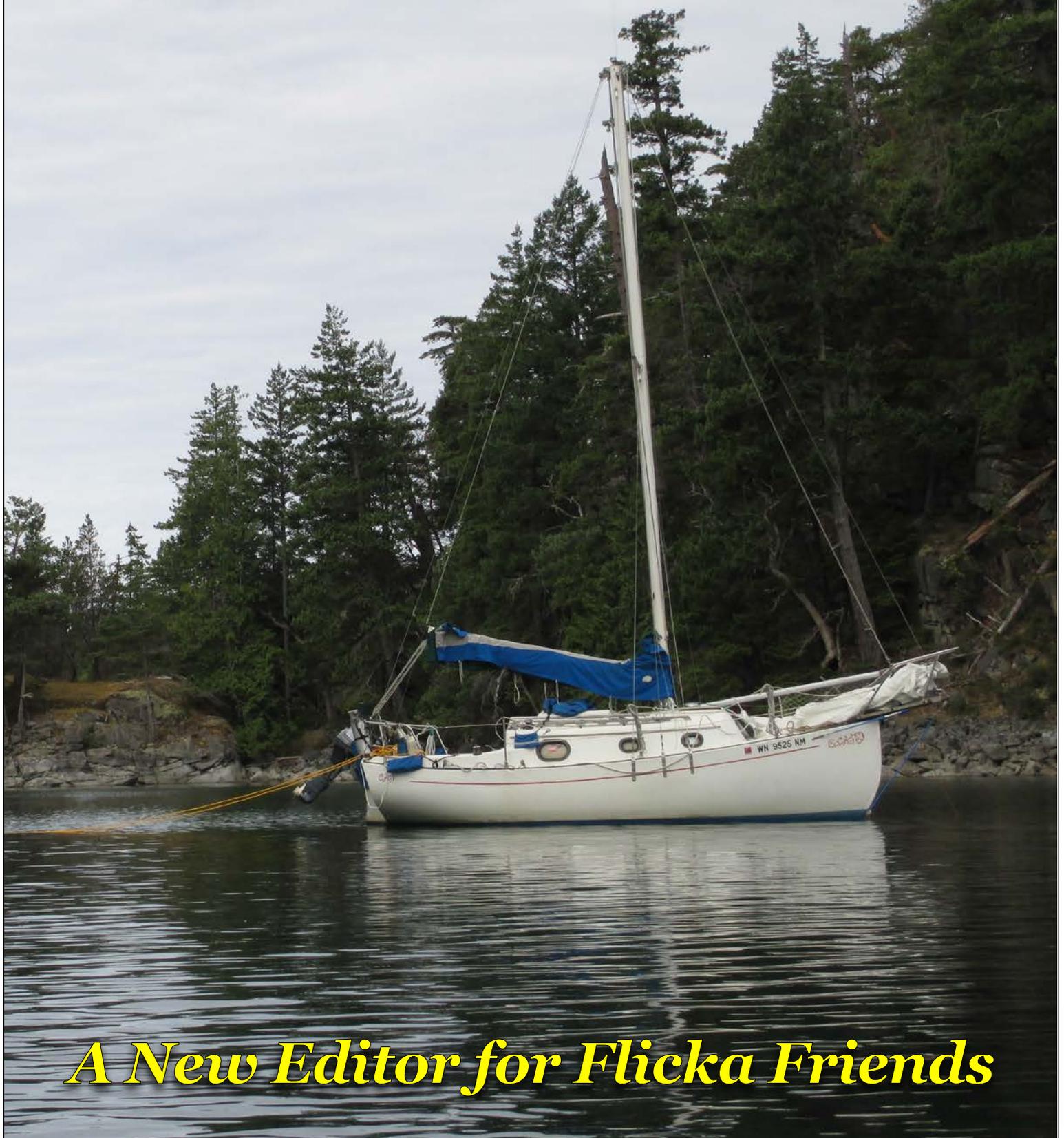


Flicka Friends

February 2016

Issue # 65



A New Editor for Flicka Friends

CONTENTS

Contents 2
 Moving On 2
 A New Editor 2
 About Flicka Friends 3

Flicka Building

Ports, Spars, and Sprit 4
RED RASCAL, Part 11 of 12
 Bob Collier

MOVING ON...

