

Dickerson

Owner's Association



NEWS LETTER

APRIL 2013

PLANS FINALISED FOR JUNE 14-16 RENDEZVOUS

Last year we had over 100 people in attendance. This year we will do even better with the following new and exciting program

.Friday June 14

2 PM Parade of Dickersons from Choptank Light to Cambridge.

5 PM Docking at Cambridge Marina. Contact **Barry** (soonest) for Marina reservations in Cambridge.

6 PM Reception at new Dickerson Exhibit at the Richardson Maritime Museum in Cambridge (corner of High and Poplar Streets). The Exhibit will feature a Dickerson History and Parade Video, Dickerson 37 and 41 half-hull models and photographs of builders, designers, sailors and Dickerson classics. **This is a MUST DO EVENT.**

Saturday June 15

10 AM Race from Cambridge to Oxford. Course to be decided by Commodore Pat Ewing and Race Committee.

After race. Docking at Mears Marina 410 226 5450 or Tred Avon Yacht Club 410 226 5269 or anchor out. Cool off in pool at Mears Marina. (Make these reservations on your own.)

6 PM Reception, dinner and celebration at Tred Avon Yacht Club. We have invited Polish sailor Krystian Szyпка who will be racing his Dickerson built Farr 37 sloop

singlehanded in OSTAR 2013 to speak at the Rendezvous. See the article in this News Letter.

Sunday June 16

Post Rendezvous Cruise Contact Chris and Bill Burry wcburry@gmail.com

We have a tremendous program. Come by car or boat. Do not wait until the last minute. **Plan to attend now.** Let us know of your intentions by email. A formal notice with costs etc. will be sent to our mailing list 6 weeks before the Rendezvous. Contact either of us now of your intentions.

Looking forward to seeing you at our 46th Annual Rendezvous.

Barry Creighton barry937@cox.net 757 333 1641

Joe Slavin JWS2827@aol.com 703 560 7250

DICKERSON OWNERS ENCOURAGE SUPPORT OF OSTAR FOR DYDEK

The Dickerson Owners Association is very pleased to learn that Polish Sailor Krystian Szyпка will be racing his American built Dickerson Farr 37 sloop "Sunrise" in OSTAR 2013 -- the unique and challenging single-handed transatlantic race, which starts on May 27 in Plymouth, England and finishes 3,000 miles later in Newport, Rhode Island (www.ostar.rwyc.org). Krystian is doing some rigging modifications, upgrading his electronics and seeking to obtain new sails to handle the strong oceanic winds. Krystian's courageous "OSTAR for Dydek" project is a tribute to an outstanding Polish and WNBA basketball player Malgorzata-Margo Dydek. The project is supported by the Helios Foundation in Gdynia, Poland.

The Dickerson Farr 37 is a high performance fiberglass sloop built by Dickerson Boatbuilders in Trappe, Maryland for the famous designer Bruce Farr and Associates of Annapolis, Maryland. From 1983 to 1985 Dickerson built 13 of these very fast boats and many recall when introduced in Annapolis, the Farr 37 won many local and international races.



Krystian told the Dickerson Owners Association:

“I bought my Farr 37 in 2010 from the owner—returning to Poland-- who sailed her from the Great Lakes to Southern Spain.

I am the proud owner now. In 2011, I made a first big cruise from Gibraltar to Poland (2200nm in 3 weeks) through Biscay Bay, English Channel, North Sea to Baltic Sea. Then I made a big renovation (mast & boom, rigging, hull, interior, electronics, etc.) and started to compete in Baltic regattas – crewed as well as single-handed. In 2012 I made many single-handed cruises and competition: Polonez Cup (250nm nonstop), Gotland Battle (540nm nonstop) and others. In October 2012 I've got the qualification to the OSTAR 2013.

Concerning my experience with my Dickerson Farr 37... I just love her! It is the only Dickerson Farr 37 in Poland and I believe maybe in whole Europe and many people are green with envy looking at her. Sailing windward is very quick and sailing is very effective – of course when single-handed it is not so easy (without the crew ballasting on board) but when working on sails properly it is fantastic and I manage to win with

many young and modern boats even with old sails. Downwind is worse and I'm still learning how to be more effective when sailing with the wind."

