

Design Lines

Bingham's 'Flicka' Offered in glass by Pacific Seacraft

A Bruce Bingham design for Pacific Seacraft the *Flicka* has the look of the Rhode Island lobster boats which marks its heritage. Although the boat is rugged, it has easy handling and good speed.

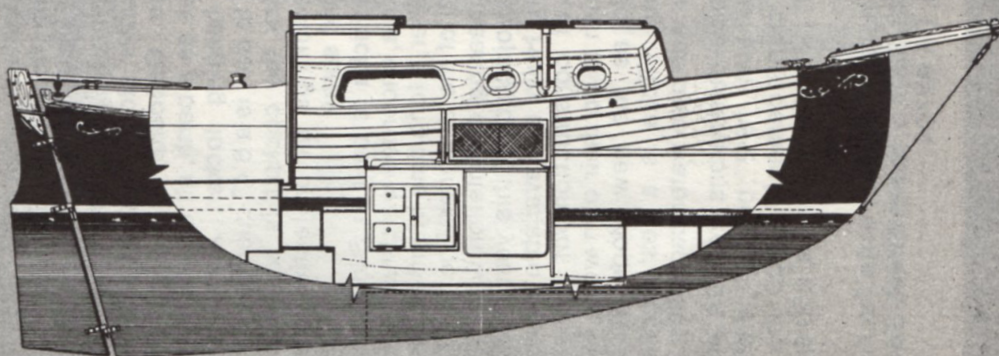
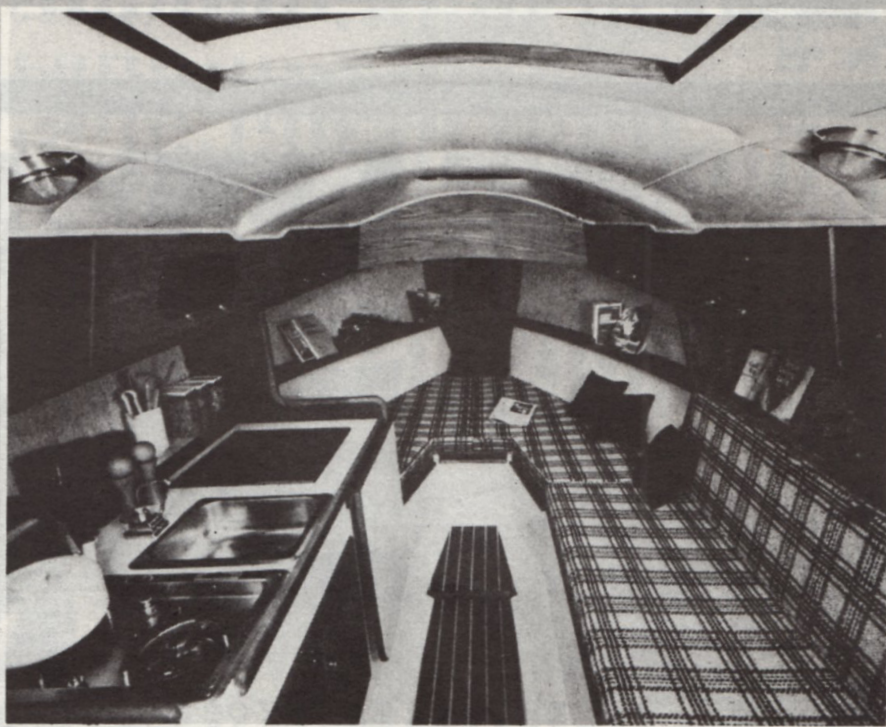
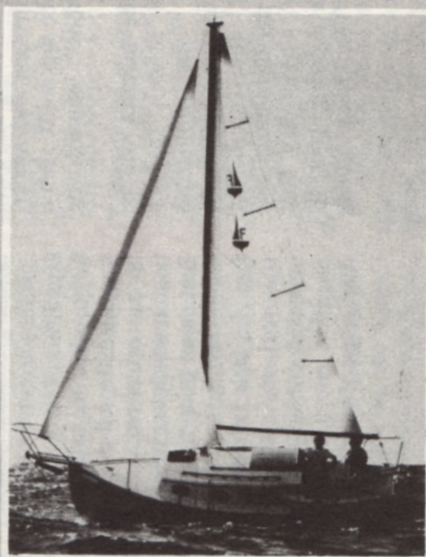
Proper mast placement and a long keel make her weatherly and responsive in light airs. Good directional stability allows her to self-steer by the wind on any point forward of the beam without the benefit of a vane.

