

Flicka Friends

October 2015

Issue # 64



Launching s/y 4ELSA



A New Editor?

Enjoying great weather at Deer Harbor Marina on Orcas island aboard s/y **BLUE SKIES**.

Photo: Tom Davison © 2015

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COVER

After a refit lasting years, s/y **4ELSA**, Ian Williams is enjoying being on the water aboard his Flicka.

Photo: Ian Williams © 2015

BACK COVER

The sails of s/y **ESCAPE** up at the dock.

Photo: Bob Borgilt © 2015

ISSUE 64, VERSION 64.1
09/16/2015

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

After years as the editor of **FLICKA FRIENDS**, the class newsletter for the Flicka 20, I decided to step down. It is my hope that someone will be interested in taking over the job as editor and keep the publication going. What is required:

The Job: Editor of the Flicka Friends Newsletter.

Schedule - This is a quarterly newsletter, published in the spring, summer, fall and winter. This is usually a twenty page plus newsletter. The length of the publication varies depending on the available material.

Skills: Desktop Publishing, editing, image management.

Equipment - You will need a PC or Mac computer to create the newsletter.

Software: MAC: Currently, a Mac computer is used to create Flicka Friends. Pages is used for the newsletter and a template is also available if the Mac is used.

PC: In the past, Microsoft Publisher was used for Flicka Friends. A template is available so that the format will be retained. The template will also make the newsletter easier to create from day one.

Lightroom: You would need a photo editor of some kind to work with the images. I use Adobe Lightroom for any photo management. There are others out there that work as well.

Acrobat: Once the newsletter has been created, formatted, and spell checked, it is run through Adobe Acrobat Pro to create the PDF file that is uploaded to the internet for distribution on the Flicka20.com site.

Time: Creating the newsletter takes some time. Moving or the text from e-mails or typing it from written submissions is required. Working within the desktop publishing software required adjusting the space used for the text and the photos into specific pages.

Transition: During the transfer to the new editor, I'll be available for any assistance or to answer questions.

It would be great for the new editor to agree to five years as the Flicka Friends Editor. This would mean the newsletter would reach the 25 year mark. It would be a noteworthy milestone to achieve. It would also mean a regular publication schedule for some time.

If you have any questions, please let me know. If you are interested in becoming the Flicka Friends editor, please let me know. Please send me an e-mail about your skills and abilities.

The reality of the request is that I do not expect anyone to be interested. This is a huge project, one that requires a considerable amount of time to accomplish. Finding articles and editing them for publication takes plenty of time, something that will likely mean the end of this newsletter.

Thank you!

Bad News for s/y GOOD NEWS



Waiting for the incoming tide to refloat s/y **GOOD NEWS**.

Photo: Marie Sargent © 2015

By Tom Davison

The worst news that one might receive about their Flicka is that it was stolen. That is exactly the bad news that Marie Sargent got on the phone in May. Two homeless men had decided to steal the Flicka and leave on her. Luckily, they didn't get out of the harbor before running aground.

The pair hiked ashore and hid while the Flicka was recovered. Waiting for the incoming tide was the only requirement.

Marie got her Flicka back and the two pirates were arrested. The story hit the local papers and the internet news as well.

Officers arrested the men and charged them with grand theft. They were taken to the San Luis Obispo County Jail with their bails set at \$25,000 and \$20,000.

The Flicka was recovered on the next high tide and taken back to the marina without any problems. Luckily, the tide kept them from getting out into open water. At least the anchor was dropped.

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.

