



Owner's Association

DICKERSON WINTERIZING SURVEY REPORT AND WINTERIZING CHECK LIST

WINTERIZING SURVEY REPORT

This winterizing survey was conducted in November 2009. Survey forms were E-mailed to some 80 Dickerson owners and the form was published on the DOA Web Site. The response was very good with reception of 21 completed forms, 12 from the Mid Atlantic area, seven from the North and Great Lakes and two from the South. Following is a discussion of the survey results.

BOAT STORAGE

Mid Atlantic Area—Two boats were stored on the hard every year, six stored on the hard every two years and four (includes three “woodies”) kept in the water every year. Half of the 10 that were stored in the water every other year or all the time used a bubbler system or an ice-eater and all of these boats were based in the mid and northern Chesapeake Bay area. Those in the Southern Bay, i.e. Norfolk and Hampton, did not use ice prevention equipment. Ten of the respondents from the Mid Atlantic area covered their boat when winterizing and two did not. The covers used consisted of shrink wrap, a full canvas cover and canvas or tarps over the booms or just over the cockpit. In the photo above you see Dick Clarke’s “Imagine” ready for the winter.



North and Great Lakes Area—A greater percentage of boats here were stored on the hard -- as would be expected. Five were stored on the hard every year (one inside with mast removed and one in owners yard with mast removed) and two were stored in the water using

an ice-eater. Slightly more attention was given to boat coverage. Four had shrink wrap or full canvas covers, two had canvas covers over the booms, and one had inside storage. Here you see Mike Aitken and Una Folan's "Iris" with mast removed and frame installed ready for a full cover for New England winter.

South Atlantic—Of course in the sunny south there was no need for storing on the hard or canvas since they were there to sail their Dickersons. So we will only include their comments as they relate to machinery and other applicable items.

SAILS AND RIGGING

Amazingly, all took one or more sails off every year. About half cleaned and checked them and the rest just checked them for damage. No special attention was given to stays and shrouds. Only two slacked their stays and about half said they checked their stays and shrouds. Seven removed all sheets while four removed only genoa sheets. Only four removed halyards as part of their annual winterizing.

MACHINERY

Lube Oil—Most respondents (20) change the oil and filter annually with the majority (18) changing them in the fall and the others in the spring. Most are concerned that acids and contamination in used oil will do harm during winter storage while others are worried that fresh oil stored over winter will pick up moisture and impair performance. One owner who uses synthetic oil has it tested regularly and changes it after about 450 hours of running time. Two use synthetic oil and swear by it and one—who has considerable experience with oils uses a combination of regular 10W-40 and Mobile synthetic. (See Appendix)

Fuel Oil—Maintaining a clean fuel oil supply is a high priority for Dickerson sailors. Results generally support the fuel survey conducted in 2007 and which can be found on the DOA Web Site (<http://dickersonowners.org/>). Most top off their fuel tanks before lay-up and use an additive to reduce algae build up. One owner



cut a removable access plate in his fuel tank and he empties it every year and cleans it every other year. Fuel filter systems differ greatly. All reporting have a remote primary, usually a Racor, and a secondary attached to the engine. The filter strength and layout also varies. Most have a higher micron primary than secondary. (Experts say primary filter should be higher or at least equal to secondary) Four have a 10 micron primary with a two micron secondary, two have a 30 micron primary with a two micron secondary, one has a five micron primary with a two micron secondary,

one a two micron primary and a two micron secondary and two have a two micron primary and a 10 micron secondary. Two reported primary filters connected in parallel so if one gets clogged you can easily switch over to the clean filter and two use vacuum gages to determine if filter is contaminated. One has an electric fuel pump as a stand by booster to the engine lift pump. Most change filters annually but some do it after 100 to 300 hours of operation.

Raw Water Pumps and Engine Belts—About half (10) of those reporting inspect their raw water pump impeller annually, five change it every 1-3 years and four give it little attention. (The instructions on the new impellers say to grease them several times during the year.) Those who change the impeller on a regular basis suggest that the job is made easier by using blue lockite or grease to hold the key in place and a clamp or plastic tie to compress impeller blades to fit in the housing.

Engine belts received less attention with eight inspecting them and only four loosening them. Two replace or alternate belts every two years.

Engine Coolant and Raw Water System—Since many brands specify their coolants will last 5-7 years, this did not receive a high priority except to add more coolant as needed. Nine replaced coolant every 2-3 years, seven every 5-7 years and three every year.

Cleaning raw water strainer varied with local area, some required cleaning several times a year while others were not cleaned for 2-3 years. Thirteen respondents inspect and clean strainers annually as a part of winterizing and seven clean them occasionally and when needed.

