



## Owner's Association

**NEWS LETTER**

**APRIL 2009**

### **WELCOME NEW DICKERSON MEMBERS**

We are very pleased to welcome the following new members from coastal ports around the country to the Dickerson Owners Association. We encourage you to contribute to our News Letter, sail or drive to the Annual Rendezvous on Father's Day weekend, join us in chats on the Dickerson Owners Web Site <http://dickersonowners.org/index.html> and participate in other events.

The new members are (names, boat, and state):

James B. Billings, Defiance, WV; George Borowsky, Aliyah, PA; Garry and Traci Carneal, Compass Rose, MD, Ray and Ilse Clements, VA; Steve Cycyk Jr., C-Farer, MD; Roland and Peggy Davies, Antares II, MD; Steve Dettman, Snoodle Time, VA; David B. Fahmeier and Siobhan Sheehan, De Novo, MD; Una Folan and Michael T. Aitken, Iris, NH; James A. Frijouf, Anglefire, FL; Robert Hagstrom and Gina Soucheray, Kairos, MN; David and Katherine Hemenway, Tenacity, CT; Doug and Darla Jenner, Daruma, MD; Thomas M. Kelly, Cygnet, MI; Eric Lindstrom and Theresa Scheib, Tessanna, PA; John Morris, Carousel, WA; Joel M. Penne, A Bientot, VA; Richard Schneider, Victoria, NC; Robert G. and Sarah O. Shelton, Aequanimitas, VA; Marsh B. and Helen M. Spink, Scrimshaw, PA; and Carl Widell, Koshka, MD.

### **2008 DICKERSON DIRECTORY MAILED TO MEMBERS**

The Dickerson Directory provides information on History of this classic 42 year old organization, Dickerson Customs and Traditions, Highlights of Years Activities, Past Commodores, List of Members and Associate Members, and Lists of Non Members. This unique Directory which is only available to Dickerson Members provides the latest compilation of detailed information on Dickerson Owners and their boats. Please let us know if you are a Member or Associate Member and did not receive a Directory.

### **ATTEND 42<sup>nd</sup> ANNUAL RENDEZVOUS JUNE 19-20 at OXFORD**

Secretary Dick Young has sent a Samson Post Rendezvous notice to all known Dickerson Owners which includes details of the Rendezvous and Forms for Membership and Dinner Rendezvous Reservations at the Tred Avon Yacht Club . It is important that this Form be completed and sent to Dick as soon as possible so Members Names and Boat Information can be included in the 2009 Directory and if you plan to attend the Rendezvous, so Dinner Reservations can be made for your group. Forms must be returned no later than **June 1, 2009**. A copy of the Rendezvous Information and Dickerson Association Membership Flyer can be downloaded from the Home Page of this web Site. Dinner Costs are only \$20.00 per person. Dickerson Owners Association Membership Costs are \$35.00 for Members and \$25.00 for Associate Members.

If you have any questions E: mail Ad Hoc Membership Committee at [jws2827@aol.com](mailto:jws2827@aol.com) or call us at 703 560 7250.

### **THREE GREAT SAILOR READS**

During the long winter months I stumbled across two great boat sailing books that involved seamanship, mystery and intrigue. Celtic Ring I obtained from a local library and the Ship Killer I purchased for two dollars

from a Sarasota used book store. Little did I know that *Ship Killer* is a rare classic that sells for \$140.00 from Amazon.

Here are some brief reviews of these books which I could not put down. Best sailing reads I have had.

**The Celtic Ring by George Simpson, Bjorn Larsson, and Bjorn Larsson (Paperback)**

On a cold January night in the Danish port of Dragor, Ulf - a young Swede living aboard his 31-foot-yacht "Rustica" - gets to know Pekka, an inscrutable Finn who has just arrived in the port utterly exhausted and green with fear. Pekka hands his logbook over to Ulf before disappearing again during the night that follows. After reading the logbook, Ulf decides to sail across the North Sea to Scotland together with his friend Torben in order to find out more about the so-called Celtic Ring, an enigmatic organization dedicated to the obtainment of political autonomy for the former Celtic nations of Scotland, Ireland, Wales and Brittany. Along the way, Ulf and Torben have to battle both with adverse meteorological conditions as well as with shady characters who clearly disapprove of foreigners poking their noses into matters that are none of their own. In the end, the two Swedes succeed in uncovering a vast network of activists fighting for the Celtic cause, although much about the Ring's core organization remains unknown.

The customer reviewer stated that "The Celtic Ring" is a gripping novel bristling with nautical detail and historical footnotes that will appeal to experts and laymen alike. The plot is fast-moving and full of unexpected twists. The only part of the book I did not quite like was the end which leaves the reader in considerable doubt about the story's outcome. Also, the map provided in the book is of a too general nature, and I would have greatly appreciated a second, more precise map outlining those parts of the Scottish coastline that are so vividly described in the book".

