

# Dickerson

## Owner's Association



### NEWS LETTER

MARCH 2021

#### **A “Socially Distant” Dickerson Annual Rendezvous June 18 – 20, 2021**

Sign up now for the annual Dickerson Hosted Classic Sailboat Rendezvous on the Southern Chesapeake Bay in Mathews, VA that will include the following:

##### Friday June 18

2 PM Parade of classic Sailboats, Piankatank River off Gwynn's Island, VA

Docking and boat visits at Chris & Bill Burry's home, Hookumfair, 7273 Buckley Hall Rd. Mathews, VA on the shores of Queens Creek, 37° 29.09N 076° 20.27W

Contact Chris & Bill re: docking/anchoring at [wcburry@gmail.com](mailto:wcburry@gmail.com) or 804-854-2598.

6 PM Commodores' Cook Out hosted by Commodores Don & D Wogaman

##### Saturday June 19

8 AM Breakfast on the dock at Hookumfair, Queens Creek

11 AM Race of Classic Sailboats, Piankatank River

10 AM Tour of historic Mathews and lunch for non-racers

6 PM Dinner and Awards Celebration at Mathews Yacht Club, 390 Yacht Club

Road Hudgins, VA 23076 37° 27.8'N / 76° 18.6'W (804) 725 3165, [https://](https://mathewsysc.org/)

[mathewsysc.org/](https://mathewsysc.org/)

Contact Chris & Bill re slips at MYC at [wcburry@gmail.com](mailto:wcburry@gmail.com) or 804-854-2598.

##### Sunday June 20

Post Rendezvous Cruise

Anchor off Sandy Point, Hole in the Wall, Mathews, VA 37° 28.64' N 076° 16.28 W

Walk the beach and swim in the blue water. Sit back & relax with your Dickerson sailing friends.

A Pre Registration Form is attached to the Memo sending out this News Letter. Please fill it out so

we can get an early view of participation at the Rendezvous.

Here is a link to lodgings near Mathews

[https://www.reservations.com/hotels/mathews-va?rmcid=dsa&utm\\_source=googleads&gclid=Cj](https://www.reservations.com/hotels/mathews-va?rmcid=dsa&utm_source=googleads&gclid=Cj)

Bill and Chris Burry, *SV Plover*

## Commodore's Report for Spring 2021

Things are humming here aboard the Southern Cross as we keep ourselves busy with a multitude of projects both down below and on deck. We need some in both places so that we can work below in a heated area during colder weather, and take advantage of mild days to work on deck. Seems to be no problem to find plenty of things to do, a very typical old boat song. It's been good to stay busy during the sequestering!

We are very excited about having a real Rendezvous this year, with social distancing, in a different location. Much as we love the Oxford-Cambridge area right in the epicenter of creation for our boats, it's good to have an occasional change of venue. Thanks to the generosity of the Burry's we will experience the lovely Mathews area just south of Deltaville, Virginia. You read more about this already in this newsletter.

Now for sad news, George Hazen, who designed the Dickerson 37's, passed away in December 2020 at the age of 69 from complications from colon cancer. He was raised in the Dickerson family by his parents Dave and Mary Ann, whose names you will find many times in the list of Commodores from 1971 to 1990, sailing their D35 YKNOT. While in most of those years Dave's name went on the trophy, Mary Ann was the cut throat competitor aboard, and finally got the trophy honors in 1990 sailing with George as crew. Dave was unable to attend our Rendezvous that year due to a business trip. YKNOT has six Regatta wins, more than any other Dickerson.

Scuttlebutt has it that George designed the 37 as a kitchen table enterprise with his parents, and third Dickerson Boatbuilders owner Ted Reed got wind of the exercise and adopted the design, which became extremely successful and the last Dickerson produced. George acquired D37 number one, FIRST SONG, and according to Mary Ann, his family plans to keep her. Here's hoping that we see one of George's sons sail dad's FIRST SONG in a future Regatta to become another Hazen Commodore.

As you will see in the following article, George had an amazing influence on the science of boat design in his career. We stand in awe.