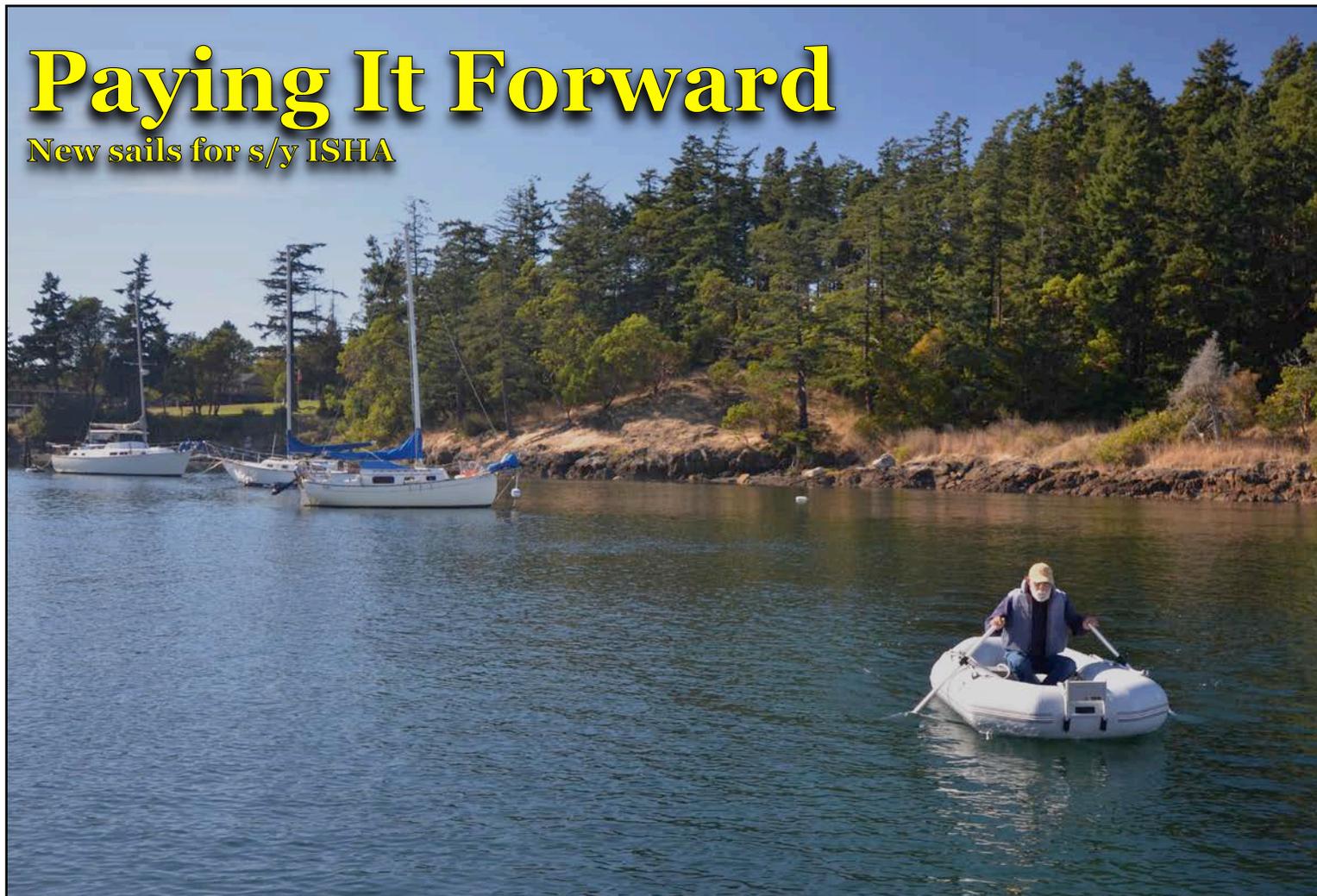
Editor: Tom Davison

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*This is the third to the last issue of Flicka Friends. Unless a new editor can be located, the **last issue** will be published in the Spring of 2016.*

Paying It Forward

New sails for s/y ISHA



Walt rowing to the marina docks at Friday Harbor from s/y ISHA.

Photo: Tom Davison © 2015

By Tom Davison
s/y BLUE SKIES

One of the items that came with my sailboat is a 130% genoa with hanks. When I packed my Flicka on the last trip, I put that sail bag into the quarter berth. Since the trip might include running into Erik Dokken and s/y **GOLD FINCH**, I was planning to see if the sail would fit his Flicka. Since his sailing time and my schedule didn't work out very well, I missed him. An e-mail was sent to him after the trip offering him the sail on my next trip west.

When I was at West Sound Marina, I was told that another Flicka was on the docks. The Flicka was # 431, s/y **PINGOUIN**, owned by Duncan. One of the people working on the docks said he wasn't around, so I figured that I missed him completely.

While waiting for the tides to be right for Pole Pass the following morning, someone walked down the dock to my Flicka and introduced himself. It was Duncan, the owner of s/y **PINGOUIN**. He was busy moving and had just stopped to get some gasoline.

We talked about Flickas for a bit and the subject of meeting Erik and the sail offer was mentioned. Duncan said that he had extra sails for his Flicka as well.

Duncan had Carol Hasse build him a new set of sails for s/y **PINGOUIN** and the old sails would no longer fit his Flicka. This headsail now sported a roller furling system and the main was connected to a Tides Marine track. Both of these changes meant that his original sails from Pacific Seacraft could not be used.

Duncan asked if I could help him locate a new home for the sails. I said yes and he wanted to go get them. The only problem is that I was just about to leave for Pole Pass. Since I would be at Deer Harbor for the next two days, he planned to drop the sails off the following day.

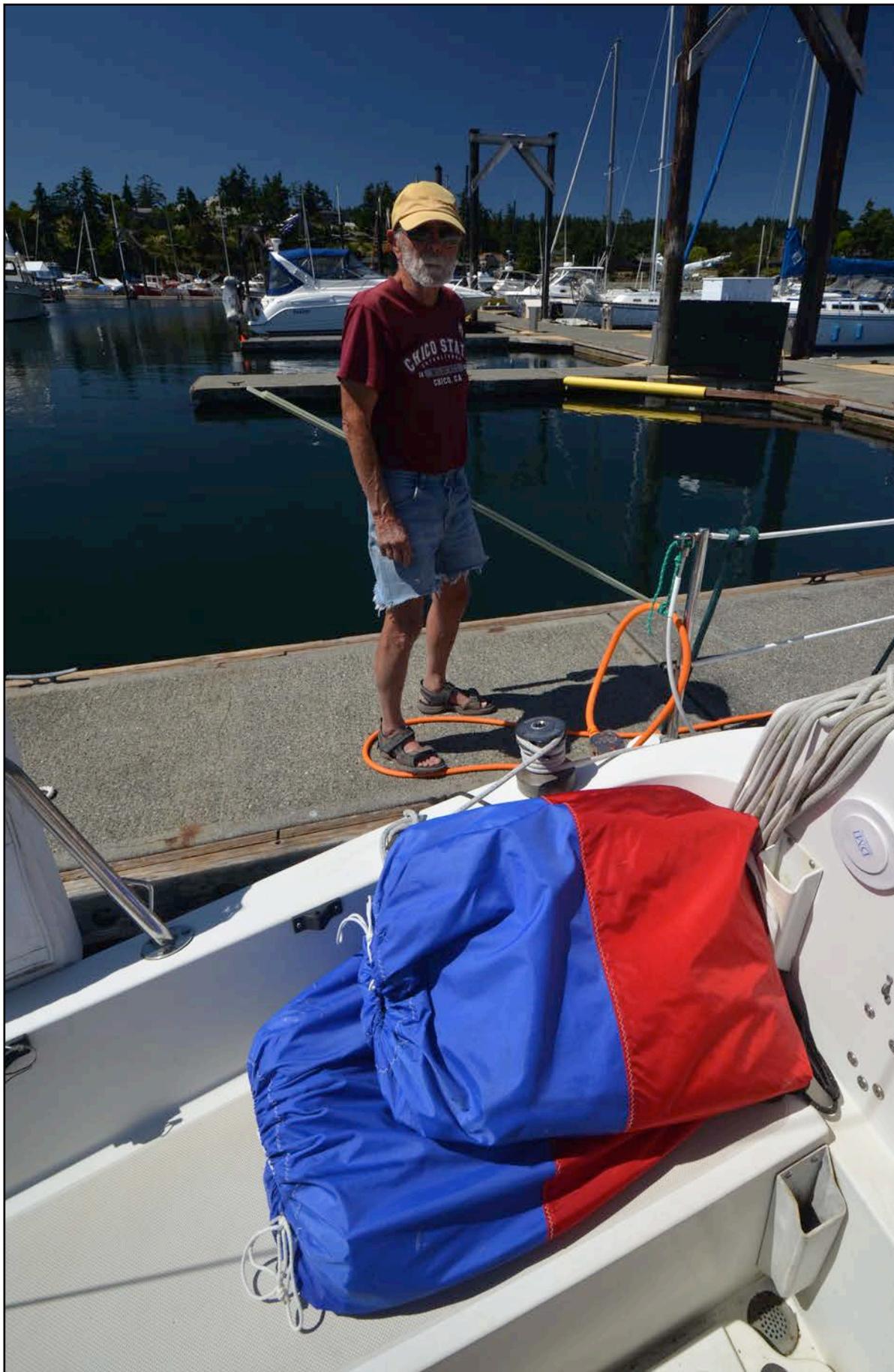
Duncan arrived as planned and dropped off two sail bags. Both were the eight-ounce heavy original sails that the factory provided. He felt that both of the sails were at 80% of their life span. I thanked him and stowed the sail bags in the quarter berth. Now there were three sail bags aboard.