Stories about my trips aboard s/y **BLUE SKIES** will continue to be published in a separate newsletter named **BLUE SKIES**. The link for them is:

<https://syblueskies.wordpress.com>

There are five issues so far and hopefully, I'll be able to continue publishing them for many years. **BLUE SKIES** is a newsletter about the projects and trips about my pacific Seacraft Flicka, hull number 314.

FUTURE ISSUES

Two articles are already planned for the next issue of Flicka Friends:

- Bob Collier's final article about the construction his Flicka: s/y **RED RASCAL**.
- Ian Williams has several articles about his Flicka, s/y **4ELSA** including sailing on Lake Huron and a winter storage system for keeping his Flicka safe through Ontario winters.
- Erik Dokken is preparing an article about the replacement of the rudder on ferrocement Flicka s/y **GOLDFINCH**.

COVER

SAMPAGUITA stern tied to shore in Hardy Island Provincial Park on the Sunshine Coast of British Columbia.
 Photo: Joshua Wheeler © 2016

BACK COVER

BLUE SKIES at the docks on Blakely Island last summer.
 Photo: Tom Davison © 2016

FLICKA FRIENDS ISSUE 65.1
 02/20/2016



A New Editor

Flicka s/y **ISHA** at Friday Harbor sporting a new main.

Photo: Walt Lockhart © 2016

By Tom Davison

While this issue is a bit late, arriving in February should warm the hearts of the frozen sailors in the north and spark some interest in getting their Flicka ready for another summer. Winter isn't close to be over yet, but most of us should have a list of projects, upgrades, or new gear that can be acted on.

This issue is also the last one where I'll be the editor. After many years as the editor of Flicka Friends, I made the decision has been made to look for another person to take over.

Initially, there didn't appear to be any takers of my request for a new editor. That prompted the decision to publish several more issues to complete the Building s/y **RED RASCAL** series from Bob Collier.

Daryl Clark has agreed to take on the newsletter. This is great news because my plans were to end publication after the 66th issue. This means that Flicka Friends will continue to be published.

There is a rudder construction article from Erik Dokken planned for the next issue. The last installment about building s/y **RED RASCAL** will be published as well.

Working on Flicka Friends has been great over the years.

Hopefully, my efforts have been worth reading through the years (decades!). I've really enjoyed the many articles and images provided by a considerable number of Flicka captains and crew members.

My thanks to all of the Flicka captains and crews that took the time over the years to send information, articles, and photos that were so vital in keeping Flicka Friends going.

The quarterly publication will need an article or photo from many of you to keep going. Daryl will need your help to fill the pages of Flicka Friends in the future. Please join the many others who have been published in Flicka Friends.

I'm looking forward to seeing the new issues of this newsletter and reading stories about trips and projects aboard Bruce P. Bingham's fine little yacht.

Fair winds,
 Following Seas, and
 Blue Skies

Tom Davison
 s/y **BLUE SKIES**

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.

Flicka Friends is published on a quarterly basis with regular issues being posted to the internet in March, June, September and December.

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 for the next issue of the newsletter.

Editor: Tom Davison
E-Mail: tom@syblueskies.com

New Editor: Daryl Clark
E-Mail:



Heading toward Rosario in East Sound, Orcas Island, Washington.
Photo: Tom Davison © 2016

Ports, Spars, & Sprit

Building RED RASCAL
Part Eleven of Twelve



The new bronze ports and hand rail in place.

Photo: Bob Collier © 2016

By Bob Collier
s/y RED RASCAL

Ports - My bronze port lights were from NewFound Metals (Newfoundmetals.com) and came with very detailed and pictorial instructions. The also sent the caulking and a special drill to recess the bolts.