The Dickerson Owners Association has invited Krystian to speak at the Dickerson Rendezvous <http://dickersonowners.org/> on June 14-16 in Oxford, Maryland. Of course much depends on his arrival time in Newport, Rhode Island but we are hoping to see him personally or have him talk to us electronically. The Dickerson Owners Association encourages you to help sponsor "Sunrise" so she can fly a new suit of sails to win OSTAR 2013. Contact the Helios Foundation at info.helios@tlen.pl, or Krystian Szyпка kszyпка@wp.pl or the Dickerson Owners Association jws2827@aol.com regarding sponsorship or being a partner in his quest to win OSTAR 2013.

Joe Slavin



Dickerson Owners Association

A sponsor of The OSTAR FOR DYDEK Project

SAILING "DOWN UNDER"

Ahoy Dickerson mates,

We recently caught up with Mike and Karen Riley, owners of Dickerson 41' Beau Soleil, on the North Island of New Zealand. They were last sighted at the post-rendezvous Dickerson cruise at the home of Bill & Arlene Dodson in June 2011. Beau Soleil just completed another South Pacific Ocean passage from Mexico through French Polynesia arriving in New Zealand in early December 2012. Their son Falcon accompanied them for the trip as did their trusty sailor dog, Ilia.

We flew into Auckland in early February and met Beau Soleil in the town of Paihia in the Bay of Islands – a four hour bus trip north from Auckland on the Naked Bus. Mike claimed we would get a discount for every piece of clothing we removed but no one else was naked on the bus! We were so excited to see Beau Soleil at anchor as the bus rounded the point entering Paihia. Here are the boys buddy-rowing out to Beau Soleil the day of our arrival.



We spent several glorious days in the Bay of Islands exploring the beaches, digging for edible local clams and hiking ashore. It reminded of us the British Virgin Islands with clear blue waters but with fewer boats. The weather was near perfect with temperatures hovering between 70-75 degrees everyday with sunny skies. Here we are hiking on the island of Urupukapuka with Beau Soleil anchored in the background. Bill spent time with Mike reviewing the different books that Mike has written – more than a dozen titles in all. They are all posted on amazon.com at his website at <http://www.amazon.com/author/mike.riley>.



With light winds out of the north-east, we headed out sailing on a two-day trek south to the Great Barrier Island – a lesser developed island in the Hauraki Gulf off the east coast of the North Island. We rounded Cape Brett and covered about 50nm each day and spent an overnight at an anchorage named Tutukaka. We caught a kingfish while trolling underway which Karen cooked to perfection and it was delicious!



We spent a week on “The Barrier” exploring a new anchorage each day. Our favorite was Smokehouse Bay where a local cruiser and his family donated land for building a bathing facility with a claw-foot tub heated by a wood burning stove. We collected firewood and then stoked the stove for our baths. It was a truly unique experience with an ocean view! There were also outdoor laundry, washtubs with old-fashioned hand-ringers and a clothes line. Here are the boys collecting firewood & and a view of the bath house. Note the new Dickerson cap that Mike is sporting – one that we brought for him.



Another favorite anchorage on the southwest coast of “The Barrier” was in the village of Whangaparapara – meaning the harbor of mud flats in the local Maori dialect. We went ashore to the Great Barrier Lodge on Friday evening for \$5 night -- \$5 for beer or wine or a plate of tapas. Here we are on the porch of the Great Barrier Lodge.



From Great Barrier, with a brisk southwesterly wind we set out for a glorious day of sailing about 35nm west to Waiheke Island just east of Auckland. First we put the dinghy aboard the deck as a precaution. Keep in mind that a southerly wind brings cooler air off the Antarctic Peninsula so Bill and Karen reefed down the main and Mike kept Beau Soleil close hauled.



We bid farewell to Mike, Karen & Ilia at the Pier 21 Marine Centre in Auckland. It was walking distance to downtown Auckland, the fish market (where we bought green-lipped mussels) and a large supermarket for provisioning. Here we are saying an early morning farewell before Bill and I flew on to the South Island for the rest of our trip.



Chris and Bill Burry, Dickerson 41 "Plover"

WHEN CHRISTMAS COMES IN MARCH

Sounds a little strange? Well, that's what happened this year. Most of you know that prior to the winter setting in, our "Sampson Post" (Joe) was busy negotiating with vendors around the world to build some half-hull models for several of our interested members. (And acquire some to display in the Richardson Maritime Museum).

