



# Flicka Friends



Summer 1996 Vol. 2 # 1

## A Flicka Friend visits the PSC factory

by Bill Strop

### The plant is modern, clean and efficient

Fulfilling a personal dream, I arranged to visit Pacific Seacraft's Fullerton, California plant in February of this year.

Customer service manager, Robin Bradshaw, met me at the front office. He turned out to be a charming and very knowledgeable Brit. Robin has had his own career in sailing, knows the boat intimately, and is a most willing, enthusiastic and helpful resource for *Flicka* owners and prospective converts.

He gave me the grand tour of the facility.

To us *Flicka* cultists, there is an ambiance - a mystique unique to our craft which inspires in us a love, trust

**...it is costlier to finish out the hull than it is to produce it...**

and confidence close to idol worship. I had had some misgivings about whether the visit - seeing a *Flicka* born - might diminish this bright image. I needn't have worried

The plant is modern, clean and efficient. Operated in a near surgical amphitheater



Pictured above is hull # 429 in its final stages of construction.

environment. Nothing is strewn about. Everything is purposeful, precise and immaculate. I was impressed by the fact that there appeared to be no wasted motion, in fact, very little movement at all. Everything was done in a quiet, unhurried, methodical way. Half a dozen fine joinery carpenters were at work scribing and fitting, plugging and burnishing exquisite "book matched" teak interiors on hulls ranging from a Dana to the new forty-footer. Precise fit and finish was lavished on all these boats, whatever their size. Much of the joinery could only be noticed by subtle color changes. Nowhere was a saw-kerf visible into which a playing card could be wedged.

I found hull #429 in the final fit-out pre-delivery stage. All teak and

bronze, warm and "homey", bronze sheet winches, twin bronze Herreshoff anchor cleats on the foredeck, proprietary bronze staghorn cleats aft and amidships, jaunty teak rubstrakes. I liked the bronze cleats so much that I ordered and fitted six to my boat, *Baby Grand*. The Pacific Seacraft bronze nameplates were stunning. I ordered a pair of these to serve as step-plates for my teak coaming tops. The bronze prices were surprisingly reasonable.

Since hull # 263 or thereabouts, the factory has picked up on and implemented *Practical Sailor's* suggestion by employing a seat height bridge deck. That has, of course, steepened the angle of attack for the removable companionway stairs, but the  
**see page 3**

**Send more stuff**

**As mentioned in the last issue this publication is in need of articles and photos for upcoming issues. Please take a few minutes to write about your experiences with the boats. Recipes and cooking experiences would be good. Anchoring experiences, heavy weather, light air sailing, dinghy ideas, gear failures, pointing problems, others.**



## Hot News

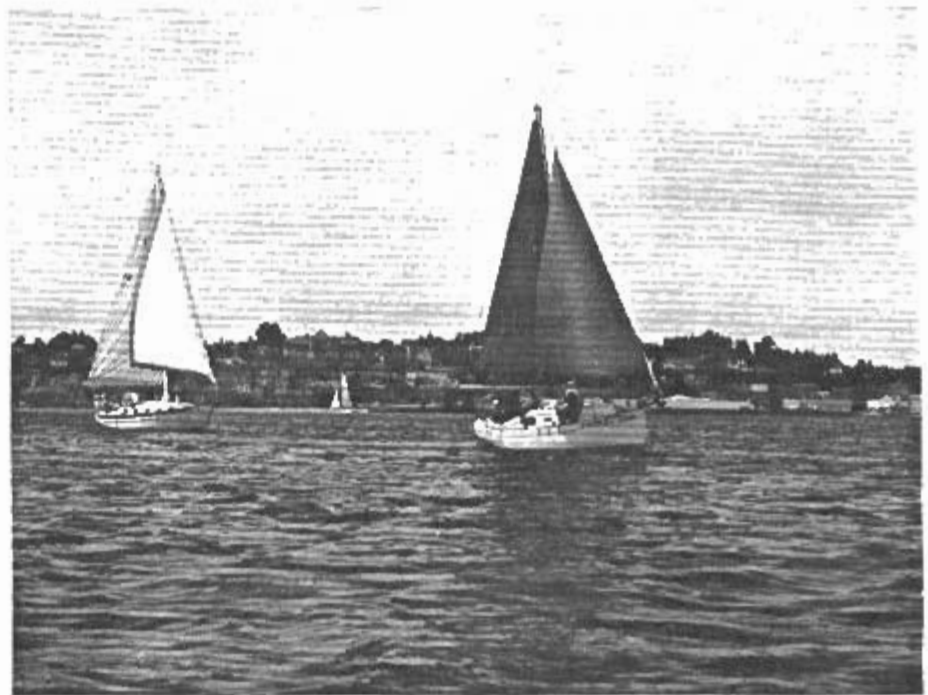
# We are now eight-five strong & growing