The first step is to draw a pattern by tracing around the port light or template, cut it out, and place it on the trunk house sides as a guide for cutting.

If you are putting in replacement port lights, the pattern will indicate the bolt hole placement. Note also the eyebrow trim in place, but the screws haven't been plugged yet.

A key part of the installation is the butyl rope caulking. The first two port lights I caulked just as they recommended, but it was so messy that the final four I reduced the amount of caulking to make it neater and less to clean up.

But with the first rainstorm the first two port lights didn't leak a drop while the other four leaked so much I had to re-caulk them. Lesson learned, follow directions!

Handrails - These are pretty easy. Each rail was cut from a single board of Padauk. You just draw a pattern, either on a sheet of paper or directly onto the wood. I looked at several handrails including Flickas and settled on this form with seven supporting posts. Note the nice straight grain on the handrail wood.

Cut the rails out with a band saw or saber saw, round the edges with a router, sand, and varnish them. The rails are then bolted to the cabin roof from the inside. The bolt heads are recessed and plugged. The trick in locating the bolt holes is to determine the fore and aft position where you would like the rail to sit. Then drill the first one in the roof and pre-drill part of the bolt's length into the rail post.

Bolt this first post in place (from the inside) and then mark the other six posts' on the roof. Now remove that first bolt to provide room to drill the other six bolts similarly to the first one.

SPARS - On my boat, a gaff-rigged cutter, this amounted to four: mast, main boom, gaff boom, and club boom for the staysail. I tackled the job of making the mast first. The spars are of spruce. I looked at the traditional wood for

spars, Sitka spruce, but it was not only scarce but the Sitka spruce I did find was of poor quality and minimal quantity.

I did find excellent spruce, primarily from Oregon, with good straight grain. I could not find any 25' lengths that weren't warped, so I got several 2" x 4" x 12' and 2" x 4" x 14' and scarfed them.

The mast consisted of a four-sided box-like structure 23 feet long, 5" in diameter. The scarfing was performed the same way as was done for the planking. No two scarfed joints were opposite each other. In order to hold them tightly together until the glue dried (Tite Bond, water resistant), the scarfed portions of the mast were clamped and temporarily screwed together.

PHOTO shows the center part with the scarfed boards, with additional boards alongside (temporarily in place) to provide lateral pressure on the glued boards for alignment.

Once I had constructed the 4 sides of the mast, I glued 3 of the sides permanently together. I laid in fiberglass/epoxy to cover the 3 insides, with a flap for the fourth side when it is closed



Measure twice, drill and cut once!
 Photo: Bob Collier © 2016



A special drill bit cuts the holes and creates the recess as well.
 Photo: Bob Collier © 2016

in---this will add great strength to the mast, acting as an internal splint.

Then laid 3 cables inside the length of the mast (you can see 2 of the cables hanging out the end of the mast). These are for the radio antenna, the mast head light, and an extra one in case I would need it in the future (such as for radar). Once this was done, the fiberglass flap was epoxied and attached to the other side (inside) of the mast. Then the final side of the mast was closed up and glued together. When this all dried, the tedious sanding began to change the mast from square to round.

Sanding - Hours and hours of sanding and more sanding of the mast to finally achieve a smooth rounded mast. This also involved measuring each section of the mast as I sanded to be sure all areas were being sanded equally, as well as a slight taper to the upper portion of the mast.

In the photo, the unfinished gaff boom is alongside the mast. In the background is the "first" main boom. After I completed it, it began to warp in a few weeks. I tried to correct the warp by soaking it and placing a heavy battery on it as you see in the photo. But even after a several weeks, the warped area remained.

So, I built a second main boom and this one remained straight and true. All the spars were given four coats of varnish. The mast, which was hung from the garage ceiling and given nine coats of varnish. I felt that I could easily re-varnish all the other spars when needed, but the mast would be the most difficult to do and might get neglected. Later on I did figure out a way to re-varnish the mast without un-stepping it.