Sucking antifreeze into the raw water system was done by 15 owners and two had a special tee fitting with a plug or valve installed in the hose between the sea water intake and the engine to facilitate drawing the antifreeze from gallon jugs through a hose into the engine. Five were satisfied to just drain the raw water system.

Only nine replaced zincs in heat exchangers on an annual basis. Three checked and replaced them every 2-3 years and the rest were not concerned and some not aware if they had zincs in their heat exchangers.

Cockpit Hoses and Sea Cocks—All except two check cockpit hoses annually for cracks or loose clamps. This should be a high priority item for all since boats can easily be sunk with ice build up lowering the thru hull inlet to water or you can take in considerable water in heavy seas and in sailing.

All close sea cocks, except cockpit drains, when storing their boat in the water in winter lay up. One closes sea cocks when on the hard to keep out animals. Three religiously close all sea cocks (except cockpit drains) when leaving their boat during the sailing season. Some faithfully grease sea cocks and a few work them during the season to make sure they are not frozen when winterizing. Stuck sea cocks can be a serious problem for boats left in the water in northern climates.

Water flushed heads—All closed the water intake and filled the bowl with antifreeze and closed the sea cock. Manufacturers recommendations were followed for special systems such as Lectra/ San and vacuum operated heads.

FRESH WATER SYSTEM

All winterizing drain the fresh water system, four purge the system by blowing air through the tank fill line and one sucks lines dry with a vacuum cleaner. Over half follow up draining by adding 1-8 gallons of non-toxic antifreeze to ensure prevention against freezing and about half leave the water taps open. All that have hot-water heaters drain or pump water out and most flush them with non-toxic antifreeze as part of the fresh water system.



ELECTRICAL AND ELECTRONICS

Electrical--An A.C. power hook up was only reported by two owners for boats stored on the hard and power was not generally used on the hard except for temporary use for tools or to charge batteries. Most of those stored in the water did keep power on to trickle charge the batteries. Some connected batteries to a solar panel and some in northern climates removed batteries when boats were stored on the hard. In general little special attention was given to batteries except to keep them charged and occasionally check water level.

Electronics and Mast Head Instruments—Only seven reported that they removed electronic equipment when winterizing and just four removed mast head instruments. This does not include disposition of portable equipment which is usually removed.

MILDEW CONTROL AND OTHER

Mildew Control—Mildew formation was not an easy problem to solve. Those using full covers usually vented them to get adequate air circulation and opened hatches and ports. Others opened lockers and compartments where possible to facilitate air circulation. Light bulbs or heaters were only used on five boats, usually when they were stored in the water. One boat had a heat pump. Many marinas prohibited the

continual use of electricity for boats stored on the hard. Most wiped cabin insides several times with vinegar and water or a mildew control bleach. One used a desiccant but was not sure if it was of much help.

One owner in the Chesapeake Bay area had a problem with freezing bilge water in the bilge pump strainer and plans to add non toxic antifreeze to the bilge..

Cushions and Other—Only eight removed their cushions on an annual basis and those left on board were seldom flipped or put on edge, One sprayed their cushions with “Febreeze”. Some removed life jackets, all food, dodger and binimi annually. One said he would like to take care of his winterizing chores by moving to southern climates.

CONCLUSIONS

In general, Dickerson owners are quite knowledgeable about winterizing their boats and they give a high priority to covering them, removing and inspecting sails, and changing lube oil and fuel and lube oil filters. They also check cockpit drain hoses, close sea cocks (If stored in the water) and winterize fresh water systems and heads. Most are hands on sailors who are accustomed to doing the work themselves.

Our appreciation to the following 21 Dickerson Owners that participated in this Winterizing Survey.

Michael Aitken, Iris; David Altenhofen, Perspective; Bill Burry, Plover; Dick Clarke, Imagine; Barry Creighton, Crew Rest; Donald de Fano, Wind Born; Dave Fahrmeier, Down Home; John Freal, Rainbow; James Frijouf, Anglefire III; Bob Hagstrom, Kairos; Thomas Kelley, Cygnet; William Kitzmiller, Different Drummer; Peter Le Beau, Seaya; James Rodgers, El Lobo De Mar; Al Sampson, Wanderlust; Robert Shelton, Aequanimitas; Joe Slavin, Irish Mist; Eric Smythe, S/V Lyon; Bill Toth, Starry Night; Carl Widell, Koshka; Don Wogaman, Southern Cross.

