



Owner's Association



NEWS LETTER

NOVEMBER 2019

Attend Business and Maintenance Workshop Lunch

We hope you will be able to participate in this very important lunch at 11 AM on Saturday, January 11, 2019 at the Red Lobster Restaurant in Annapolis, MD. And please mark your calendar to attend the Classic Dickerson Sailboat Invitational on June 19-21, 2020 (Fathers' Day weekend) in Oxford, MD.

At the January luncheon we will discuss business and Dickerson Maintenance Issues..

Business issues will include the Treasures Report, Commodores Report and Plans for the 55th Annual Rendezvous at Oxford, MD.

Maintenance issues will feature a panel of experience sailors answering maintenance question raised by the participants. This will be a very interesting session with questions and answers on a broad range of maintenance issues.

This Luncheon is a MUST that you cannot afford to miss.

Please let us know ASAP at jws2827@aol.com or (571) 287-7600 of your intention to participate.

Joe Slavin

2019 - Western Shore Round-up

Blue sky, puffy clouds and a little bit of wind for the annual Dickerson Western Shore Round-Up. This year we were lucky enough to pull in three non-Dickerson classic boats to participate.

Agenda - a 1985 Tartan 34.2 sloop owned by Scott Maury, son of Dickerson owners Clack and Nancy Walker who owned a Dickerson 41 named *Stormy Petrel*. Captain Clack owned a store near the West River Sailing Club, and Nancy attended the dinner after the race with her daughter-in-law Courtney Maury. It was wonderful to see her!

Folly - Morgan sloop sailed from Cambridge MD to join us, not pre-registered and did not finish, but had a good time. They heard about our classic invitations at the June Rendezvous.

Impromptu - Cape Dory, owners Don and Nancy with crew Richard Shuppert who also attended the June Dickerson Rendezvous.

“Are we cowboys?” Friday, the first day of the gathering, was highlighted by a western theme set up by the West River Sailing Club to compliment our Western Shore Round-up theme. Casual and fun, classic boat owners and sailing club members mingled inside and out to a barbecue aroma. Chris and Bill Burry aboard *Plover* attended with boat dog Flaco who remained outside as per state regulations.

A noon start for the regatta gave plenty of time for those who preferred to sleep in. The rabbit start is an interesting way to do things, since we had only done it a few times before. And I think we still do not really know what we are doing!



Similarly to last year, the wind died and the race was called early at the second mark. We definitely could have done with a bit more wind to reward all the great work that Randy Bruns put into designing and writing up the race rules.

Saturday evening gave us pleasant weather, so we all enjoyed a leisurely stroll over to Pirates Cove restaurant for our awards dinner. With almost thirty guests for the dinner we had three long tables with lots of Dickerson and classic boat conversation. There were a few other owners there who did not race, like Jackie and Eric White, who own D41 *Compass Rose* which is currently in Grenada.



After dinner, we all retired to the outside porch where Randy introduced the previous sheriff of the Western Shore Round-up, Dave and Siobhan Fahrmeier, so he could pass the sheriff badge on. Well, the badge did not go far, as Dave and Siobhan won again!!!

Click below to view the shared Lightroom album provided by Ina & Kusuru S/V *Papilion*

<https://adobe.ly/2IYB2WN>

That wraps up the 2019 Western Shore Round-up.

Cheers!

Commodores D and Don Wogaman

The Loss of An Old Friend

As you move through life you often find that in addition to those you love and your basic responsibilities you do become attached and influenced by uncontrollable events and of course ones' hobbies and toys. A special event at the young age of 15 was when walking along the dock on a local beach a frantic skipper said "Hey kid how about racing with me—I need a crew". Three hours later after cranking the winches on a Star Racing Sailboat in a 20 knot breeze I was hooked!

So four decades later in 1982 after racing dinghys at the U S Merchant Marine Academy and working my way through 7 boats, including a fiberglass Alberg 30 sloop, I came upon a wooden 35 ft. Dickerson ketch named *Jubilate*. My wife Arlene, who sailed with me often, said " I could never understand why you sold that nice fiberglass Alberg 30 for that wooden Dickerson."



Irish Mist in top form



Joe and *Irish Mist* builder Tom Lucke

There was really no simple answer. I do remember once at the fuel dock at Mears Marina in Oxford I saw this classy looking center cockpit ketch with glossy trim and I was stricken. I said to myself "Now that's a real cruising boat with a separate cabin for our daughters." Then to find *Jubilate* for sale at Dickerson Boatbuilders with an English made binnacle and compass—that did it. I was hooked.



Now some 35 years later after many joyful and sometimes frantic moments, filled with unforgettable memories, we had to part. Arlene and I moved to a retirement home and gave the *Irish Mist* to the builder's grandson. But his plans did not work out so he passed it on to a couple who just couldn't handle the damage that neglect had done over the past couple of years. So meanwhile the marina owner is stuck with a boat that no body wants and was leaking badly due to a broken thru hull fitting and really would be too costly to bring back. So I made arrangements to have the *Mist* towed to Cambridge where it was salvaged for the value of the lead keel. My many thanks to Dickerson shipmates Doug Sergeant and Randy Bruns for their help which made it all possible



Last Voyage to Cambridge, MD

So I am left with fond memories, never to be replaced. of a great adventure with many good friends. It's hard to beat that.

