

# Flicka Friends

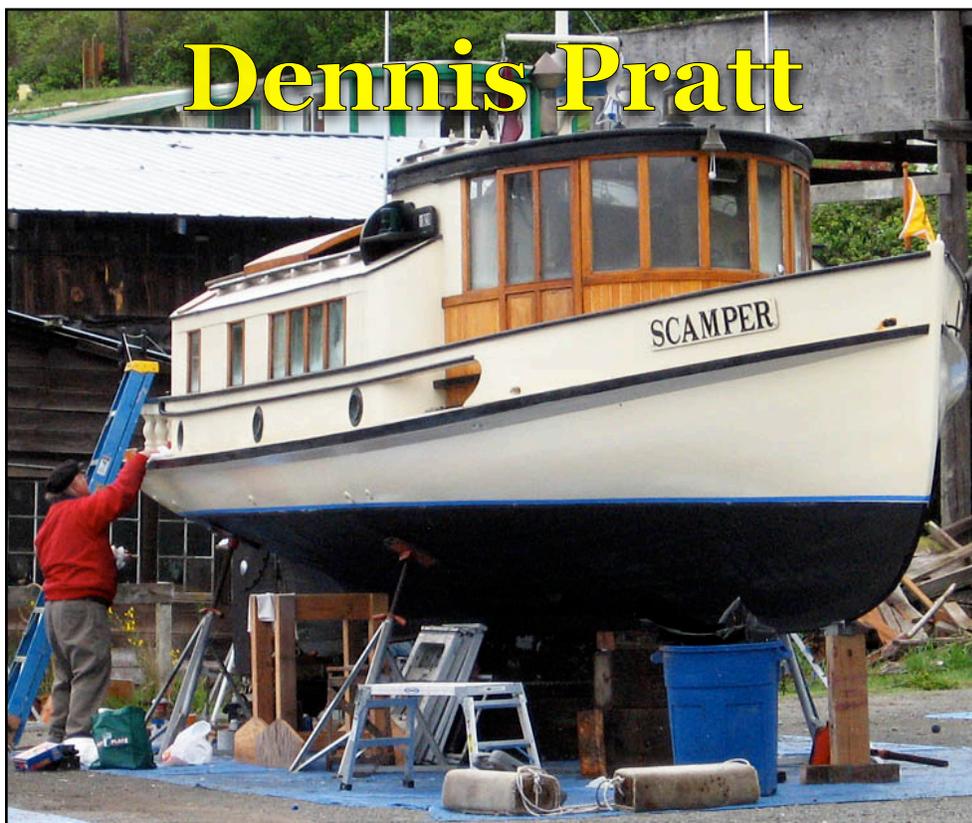
*January 2015*

*Issue No. 62*

***Quarterly Issues!***

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Dennis Pratt working on s/v SCAMPER at Jensen’s Shipyard on San Juan Island.

Photo: Jack Schooley © 2015

## Quarterly Issues

By Tom Davison

After a very busy year of publishing Flicka Friends, I’ve found that this is more work than there is time for. Trying to publish an issue of **Flicka Friends** or **BLUE SKIES** each month is just too much. It is time to dial back a bit.

**Article & Photos?** - As always, if you have a story about your last trip, a photo of your favorite little yacht, or both, please let me know. Your articles and images are what keeps this newsletter going.

**Painted Your Hull?** - If you have painted your Flicka, I’d like to hear about it. If enough information can be gathered, I’d like to create an issue of this newsletter about painting a Flicka hull.

Thanks!

## COVER

**GOLDFINCH**, a ferrocement Flicka at the dock in Bellingham, Washington.  
 Photo: Erik Dokken © 2015

## BACK COVER

Image of the rudder of s/y **BLUE SKIES** in boat yard.  
 Photo: Tom Davison © 2015

**ISSUE 62, VERSION 17.1.K**  
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By Tom Davison

During the first week of November, an e-mail arrived and the news wasn’t good. Therese Pratt sent the message and it was to tell me that Dennis Pratt had passed away on October 31, 2014.

Nearly twenty years ago, Dennis decided to start a newsletter called Flicka Friends and set out to gather articles and information about the Flicka. He owned a blue-hulled Flicka named s/y **PRINCE of WHALES**. Dennis was the publisher and editor for Flicka Friends until the winter of 1997.

I sailed with Dennis on s/y **PRINCE of WHALES**. It was a great afternoon on the water and that trip confirmed that I wanted a Flicka. This took a bit longer than planned.

Dennis asked me to take over Flicka Friends and I agreed. Dennis and Therese continued to proof-read the newsletter, something that was invaluable.

During this time, Dennis retired and they moved to the Pacific Northwest. He sold his Flicka, but was soon involved with another: s/y **VALENTINE**. His interest in boating expanded to commercial charters and the vessel selected was m/v **SCAMPER**, an early wooden vessel that once appeared on the cover of *Wooden Boat Magazine*. Built in 1931, **SCAMPER** was a fantail launch.

Dennis offered whaling tours aboard his historic vessel.