From Tom McCabe, South  
Portland, Maine

I have Flicka #42. It started life, as I understand, as PSC's only brown topsides with almond trim colored boat. It now sports an Awlgrip finish that reversed its colors. (Ed's note: There was another one, Hull #86 sailed by your editor's son in Washington. The hull is now white.) After having lived with the brown finish for four years, I understand why PSC made only one. It was impossible to keep any luster on it after exhaustive efforts. She is now beautiful. I wish I had refinished her years ago.

We call our boat, *Dream Catcher* for many reasons, not the least of which is the number of lines hung from the mast. We have roller furling for our 110 jenny, a second masthead halyard for a flying drifter which can be used with the jenny as twin headsails for downwind sailing in gentle wind conditions and a third 7/8 halyard set up for the flying staysail. When you combine these foresail halyards with the topping life, main halyard, lazyjacks and all the sheets, it looks like a rope factory and reminded us of an American Indian artifact called a "dream catcher", hence the name.

## Rendezvous held in Port Townsend, WA at the end of June



Led by *Flicka* hull # 10, a fleet of Pacific Seacraft and Ericson yachts crossed the starting line near the Boat Haven at Port Townsend, Washington at 1400 hrs. on Saturday June 29th. By any standards the day was gorgeous. Brilliant blue skies, a modest breeze, snow capped mountains in the distance, almost no seas running and a temperature in the low 70's. By weather standards in the Pacific Northwest the day was a gift from King Neptune himself.

The race for both Ericsons and Pacific Seacrafts had a staggered start with the smaller boats off first. The organizers of the rendezvous, Seacraft Yacht Sales in Seattle, called the race, the Pacific Seacraft Challenge / Ericson No Problem Race. It proved to be more of a contest than the name implied. Gary Kreis, the organizer of the Northwest Pacific Seacraft Owners Association and owner of *Flicka* hull # 10 *Passages* was in front at the start and nearing the second mark. He wound up taking first in his division.

In all there were four Flickas that attended the rendezvous,

## Thoughts from your editor Dennis Pratt

As much as this newsletter is devoted to the boats, it is the people involved that make it possible and also make it come alive. Bruce Bingham may have had many of us in mind when he designed the boat. This publication needs pictures of the people who sail the Flickas (close-up photos would be great) and stories about the people and their personal outlooks on life, the world and the water. Please send personal stories and pictures as soon as possible. I would like the next issue to be filled with as much friendly personal information as possible. Then, when we all get together for our gala rendezvous we will already feel as if we know each other. No date has yet been set for the rendezvous, and I need some help to pull it off.

## factory from page one

removable steps also permit easy front service entry to the diesel tucked into the bilge which, together with marvelous top access through a removable gasketed cockpit floor cover, would make tinkering with and servicing the engine a true joy in most any weather.

Teak fiddled coaming boxes are provided port and starboard. Diesel controls are centered beneath the tiller. All instrumentation is B&G. I was particularly impressed with the fitting of the stormshield for the sliding hatchcover and the overall visual impact of all bronze ports, fittings, anchor well cover and waterfill cover.