Several days later, I docked in Friday Harbor and looked for Walt at his mooring. He wasn't there. I'd e-mailed him before the trip and he said that he might be out sailing while I was in the area.

Walt also offered me the use of his mooring if I wanted to use it. Since I didn't bring the dinghy on this trip, that prevented rowing to the marina and I stayed on the dock with all the other boaters.

The following morning, while returning to the marina from breakfast, I noticed s/y **ISHA** on the mooring. Looking closer, Walt was rowing over to the docks. I headed over there quickly and looked through the docks to locate him. I missed by a few and called out to him near a Pacific Seacraft Dana. He turned and looked as I walked up.

After greeting him and talking about our plans, I asked how his sails were. He said that the jib was down to 20% of new condition and the main was not as good as that. This was perfect! I asked him if he would like some new sails and he said yes.



New sails for Walt and s/y **ISHA** courtesy of Duncan and s/y **PINGOUIN**.
Photo: Tom Davison © 2015

We walked back to my Flicka and collected the bags and the long full length battens. He was surprised and pleased to be receiving new sails. I told him about Duncan and how the sails had come to me.

Giving the sails to Walt was something that I'd hoped would happen as soon as the offer was made by Duncan. While I was unsure of the condition of Walt's sails, his Flicka is an early Pacific Seacraft model and I suspected that he might need replacements.

Looking back on this transfer, there was a certain amount of luck involved. First was Duncan arriving in West Sound when he did. If he arrived an hour later, I would have missed talking with him.

Next was the timing on San Juan Island. I was just there for two nights. Had Walt's schedule been different, I would have missed him and the sails would have ended up in my storage for the summer.

What are the chances that I'd see him rowing ashore as well? Any slight change and the sails would still be with Duncan or in my storage.

This was a great gift from Duncan, one that anyone would appreciate getting. Kudos to him for paying it forward to another Flicka captain!

Since the trip, Walt contacted me saying that one of his son-in-laws is interested in learning how to sail and they will be rigging the sails when he arrives in July. He promised photos of the sails on his Flicka and hopefully under sail.

Walt and s/y **ISHA** should be sailing faster and safer for the rest of the summer in the San Juan Islands and the Salish Sea.



Walt loading the new sails into his dinghy for the short row out to his mooring in Friday Harbor.
Photo: Tom Davison © 2015



Walt's Flicka s/y ISHA is only thirty yards away in the harbor.
Photo: Tom Davison © 2015

Trunkhouse and Rudder

Building RED RASCAL
Part Ten of Twelve



Applying epoxy to the rudder of s/y RED RASCAL on a custom work table in the garage.

Photo: Bob Collier © 2015

By Bob Collier
s/y RED RASCAL

The first step in building the trunkhouse was attaching vertical beams to the horizontal partial beams beneath the deck. Note that the middle beam is doubled and it is this double beam, port and starboard, that is bolted to the bulkhead and the top to the compression beam (the latter not yet in place).

Next was putting the trunk-house face in place (have a few clamps). The compression beam

was made and it is in place. The beam consisted of twelve $\frac{3}{4}$ " plywood boards cut to shape and glued together. This was then fiberglassed and epoxied. The result was a beam 9" wide and $1\frac{1}{2}$ " thick. Once this was in place then five sheets of plywood were glued in place for the roof. Each sheet was " $\frac{1}{8}$ " thick, but since plywood is measured in $\frac{1}{32}$ " it actually was $\frac{5}{32}$ " thick and five sheets were $\frac{25}{32}$ or slightly more than $\frac{3}{4}$ " total.

First was the beam in place with auxiliary compression posts. Then the entire

trunkhouse was covered with fiberglass and epoxy for additional strength. Finally the sides were paneled with T&G poplar strips just as a decorative touch matching the interior. The next step was cutting the roof of the trunkhouse for the two hatches. The lower one is of the main hatch with the roof of the garage just above (the stain is from an acid spill in the garage attic that leaked through). Really a tight fit when cutting both hatches. Where there's a will, there's a way.