Two years ago, I called Dennis from the docks at Friday Harbor. He stopped by later to visit and see my Flicka. After talking briefly aboard s/y **BLUE SKIES**, we drove to see m/v **STRONGBOW**, his current boat. It was a cabin motorboat docked at Roche Harbor with a large aft deck and plenty of room aboard.

On my next trip, which included Roche Harbor, I’d offered him a day trip, but he had a conflict and could not make it. I talked to Dennis on my last trip to the islands and hoped that he would be able to sail with me aboard my Flicka. He already had plans to fly to the mid-west, so the trip wasn’t possible.

This summer will mark the twentieth anniversary of Dennis Pratt’s decision to begin Flicka Friends. His idea is as good now as it was then. With this newsletter, the total is now 62 issues.

Reaching the twenty year mark is a milestone, one that we owe to Dennis and his idea to publish this newsletter. Hopefully, we can keep his newsletter going for another year, and hopefully for many more.

My thoughts and prayers are with Therese, Elizabeth, and Goeff during this difficult time.

## Two Flickas at Northport



**BEN MAIN, Jr.** and **ZANZIBAR** at Northport, Grand Traverse Bay, Lake Michigan.  
*Photo: Tom Davison © 2015*

## 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, N.A.

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.

Oceancraft Sailboats is now the manufacturer of the Flicka and is located in North Carolina.

**Flicka Friends** is published on a quarterly basis: with issues being posted to the internet in January, April, July, and October. Your articles and photographs are welcomed and appreciated.

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

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

*Desktop:*  
[tom@syblueskies.com](mailto:tom@syblueskies.com)

*iPAD:*  
[syblueskies@me.com](mailto:syblueskies@me.com)

## DEDICATION

This, the 62nd issue of Flicka Friends is dedicated to **Dennis Pratt**, the original editor and publisher of Flicka Friends. He created this newsletter, one that has inspired many to buy a Flicka and set out on their adventure across the bay or even farther.

**Thanks Dennis!**

# s/y GOLDFINCH

Flicka Profile: A Ferrocement Flicka 20



Getting ready to hoist and launch s/y **GOLDFINCH**.

*Photo: Erik Dokken © 2015*

**By Erik Dokken**  
s/y **GOLDFINCH**

Five years ago, I purchased my greatest hobby. I bought **GOLDFINCH**, a ferrocement Flicka 20. I got her from the man that had her since the early 70's. He had bought the bare, professionally laid, ferrocement hull, which had been sitting for several years. He put a lot of time, passion and love into finishing and rigging her. He outdid himself. He used the Bruce Bingham blueprints, which I still have.

**GOLDFINCH** has her mast stepped in the floor. She uses running backstays to accommodate her long boom that goes a foot past her transom. She can sail in very light winds with her giant main sail. I have sailed her in heavy winds with her main reefed and a storm sail jib. She plows through chop like a 40 footer. She weighs about 6,500 pounds.

She has a long shaft Honda 9.9 that pushes her well and makes for very sharp turning in the marina. Currently, I am preparing to install a Yanmar SB8 inboard diesel engine.

I am very attracted to ferrocement. People either love, hate or are unaware of it at all. It has been fun searching for old books on the subject and getting advice from old salts. Bruce Bingham sold about 400+ plans to build a ferrocement Flicka 20. I have only found three including mine so far. I know there must be more. Ferrocement continues to grow in strength for 50 years, so I know they are out there.

If you have any information about ferrocement Flicka 20s or have any questions, please feel free to email me:

[dokkenerik@yahoo.com](mailto:dokkenerik@yahoo.com)



Hauling out the ferrocement Flicka 20 s/y **GOLDFINCH** from the waters of Salish Sea in Bellingham, WA.  
*Photo: Erik Dokken © 2015*



The original owner towing s/y **GOLDFINCH** home for the first time.  
*Photo: Erik Dokken © 2015*



The forward v-berth and galley of s/y **GOLDFINCH**.  
*Photo: Erik Dokken © 2015*



Looking aft from the v-berth of s/y **GOLDFINCH**.  
*Photo: Erik Dokken © 2015*



The Flicka 20 s/y **GOLDFINCH** at the dock in Bellingham, Washington.  
*Photo: Erik Dokken © 2015*

# Companionway, Steps & Sole

Building RED RASCAL  
Part Eight of Twelve



The seat backs in position. The ones on the side proved difficult to install.

*Photo: Bob Collier © 2015*

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

There have been some variations on the companionway steps for the Flicka. One that I read about was that of web captain, Angus. His were actual steps in place of ladder type of steps as in the original design.

However, steps similar to household steps wouldn't work in my Flicka because they would block the opening of the door to the head. They also made it difficult for the person sitting in the aft seat at the dinette table to exit. This design is of the ladder type but utilizing the empty space between steps for storage.

As a testimony to the strength of the steps, at a launching party a friend of mine who weighs over 300 pounds climbed down and back up the steps without even a creak or wobble (I was behind him with my fingers crossed). As to construction, this is simple and very easy to build.