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DOA Membership Committee
Joe Slavin, Barry Creighton, John Freal

APPENDIX

Additional Information on lubrication oil

Hi Joe in response to your questions regarding oil use in our classic Dickersons.,

I have a Westerbeke 4-107 that was made in 1973 - I rebuilt the engine a couple years ago in the garage/basement. Nice old motor that runs and runs. The oil combination is an "interesting" issue. I have long experience with diesel cars (Mercedes, Peugeot & Vw) and my entire family drove them for years. My dad was a research/design engineer and introduced us all to synthetic oils when Mobil first formulated Mobil 1W back in the 1970's. We have probably put more than 1,000,000 miles on diesel cars over the years. I use nothing but synthetic oil and take cars to 300,000 miles with no engine issues.

When the Westerbeke 4-107 was made, multi- viscosity oils were not nearly of the quality they are now. Single viscosity oils were specified because the viscosity enhancer (The additive packages in the oils) did not hold up well to diesel/industrial use - the issue was "shearing" of the oil additive package and the oils would become less effective. If they had better oil (multi-viscosity) I suspect they would have specified it when the engines were new.

I have found a 10-40 oil allows for better cold weather starting and I add the synthetic 15-50 because it seems to "quiet" things down - a heavier viscosity oil in a hot engine allows for thicker oil film on moving parts - thicker oil films on these old engines are a good thing, since that's what protects the metal parts. The synthetic 15- 50 will allow better starting than a straight 30 weight. So I blend 2 quarts of 15-50 synthetic with 3 quarts of 10-40 diesel oil. I may put 75 hours on the engine in a season.

All synthetics have a very low temperature "pour point" .as listed in their specifications. I know for a fact that with a standard 5-30 weight oil in a diesel engine car at -20 degrees in New Hampshire in February you may never get the engine started. With synthetics the engine turns over much faster & starts at 20 below zero. So...that's some of my logic....me and brothers have done the same for years and it is never an issue. Throw a quart of Mobil 15-50 in your engine and listen to the difference - it will be quieter. My engine does not leak any oil and uses a quarter of a quart per 60 hours of use.

..There is a great "oil" site (bob's the oil guy) that talks all about oil & synthetics. To answer your question....Synthetic oil is fully compatible with conventional oil. So for a car only a few years old it is no big deal. I change auto oil every 5,000 miles with synthetic - my last car had 295,000 on it - used no oil. For the boat....if things are working the way they are and the climate is warm-why change? I think the 30 wt oil today is much better than the oils we bought back in the 1970's but I use the 10-40 multi-grade oil because it performs well--but I've had "mechanics" say it's not a good fit for my engine and synthetic oil is a waste of money. I ignore them and do what works best for me. My 37 year old engine starts/and runs great.

Mike Aitken, Iris

DICKERSON WINTERIZING CHECK LIST

The following is a suggested annual winterizing check list that was developed as a result of a survey of Dickerson sailors. Some of these items may not apply to your particular situation.

BOATS NAME AND LENGTH

GENERAL

1. Storage this year on the hard _____ in the water _____
2. Connect bubbler or ice-eater ____ Renew ice eater zincs _____
3. Check Cover ____ Cover boat _____
4. Exterior cleaning _____

RIGGING

5. Remove sails ____ Inspect _____ Clean ____ Store _____
6. Slacken or check stays/shrouds _____
7. Remove sheets ____ halyards _____

MACHINERY

8. Change lube engine oil _____ Change lube oil filter _____
9. Top off fuel tank ____ Add Additive _____
10. Change primary fuel oil filter ____ Change secondary on engine _____
11. Inspect and grease raw water pump impeller ____ Change impeller _____
12. Inspect engine belts ____ Slacken belts _____
13. Add to engine coolant ____ Change engine coolant _____

14. Inspect raw water strainer _____ Clean strainer
15. Suck antifreeze into raw water system _____ Drain out water _____
16. Replace heat exchanger anodes (zincs) _____ Replace oil cooler zincs _____
17. Check hoses in cockpit floor drains _____
18. Close sea cocks _____

FRESH WATER

19. Drain fresh water system _____ Add non-toxic antifreeze _____ Leave water taps open _____
20. Drain hot water heater _____ Add non-toxic antifreeze _____
21. Add antifreeze to head _____

ELECTRICAL/ ELECTRONICS

22. Check shore power _____
23. Remove electronics _____ Remove masthead instruments _____
24. Check battery fluid _____

MILDEW/MOLD

25. Remove cushions _____ Turn up or flip _____
26. Wipe down interior with water/ vinegar or bleach _____
27. Vent cover _____ Open lockers _____

OTHER

28. Remove food _____ Remove life jackets _____ Remove dodger/ binimi _____