D and Don Wogaman *SV Southern Cross*

# In Remembrance of George S. Hazen, 1951-2020

January 27, 2021



With the passing of George Hazen on December 23, 2020, Orca3D, LLC lost a founding member, good friend, mentor, and brilliant mind. The maritime industry has lost a pioneer, a naval architect who was as comfortable working on theory as on application. Most importantly, his family has lost a loving and dedicated son, brother, husband, father, and grandfather. Our heartfelt condolences go out to all of them.

Throughout his long career in naval architecture, George was involved with many different types of vessels, including sailing yacht design and multiple America's Cup campaigns, as well as playing a key role in the hull design of the US Navy's DDG-1000 destroyer and most recently the FFG(X) Constellation-class frigate. He designed the Dickerson 37 and was later able to acquire and sail the Dickerson 37 hull #1. In addition to sailing, George was an avid rower, a talented guitarist, and as a young man obtained his glider pilot's license before his driver's license. No matter the task or challenge at hand, George always kept a positive and friendly attitude.

George attended Princeton University, where he graduated with a bachelor's degree in aeronautical engineering. After graduation he worked on the F-16 fighter jet, learning lessons in computational fluid dynamics and stability that he would apply throughout his career. While at MIT earning a master's degree in naval architecture, he worked on the H. Irving Pratt Project, helping to develop one of the first sailboat velocity prediction programs (VPP) and acquiring a love for computer programming that would be a hallmark of his career (this VPP later became the foundation of the international Measurement System, or IMS). After graduation he was hired by C&C Yachts in Ontario to help modernize the tools and techniques of their design office. His specialty there included design of the all-important keel and rudder lifting surfaces, and he also designed the Boston Whaler Harpoon 5.2 daysailer. Frustrated with the slow rate of adoption of new design technologies, he moved to Annapolis, Maryland and started a new business where he wrote his own VPP. With the VPP, he provided consulting services to leading racing yacht designers around the world, and also began to expand his suite of software tools. With a partner he developed this suite into *Fast Yacht*, a

revolutionary integrated software package that ran on a desktop computer, providing a level of computer-aided hull form design and analysis capabilities to yacht designers that was not even in use by the US Navy at that time. George was among the earliest pioneers in applying NURBS surface mathematics together with an intuitive CAD interface to allow the efficient creation of hull forms of all shapes and sizes, as well as precise hydrostatic and stability analysis for these designs. Soon after the release of *Fast Yacht*, the US Navy took notice and *FastShip* was born.

Eventually, *FastShip* would be used by navies, ship and yacht designers and builders, universities, and research facilities around the world. *FastShip* was followed by the Rhino plug-in *RhinoMarine*, and after that by *Orca3D*.

George was the founder or partner in four successful companies (the most recent being Orca3D, LLC). Perhaps most notable was Design Systems & Services where *Fast Yacht* and *FastShip* were born, which was eventually sold to a large engineering firm, which itself was later acquired. George mentored many young engineers during his career, and many of them stayed with him through multiple changes of company. He attracted a loyal group of talented, motivated naval architects, and always had interesting and challenging projects for them. George had an uncanny knack for finding practical and effective solutions to unusual hydrodynamic design problems. In the early days of the Navy's DD(X) program (later to become the DDG 1000 program), it became clear that a new software tool for predicting the motions of the non-traditional tumblehome hull shape in high sea states would be necessary. The Navy came to George and his team to develop the *Tempest* seakeeping software, which brought together advanced theory, first-principles engineering, high performance computing, and a large development team to create a tool which would supplement a model testing program to ensure that the ship could operate safely in extreme seas, protecting our sailors.

While he did not consider himself a mathematician, a hallmark of George's career was his ability to apply mathematics to create practical software tools that could be used easily by other naval architects. His creations were not ivory tower research projects; they often became commercial-grade software tools that are used today by thousands of designers and builders around the world. In addition to these tools, George was noted for the engineering insights he was able to offer to designers on their projects; he was once accurately called "a naval architect's naval architect."