The steps as a unit are removable. They are held in place by two "take-apart" hinges (you

can see part of the hinges attached to the back brace at the top of the steps). The hinges fit like pintles and gudgeons. I bought two sets of hinges (left and right sides) which consist of four hinge sets. I needed to use half of the left side and half of the right side for the ladder. The remaining sets were used to secure the removable sink in the head.

## Constructing The Cabin Sole

Rather than the usual Teak and Holly cabin sole, I decided to make my own, a more original creation. I mentioned in an earlier chapter that I had ordered a Teak-and-Holly sole which came in a sheet 3'x6'. However, when it arrived the veneer of Teak-and-Holly was about 1/16 inch thick, at most, and the rest was a plywood backing 11/16 inch thick. Realizing any ding or marring of the surface would cut right through the veneer; I decided to build my own sole.

Since all the interior trim was Padauk, I used this coupled with Eastern Hard Rock Maple, a strong light-colored wood as the interstices. The pieces were cut and sanded while clamped together so each piece was exactly the same

width. The pieces were glued together and then mounted on a backing board of plywood. The three separate pieces for the cabin sole and the sole for the cockpit were cut out according to a pattern created from scrap plywood for each area.

Each section was given four coats of marine spar varnish. This varnish seemed to work as well and in some cases better than other brands.

## Cockpit Construction

As in the building of the V-berth, the support for the cockpit consisted of 2x4s bolted athwart ship to the frames. This boat is turning into a tank! In Bruce Bingham's plans, the aft portion of the cockpit is 2 1/2 inches higher than the forward part at the bridge deck. This may have been due to Bingham compensating for the expected weight of the helmsman and anyone else in the cockpit that may cause the aft part of the cockpit to squat. Another possibility is that a slight forward slant to the cockpit sole would keep the captain or helmsman from feeling as if he were sliding or leaning back.



The cabin sole has three sections for access to the bilge and the sump drainage box easier. The white projections into the sole are parts of the frames and some of the PVC drainage pipes from the sink, ice box, sink and shower in the head, and water heater.

**Photo: Bob Collier © 2015**

Or just to provide a bit more room below for the engine. Anyway, for a self-draining cockpit this means any rain or water in the cockpit would cause it to flow forward so scuppers or drains would have to be forward next to the bridge deck and then drain back to the stern.

So, in the photo the PVC cut in half lengthwise in the upper and outer parts of the picture collect water via drains at each of the two corners adjacent to the bridge deck. Then this water flows down and back via enclosed PVC tubing to the stern. Here the drains from both the starboard and port PVC tubes unite to empty via a one-way exit scupper valve (a one way flap on the scupper).

In the cockpit construction, the sole was nearly the last part made. But since we just discussed the sole construction, the cockpit sole was made in the same fashion as in the cabin. In addition, the cockpit sole has a piano hinge that runs the length of the starboard side (left in the photo).

So you can lift up the entire cockpit sole in order to work on the motor, the couplings, drive shaft, stuffing box, or drains, if needed: very spacious. At the bottom of this photo you can see the take-apart hinges for the companionway steps attached to the inside of the cabin bulkhead (main bulkhead).

The seat backs were one of the hardest tasks in the build. The seat backs were cut from a single slab of Padauk. The seat back at the stern was easy, no bending required. The starboard and port seat backs required a heavy-duty (three ton) jack to press the backs into a curve matching the sheer. At first I tried to use the bottle jacks that I had used to level the boat during the initial building. No such luck. I found out that they do not work when horizontal, only when upright.

So, I rigged up a contraption that not only held the heavy-duty jack, but also connected the jack to both port and starboard seat backs by means of 2x4s. Several times when I began pumping, the jack slipped and fell. After several hours of frustrating work, I was finally able to simultaneously jack both of the side seat backs into a curved position and screw and glue them securely in place! Whew!

You can appreciate the curve of the side seat backs by comparing the starboard seat back curve to the straight line of the adjacent hatch cover. It doesn't look like much, but it was a bear to bend a 3/4" thick slab of wood!

That completes the cockpit; next we'll take up the **MOTOR INSTALLATION** and **TEAK DECKING**.