*Practical Sailor's* February, 1982 review of the *Flicka* questioned the cabin roof stepping of the mast tabernacle in a compression arch structure. Since my boat (hull # 79) did not feature a mast compression step, (Ed's note: my boat, hull # 75 does have the compression post) I inquired about whether actual problems have been encountered with this design, noting that hull # 429 incorporated such a member port of center line integrated into the icebox bulkhead. I was told that to the factory's knowledge, no *Flicka* mast arch has ever failed under press of sail. Care needs to be taken to prevent water intrusion through the tabernacle deck bolt holes, resulting in "punkiness". This fall I plan to pull and re-bed those bolts as a precaution.

It was a great treat to see this little craft nestled among her larger sisters. She maintains, in fact extends, the spirited individuality of our craft, yet probably faces a very limited market. I am told it is costlier to finish out the hull than it is to produce it. It is likely to remain a "big ticket" item.

Yet, as I left, having enjoyed half a day with Robin, there was another old gentleman waiting to inspect the *Flicka*, and I swear to God he was a dead ringer for Joshua Slocum.

## Letters... we get letters

Dear Flicka Friends,

I own hull # 163, a gaff rigged Flicka, black hull, tanbark sails, lots of teak finished bright. She's a great boat (named *Synthesis*). We have had her since '89. Previous owner was Bill Allen, Bloomington, Indiana.

We keep *Synthesis* on a small lake (Moraine State Park) north of Pittsburg, PA and trail her to other sailing locations - Georgian Bay in '92, Florida- sailed the Abacos, Bahamas in '94, and the Chesapeake almost every year.

On a recent trip to California, Steve Fisher invited me to sail San Francisco Bay on his gaff Flicka, and it was from him that I learned of your newsletter. Perhaps I will try to write something for you later on.

Fair winds,  
George Purifoy  
Pittsburg, PA

### Hull #359 on the Susquehanna



Dear Flicka Friends,

The enclosed photo of hull # 359 was taken extemporaneously (unknown to me at the time) by a fellow sailor and member of the Susquehanna Yacht Club of Long Level. The body of water is the Susquehanna River dividing York County from Lancaster County, Pennsylvania. The Susquehanna is the main tributary to the Chesapeake Bay, but we are separated therefrom by three electric power dams. Safe Harbor, Holtwood and Conowingo Dams.

I trail my boat to the Bay for two weeks during the early summer each year, and love it. She's a real standout everywhere I go. During the winter, I store her on the trailer under a tarp in the yard of my home in a residential development. My neighbors love it.

I am seventy-seven years old and have been sailing my own boats since 1953, mostly competitively locally and in regattas, Comets, Flying Dutchmen, Lightnings, Columbia 24's (Contenders), and now a Flicka!

I could sell her in a minute, but NO. I've got a son, five grandchildren and three greats so far. All have been or are being schooled in sailing, and this little ship is not leaving the family - EVER!

Thanks for introducing *Flicka Friends* to our sailing world. I look forward to receiving each new issue. So does my family, scattered as they are from here to Baltimore, to Greenville, NC, and Columbia, SC.

Yours truly,  
Wilson Oldhouser, PTC  
Prime Time Captain

Please add my name to those Flicka owners and those who are interested in the boat. Your name will not be given to any other publication at any time. This publication is not for profit. Any fees collected will be used to produce and distribute the newsletter *Flicka Friends* is now in the black. There is enough to publish for another year, no color. Send \$10.00 to start a subscription. Thank you all very much. "Flicka Friends" Copyright 1996. Copyright 1996 by Dennis Pratt. All rights reserved, except for material that may have a prior copyright used here by permission.

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Do you own a Flicka \_\_\_\_\_ Hull # \_\_\_\_\_ Boat name \_\_\_\_\_

Telephone (Optional) \_\_\_\_\_

Make a \$10.00 check payable to Flicka Friends or Dennis Pratt and send to the address on the bottom of this page. 847-299-5744 or 847-299-5911



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