Bowsprit - I've skipped over some parts in this build due either possible boredom on the reader's part, obvious simplicity of construction, or too much time spent on one subject (the main reason). But, there have been several emails inquiring about bowsprit construction, so I decided to include this topic.

First off, there are many different ways to make a bowsprit and mine is just one of those. OK, the first thing was to get two long and straight-grained Douglas Fir, 2 x 6's. These two boards were cut down to 4 1/2" wide and 1 1/2" thick (the "2 x" as sold is already 1 1/2" thick). These were glued and clamped together and then the forward five inches were cut with a band saw to a rough round tip. The forward four inches were then rounded with a belt sander with a slight

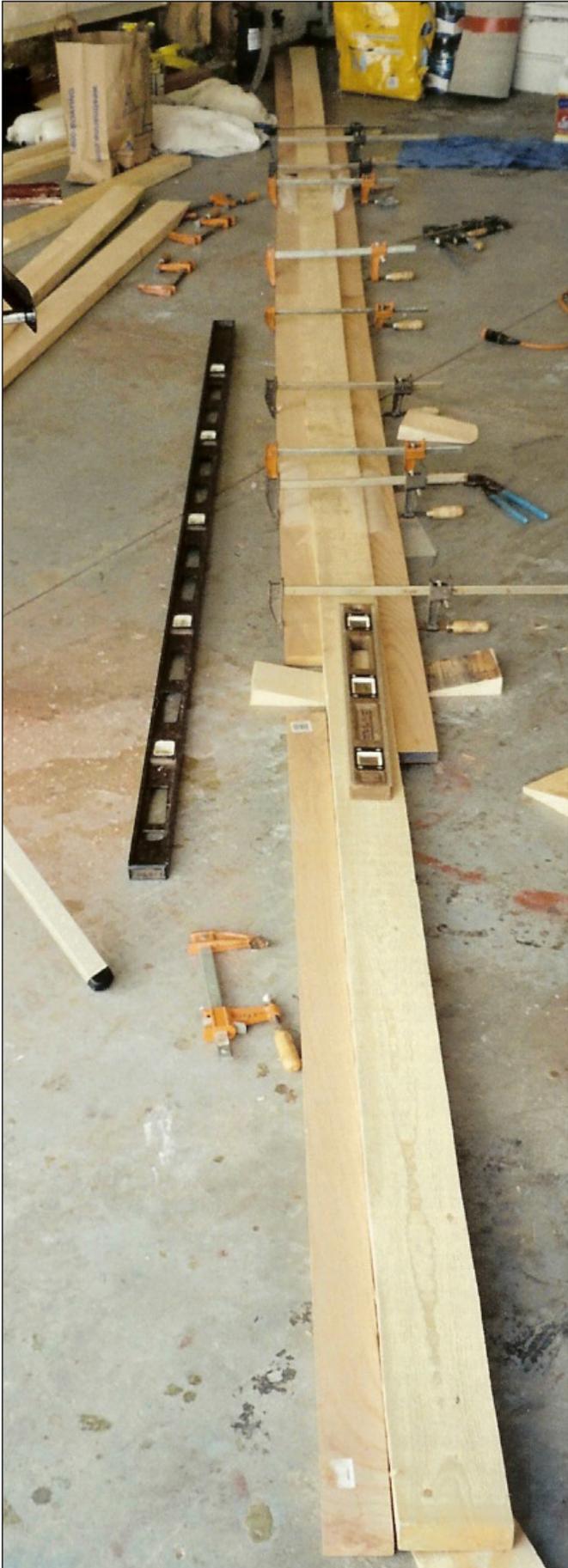
Continued on Page 8



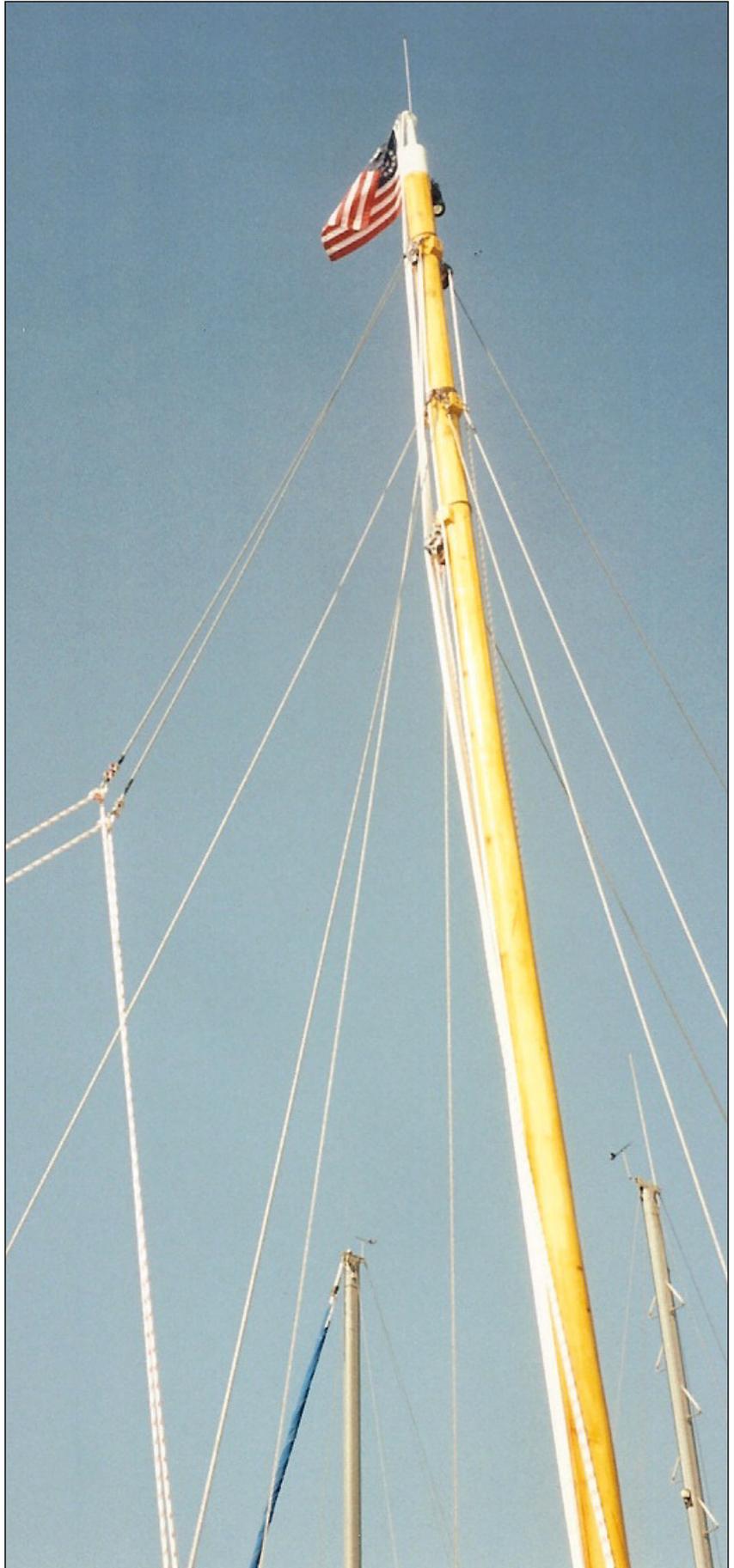
Three Newfound Metals port lights in place on the port side of s/y **RED RASCAL**.
Photo: Bob Collier © 2016



The most required seemingly countless hours of sanding before reaching the desired shape.
Photo: Bob Collier © 2016



Scarfing the mast sections.
Photo: Bob Collier © 2016



The completed mast in place on s/y **RED RASCAL**.
Photo: Bob Collier © 2016

Continued on Page 5

bevel where the front four inches joins the rest of the bowsprit at five inches from the front. This beveling means that the crane iron can be placed over the tip and firmly hammered securely in place.