Framing the cockpit of s/y **RED RASCAL**.  
*Photo: Bob Collier © 2015*



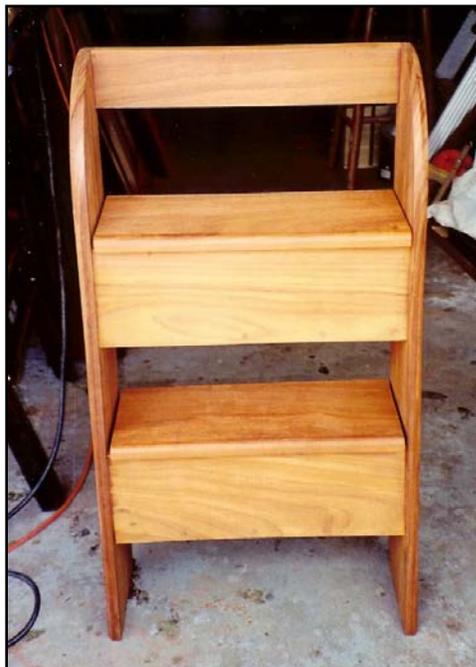
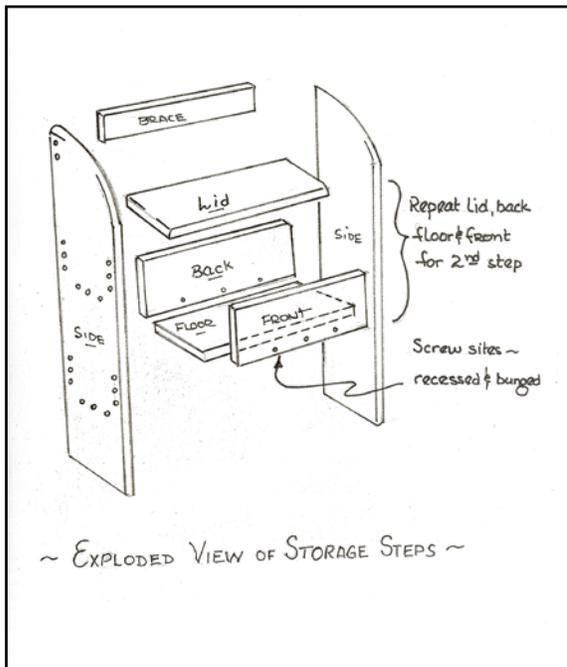
Framing from transom to the companionway.  
*Photo: Bob Collier © 2015*



Note the coaming construction.  
*Photo: Bob Collier © 2015*



Adding the panels to the cockpit of s/y **RED RASCAL**. The cockpit is beginning to take shape.  
*Photo: Bob Collier © 2015*



The diagram shows the basic construction of the steps. There are multiple screws and glue holding the base of the steps. The cabin steps also provide additional storage. I've put non-skid tape on the treads and hinges inside the lid.  
 Photo: Bob Collier © 2015



Fresh varnish on the cabin sole of s/y RED RASCAL.  
 Photo: Bob Collier © 2015



Varnishing the cabin sole.  
*Photo: Bob Collier © 2015*



The cabin sole in place.  
*Photo: Bob Collier © 2015*



The finished cockpit sole.  
*Photo: Bob Collier © 2015*

# Rescue 21

## VHF Based Rescue



The Icom IC-M422 aboard s/y **BLUE SKIES** has Digital Selective Calling (D.S.C.) and needs to be connected to my G.P.S.  
*Photo: Tom Davison © 2015*

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

One of the upgrades that I'm planning will allow me to take advantage of the U.S. Coast Guard's Rescue 21 System. This is an enhanced radio system that allows them to manage search and rescue incidents much better. On your radio (for those of you with D.S.C.), there is a distress button that is pressed to send an emergency message.

My existing marine VHF radio is equipped with Digital Selective Calling (D.S.C.) and will send a distress message if pressed. The problem with this is that my radio lacks the D.S.C. number and it is not currently connected to a G.P.S., both need to be taken care of.

If I press the button, the distress message will be sent without my location. It will activate other VHF radios. The D.S.C. system will turn on your radio and you will hear a loud tone that reminds you of a truck backup alarm. What will be missing is my location. The latitude and longitude display will show nothing and no one will know where I am. Hooking up the G.P.S. would remove this serious limitation.

**Registering** - Each marine VHF radio will accept a Maritime Mobile Service Identity Number (MMSI) that provides basic information about my vessel. Without the G.P.S., they will know what to look for, but will not know where I am located.

**MMSI Number** - Your marine DSC radio needs to be registered if you want your boat's information to be displayed.

**United States** - You can contact BoatUS to obtain the MMSI number. This would be for a number used within the United States.

**International** - You will need a number from the Federal Communications Commission (F.C.C.) for an international MMSI number. This is more difficult than the BoatUS system.

**My Options** - There are two options for me: add G.P.S. via an NMEA 0183 interconnection or get a new radio. The less complicated path would be the purchase of a new marine radio with a G.P.S. in it.

Since this would completely eliminate the need for additional wiring between the two electronic devices, it is the best way to get from A to B. With the MMSI number and G.P.S., your V.H.F. mobile radio will broadcast your Flicka's identification AND your location in the event of an emergency. Using this feature will remove the search from the rescue equation. Help will know where you are and not waste time looking for you. The difference would prove to be very important if you need assistance. It will also reduce the amount of time the valuable rescue resources need to complete your rescue and return to available status for the next call.

**A New Radio** - There are a few other reasons to get a new radio. One of them would be adding a remote microphone in the cockpit that has a distress button. The remote mic for my older radio lacks this feature. You can also get portable VHF radios with DSC and G.P.S., something that brings Rescue 21 to your dinghy. My Personal Locator Beacon (P.L.B.) is aboard as well.