Flicka has a cruising boat's heavy scantlings. The hull is over 5/8" fiberglass below the waterline while the deck to hull joint is thru-bolted with a double-sealed flange. The additional strength created by a unitized hull and liner construction and heavy rigging and spars qualify her for extended offshore work.

The cabin allows full 6'0" standing headroom. Forward is a big 6'4" double V-berth. The galley is amidships to port with room for a 2 burner stove, sink, icebox and storage. Opposite a 6'4" settee doubles as a berth, aft of which is a large hanging locker. Aft of the galley to port is a comfortable 6'4" quarter berth. On deck the cockpit is snug with high coamings for protection from wind and spray. A graceful sheer compliments her traditional looks.

Hulls are available in any stage of construction for owners who wish to do their own work.

For more information write: Pacific Seacraft, 3301 S. Susan Street, Dept. ABI, Santa Ana, CA. 92704 (714) 751-1343.



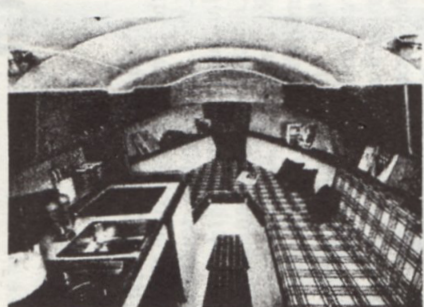
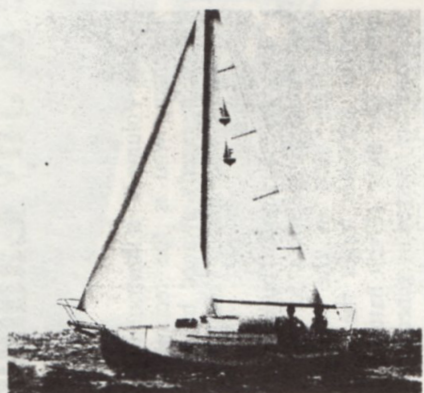
Specifications Flicka

LOA	24'
LOD	20'
LWL	18'2"
Beam	8'
Draft	3'3"
Displacement	4,500 lbs.
Sail Area	250 sq. ft.
Sail Area Gaff	288 sq. ft.

DOWN THE WAYS

Bruce Bingham designed **Flicka** a few years ago but she was not put into full production at that time. Now Pacific Seacraft, builder of other traditional boats in fiberglass, offers her in all stages of completion from bare hull to finished boat. They call her "the new Model A" because she "makes long distance cruising possible for everyone."

This stout looking 20-footer is really like a larger boat with shortened ends.



She features 6'1" headroom and comfortable accommodations for four with a quarter berth, a settee and a double V-berth forward. Room is available for a full galley, and a head can be placed in the V-berth cutout. A molded interior liner is used for strength and low maintenance.

The standard Marconi rig is quite large and well stayed. A gaff rig, with jib and boomed staysail, is also available.