Continued on Page 9



Getting ready for the coachroof to be installed.
Photo: Bob Collier© 2015



Clamping the coachroof in place.
Photo: Bob Collier© 2015



Upper Left: Installing the forward wall of the cabin.

Above: Sanding the mast support arch.

Left: The mast arch support in place.

Below: Cutting the hole for the forward hatch.

Photos: Bob Collier © 2015



Continued from Page 6



Cutting a hatch opening in tight conditions.
Photo: Bob Collier© 2015

The next step is the hatches. The last shot shows the sliding hatch configuration. The slide is an aluminum bar. (Photos prior to varnishing). The forward hatch is fairly simple to make. It is basically just a box with a 5/32" plywood covering curved over the top and nailed in place.

Then strips of teak were glued to the top with 5200 adhesive and caulked when the adhesive dried, about a week.

The sliding hatch for the companionway is a little more complex. The main part of it is similar to the forward hatch, but with a feature to permit sliding. There are several ways to achieve this, often with wood on wood, but I chose to have the hatch slide on an aluminum bar (Home Depot).

After cutting the bar to size with a hacksaw to reduce its width, it was attached to the inner side of the hatch top---this was accomplished by routing a groove the width of the bar (one can also do this with a table saw for its blade is the same width as the aluminum bar).

Then a groove was made in the outer side of the hatch frame. The bar was epoxied in place to the sliding hatch.

In the discussion of the hatches, it is the companionway doors (not essential but just something I had wanted in place of drop boards for a more traditional look) and finished sliding hatch.

The tiller and rudder pieces were cut out. After routing the edges and sanding the rudder was ready to be built.

Once they were all assembled and painted, a coat of epoxy was applied to the rudder. The last shot shows this application of epoxy, but just to the lower part of the rudder that will be under water.

Note the "epoxy uniform," it's important to avoid skin contact. My shirt and jeans were nearly able to stand up by themselves they were so saturated with epoxy by the time I completed the boat.

Finished rudder and tiller! The rudder cheeks are difficult to see in this photo since Padauk is a red wood). That about does it for this section.

Next time we'll put in the PORTLIGHTS, HANDRAILS, & BOWSPRIT

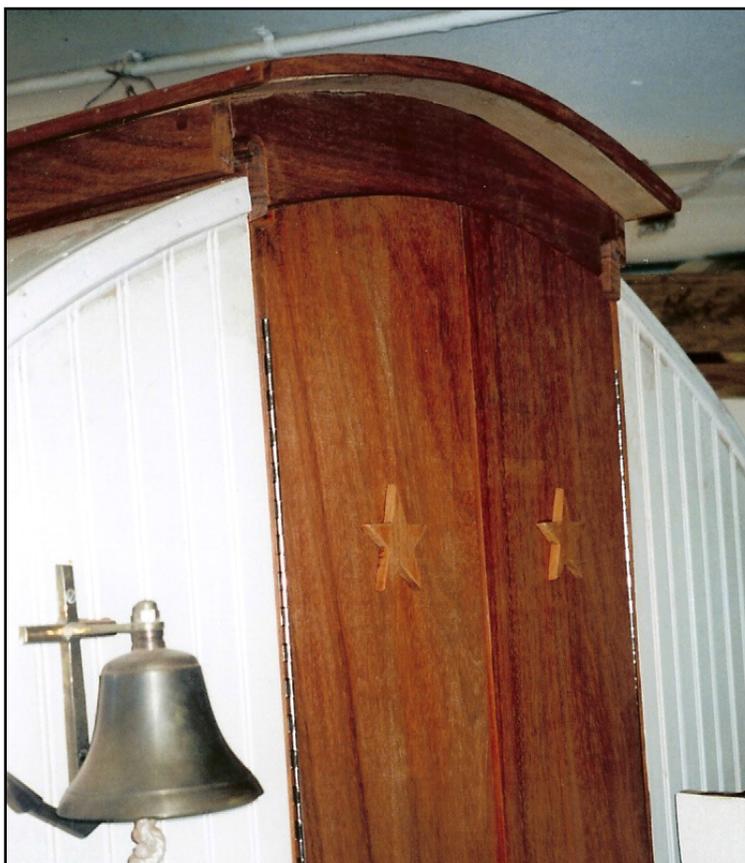
Bob & the Red Rascal



The forward hatch in place on s/y **RED RASCAL**.
Photo: Bob Collier© 2015



The companionway hatch in place.
Photo: Bob Collier© 2015



Upper Left: The pieces of the rudder ready for woodworking.

Above: The finish rudder.

Left: The companionway hatch and doors in place.

Below: Working on the tiller.

Photos: Bob Collier © 2015



Launching s/y 4ELSA

Back in the water after a Five Year Refit



Getting ready to launch s/y 4ELSA after a five year complete refit.

Photo: Ian Williams © 2015

By Ian Williams
s/y 4ELSA

The first sail was today. Saturday had twenty knot winds from astern, so the sails did not go on till near sundown when winds went light.

Saturday saw small chores like bilge dry and clean, provisioning small items, reading manuals for alcohol stove and bbq, discovering that I did not bring sail battens or reefing lines.

Sunday morning was spent installing end caps on four short Genoa track sections , hoping to end a toe rail leak just aft of the stove.

After lunch it was sail time in about ten to twelve knots and flat water. Went down the bay with following wind about five miles and tacked back in increasing cloud. Photos are on board shots as no chase boat could be found for onlooker views.

Turned out to be a shakedown sail exposing a few glitches, most of them fixed before sundown, and a couple needing further work (head hose leak and no speed/depth display). Showery week forecast so may not get back to the boat till Saturday which is close to your departure to your boat.