### Radio Links:

#### BoatUS MMSI Number & DSC Information:

<http://www.boatus.com/mmsi/>

<http://www.boatus.com/foundation/dsc/player.html>

#### Federal Communications Commission

<http://transition.fcc.gov/Forms/Form605/605.html>

#### Icom Radios

<https://www.icom.co.jp/world/products/marine/mobile/>

#### Standard Horizon Radios

<http://www.standardhorizon.com>

#### U.S. Coast Guard - Digital Selective Calling (DSC)

<http://www.navcen.uscg.gov/?pageName=AboutDSC>

#### U.S. Coast Guard - Rescue 21

<http://www.uscg.mil/acquisition/rescue21/>

# Winter Flicka Sailing

Sailing on Perdido Bay in January



Sailing s/y **CAJUN BEAUTY** in fifteen knots of wind in fifty degree weather.

*Photo: Mike Wack © 2015*



Winter sailing on Perdido Bay with the best seat in the house.  
*Photo: Mike Wack © 2015*



Underway on Perdido Bay which is on the Alabama/Florida border.  
*Photo: Mike Wack © 2015*



Sailing s/y **CAJUN BEAUTY** on Perdido Bay on the Gulf of Mexico Coast.  
*Photo: Mike Wack © 2015*

# Tiller Replacement

## Should A Spare Be Aboard?



While sailing in early June, a crack was found in s/y **ZANZIBAR's** tiller. The repair required drilling some holes and adding four bolts, washers, and nuts to hold everything together. Can you make this repair on the spot?

*Photo: Tom Davison © 2015*

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

On an early June trip aboard Randy Richardson's Flicka s/y **ZANZIBAR**, the tiller began to split along the joint between two of the laminations. Obviously, this wasn't good and we were very careful with the tiller while sailing back to the marina.

The Flicka would stay at the dock until repairs or a replacement tiller could be made. Since ordering a replacement would take a little time, another option was pursued first.

This did make us wonder about what might happen if an unexpected wake hit your Flicka and you fell on the tiller, breaking it in two. I wonder how many Flickas have an extra tiller aboard? Carrying an extra one for an emergency might be something to consider. If the tiller was broken off right in front of the rudder itself, what might be used to steer?

Randy spent an afternoon measuring the old tiller and replicating something that would work until a proper tiller could be ordered, shipped, and delivered.

This emergency tiller was created using a piece of mahogany that he had left over from another project. The wood was cut to match the existing tiller shape to the degree that the shorter piece of wood allowed. It was cut to match the width of the old tiller and the four corners were routed to create a round cross-section. The result was a very serviceable tiller. The length of the new emergency tiller was much less than the tiller that has been in use.

On the next trip into the bay, the shorter tiller was tested. After initially thinking that the tiller might be too short, we adapted to the new length and enjoyed the time on the water. Correct sail balance takes most of the pressure off of the tiller, the shorter length was ok.

Ordering a replacement tiller was next. While you can get tillers from a variety of places, including Defender, Fisheries Supply, West Marina, and even E-Bay. Two tiller manufacturers were found: **Any Tiller** and **Rudder Craft** Both can provide a laminated replacement or an emergency spare tiller for you. After sailing with a damaged tiller, it made me wonder about the tiller on my Flicka.

The question that needs to be asked is clear: should you carry a spare tiller for your Flicka? An emergency replacement tiller would be a very good idea for any offshore passage. If you broke your tiller, what would you do then? Having a spare would certainly make the remaining days offshore much easier.

While in a different situation, Richard Lawless had his windvane break between New Zealand and Australia. This pressed him into steering full time. While I doubt anyone would carry a spare windvane, but carrying a spare tiller might not be a bad idea. Had his tiller broken as well, he would have been forced to use sail balance to steer and dragging a line aft.

Even for those of us who sail coastal or local waters, breaking a tiller isn't a good thing. Finding a replacement in many of the cruising grounds that we sail would not be possible. Given the limited vacation time that many of us have, sitting about waiting for a piece of wood to arrive via overnight delivery would add quite a bit to the expense. You would waste a day of sailing, but at least would be aboard your Flicka.



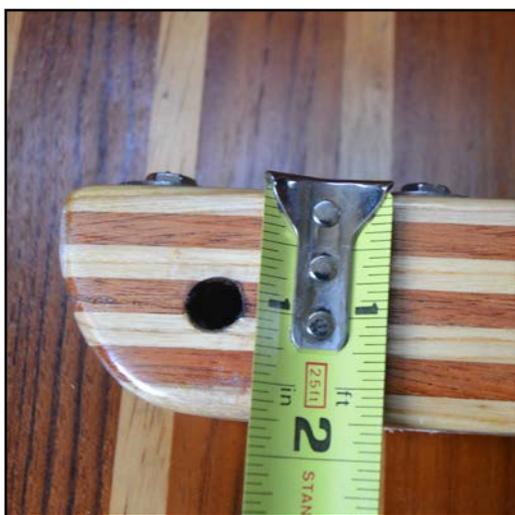
The old tiller is resting on top of the temporary emergency tiller. The primary reason for being shorter is that the mahogany piece was available at home.