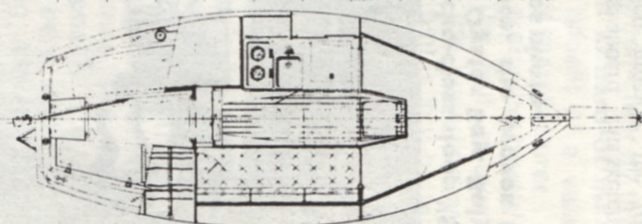
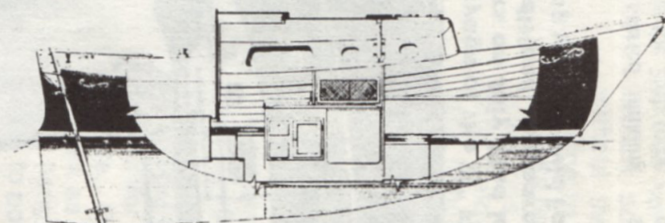
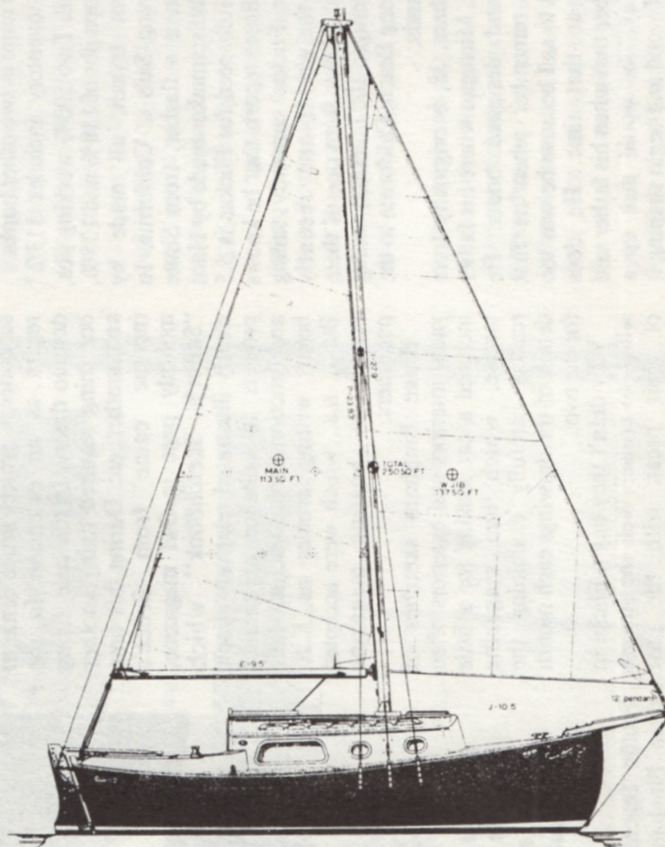
Perhaps a bit overbuilt, the fiberglass hull is $\frac{3}{8}$ " thick at the sheer, over $\frac{5}{8}$ " below the waterline and over $\frac{3}{4}$ " at the keel. Plywood core is used in the side decks and foredeck with end grain balsa in the cabin top. The hull/deck joint is bedded in polyurethane and thru-bolted with stainless steel bolts through the aluminum toerail.

For more information write Pacific Seacraft, 3301 S. Susan St., Santa Ana, CA 92704. (714) 751-1343.

CALIFORNIA SAILING CENTER
2912 WEST COAST HIGHWAY
NEWPORT BEACH, CALIF. 92663
(714) 642-7712

FLICKA

LOA	24'0" (7.32 m)
LOD	20'0" (6.10 m)
LWL	18'2" (5.54 m)
Beam	8'0" (2.44 m)
Draft	3'3" (0.99 m)
Sail Area	250 sq. ft. (23.23 sq. m)
Hull	Fiberglass
Spars	Aluminum
Ballast	1,750 lbs. (794 kg)
Displacement	4,500 lbs. (2041 kg)
Berths	4
Designer	Bruce Bingham



Yacht Designer's Pride & Joy Launched

By David Fales

If you had all the knowledge of sailing boats that noted yacht designer Bruce Bingham has, what would you be sailing? We found out at christening ceremonies held July 22nd in Bingham's current home port of Oyster Bay. Launched at 1:30 a.m., rigged and finished off 12 hours later, Bruce's sloop was christened "Sabrina" as his lady Kate Burke adeptly broke the traditional bottle of champagne on the bow sprit.

"Sabrina" is a production boat of traditional lines designed by Bruce Bingham in 1971 and is known as a Flicka. The Flicka design became widely known in a series of articles done for Rudder magazine circa 1972 which gave instructions for home building this craft with a ferroconcrete hull, sometimes called resin-and-rock construction. Sabrina, however, is the 25th Flicka to be built by Pacific Seacraft of Santa Ana, California and is a fiberglass hull displacing about 5,500 pounds. Her beam is 8 feet, length on the waterline of 18'2" and boasts 6'1" headroom in the surprisingly spacious cabin. Teak joiner work, expertly finished off, is to be seen everywhere from extensive exterior trim to all the cabin construction which could sensibly be made of the rich looking, low maintenance wood. The sail area of 254'2" is counterbalanced by the full keel extending 3'3" below water line, a ballast of 2,000 pounds.