We are honored to have been part of the journey with George for over 30 years. We are grateful for all we have learned from George about naval architecture, practical applications for advanced mathematics, business, and so much more. His influence will continue on in our software and in our business. He will be sorely missed, but he and his contributions to our lives and to this industry will not be forgotten.

(see also <https://www.sailingscuttlebutt.com/2021/01/08/eight-bells-george-hazen/>)

# SCIENTIFIC AMERICAN

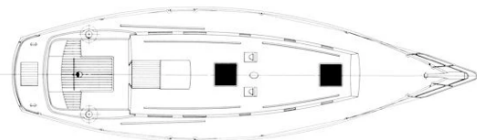


STARS & STRIPES: COMPUTER-GENERATED YACHT

\$2.50

August 1987

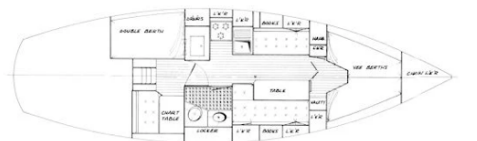
© 1987 SCIENTIFIC AMERICAN, INC.



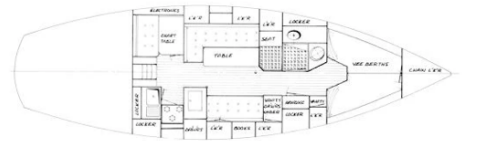
AFT COCKPIT DECK PLAN



TRADITIONAL ARRANGEMENT



TRI-CABIN ARRANGEMENT



SHORT-HANDED ARRANGEMENT

FT. 0 5 10 15 20 25 30 35

DICKERSON 37 AFT-COCKPIT SLOOP-OUTER  
DICKERSON BOATBUILDERS, INC.  
TRAPPE, MARYLAND  
DESIGNED BY: GEORGE HAZEN  
ANNAPOLIS, MARYLAND

LCA: 39'  
LWL: 28'6"  
DEAM: 11'9"  
DRAFT: 4'6"  
SAIL AREA: 675 SQ. FT.  
BALLAST: 6,000 LBS.  
DISPLACEMENT: 15,450 LBS.



OUTER SAIL PLAN

FT. 0 5 10 15 20 25 30 35





*By (U.S. Navy photo courtesy of General Dynamics Bath Iron Works/Released)*

## The Hazen Legacy

It's fitting that what might have started as a "kitchen tabletop musing" continues to bring so much joy and pleasure to dedicated sailors - the Dickerson 37. I guess that is what smart people do. The Hazen's (collectively) are just as important to the Dickerson legacy as Bill Dickerson himself, the Dodson's (plank owners of the DOA) or Ernie Tucker, or Tom Lucke, or Ted Reed, or even Preston Brannock. The Hazen's epitomize great stock. A big part of Mary Ann's heart still beats for the Dickerson Owners' Association (DOA) and many of us routinely enjoy special recipes from the DOA cookbook "Goops Gops & Goodies" she championed. She and husband Dave and son Tom were gracious hosts at their Trippe Creek home to Dickerson cruisers on almost no notice. Did I mention smart? Dave was Professor Emeritus of Mechanical and Aerospace Engineering at Princeton University with contributions to subsonic aerodynamics that garnered him the US Navy's highest civilian award.

So we reflect on son George. No shortage of gray matter there with degrees from Princeton and MIT. Interestingly, our D37s reflect pioneering mathematical analysis in design definition and hull design. I am so privileged to have spent some time with him and found him to be an extremely humble and gentle soul. He confided that he was not a regular attendee at Dickerson events because he really didn't want to be barraged with questions about "why did you put this here or there". But thankfully, he was a quiet

“hero in the room” at our 45th annual DOA Rendezvous in 2012. We invite you to get to know him in his own words at about 6 minutes into this video:

<https://www.youtube.com/watch?v=i-vPhWOXDaw>

Also, here, you will see him proudly sailing D37sail number #1, “First Song”. The D37 Fleet salutes him and vows to keep our D37 “Hazen Hurricanes” sailing as long as we can.