After a complete five year refit, Captain Ian Williams is at the tiller of s/y 4ELSA.

Photo: Ian Williams © 2015



A serious hitch arrangement for a Flicka on a cradle on a flatbed trailer.
Photo: Ian Williams © 2015



A new trailers was built over the winter for s/y 4ELSA.
Photo: Ian Williams © 2015



A few last projects before launching.
Photo: Ian Williams © 2015



ELSA in the slings. The launch is getting closer.
Photo: Ian Williams © 2015



4ELSA is on the new trailer and ready to be launched for the first time in Lake Huron.
Photo: Ian Williams © 2015



A steep ramp makes trailer launching s/y **4ELSA** much easier.
Photo: Ian Williams © 2015



Floating free of the new trailer for the first time since the complete refit.
Photo: Ian Williams © 2015



4ELSA is in the marina. Twenty knot winds prevented rigging the sails right away.
Photo: Ian Williams © 2015



After a complete refit that lasted five years, s/y **4ELSA** is in the water in Lake Huron.
Photo: Ian Williams © 2015



My sails are new: a 90% jib and 7.6 Dacron for both sails. Still sunny, not too cold, ideal first sail conditions.

Photo: Ian Williams © 2015



The main has three reef points, please excuse the missing battens and reef points. The sail maker did ok on the Flicka insignia. Mostly four knots on GPS, maximum is five knots! She sails well!

Photo: Ian Williams © 2015

s/y ESCAPE

Pacific Seacraft Flicka # 201



ESCAPE is a 1982 Pacific Seacraft Flicka, hull number 201.

Photo: Bob Borgilt © 2015

By Bob Borgilt
s/y ESCAPE

I finally got down to Sausalito, California to take pictures of my 1981 Flicka (Hull # 201). The weather was beautiful: mid-70s and not too windy (15- 20 knots), but I had work to do taking pictures. I spent two days shooting over 200 pictures. I'm very pleased with them and hope you are, too. My camera is an Olympus wide-angle zoom, 12 megapixel. I went into great detail, showing all facets of the boats various systems, starting with the exterior from bow to stern. I think that this approach will add interest to your newsletter. The accompanying text will help you interpret the pictures.

The shot of the bow shows the jib haul down line leading to the cockpit, since I never leave the cockpit. All lines lead to it, including the jib hoist, main hoist and haul down line to the cockpit.

I took many photos of the sails, to show how the jiffy reefing lines work from the grommets front and aft on the two reef points to the pulleys going to the mast head, and how these go to the spin lock jam cleats under the dodger. The mast rigging stays have large U-bolts above the chain plates to prevent the Genoa lines from hanging up there. The boat can be sailed with the bimini (or sun shade) up, since the boom control tackle clears it, but I like to sail open cockpit.

You see a line attached to a stanchion or rear pulpit in the cockpit with a carabiner on it; that's my safety line that hooks onto my life vest. Also, that yellow bag on the side of the hull contains a long folding ladder that one can use to get back on the boat if one falls overboard. It's easy for me to single-hand the boat with my Autohelm when I'm busy hauling lines. The small speaker on top of the frame and Plexiglas cover of the engine instrument panel is to hear the radio while in the cockpit.

When I get underway, I tie the bow line to a stanchion near the cockpit, so I can easily tie up when I dock; also, I leave an aft line attached to a cleat to readily tie up.

The engine compartment shots show the large nut aft of the transmission drive shaft that needs to be tightened periodically to press the stuffing box so it doesn't leak.

I exploded all the views of each part of the Flicka to show all aspects of her, especially in the interior cabin shots. This way you can truly see just what the Flicka is: a marvelous little boat that has lots of storage spaces. You see my tool storage area and tool box essentials. The hanging closet contains the battery charger and red battery switch to one or two or both and shore power outlet. I store all my foul weather gear and life vests there for easy access. I removed the quarter berth cushion to have a large storage area for a whisker pole, boat hook, folding cockpit table, etc. I have a



ESCAPE at the docks in Sausalito.
Photo: Bob Borgilt © 2015

small white flotation cushion on top of the water tank to sit on.

With the steps removed, in front of the engine you see a red-orange hose with a brass fitting on its end. It has a shut-off and the red collar end of it is where you attach a fresh water hose to flush out the salt-water in the engine. It works by leaving the salt water intake valve open so the fresh water just shoots out of the intake screen on bottom of the hull as you run the engine. A cap replaces the fitting when done. Warning: do not do this with the intake valve closed!

Deep in the bilge on the bottom you see a white float switch for the electric bilge pump.

The microwave oven is a great asset, and I use it a lot since I live aboard for nine days a month. You see a blue bungee cord that keeps it in place while sailing. I lined my icebox with 1" Styrofoam, including under the lid, to make my ice last longer.

Three blocks of ice will last me nine days. The pale blue water bottle next to the microwave is what I use for all my water needs. Just fill it up next to the water pump faucet.

The Weems and Plath lantern I use as an anchor light, hoisting it up my spreader pulley when I anchor out overnight. I also have a black anchor ball to hoist during the day. You see my Buddha medallion talisman on my compression post, for good luck.

I removed the sofa backrest to have more space and for easy access to the two oval storage compartments that get covered with the two large pillows. It makes the Flicka seem very spacious below. The two shots of the small cushion over the porta-potty is to show where I added oak molding strips, attached with brass screws, to prevent the cushion from falling through the opening over the porta-potty—a real problem without it! Despite sleeping with my head there, I never detect any odor.

The salon doors to below are a huge improvement to the drop boards. The exterior inside shot of the teak cap rail is to show how I restored the broken inside parts (from stepping on them; the teak is too thin.) I used marine epoxy, putty and pre-drilled stainless wire nails of various lengths to repair it. The bronze screens are held in place with clear silicone in the ports. This is a must to keep out mosquitos.

