© 2014



Using the old rails as templates on the new teak board.
Photo: Randy Richardson© 2014



Handrails cut out with a jig saw.
Photo: Randy Richardson© 2014



Close up of the routing
Photo: Randy Richardson© 2014



The left handrail has been routed.
Photo: Randy Richardson© 2014



The first coat of varnish.
Photo: Randy Richardson© 2014

Yachts?

What Is The Best Yacht?



Is having the largest yacht in the marina really the best way to spend time on the water?

Photo: Tom Davison © 2014

By Tom Davison
s/y BLUE SKIES

While on vacation in Fort Lauderdale, Florida a year ago, our hotel was right next to a bunch of megayachts. They were all beautiful and seemed to have everything that one might want for boating. They represent the ultimate method of yachting, or do they? I thought about this for a while and came up with the following comparisons.

Yacht Purchase

Flicka\$10,000 - \$40,000
MegaYacht\$250-500 Million+

Is the megayacht that many more times better than a Flicka?

Cost Ratio

Flicka.....1 \$25,000
Megayacht.....10,000+ \$250 Million+

Is the megayacht enjoyment factor 10,000 times more than the Flicka? Very likely, it depends on who you ask.

Docking

FlickaAnywhere.
MegayachtHow many marinas can take a 100-200 foot yacht?

In the San Juan Islands, very few! I've read that more Salish Sea marinas are working to get in the big yachts.

Crew Required

Flicka1 (You)
MegaYachtCrew of 10-15+

Crew Payroll?

Flicka\$0
Megayacht\$300,000+ (?)

Upkeep

Flicka\$1,000+ /year?
Megayacht\$200,000+ /year?



Maybe you could use a Flicka as a dinghy aboard a megayacht. Hope the helicopter does not get in the way.

Photo: Tom Davison © 2014

Mooring fees

Flicka\$1-\$2/foot/day
 Megayacht\$40/foot/day

Annual Mooring Fees

Flicka.....\$2,000+
 Megayacht.....\$2,290,000+ /Year

Is the megayacht worth 1,145 times the annual mooring fees?

Fun Factor

FlickaX10,000
 Megayachtx1

OK, I'm a bit biased on this one.

Management Requirements

Flickafactor of 1
 Megayachtfactor of 15+

Logistics to go sailing

FlickaTen gallons of fuel, and food for one or two
 MegayachtThousands of gallons of fuel and food for 5-10+ and food for the crew as well, another 10-15 people.

Carbon Footprint

Flicka12 gallons capacity
 Flicka Use1 qt./hour
 Megayacht.....50,000 gallons (?)
 Megayacht.....100+ gal./hour (?)

Cool factor (people gawking at your boat)

FlickaAll the time!
 MegayachtAll the time!

I recall standing on the dock in Detour, Michigan next to **BEN MAIN, Jr.** and another much larger yacht pulled in for the night. It wasn't in the range of what you are seeing in this article, but it was fifty or sixty feet. The guy's wife seemed to understand the simple beauty of the Flicka. Small, capable, well made, all the things that we appreciate in a perfect little sailboat.

I wondered what she was thinking. It seemed to be that the big yacht had everything she needed plus one more thing: complication. Everything seemed to require a lot of effort. Getting the boat from point A to Point B required moving in stages. Someone had to follow the boat to gather up the family for the

next leg. The yacht was impressive, but the Flicka still seemed better. It can be trailered!

Somehow, it seemed that owning such a large yacht (with or without a captain to manage things) was really a job. With a captain and crew, you still have the management problems of getting everything ready to go when you need it. I suppose the mega-rich pay someone to worry about this so they don't have to. Those will smaller pocket books do this themselves.

So....I fly a jet to my yacht and go boating. So do the mega-rich. You keep your yacht at a marina and going boating when you can, so do the mega-rich. But, I fly coach, not Lear Jet.

Reverse Use Formula - There is, of course, the reverse cost to use formula that must be factored in. It often seems that the more a boat costs, the less it get used. That simple formula means that the Flicka is actually 10,000 times more fun that a huge megayacht.

The Flicka is the perfect yacht! Just ask anyone that has one. It is strong enough to go anywhere. But, the Flicka does lack a helipad!