Prior to the twentieth century, half-hull model ships were constructed by shipwrights as a means of planning a ship's design and sheer and ensuring that the ship would be symmetrical. The half hulls were mounted on a board and were exact scale replicas of the actual ship's hull. Measurements from "slices" of the models taken on at least two axes were then scaled up and transferred to the ship's building materials. With the advent of computer design, half-hulls are now only built as decorative nautical art and constructed after a ship is completed.

Joe collected copies of the actual Dickerson design drawings from members, museums and in the case of the Dickerson 37, the designer himself, our fellow DOA member George Hazen. After some very skillful price negotiation with an off-shore model

builder, the plan took shape. So a “Virginia Beach Santa Claus” sent in some money and returned to the bowl for a cup of eggnog.

Now, fast-forward to March. Exactly on the day promised, the UPS truck pulled up in front of the house and out steps “Santa Claus”. And what an impressively wrapped package he delivers:



What could it be? Sure hope it is something to mount on the aft bulkhead in “Crew Rest’s” saloon (she really needs some decorator help).

I think you can predict the end of the story. Santa “done good” this year. It was worth the wait until March.



Barry Creighton, Dickerson 37 #22 "Crew Rest"

INDIVIDUAL HANDICAPS FOR SAILORS

The following is from an article that appeared in the March 2013 issue of Sailing World

I read with interest Ken Read's December article on handicapping sailors based on individual performance. The Dickerson Owner's Association has developed and used such a handicapping system for the last few years with good success. The Dickerson is a classic 60's to 80's cruising boat of various models built on the Chesapeake Bay. Among its sailors are world cruisers, Bay cruisers and a few who race and keep light boats and clean bottoms. Most boats have lots of chain and big anchors, maybe dinghies on davits, and lots of cruising stuff aboard. The boats are usually a combination of wood and fiberglass; but most have added copious amounts of epoxy to keep them together and attractive. We race twice a year and not a few of us have a limited understanding of the rules of racing. But we have a lot of fun; the winner of the Annual Rendezvous race becomes the Commodore of the Class and Race Committee for the following year. Previously using PHRF, only a few sailors ever won the Rendezvous, which has been sort of a day sail parade. A few years ago most of these perennial winners and a few firebrands decided to make the racing more egalitarian and instituted a handicapping system based on individual performance. Its not perfected yet but it has worked well enough to get some new winners of silver, has got new blood and ideas into the management of the Class, and it has been partly responsible for

increased interest and numbers of attendees at our events. (We also are lucky to have several spark plugs that encourage new owners and market the Association).

Essentially what we did for handicapping was to compute the handicap a sailor would have needed to have to finish at the same time as the winner of a race. These handicaps are weighted, added, and averaged over the years. Handicapping is always tricky and we have more work to do. What happens now is that when the high handicappers begin to win, it inflates the handicaps of all other racers too much. We will be working on the algorithm over the winter to correct this.

I might add that when we started researching this subject we found other small sailing organizations do similar individual handicapping. I also think it would be possible to produce a kind of individual handicap for one-design sailing based on finish position. It wouldn't be as refined as one based on time; but it would be another way of increasing bottom dweller competition and provide some additional silver to spread around. Sort of like golf tournaments frequently do; have awards for low gross score and low handicapped score.

Randy Bruns, Arnold MD, Dickerson 36 "Rhythms In Blue"

VISIT THE TREASURE CHEST <http://dickersonowners.org/>

The sailing season in the Northern States is rapidly approaching and it is time to welcome the new season by purchasing your Dickerson sweatshirts, hats, cups, travel mugs and of course our famous burgee. We also have new items which include a glossy bound booklet of the Dickerson History and DVD's of the History, Rendezvous and Parade.

All items will be shipped to you within a week after receiving your order. Contact me if you have any questions.

John Freal jwf@brackenusa.com ,

We Want to Hear From You

We would like to receive write-ups of your sailing adventures, hobbies, latest Dickerson fix it jobs or just your thoughts and suggestions for future events and items we can include in our 46th Rendezvous. Please do not be bashful. Also don't forget to renew your Dickerson Owners Association Membership for 2013. Just contact us at jws2827@aol.com if you need a membership form.

Membership Committee, Joe Slavin, Barry Creighton and John Freal--Edited by Bruce Franz