Joe Slavin, Irish Mist

"Greetings" from the deck of The Good Ship *Joysea*.

Tom Pfeifer D37 *Joysea*

She was at it again last summer seeking fame and glory in the name of Dickerson! In 2018, her crew sailed her from Annapolis to Chicago via the Hudson River, Erie Canal, and a few big lakes to take on some of the world's best in the *Race to Mackinac*. The Chicago Yacht Club Race to Mackinac is the longest annual fresh water race in the world. "The Mac" starts at the Chicago Lighthouse, just off Navy Pier and ends after a 333-mile dash to Mackinac Island. More than 350 boats leave Chicago every July for the race -- a bucket-list event for America's Cup winners, Transpac and Volvo Ocean sailors. More than 2700 people traveled to Chicago from 621 different cities, 38 states and 12 countries. Last year, she did her best as a newcomer and was proud of her second place finish in her Cruising Class. Somehow, however, that just didn't feel right. The captain and crew studied the results and YB tracks of her competitors in the off-season and vowed to settle a few scores -- not that they are very competitive. After a few modifications and tweeks (e.g., new "go fast" bottom paint, new

sails, folding prop, stripped infrastructure, toothbrushes cut in half, blah, blah, blah), she entered the race in tip-top shape.



When it was all said and done, she finished first in her class and fourth overall in the cruising division in 2019 beating many storied and experienced crews. *Joysea* flew her spinnaker (Maryland colors of course) for almost half of the race.



On one stretch, she covered over 80 miles on one tack averaging 8-9 knots...very exciting (and a little dicey in the dark double-handed!) *Joysea* took her bow at the award ceremony on Mackinac Island and then immediately set off for salt-water.

RED TURTLE

We owned a Dickerson sailboat from 1985, the wooden *Maggie M*, until 2002. We bought our 37 foot Dickerson Center cockpit ketch *Belle* in 2001 and she went in the water after a year of work on her, in 2002. That's 34 years of many happy Dickerson sailing and racing adventures.

9/21/2019 Dottie & Ricks RED TURTLE



Many tears on my part saying good-bye to her but it is for the best for Rick. His back has not improved, he's going for physical therapy, had a CT, and will see his doctor again later this month. And he fell in love with Red Turtle the first time we went to see her.

We certainly plan with our new Classic to keep active with our Dickerson friends and have been talked in to helping out as a non-official volunteer Committee boat.

Take care!

Dottie Woytowich

AND NOW FOR SOMETHING TOTALLY DIFFERENT

Barry Creighton D37 "Crew Rest"

Early this sailing season, Judy and I spent 34 days aboard *Crew Rest* as we visited Cape Charles, Mobjack Bay, the Piankatank and Rappahannock Rivers, Solomons Island, Oxford, Cambridge, St Michaels, Annapolis, and Baltimore. Add in anchorages in the Wye, Rhodes, Tred Avon, South, East, Great Wicomico, and Corrotoman Rivers and that would be enough for some folks.

But we returned home to Virginia Beach on July 4th to an offer we couldn't refuse. Friends and former workmates were in need of crew to complete the ARC Baltic 2019 Rally at the end of the month. They were enroute to Rostock, Germany aboard their Hallberg Rassy 48 MkII *Cierce* from homeport near Gothenburg, Sweden. (*Cierce* was one of the smallest of the 15 boats in the rally.)



Cruising over six weeks, ARC Baltic consists of an 1800nm voyage of discovery through Europe's "east sea", combining days of social cruising with exploring the Baltic's fascinating culture and history while ashore. The rally format is used and organized by the World Cruising Club (the same folks who organize the Caribbean 1500) with relatively short legs (1 to 2 days). Starting from Rostock, Germany the itinerary included stops in the Estonian capital Tallinn, the former Russian imperial capital St Petersburg, the Finnish capital Helsinki, the Finnish provincial capital Mariehamn, and the Swedish capital Stockholm. Judy and I were asked to join in Helsinki for the legs through the breathtaking Finnish and Swedish archipelagos to Stockholm.

OBSERVATIONS

Geographic Conditions -- similar to Down East Maine (but different). The temperatures in July/August were 60's in the daytime and 50's at night. The Baltic water was clear and clean and cool (a dip after baking in a sauna was indeed tingling). There were NO tides or currents. There was some rain and even a thunderstorm or two. Daylight was prevalent from about 4 in the morning until after midnight. The water was generally very deep, often more than 200 feet. In the archipelagos, there were

thousands and thousands and thousands of islands. Some, like Fasta Aland were large enough to host small cities, while others were mere outcroppings or worse yet "growlers" (rock formations just at the surface). We were almost never out of sight of land.