*Photo: Tom Davison © 2015*



Four bolts were added to the old tiller to strengthen the laminations. While not bristol, this tiller is quite serviceable as an emergency backup.

*Photo: Tom Davison © 2015*



The width of the delaminated tiller is 1.5 inches. The height is 2.0 inches. Rudder Craft recommends confirming these dimensions before ordering.

*Photo: Tom Davison © 2015*

The bottom line is that a spare tiller takes very little room and having one would mean the difficulties of a broken tiller would be limited to the amount of time required to remove one bolt, remove the old tiller, install the new tiller and put the bolt back.

Looking through photos of the tillers used by different Flickas; I find that there is quite a variety. The line drawings of the Flicka used in the Pacific Seacraft brochure show a completely straight tiller that reaches almost to the forward edge of the starboard locker. Looking through images of the tillers used aboard the Flicka, you will find them with various lengths, rises or drops, and materials.

**Replacement Tillers** - There are a number of companies that make tillers for sailboats. Many sailboats probably sported H & L tillers in the past. They have gone out of business and Performance Yacht Systems purchased their remaining stock. They can be reached at:

Performance Yacht Systems  
(877) 379-2248  
[www.pyacht.com](http://www.pyacht.com)

A number of vendors stock tillers for the Flicka. You can also obtain a replacement tiller direct from **Any Tiller or Ruddercraft**.

**Any Tiller** - This is the online store for buying tillers from Progressive Woodworks Inc. Founded in 1983 by John Titshaw in his hometown of Suwanee, Georgia. Progressive Woodworks primarily focuses on custom cabinetwork. However, in 1990, John also began making tillers and hatchboards in order to utilize more of his woodworking skill while combining it with his love for sailing.

Progressive Woodwork is a small family business. All three of John's sons have taken part in the business. His middle son Jonathan runs Any Tiller. They believe in producing quality products and take pride in making our customers happy. Please contact them with any questions. They also make hatchboards.

John Titshaw  
**Any Tiller**  
(770) 945-3850  
[www.anytiller.com](http://www.anytiller.com)

**Rudder Craft** - What they supply for the Flicka 20 is their style "F" tiller with 2.75" drop. I've viewed a bunch of photos on the web and it seems like the tiller shape is all over the place from straights to rises. Ultimately we can build you any shape of tiller you're going to need.

A good place to start would be getting some photos of what your currently have on your Flicka. At that point, they may have a mold that will work for your shape. As far as your butt end pivot hole sealing. They would

recommend using a stainless steel bushing that is epoxied into the tiller. This will minimize wear and moisture intrusion at the pivot location, which of course will prolong the life of a new tiller.

The epoxy finish is a West Systems product and is brush applied to the tiller as a base coat, which encapsulates the tiller in a moisture preventive barrier. Then they apply their exterior UV resistant spar varnish. This whole process is a much superior seal over just the standard spar varnish application. The tiller covers they offer in 4 colors, Pacific Blue, Navy Blue, Black, and Hunter Green.

Richard Warren  
**Rudder Craft**  
 (866) 400-2204  
[www.ruddercraft.com](http://www.ruddercraft.com)

**Tiller Vendors** - A number of marine stores stock Rudder Craft tillers that can be used aboard the Flicka. Some of the ones that I found on the Internet include:

Defender  
 Fisheries Supply  
 West Marine

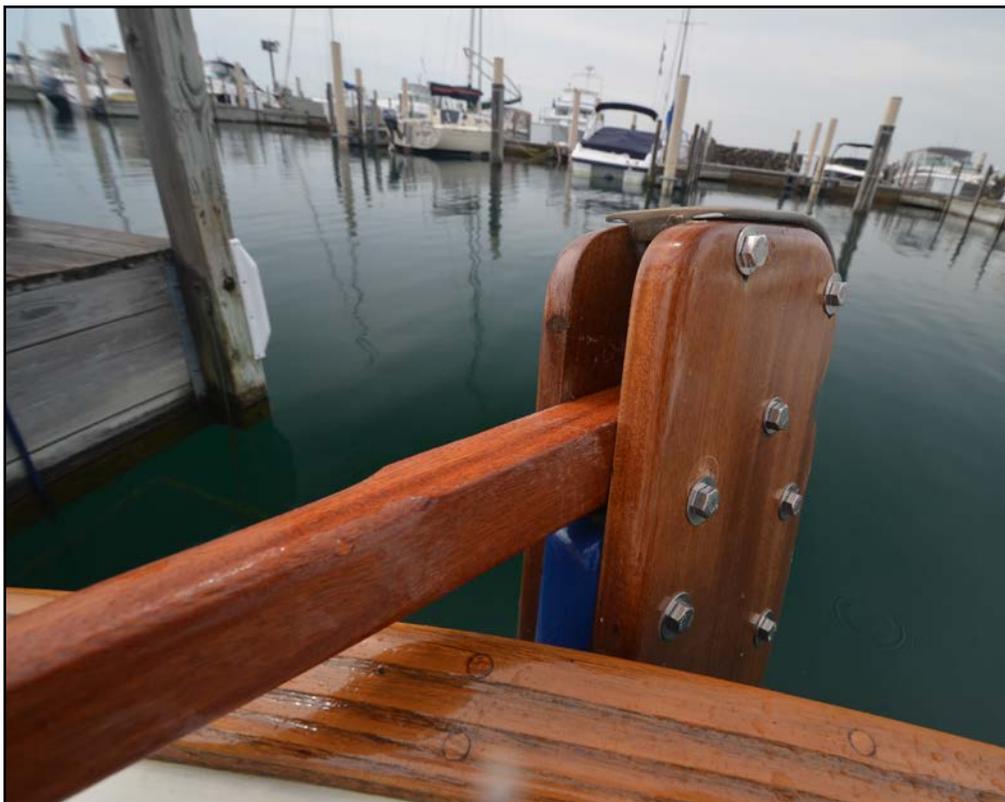
Keep in mind that the reference numbers may not be the same from vendor to vender. Look at the measurements to compare apples to apples when shopping.