While a stock Flicka with the most common options has much in common with Bruce's new boat, one sees everywhere the extra touches of this designer's ideas of his personal desires for the superlative in function and appearance. Every cubic foot of

Yacht, Volume II" is illustrated by Bingham, who is the technical editor, is eagerly awaited by the thousands who made Volume I such a success.

Build into the forward bulkhead, one finds special racks for tape cartridges used in the stereo system. Let's not forget the t.v. either. The three 12 volt batteries on board are charged by generator which can be towed while under sail or work off a small windmill as well.

Adjoined v-berths offer lots of sleeping room for two, with room for two more in two other bunks.

Sail inventory includes 113'2" mainsail. Two 100% working jibs, two genoa jibs of 110% and 135%, a storm trysail, all made by Armstrong Sails of California. In addition is a flasher, from Shore Sails, and spinnaker made by Hard Sails. Hull speed for Flickas is 5.5 knots. Bruce reports that he knows of four Flickas currently sailing round-the-world, and recently received a letter from one of them who averaged 100 miles/day sailing from Long Beach, California to the Fiji Islands.

Bingham, 38, is originally from Detroit, Michigan where his father built and designed boats. He cannot remember when he first learned to sail because he was too young at that time. He does remember that when his father said "Go play," he would pick up a hunk of wood and begin shaping it on the band saw, to become the shape of a boat. He poured over his father's collection of books of boat design and building techniques, and was very impressed at age 11 to meet the author of "Boat Building," Mr. Howard Chappell. Chappell has written 13 books

Katie and Bruce could not find the boat they wanted on the West Coast. So they flew to Maine in January and found "At Last," a 36 Gloucester Fisherman Schooner. Returning to California only long enough to pack a small truck with their new dinghy and few remaining possessions, they trucked across the U.S. to reside in the schooner.

For a year they cruised New England waters, lingered in different ports and came to love this part of the country. They worked long hours fixing up the schooner, a project Bruce came to regard as an extension of the domino theory. In this case, fixing one thing required fixing another and another, etc. During this time income came from Bruce's monthly page in Sail magazine, "Sailor's Sketchbook" which clearly illustrated relatively simple projects to enhance appearance and function aboard yachts. Katie began writing articles as K.A. Burke, n.a., which were accepted readily by boating magazine publishers.

Bruce Bingham sketches of yacht interiors and exteriors often included a cat looking for a little mouse, which had magazine readers carefully examining the details of the drawings each month for the two.

Why didn't they buy a Flicka in which to cruise? Well the success of their break with the past depended on acting quickly on impulse, precluding the lengthy time involved in building a boat. And at that time, all Flickas were home built; built from plans purchased from Bingham.