I had them made by Schooner Bay Screens: John Danicic, 4220 Scott Terrace, Edina, MN 55416. The small oval screens were \$20 each; the large ovals were \$36 each. Shipping cost \$11, and the total cost was \$163 for six screens. They are beautifully made and look professional.

I designed the dodger's low profile to extend the Flicka lines and make it look longer and not so chunky. It gives full protection from spray and a full panoramic view from anywhere in the cockpit. The shot of the cockpit lazarette lid is to show the small length of line with a loop in it, used to hold it open instead of your head.

As I said, I used to be a photographers, so I got very artistic with some of the interior shots, using unusual angles to capture various features of the boat and unusual lighting at various times of the day which make for more dramatic pictures.

The photos show the beautiful craftsmanship of Pacific Seacraft: the spacious galley that my girlfriend loves to cook in, the roomy interior of the open floor plan and very comfortable sleeping space, all in 20'.

The wonderful little folding cockpit table is great for eating outside or just lounging about while having a cold Italian "Peroni" beer after a great sail.

I feel very lucky to be the third owner of this Flicka that was left in original condition and taken good care of. After spending over \$6,000 and five years working on it, I wouldn't sell it for \$100,000. It brings me great joy and I love it.



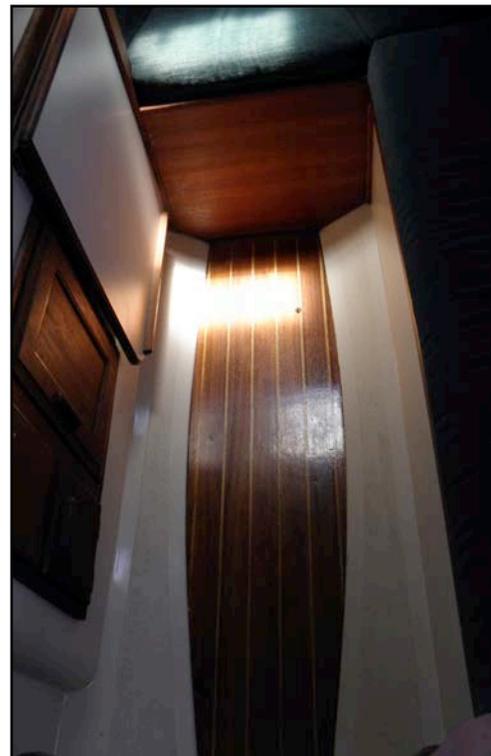
ESCAPE in her slip on San Francisco Bay.
Photo: Bob Borgilt © 2015



ESCAPE sealed up after sailing on the bay.
Photo: Bob Borgilt © 2015



Looking aft from the v-berth of s/y **ESCAPE**.
Photo: Bob Borgilt © 2015



A great looking cabin sole.
Photo: Bob Borgilt © 2015



A bit of extra protection!
Photo: Bob Borgilt © 2015



The table is the same as most other Flickas, The teak panel hides the head.
Photo: Bob Borgilt © 2015



This Flicka has a microwave oven and a single burner stove.
Photo: Bob Borgilt © 2015



The head is under the v-berth filler.
Photo: Bob Borgilt © 2015



A teak panel hides the head from view.
Photo: Bob Borgilt © 2015



The starboard side of the cabin and the electrical panel.
Photo: Bob Borgilt © 2015



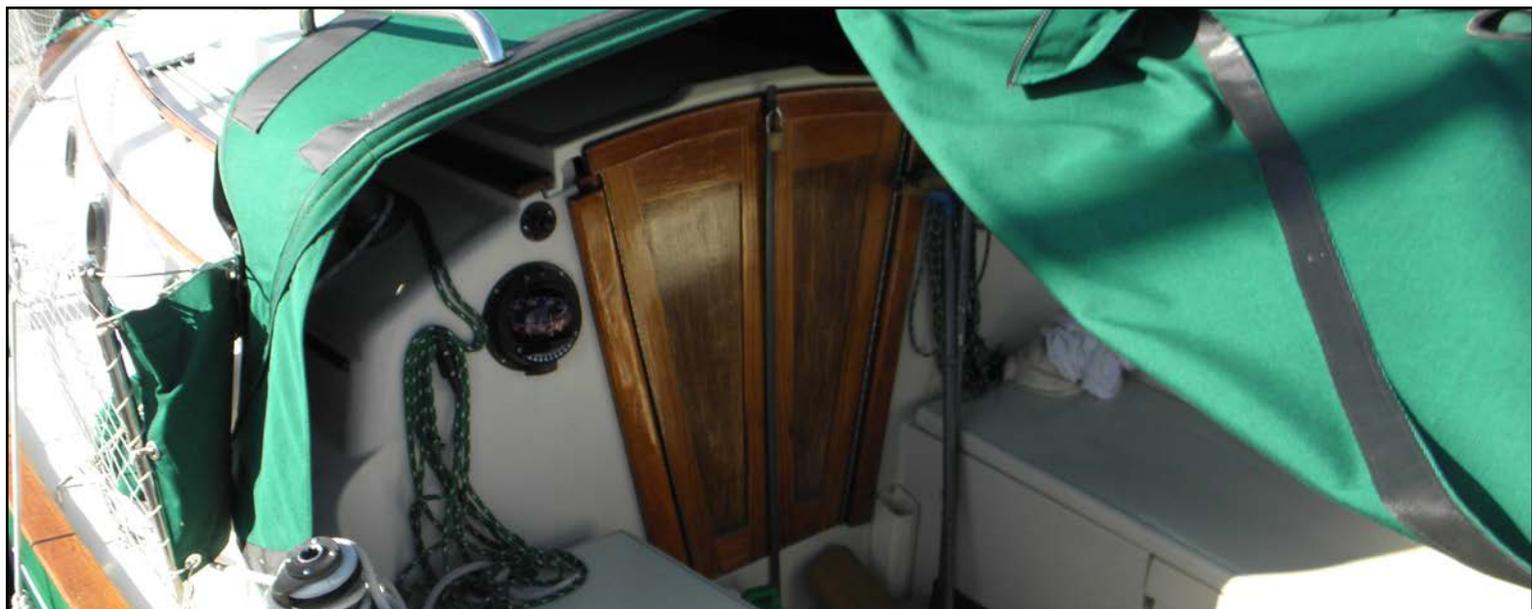
The arch support.
Photo: Bob Borgilt © 2015