**Tiller Thoughts** - One thing that you need to consider when buying a tiller for your Flicka is the bolt arrangement on the cheek plates. Looking through Flicka photos, you can find rudders with eight, nine, and ten bolts. The bolt that you need to look for is located at the top of the rudder forward of the pivot bolt.

On s/y **ZANZIBAR**, there is the tenth bolt in this location. Rather than placing the pressure from the tiller across the entire surface of the rudder, it is focused on the bolt. This is the reason for the delamination of the ash and mahogany tiller.

The replacement tiller was shorter than the tiller it replaced. The main reason for the change was the length of material that Randy had. It was left over from a home project.

The shorter length can be supported by the comments of Bill Hogan who sailed s/y **NOMAD** from California to La Paz, Baja California Sur, Mexico. He felt the stock tiller was too long for the Flicka and used a shorter tiller. This made moving about the cockpit easier. He commented that keeping the sails balanced was important, something that kept the tiller light. Balancing the sails would go a long way toward making a tiller pilot last longer.



The new emergency tiller in place aboard s/y **ZANZIBAR**.  
*Photo: Tom Davison © 2015*



Note the rudder bolt that acts as a fulcrum. Not all Flickas have this bolt.  
*Photo: Tom Davison © 2015*

Continued on Page 16



**ZANZIBAR's** old tiller is resting on top of the emergency tiller. The primary reason for being shorter is the length of the mahogany piece available at the time.

*Photo: Tom Davison © 2015*



A number of bolts, washers and nuts were used to make the repair. Do you have the nuts and bolts aboard to repair a broken tiller? How about a drill to make the holes? Note the indentation caused by the rudder bolt on the tiller.

*Photo: Tom Davison © 2015*

Continued From Page 14

In contrast, Charlie Dewell used a longer tiller to get up under the dodger while offshore aboard s/y **KAWABUNGA!**, certainly a consideration for very long passages and staying comfortable.

**The New Tiller** - After some thought, Randy ordered a shorter tiller for **ZANZIBAR**. Instead of the 49" length, a 42" tiller was specified. This adds to the amount of room in the cockpit, something that make life in the cockpit a bit easier.

**A New Tiller For BLUE SKIES**

While talking with Randy about his broken tiller, I mentioned my plans to replace the tiller. With a drop of five inches, s/y **BLUE SKIES's** tiller isn't the model that I like. A new tiller will be ordered at some point and the older tiller will be kept aboard for spare. It will be stored along the port quarter-berth, ready for use in the remote chance the new tiller is damaged or broken.

Before leaving on my most recent trip to the Pacific Northwest, Randy brought me something new for my Flicka: he made a new tiller for me out of laminated mahogany. He used his new tiller as a pattern. It was exactly what I wanted. I couldn't wait to get it out to the Salish Sea.

The only problem was getting the tiller to Washington. Since the tiller was too long for any of my baggage, I had to mail it. My search for a mailing tube was nearly fruitless. The standard tubes that the post office and Fed-Ex were too short. The mailing tubes that were stocked at the local Staples were long enough, but the diameter was not enough.

I was beginning to think that the new tiller would have to wait for another trip. Then, the store manager recalled something. A roll of paper that they used in their printing stop might work. After a few minutes, and returned with an HP Paper tube and the tiller fit perfectly.

The tiller was wrapped carefully and placed inside the tube. The mailing address and return information was printed onto labels and I headed for the U.S. Post Office.

Normally, I'd used Fed-Ex or U.P.S. but this package needed to be held and the Post Office on Lopez Island said they would hold the tube for me in general delivery for thirty days.

The U.S. Post Office accepted the package and gave me a tracking number. It was four days ahead of my arrival on the island and this would be much more time than needed.

This was the first time that I've mailed anything to me care of my own sailboat. The



The old tiller is resting on top of the emergency tiller. The primary reason for being shorter is that the mahogany piece was available at home.

*Photo: Tom Davison © 2015*



Note the indentation caused by the rudder bolt on the tiller.