The dotted lines shown in the diagram indicate the location of three threaded rods. They were obtained from a local builders' supply. Drill the holes for the rods into each half of the platform and bowsprit before joining the three parts. Dry fit the threaded rod and cut to a flush length. Then glue and clamp the platform to the 'sprit. Also recess and tighten the nuts on the rods. Now the overall length of the 'sprit measured 77" with 20" on deck, so 57" projects beyond the stem. The aft base was rounded over (bull nosed) with a band saw and sander.

A test fit of the sprit to this point showed that it would sit too low and near horizontal. So I cut a wedge 2" thick and 18" long that was glued to the bottom of the 'sprit and this gave it a proper lift. The American 'sprit's angle follows the sheer, while in England it is usually parallel to the water.

The platform was made in two pieces. The port side one had four cutouts, each 16" long and 1" wide with a 3 1/2" separation between the fore and aft cutouts. On the starboard side, there are two 16" cutouts and two 6 1/2" cutouts with a 3 x 6 1/2" rectangular opening for an anchor shank. Each platform is 6 1/2" wide, two of them plus the 4 1/2" wide 'sprit means a total 17 1/2" wide platform.

The diagram, although foreshortened, illustrates the bowsprit. The bowsprit is anchored to the bow by eight bolts at the base of the sprit. They go through the deck and breast hook and are bolted in the anchor locker. Since the bobstay counteracts traction by the fore-stays, you wouldn't need that many bolts. This set-up has worked for me.

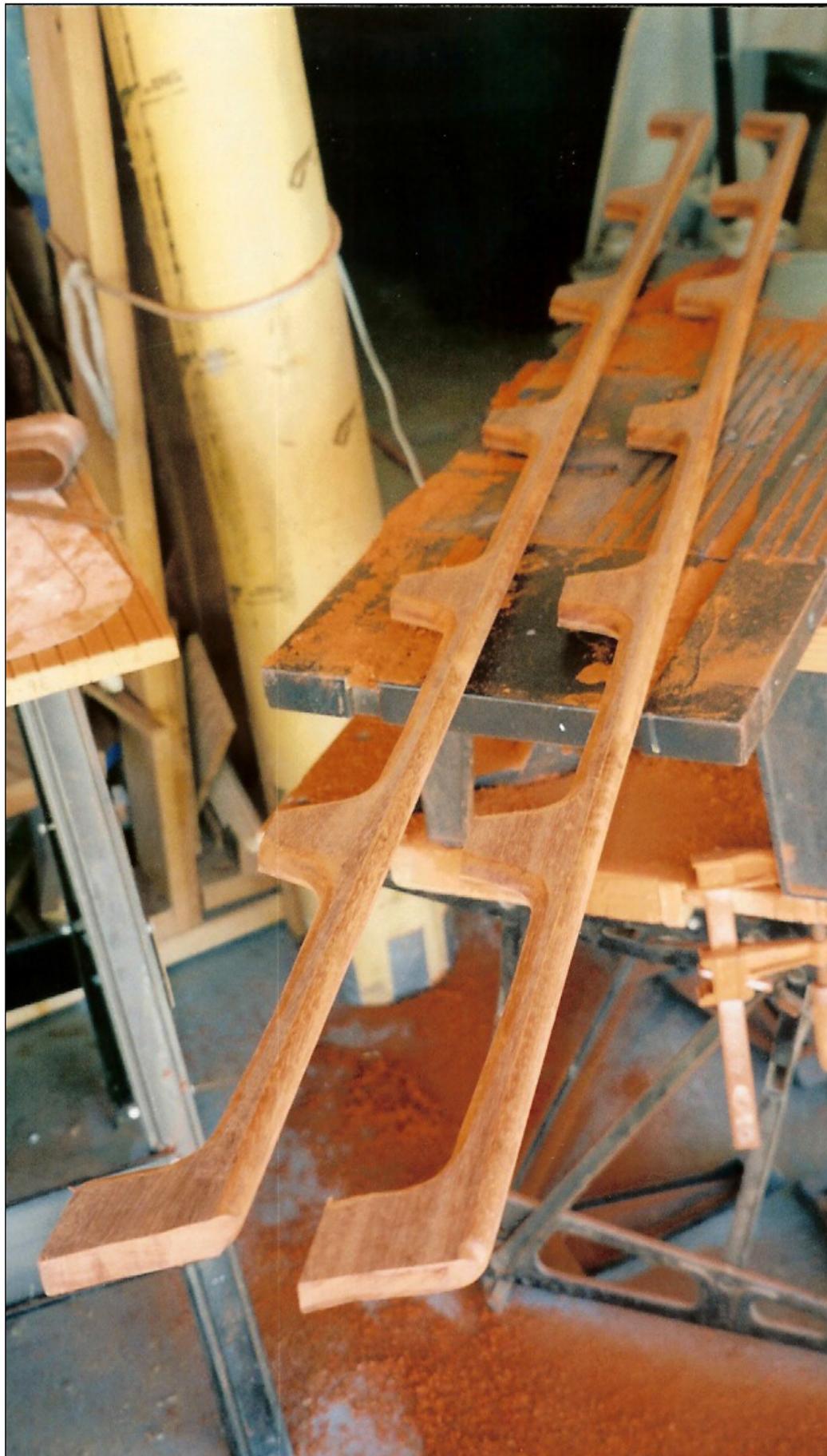
These photos of the bowsprit were taken some seven years after building it. You can see some aging of the platform, but all aspects considered, I have been very pleased with the construction and durability of this method.