It wasn't until this year when

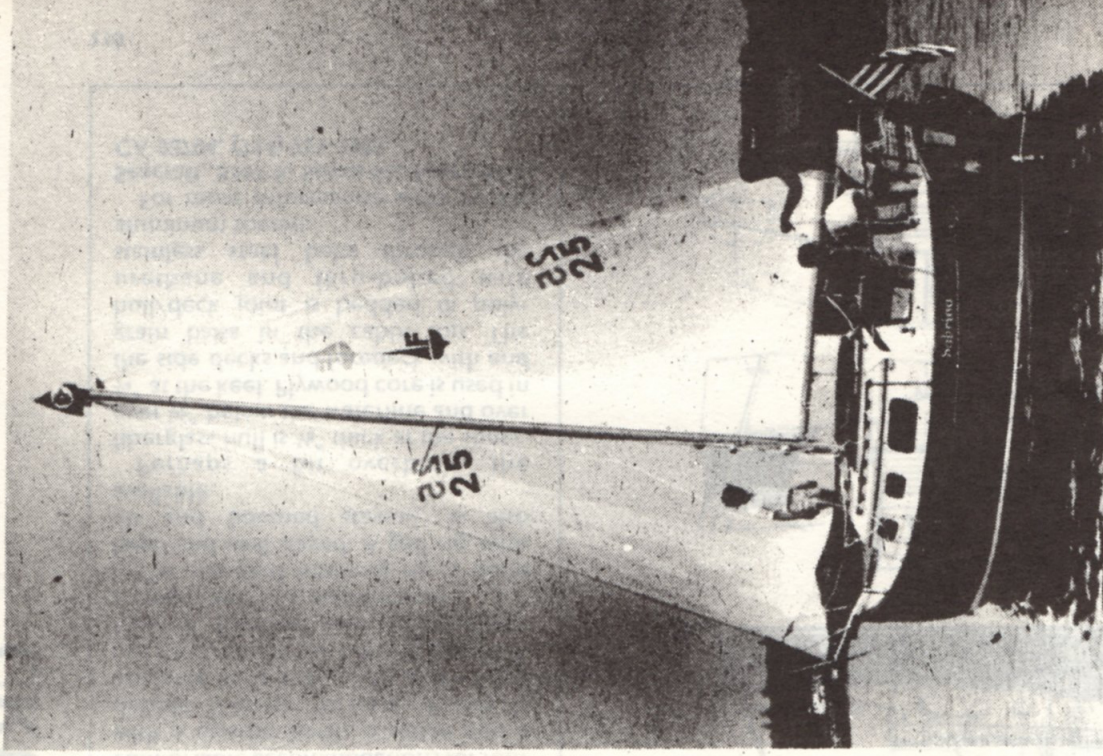
Pacific Seacraft started building them. Bingham's is the 25th to be delivered, with orders of 70 more pending.

"Flicka epitomizes my philosophy about everything a boat should be," says Bruce. "The design, the construction, the rigging, and the feel, the aesthetics you get as you

step aboard." His sketchbook ideas often promote the tradition of woodwork and are intended to work with fiberglass and wooden boats.

How does he feel about his new Flicka? "I don't know how to follow this act; that's how satisfied I am."

Maiden voyage of the 20" Flicka-class sloop "Sabrina" in light airs on July 22nd in Oyster Bay. Belying her tubby traditional appearance, she proves to be a swift sailing yacht. David Fales photo.



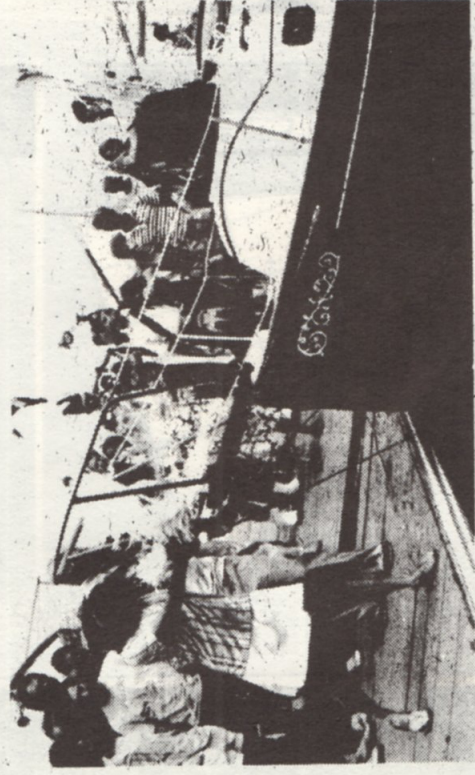
space seems to serve multiple purpose in the cabin, yet the overall effect is uncluttered spaciousness. This efficiency extends to the layout and choice of rigging and hardware up on deck, with many features one would expect to find on a full-fledged racer. Two sets of oversized Barlow winches, 4:1 advantage on the outhaul, traveler controls designed to play the puffs, main sheet operation from the forward part of the cockpit, etc. Looking over the stern spectators asked Bruce about the clear plastic fairing extending the length of the aft, the rudder and also similar material extending across the joint between keel and leading edge of the rudder.

Bruce explained that fairings are commonplace on aircraft and are to reduce drag due to turbulence of the relatively blunt aft edges of the keel and rudder, which cannot be tapered to such a degree without jeopardizing strength.