*Photo: Tom Davison © 2015*



The new tiller aboard s/y **ZANZIBAR** is shorter than some and almost completely straight, extending just forward of the stern rails.  
*Photo: Tom Davison © 2015*



The tiller aboard s/y **ISHA** is shorter than some and completely straight, extending just forward of the stern rails.  
*Photo: Tom Davison © 2015*



My tiller drops considerably, something that I have to fish around for at times.  
*Photo: Tom Davison © 2015*

tiller was mailed with two-day service, insured for \$200, and tracked. The two-day shipping meant the tiller would be there before I was. This would make sure I could pick it up before sailing off into the islands.

While tracking the delivery, the first entry from my local post office looked right. Life was good! The second entry showed that the tiller had been shipped from the regional post office onward. The third notice was wrong. It had been shipped back to the local post office.

Checking with the post office, I learned that the person keying the package must have entered the return zip code rather than the destination. Since I was leaving first thing in the morning, there wasn't anything that I could do. Along the way west, I checked the package tracking and the wording wasn't clear enough to determine what was happening. It just said that the package had been sent to the destination.

The day after arriving on the island, I called the post office and was not pleased that they didn't have the package yet. Checking the tracking information, the tiller was still in Michigan on the day I arrived in Washington. There was a note that it was being sent to the destination, but the location wasn't listed.

On the fifth, I called the post office on the island and was pleased that my package had arrived. After getting a ride into town to collect it, my wayward package had made it across the country, and was in my possession.

The tiller was tried out by placing it on top of the existing tiller, or at least I tried. While this tiller easily matched the dimension of **ZANZIBAR's** tiller, it was just slightly wider than my tiller. Measuring from 2,000 miles away doesn't work very well. I'll need to sand down the side of the tiller slightly to make it thin enough for my Flicka and varnish it. Too bad!

The tiller and a GPS arm proved to be the two projects that I didn't get accomplished on my last trip. Since I had a viable tiller and a wooden arm for the GPS, I could get by with them for another trip.

So, on a future trip, I'll modify the new tiller to fit my Flicka and move the current one into the quarter-berth for a spare. Other than the width, the pin of the autopilot will need to be sorted out. The location should be pretty close to the current one and hopefully, the autopilot will work correctly.

When it does, I'll have the two tillers that are needed. I suppose that another tiller that matches the shape of my custom mahogany tiller will be ordered too. A third tiller can't hurt too much.

# Flicka Archeology



This may be the biggest fixer-upper project Flicka in some time. Note the two large ports.

*Photo: Unknown*

## By Tom Davison

While watching what I hoped would be the final snowfall of the year last March, I stumbled onto some photos on the web of a Flicka that had been found in Wisconsin. There was a contact with the blog entry, so I send off an e-mail to see what I could find.

The Flicka was sitting along a road on a EZ-Loader trailer and had been for quite some time. The posting included the following information:

Boat has been sitting here for a long, long time. Last trailer license is 1982! Not full of rainwater, it appears to have a working through-hull drain for the cabin and two for the cockpit. I think it could be had for the hauling away. Too much of a project for me but anyone interested I can put you in touch. In southern Wisconsin.

There were a number of comments and questions about this Flicka. The poster added the following:

Thanks for all the comments and help. As for the interior, it's trashed. Nothing left to do but gut it, power wash and start over.

The guy that bought the property plans on demolishing the old house but said he would try to find the missing rudder and boom (or anything else belonging to the boat). There is junk and rodents everywhere. I told him to try to locate the standing rigging too. Just makes it easier to make new stays. As for the year, I couldn't locate the serial # but didn't look too hard as I was hard pressed to get my head in the cabin (and out) for the brush and trees growing over everything/everywhere.

As you can already see from the photos, this Flicka was beginning to take on the appearance of an archeological site. If you know what midwest winters can be like, you can only wonder about the condition of the Flicka. Since the interior was dry, but trashed. Starting over would indeed be required.

There are several other Flickas that have been or are being rebuilt that needed a considerable amount of work. Based on the comments of Steve Brody, the new owner of Pacific Seacraft, this Flicka could be rebuilt.

"Pacific Seacraft hulls are virtually indestructible," Brodie says, "The same factors that help them stand up to the demands of the seas help them withstand the ravages of time in the sun and the salt air."

After posting a few messages to the bulletin board, I waited for a response. There was a



Moving the Flicka safely would be the first obstacle.  
*Photo: Unknown*

little bit of debate on which sailboat this really was: Flicka or Pacific Seacraft 25.

The scrollwork alone is the answer. Add to that the larger aft port and the appearance. It was definitely a Flicka!

Several days later, the guy that posted the message send me an e-mail about the Flicka. He said that the Flicka had been moved.

Looking closer at the Flicka, there were only two ports on the side of the boat and both were the larger ports often seen on a Flicka. There wasn't a smaller forward port at all.

**What Happened?** - The person that found the Flicka passed on the information to the owner and the person that ended up with the hull and trailer.

Hopefully, we will hear and see something about this Flicka in the future.



I wonder what moss does to gelcoat?  
*Photo: Unknown*