Barry Creighton

D37 Fleet Captain

### **Its not too late to join or renew you Dickerson Membership.**

The Dickerson Owners Association remains strong after 55 years because of its classic heritage and dedicated Owner and Associate Members. To join or renew your membership for the period January 1 2021 to December 31, 2021 contact John Freal Secretary/Treasurer at [jwf@brackenusa.com](mailto:jwf@brackenusa.com) or 202-213-5336.

### **February update from Admiral Ina & Captain Kusuru**

Ahoy Dickerson Family!

Hello, everyone...and we do mean everyone -- to all our Dickerson friends, near and far, we hope you are well!

Our sailing life makes visiting in person a little challenging, so we just want to have a way to bring you a little closer to us in a fun and creative way. Ina has devoted some serious hours putting her visual talents to work and although we are in the baby-stage on this, we feel we can now share a fun, sometimes quirky, always truthful view of what we're up to as we live this “cruising” thing!

What is it anyway?



### *SV Papillon*

Well, for Kusuru it's playing his Afro-Cuban drums with other musicians; watching the night sky with a new telescope (finally after many years); and living aboard and sailing PAPILLON to as many exotic destinations as possible, of course! For Ina, her passion is food. Scouting out the best local grinds and hunting down unusual recipes or ingredients floats her boat. She loves capturing our adventures through the eye of a lens, so we've amassed an impressive collection of photos and videos. So much so, that her iPhone maxed out of storage and there was no choice but to delete or post somewhere. YouTube here we come!

February this year brought forth a lot of firsts and here are the tantalizing highlights 🧐

1. Our YouTube channel has officially launched 🙌
2. A new chronological decade for Ina 😱
3. Kusuru came down with Corona 🤒


Let's start with Kusuru... He's doing just fine now, after sleeping more than a Three-Toed Sloth which, for you nature-buffs, is about 20 hours a day. The rest of the time he ate, never losing his appetite, though he couldn't really taste anything for about 12 days. And Ina's fine, by the way,



immune apparently.

Next up, decade birthdays? Ina would like to bypass that topic, though her special day was appropriately celebrated during Super Bowl!

As we now self-sequester aboard Papillon, in recovery mode, one of the silver linings is that Ina has learned a bit of video editing. So, we hope y'all will enjoy our YT channel as much as we enjoy putting it together for you. We'll be adding more stories and content so remember to click 'Subscribe' and tap

the 'Bell'  so you won't miss any new videos! We'd love to hear from you... so please, email us or feel free to comment in the video section!

Here's the link - Enjoy! <https://www.youtube.com/channel/UCLraWkPgowTApaKOnHd951w>

We're missing email addresses for a number of members; feel free to pass this along.

Always sending Hugs and Love from somewhere out on the ocean,

Kusuru and Ina

SV Papillon 

## The Last One

Some of you old-timers might enjoy reading this article about building a wooden Deadrise on the Eastern Shore of MD near Bishop's Head. I believe they are still building and or working on deadrises here in Mathews VA too. Check out the link to the Horn Harbor Marina face book page below. Lots of deadrises there!

[https://www.woodenboat.com/last-one?  
utm\\_source=MC&utm\\_medium=Email&utm\\_term=content&utm\\_content=Image&utm\\_campaign  
=Email-WBN-2021-02-28](https://www.woodenboat.com/last-one?utm_source=MC&utm_medium=Email&utm_term=content&utm_content=Image&utm_campaign=Email-WBN-2021-02-28)

<https://www.facebook.com/hornharbormarina/>

Think Spring!

Chris, Bill & Flaco  
SV Plover Mathews, VA  
Mathews, VA

## First Dickerson Sailing Story (Mears Marina Annapolis, MD 1986



The year was 1986. I was an invincible Air Force pilot who had flown jets around the world for 16 years. I'd had engine failures on take-off, landing gear failures, flown in two wars, bullet holes all down the side of my airplane, and had lived to tell the stories. It was time for a vacation.

