



Owner's Association



***NEWS LETTER***

***APRIL 2020***

### **DICKERSON OWNERS ANNUAL RENDEZVOUS**

Hello Dickerson Owners and Classic Members. This is to inform you that due to COVID 19, we will not host our annual Dickerson Rendezvous on Father's Day in June this year, which we had planned for Oxford, MD. Please save the date of our usual Saturday dinner, June 20 2020 for a Virtual Rendezvous, time to be announced.

We had planned to present a program of "Family Memories" at the Rendezvous, which we will transform, to the best of our abilities, to some sort of an online program for you who would plan to attend, and also for those who may be geographically challenged and do not normally join the pilgrimage to the Dickerson Homeland. We hope to provide you with some gems about our boats and the builders which you may not know. If you have any stories about the early years of Dickerson Boatbuilders please drop us a line at [dndonwogs@gmail.com](mailto:dndonwogs@gmail.com).

As local COVID 19 rulings progress, we hope to schedule a real Rendezvous with a Regatta at a later date this year. Stay tuned!

Thanks,

Your Commodores D & Don Wogaman  
SV Southern Cross  
Currently sequestered aboard in Oriental, NC

## **CHANGE OF MEMBERSHIP & DUES TO ANNUAL CALENDAR YEAR**

The DOA Board of Directors is undertaking a program to make the annual program more attractive with increased web site activity, direct mailing of important information and productive get togethers. There is often confusion in that annual membership dues is collected at the same time as at the annual Rendezvous. To separate the management of membership from attendance at the annual Rendezvous we have decided to put the membership dues on an Annual Calendar Year basis beginning January 1, 2021-December 31, 2021. This will eliminate some confusion and permit a more aggressive membership opportunity.

So existing members and associate members paid up until May 31, 2020 will be asked to renew their dues from June 1, 2020 to December 31, 2020 at a cost of \$20 for members and \$15 for associate members. The new Calendar year will begin on January 1, 2021 when members and Associates will be asked to renew their membership and pay the annual dues of \$40 and \$30 respectively.

Treasurer John Freal will be sending out Dues notices. Any questions contact John at [jwf@brackenusa.com](mailto:jwf@brackenusa.com)

## **WHITE GULL REJOINS DOA**

Greetings DOA, Frazer Watkins here, My wife Lisa and I are proud to announce that our beloved 1973 AC 35 White Gull has found a berth in the infirmary here at our home in the Shenandoah Valley.



After consulting a proctologist and a cosmetic surgeon we have decided that her bottom has to go. We believe her original construction best lends it's self to situation we are seeing. Simple straight forward surgical methods with plenty of time ( no problem there) to heal is the prescription. We intend to use plastic side nails and epoxy to replace the galv. nails and Resorsinol. Some of the planking is serviceable however the side nails and crunchy glue are a ticking time bomb so we are opting to deal with it now as this is hopefully the last update she sees under my command. All comments, suggestions and wild enthusiasm are welcomed. You can email me at [441920n@gmail.com](mailto:441920n@gmail.com).

Thank you to Joe & Irish Mist who if he does not remember found us just inside the mouth of LaTrappe Creek and guided us to our first rendezvous at the end of the creek. Thanks as well to Sam Webster who has already been of great help providing insight into her construction. I have no doubt that it will be revealed that he was on the build team. I will keep a log of our progress and check in from time to time. As you can see she has her mask on and is social distancing in quarantine here at home. May I suggest we all do the same. Fair winds and pleasant seas to you all.

Frazer

## **WELCOME NEW DICKERSON OWNERS OF D37 FORCE MAJEURE**

Katie and I purchased Force Majeure this past October from her original owners. She is a 1985 aft cockpit cutter and is in great shape. We were not in the market to purchase (another) boat at the time but the opportunity to own this legendary yacht was just too good to pass up. I spent the winter giving her attention where needed and now we can't wait to get her out of the slip for the first time. It is a privilege to be her steward and we look forward to many sailing adventures on the Chesapeake Bay and beyond in the years to come!



Katie and I both work for a marine carpentry shop: Phipps Boat Works at Herrington Harbor North. It is owned by Buster Phipps, Katie's father. He has been working on Force Majeure since it was

bought new in 1985. Katie actually refinished the brightwork one summer when she was 16; I did it last in 2015. So we know the boat quite well.



I got my start in the marine industry as an instructor at the Annapolis Sailing school in 2009; working my way up to become the General Manager from 2011-2015. During that time I gained a 100 ton master near coastal license, with sailing and towing endorsed. I'm a delivery skipper on the side and have about 30,000 ocean miles as captain for hire, including Annapolis to Sydney Australia in 2018.

Katie and I have been together for 12 years and are celebrating our one year wedding anniversary this month. We are hopeful that Force Majeure will provide us a platform to spend quality time together with friends and family, maybe even some kids one day!

To cold drinks and snug anchorages,

Cheers

Fred Probst

## **INDIVIDUAL PERFORMANCE HANDICAPS FOR SAILORS**

I've been sailboat racing for many many years and I can count on one hand the number of times I have won a significant race. Of course, that did not discourage me from having fun, being challenged, and developing many friends. I bet many of you readers are in the same boat. I raced Jet 14 dinghies and Lasers for many of those years, did well, but there were always a few folks that were better, raced as kids, and usually took first place in most every regatta. Same story when I got into sailing a cruising boat. Well you say, that's the way it is; let the best sailor win. Yes and no. True enough in dinghy, one-design, and serious PHRF racing. It would be heresy to change that kind of racing.

However, there are boat classes and clubs where the racing is much more casual and another approach to handicapping may be beneficial and more fun for all. All of these groups are always struggling to keep up membership and interest. Let me describe my experience with the Dickerson cruising boat organization and how I developed an Individual handicapping system that has allowed sailors of varying skill to more easily win when they do well.