For a hint as to the next CHAPTER, you need to consult your Little Orphan Annie Decoder Ring! Carefully turn the dials to reveal the coded words:

F-I-N-A-L-C-H-A-P-T-E-R

Finally finished!!! Now to get this boat out of the garage, not an easy task, and launched!

"Bob the Builder"---s/v Red Rascal



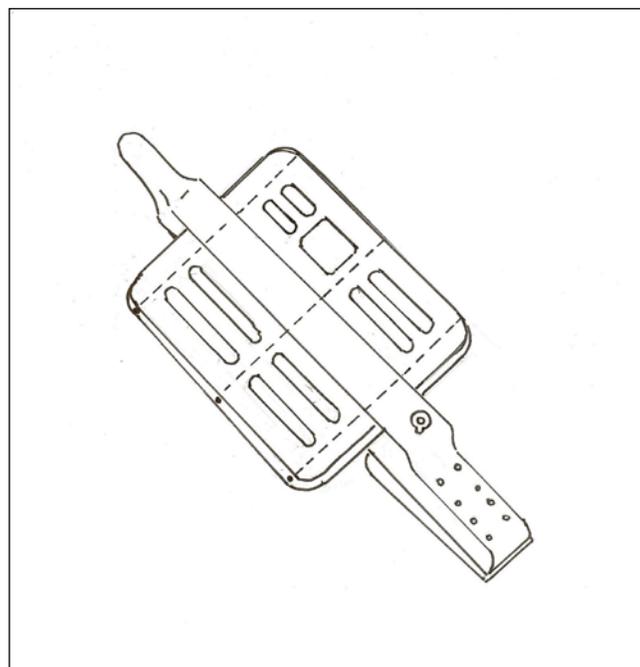
Two grab rails for s/y **RED RASCAL**.
Photo: Bob Collier © 2016



The bow and bow sprit of s/y **RED RASCAL**.
Photo: Bob Collier © 2016



The completed bowsprit of s/y **RED RASCAL**.
Photo: Bob Collier © 2016



The dashes show the placement of the bolts.
Photo: Bob Collier © 2016