Another great read by Larsson is *Long John Silver*-- A fictional autobiography of Stevenson's hero before and after the tragic events of *Treasure Island*.

**The Ship Killer by Justin Scott (Hardcover)** This is a terrific story about a couple on their honeymoon who sailing across the Ocean in their 40ft Ketch *Siren* is recklessly run down by a gigantic super tanker. The Skipper then sets forth on a series of adventures to make this tanker and its Captain pay.

A customer who I fully agree with said in his five star review that this is "The best sailing book I have ever read. This is by far Justin Scott's best book. I bought numerous copies of the paperback and gave them to customers. I've owned two sailboats and have chartered in the British Virgins. You don't have to be a sailor to enjoy the nonstop action."

Joe Slavin *Irish Mist*

**Chesapeake Winds and Tides: Journeys Among Eastern Shore Islands, Rivers and Communities (Paper Back) by Don Parks, Cherokee Books, 24 Meadow Ridge Pkwy, Dover, DE 19904** The author is a retired school administrator, originally from Holland Island and his wife Linda, a retired teacher from Hoopers Island. They live in St Michaels. Don chooses several of his favorite rivers and Eastern Shore communities and describes them via his voyages aboard his boat *Yankee Rover*. On top of a very solid historical and geographic foundation, Don weaves terrific stories by residents into the descriptions so that you really get an unvarnished picture of the area—both past and present. The style will remind you of Charles Kuralt. (Oh by the way, the stories of Eugene Creighton (my Dad) help describe Hoopers Island and the Honga River. You might remember that he was "Admiral in Charge" aboard *Crew Rest* during the 2007 race.)

Of course, I'm biased, but the book is an easy and entertaining read. A great book to have aboard. It's 250 pages of "I've been there—I didn't know that—and, How about that?" A quick read--I bet Dick Young could read the whole book aboard the Commodore's Race Committee boat just waiting for *Irish Mist* to finish.

Cheers, Barry Creighton, S/V Crew Rest

Please let us know if you have any Great Sailor Reads so we can include them in our next News Letter.

## **CRUISE NARRAGANSETT BAY**

Connie and I have sailed Narragansett Bay for the past 25 years. The last 13 years on Wanderlust. Our home port is Historic Bristol Harbor and the Bristol Yacht Club. Bristol is the home of the oldest 4<sup>th</sup> of July parade in the US and the Herreshoff Marine Museum.

Our favorite cruising destination is Wickford Harbor in southern Narragansett Bay. It is only a 30 minute sail from the ocean. The harbor is small and well protected but with no anchoring. There are town and yacht club moorings available. Two full service marinas are available. You can anchor outside the harbor, it works, and we have done it. It's a good place to kayak, rentals are available. Wickford Village is a small historic village established in 1641. It has quiet tree lined streets, 17<sup>th</sup> & 18<sup>th</sup> century houses, churches and quaint shops. It is the home of the area's largest art festival held every year in July. Google "wickford village".

For those who have not visited Narragansett Bay it is quite different from the Chesapeake. We have 3-4 foot tides. You rarely have to be concerned with water depth. In fact when we see 10 foot depths we start to get concerned. In the afternoon the wind cranks up like clockwork from the south west @ 15-20 knots, till sundown.

Come visit us.

Al and Connie Sampson, Wanderlust

## **LIVE OAKS, PALMS, SPANISH MOSS AND TRIDENT SUBMARINES**

Whuh? Trident subs? Yes, St. Mary's, Ga. is next door to King's Bay Submarine Base, and don't get John Routenberg or John Motsko started about their King's Bay story!



This is a good size Navy town with full nautical services; I haven't checked out reactor core replacement yet, but atomic four parts are a "no brainer". Sailboats with nuclear propulsion are unknown to me, but... I don't have a "need to know". I do know that St. Mary's has many fine restaurants, anchorages, hardware stores, motels, B&B's, and rental cars. **I-95** is 3 miles away, Jacksonville, Fla. is 40min. away, and Salisbury, Md. is 12 hrs by car. Nearby lies Cumberland Island, originally owned by the Carnegie family, and maintained today by the National Park Service as well as descendents of the Carnegies. Cumberland is huge, can only be reached by boat, and supports not only a primeval forest with armadillos, but also wild horses. Miles of unspoiled forest trails and beaches make this an adventure not to be missed on your vacation list. <http://www.nps.gov/cuis>  
If one prefers a bit of luxury in their vacation, then Greyfield Inn will fill that need on Cumberland.

<http://www.greyfieldinn.com>

The St. Mary's River inlet on the Atlantic Ocean separates Cumberland Island from Amelia Island and the familiar town of Fernandina Beach, Fla. "As the crow flies", St. Mary's and Fernandina are 7 miles apart, but by car, they are 38 miles apart. Thousands of acres of marshland separate the two destinations. Fernandina and Amelia Island are home to winter visitors, artists, eclectic businesses, and Fort Clinch. Construction of the Fort

was started in 1847, and continued during the Civil War. It controls the St. Mary's Inlet "choke point"; no vessel could transit the inlet without Fort Clinch permission, not even "Crockett & Tubbs".