Many of the features will be familiar from Bruce's "Sailor's Sketchbook," his numerous contributions to sailing periodicals, and, locally, illustrations of hardware and rigging in the catalog of Jim Miller's Oyster Bay Boat Shop. The forthcoming book by Don Street "The Ocean Sailing

As both their businesses grew, the details of governmental forms for employing others became arduous and time-consuming to the point where they weren't having time to even sail anymore.

"One day in November 1975," says Bruce, "Kate took me out to lunch, plied me with scotch, and suggested we sell everything, give up our regular practices, and buy a boat in which to extensively cruise. Best damn thing I ever did. I don't regret leaving the mainstream." In fact, he feels he's actually found the real mainstream through increased contact with thousands of sailors encountered in the last three years of cruising.



Champagne explodes as Kate Burke christens yacht-designer Bruce Bingham's new sloop "Sabrina" at ceremonies in Oyster Bay. David Fales photo.

SAILING

August 1978

allows her to self-steer by the wind on any point forward of the beam without the benefit of a vane, according to the manufacturer.

Flicka has a cruising boat's heavy scantlings. The hull is over 5/8" thick below the waterline and the deck to hull joint is thru-bolted with a double sealed flange. The additional strength created by a unitized hull and liner construction and heavy rigging and spars are further indications that the yacht is designed for extended offshore work.

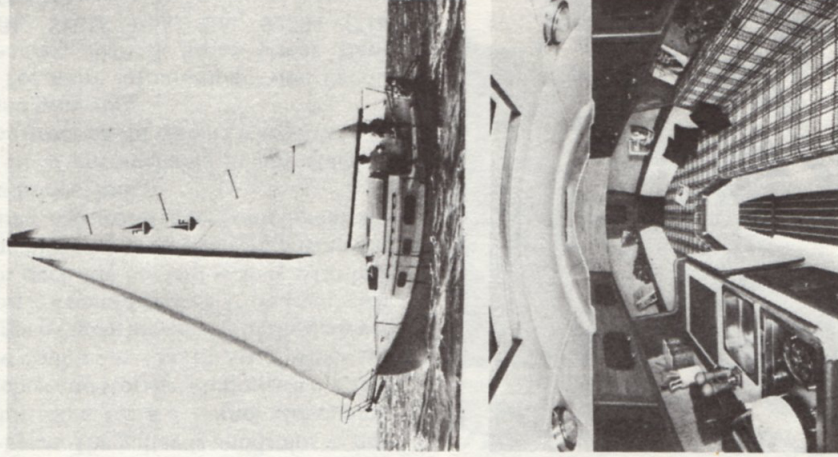
A spacious cabin allows full 6' standing headroom. Forward is a 6'4" double V-berth. The galley is amidships to port with room for a two burner stove, sink, icebox and storage. Opposite a 6'4" settee doubles as a berth, aft of which is a large hanging locker. Aft of the galley to port is a 6'4" quarter berth. On deck the cockpit is snug with high coamings for protection from wind and spray.

The Flicka is built in Santa Ana, California, under the watchful eye of Bill Luther, a long time friend and associate of the designer. The twelfth hull is nearing completion with 144 boats projected for this year's production. Hulls are available in any stage of construction for owners who wish to do their own work.

Billed as the new Model A of yachting, Flicka is a vest pocket cruiser with blue water capability.

Principal dimensions are: LOA 24'; LOD 20'; LWL, 18'2"; beam, 8'; draft, 3'3"; displacement, 4,500 lbs.; ballast, 1,750 lbs.; sail area, 250 sq. ft.

For more information write Pacific Seacraft, 3301 S. Susan Street, Santa Ana, CA 92704.



Flicka: vest pocket cruiser by Bingham

Pacific Seacraft has added a 20' Bruce Bingham design to its line of traditional cruising yachts.

The Flicka, designed after the boats originally used off the Rhode Island coast for fishing and hauling lobster pots, is meant to be fast, rugged and easily handled. An 18 foot waterline promises good speed potential and proper mast placement should make her weatherly and responsive in light airs. Good directional stability from her long keel