My trusty first mate (Judy) and I heard that Dickerson Boatbuilders were running a charter service. We had grown up in Cambridge and knew many of the workers there including Ernie Tucker. We convinced a dear friend couple (from Alabama) to join us for a week of sailing on our beautiful Chesapeake Bay. Jim, a fellow pilot, had sailing experience in the Gulf of Mexico and his wife Dee, a petite school teacher, loved Laura Ashley "outfits"—it was a perfect match.

So, I hooked up with Jim Karr two years in a row and arranged to charter D37 "Eclipse" and Bob & Sally Free's new D37 "Running Free". I vividly remember how beautiful the boats were sitting in Dickerson harbor — very reminiscent of our Cape Dory that we had to sell several years earlier owing to Air Force moves. We arrived in Trappe mid-day and had just enough time to check her out and head down to Dividing Creek (La Trappe Creek—St Martin's Point for you non-locals) to anchor for the first night. The weather was typical Chesapeake Bay summer — hot, chance of thunderstorms.

Side note: Judy and I had been going to "Dividing Creek" all of our lives. We swam there—we sailed there—we water skied there—it was home waters.

So Barry, Judy, Jim, and Dee anchored up near the beach (big drop-off), toasted the sunset, and made secure the evening talking about plans for the rest of the week which included port calls in Solomon's, Annapolis, St Michaels and the Magothy.

Then about 0200, THE storm hit. The gust front came through at about 65 knots from the southwest and we swung violently stern to the shore and rain pelted down like a cow peeing on a flat rock. Judy and I arose from the dead to hear Dee reciting learned scripture from her teaching Sunday School. But all was under control.

That is until about 0400 when the tide went totally slack. This time I was awakened, not by the weather, not by any distress (although I noticed we were healed over about 15 degrees), but by this shrill "Montgumry, Alabama voice", shouting in the VHF microphone, "Maaaydaaay, maaaydaaay, this is the EEEEclipse".


You see, we had drug anchor (a little) and gone aground, but we were in no peril. Thank goodness we were either out of Coast Guard radio contact, or they just didn't bother. From that day — we HAD to own a D37 — and we would be selective of our sailing crew.

Barry and Judy Creighton  
S/V "Crew Rest"

## **Welcome New DOA Members Eric and Ann Hedberg**

We are "thrilled" to have boat builders Eric and Ann—new owners of John Freal's D35 Rainbow—join the Dickerson Owners Association. Following is a note from Ann.

**Hello Everyone,**

Well, as you may know, you have a bona fide boatbuilder amongst yourselves (your Dickerson selves) now.  Gratefully grafted in by the supreme gifting of John Freal through his beautiful RAINBOW.

Barry, because you wrote all that you did, I feel compelled to share too yet another 6 degrees of separation in this whole Waterfront Story....

I therefore include here pics of the first boat Eric built on his own, a 22' Hooper Island Sharpie. She was his proof of concept and leap of faith in overcoming what were the pitfalls and limitations of wood in his line of work.

For Eric's shipwright career had been all about wood. Where he had repeatedly suffered firsthand the inherent deficiencies found in marrying dissimilar materials (wood, paint, seawater).

Enter the scene his long thought-out prototype of building with cellular PVC, a radical approach that was faithful to the design and intent of the way these old boats were built yet without the ensuing and inevitable destruction therein.

Eric's methodology basically deploys his traditional boatbuilding skills with space-age materials, thereby overcoming the deficiencies of wood while being true to all the pros of wood.

'Hooper Island' was Eric's own 'launching' into new waters within this whole wonderful Working Waterfront story. To me, he's quite the hero; and I have oft loved saying that Eric is so traditional, he's ahead of his time! 🧐

Seriously, we're humbled to be part of a tribe of sailors with so much heart and relationship.

Great thanks for your welcome~  
Ann Hedberg

# 22' Hooper Island Sharp-Sterned Sailing Skiff



Described by Howard Chapelle in “Chesapeake Bay Crabbing Skiffs”, a fast and handy boat developed for crabbing and gunning in the early 1900's on the Eastern Shore of Maryland. These boats were so fast and effective that a racing class developed and continued for many years.

**SEE YOU ALL IN JUNE**