Folding companionway doors of s/y **ESCAPE** viewed from the cabin.
Photo: Bob Borgilt © 2015



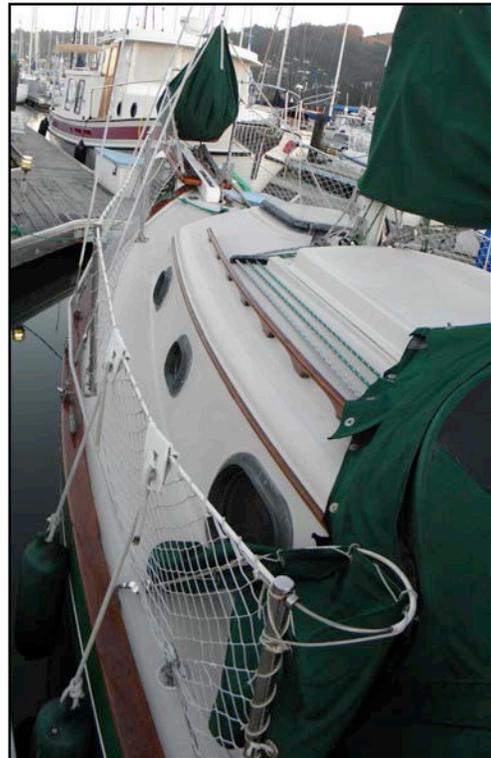
A set of folding doors replace the hatchboards aboard s/y **ESCAPE**.
Photo: Bob Borgilt © 2015



View of the folding doors that are well protected by the dodger and cockpit cover.
Photo: Bob Borgilt © 2015



Cockpit canvas aboard s/y **ESCAPE**.
Photo: Bob Borgilt © 2015



Green Sail covers as well.
Photo: Bob Borgilt © 2015



Rudder cover and cockpit canvas aboard s/y **ESCAPE**.
Photo: Bob Borgilt © 2015



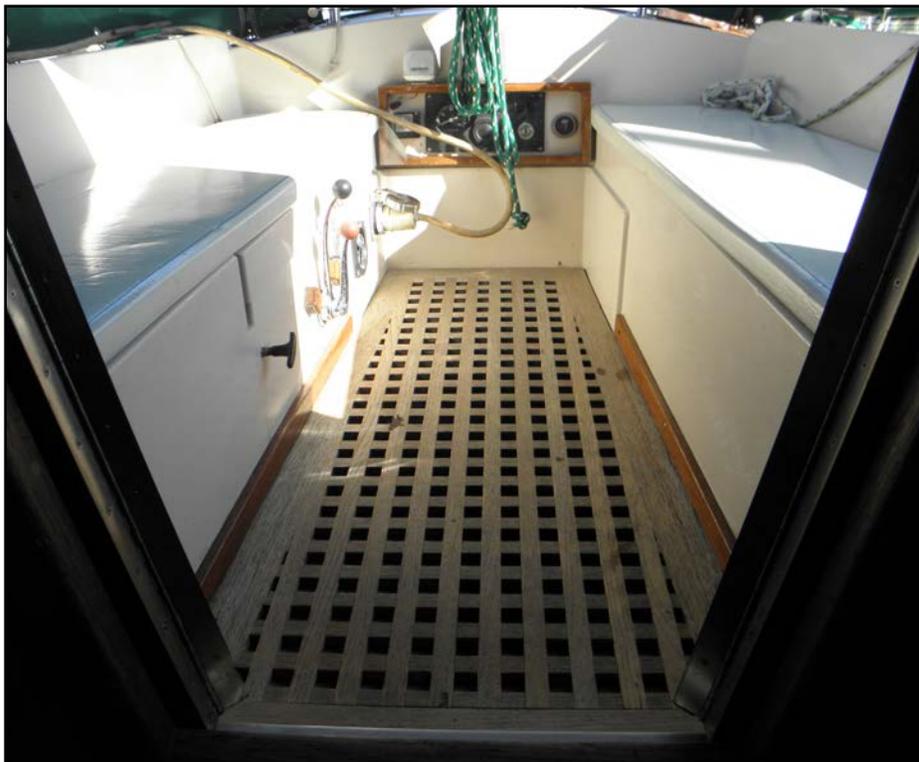
Cockpit canvas aboard s/y **ESCAPE**.
Photo: Bob Borgilt © 2015