Classic looking Dickersons were built on the Chesapeake Bay from the mid 1940s to the late eighties. Our Dickerson Directory lists about 300 boats from 25 to 50 feet. Early boats were all wood and in the early 70's fiberglass hulls were introduced. We get about 8-15 boats at our two races each year. The Annual Rendezvous is most telling. Racing at this event started in 1968 using a modified PHRF handicap system. As you would expect there were a lot of repeat winners. Upping the anti in the Dickerson Class the winner of the annual Rendezvous race gets to be, or has to be, the Commodore of the Class for the next year, host the Rendezvous, and find a race committee. Got pretty comical when those good sailors would sometimes sail around above the finish line to avoid the responsibility.

After a few years of this I said to myself there has to be a better way. I went back to my pre sailing days when I played a lot of golf. Golf has an individual handicap system. Back then, as I recall, every time you would play competitively a handicap score for that day is computed by taking your finish score and figuring a handicap that would bring that score down to about 120% of the course rating. Then that handicap is combined with a bunch of your previous handicaps and averaged to produce your handicap which is used each time you play others. The golf handicap system used today is more involved but the principle is the same. In my golf experience there were a heck of a lot of better players than me, but you know, I would win in local club tournaments and do well in pro-ams a respectable amount of the time.

So how did I develop an individual sailing handicap? I had to figure a way to produce a course rating for sailing involving time rather than a number score and which would vary for each event. I needed a top finishing boat, a fictitious boat, that the others would compare their finish with. I picked a handicap for that boat that was somewhat lower than the modified PHRF handicap we were using for any of our boat types. Using that handicap and the raw finish time of the winner of the race I computed it's corrected time. All other boats would use that corrected time to figure their handicap for that race. I ran a bunch of trials with previous year's results to see what the percent reduction in handicap would be appropriate. To my surprise it looked like each boat should get 100% of the handicap to make much of a difference. Some other rules; it would take two races to get a handicap under this system. New sailors would use the old PHRF handicap. Also, the maximum finish time one could use would be 30 minutes after the winner. The Chesapeake is notorious for dying winds. Also, each class has a maximum handicap for any race. Drifters that end up in short races in the Chesapeake sometime produce big handicaps. But other than that scenario the system seems to work.

Over the years, starting in 2003, the individual handicap system has worked very well; producing several new winners, several unexpected winners, and fewer repeat winners. Sailors doing well in a race sometimes surprise themselves that they have won. I doubt that it has produced any sailors that attend the race just to win. But it definitely motivates those sailing to keep trying to win rather than just follow the leaders. Much more competitive racing. Also, for the Dickerson's, it spreads the Commodore job better amongst the fleet. Being Commodore is not too onerous now. We are one happy family and help out with the duty.

Randy Bruns, D36 Rhythms in Blue

## VISIT THE NEW DICKERSON OWNERS WEB SITE

**Dickerson Owners Association** <http://dickersonowners.org/main/>

Dickerson Sailboat Owners

- [DOA Customs](#)
- [Dickerson Association](#)
- [Dickerson History](#)
- [Dickerson Models](#)
- [Dickerson 35](#)
- [Dickerson 36](#)
- [Dickerson 37](#)
- [Dickerson 41](#)
- [DOA Membership](#)
- [Calendar of Events](#)
- [Photo Galleries](#)
- [Discussions](#)
- [Videos and Media](#)
- [News](#)
- [Treasure Chest](#)



## Home

### **Dickerson Owners and Prospective Owners.**



This site is dedicated to the Dickerson Sailing Yacht. Although Dickerson Boatbuilders have been out of business for many years, the Dickerson is still sailed and respected by sailors spanning generations.

### **WELCOME JIMMY TRABAND NEW OWNER OF D36**

I grew up and live in Towson Md. Been sailing most of my life. I enjoy weekend cruising and a little racing. I hail out of Sue Creek in Middle River. Right now the boat is in Annapolis and everything was shut down just as I purchased her.



Viracocha has been on the hard for some time. She needs a lot of TLC after sitting abandoned. The silver lining is underneath the grime and chipped paint there's a solid boat that was well looked after until she wasn't. I am the 3rd owner John Moore purchased Winds Way now Veracocha in 83 She was built in 79. John owned her from that point on. And if I'm not mistaken was a commodore for the association for a few years. John fell ill about 3 years ago and the boat has been on the hard ever since. I came across a Dickerson 36 some time ago but that one was too far gone. I have been keeping my eyes open for another one ever since. I stumbled across Winds Way on Craig's list, made an offer and here we are knee deep in a pandemic.



Hope this helps and all is well.

Jimmy

### **D36 AEQUANIMITAS IS FOR SALE**

With some regret, D36 sloop Aequanimitas is on the market. She is currently on the hard in Deltaville. She is in excellent condition. Contact Robert Shelton [rshel34@gmail.com](mailto:rshel34@gmail.com)



An unsolicited commentary; Your Commodores D & Don Wogaman are familiar with this boat, lovingly cared for by Bob and Sarah, and can highly recommend it as a rare and well maintained find. Very few aft cockpit sloop Dickerson 36's were produced, we only know of three others. They are fine sailing boats as past Commodore Parker Hallam can attest, having sailed his D36 sloop FRIGATE CONNIE to victory in the 2017 Regatta. When we first saw an aft cockpit D36, CABOCEAN, we were struck by the similarities to the D41 as a cruising boat. CABOCEAN was regularly sailed on the seasonal run from the Chesapeake to the Bahamas and back, having ample storage for a winter's worth of provisions. Don't overlook this Dickerson cruising classic!

Cheers,  
D & Don