Communication. Virtually everyone in Finland and Sweden speaks perfect English. In fact, we found locals speaking English among themselves. That said, almost no one uses the VHF radio. Everyone uses mobile phones.

Navigation. Local paper charts were excellent but electronic charts were sketchy. Navionics charts on the chart plotter for example were not adequate. And of course we were subject to international rules of the road -- green on right returning. There were marked channels, but only for major shipping/ferry routes. There were thousands of cardinal markers (go look them up) that gave directional guidance to avoid islands, rocks and growlers. There was also extensive use of range dayboards. All in all navigation was different and required strict attention.

Underway. "Motorsailing" is just motoring with your sails flapping -- nobody does that. Fuel is expensive (diesel ~ \$10/gal) -- locals sail. The wind in the summer is predominately north or south and our course was basically west = steady 15 knots on the beam. And since all of the islands mitigated swells from building, it was "primo" sailing condition.

On the nights we stopped. We both anchored out and used "marinas" and host yacht clubs. Baltic sailors do everything bow first. Because of the abundance of islands, some of them populated but most not, a majority of locals just drop a stern anchor and "bow up" to an island (deep water right to the edge) and climb ashore for a leg stretch. Cultural tradition allows for public access to all lands--so no 'Private Property' signs.



The marinas are "free for alls". No reservations, no assigned berthing, no dock hands, no pilings. You show up, look around, find a spot and tie up (again bow first), after grabbing a mooring ball for your stern line and climb over/through the bow pulpit. Everyone deploys lots of fenders and just nose their way in--just one bow line and one stern line. Eventually someone shows up to collect a fee (about \$20) for which you might get water, electricity and a reservation for the sauna. (oh yes, there are more sauna's in Finland than people.) On the other hand, the Yacht Clubs are very rare and exclusive. As part of the ARC, we were hosted by clubs in

Helsinki and Stockholm. Here is the host club in Helsinki (the oldest in Finland) on its own island.



The Boat. As a Swedish built blue water yacht, *Cierce* was perfect for this passage. She was sturdy, spacious (even by Dickerson standards) and extremely comfortable. With a center cockpit and full enclosure, she was dry and toasty. With electric/hydraulic "everything", she was easy to handle and

manage. Finally, she was spirited. We finished first of the 15 boats (including Oysters and Swans) -- not too shabby.

Let me see your papers. Several boats were boarded by various governmental agencies. As you might expect, things are still a little touchy in and around Russia. And of course Russia, Finland, and Sweden (and Denmark and Germany) have been each other's nemeses for centuries.



Being Crew. Any skipper will appreciate it if you pack completely, but lightly and bring aboard only soft bags. Even on a boat as big as *Cierce*, stowage space was at a premium.



The adventure over, we are happy to be back to the Chesapeake and our Dickerson.

Second Dickerson Classic Invitational Rendezvous June 19-21, 2020

Commodores D and Don Wogaman have developed an exciting program for Dickerson and other Classic Sailboat Owners and Associates at Oxford, MD that includes an historic Parade of Dickersons and other classics, Boat visits, Commodores' Cook Out, Continental Breakfast at Brewer's Marina, the traditional Race, and an Awards Dinner at the Tred Avon Yacht Club featuring an outstanding Musical Program by our own Dickerson Captains.

Let us know now of your intention to attend this terrific event.

.Friday June 19

2 PM Parade of Dickersons from Choptank Light to Oxford.

3 PM Docking at Brewer's Marina, Oxford. For Marina Docking, Contact Ryan Beall 410 226 5450 obydockoffice@byy.com and notify Barry Creighton barry937@cox.net 757 333 1641.

3:30 PM Boat Visits and Dickerson info exchange

6 PM Commodores' Cook Out at Brewer's Marina

Saturday June 20

8 AM Continental breakfast at Brewer's Marina

11 AM Race. Course to be decided by Commodore Jeff Stephenson and Race Committee

After race. Docking at Brewer's Marina (410 226 5450) or Tred Avon Yacht Club (410 226 5269) or anchor out. Cool off in pool at Brewer's Marina.

6 PM Reception, Awards Dinner, and Musical Celebration at Tred Avon Yacht Club. The musical program will be led by Dr Jim Hontz, Classic Guitarist at Dickinson College and former winner of the International Carnegie Debut Competition Award.

Sunday June 21

Post Rendezvous Cruise. This has become a highlight of our yearly gatherings. It is great fun to raft up in a secluded gunkhole or a series of gunkholes if you can keep going. Contact Bill and Chris Burry wcburry@gmail.com 804 725 0664. Every post-Rendezvous cruise they plan is great.

We have a tremendous program. Come by car, boat, or seaplane. Do not wait until the last minute.

Mark your Calendar NOW to attend this fun event. Let us Know if you have any questions.

Registration Forms will be sent out in the next several months.

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