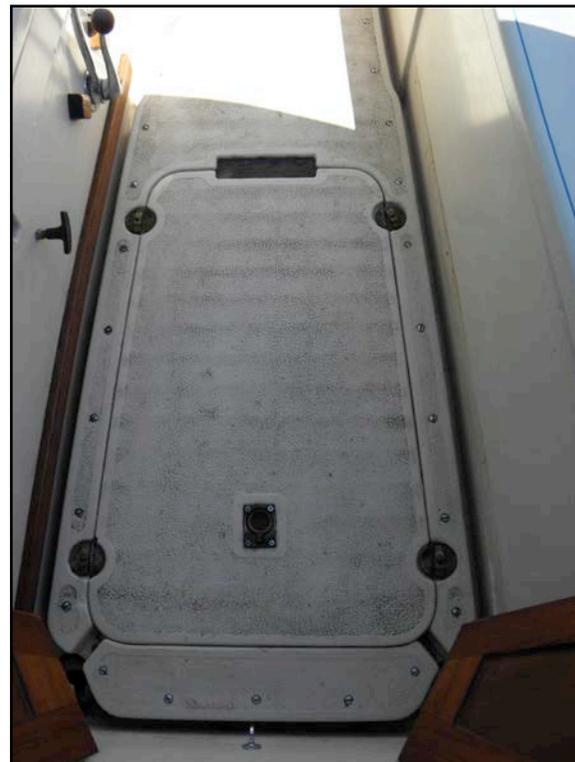
Green hull and green canvas.
Photo: Bob Borgilt © 2015



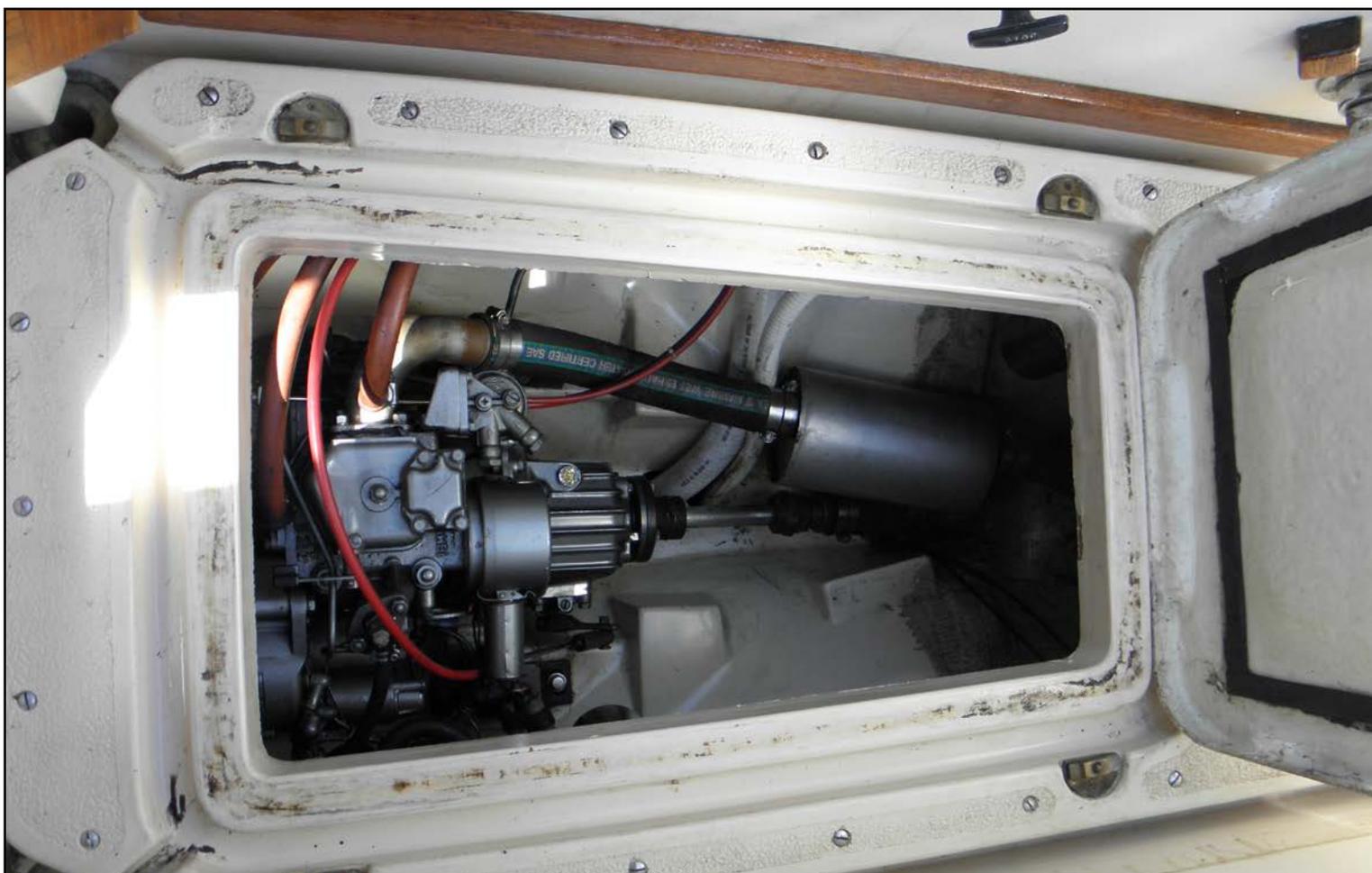
A folding table allows eating in the cockpit of s/y **ESCAPE** under the bimini extension.
Photo: Bob Borgilt © 2015



A teak cockpit floor on s/y **ESCAPE**.
Photo: Bob Borgilt © 2015



The older style cockpit engine hatch.
Photo: Bob Borgilt © 2015



The Yanmar 1GM diesel inboard engine. The hinged cover is a nice feature that is missing on the newer hulls.
Photo: Bob Borgilt © 2015



Lifesling to port, gas grill to starboard.
Photo: Bob Borgilt © 2015



I wonder what is under the tan cover?
Photo: Bob Borgilt © 2015



Engine control panel with a clock (tidal area), hour meter, speaker, and depth finder.
Photo: Bob Borgilt © 2015



Heading out onto the water near the San Francisco Bay Bridge in California.
Photo: Bob Borgilt © 2015



View through the dodger of s/y **ESCAPE**.
Photo: Bob Borgilt © 2015