Although never completed, the existing brick and tabby architecture is beautiful, replete with roman arched ceilings that provided "bomb proofing" shelter from incoming artillery, colonial style barracks, and modern cannons. The surrounding forest, sand dunes, and beaches are undeveloped, unspoiled, and available for camping. Want to get away from it all? See Cumberland or Ft. Clinch... but, don't forget to turn off that cell phone. <http://www.floridastateparks.org/fortclinch>

For those who aren't very keen about nature walks, Cape Canaveral is 170 miles south. Launch schedules are posted online, so it's just a matter of timing. Spend the day at the Kennedy Space Center, walk among our historic machines, and then stand along the Merritt Island shoreline with thousands of other awestruck people as launch pad 39A bursts forth once again with light, thunder, vapor trails, and our newest "man-made star" as it climbs into the heavens to sail in a part of God's firmament.



The light in the middle is launch initiation at pad 39A; the dot of white light at middle upper left is a full moon. It was a thrilling two minutes! Oh well, it's back to mundane chores tomorrow, but tonight, we eat, drink, and laugh!

Bruce Franz  
"Hemisphere Dancer"  
Where the weather  
suits our clothes and boat.

## **2009 DICKERSON OWNERS' ASSOCIATION DIRECTORY**

For almost a year, your Ad Hoc Membership Committee has been beating the bushes to reconnect with Dickerson Owners and connect with new owners to bring them into the Association. To do that, we have collected and updated a lot of information about you and your boat. I must admit, that it has become an obsession—but what else is there to do when it's too cold to do bright work and you still have to work and can't head down the ICW?

The 2009 DOA Directory will be modeled on the great edition produced by Hank and Helen Dodson in 1988. That particular edition is a great resource as it lists owners and their boats according to several categories—boat size—location—production sequence, etc. Additionally, as we collected information via the internet, we found quite a few pictures that were helpful in boat and people recognition. So, the ambitious plan is to pull all this together and have it ready for the 2009 Rendezvous.

**We need more pictures!** By hook and crook, we have at least one picture each for Aequanimitas, Arigato, Belle, Bonnie, Calypso, Carousel, Crew Rest, De Nova, Different Drummer, Hemisphere Dancer, Imagine, Iris, Irish Mist, Mon Bijou Gigi, Pic, Pleasance, Plover, Rainbow, Rhythms in Blue, Serafin, Sky Breaker, Snoodle Time, Southern Cross, Starry Night, Volantis, Winds Way, and Windsong. We'd sure like to have a couple happy snaps of you and your boat. So please, finally download the pictures from your digital camera to your computer and send them along.

Barry Creighton,  
S/V Crew Rest, [Barry.Creighton@lmco.com](mailto:Barry.Creighton@lmco.com) (That's l (Lima) mco.com)

## **PARTICIPATE IN FIRST NEW ENGLAND DICKERSON ROUND UP**

Una Folan and Michael Aitkin sail their Dickerson 36 sloop- Iris- out of New Hampshire and Dave and Kathy Hemenway sail their Dickerson 36 yawl- Tenacity- out of New London, Connecticut. They have been discussing their boat renovations for the last couple years and have visited each other's boats. We have both learned alot from each other and the other Dickerson owners we have met in New England. According to the Dickerson Association there are about twenty Dickerson sailboats in New England.

So we thought it would be fun to have a rendezvous of New England Dickerson owners sometime during the summer of 2009. We will determine the time and place for the rendezvous based upon the preferences of those who would like to attend the event. We are considering ports south of Cape Cod or north of Cape Cod. We may even have two events if there is enough interest- one south and one north of Cape Cod. If you are interested in joining this group of New England Dickerson owners, please send an email to Mike at [MichaelTAitken@aol.com](mailto:MichaelTAitken@aol.com) or Dave at [Dave@Tenacity.us](mailto:Dave@Tenacity.us).

If you are interested in articles about rebuilding my Dickerson 36, I would be happy to write some for you.

Thanks, Dave Hemenway, Tenacity

## **2009 DOA MEMBERSHIP**

Questions often arise such as—How can I become a Member or Associate Member? What do I have to do to Renew my Membership? Also sometimes since the Membership Form is usually mailed with the Annual Rendezvous Notice sailors not attending this year's Rendezvous may lay the Form aside and forget to renew their membership or to join as new members.

Membership and Rendezvous Participation are two separate issues. You need to be a Member or Associate Member or guest of one to attend the Rendezvous Dinner and you need to be a current Member to race your Dickerson. In addition to those that participate in the Rendezvous, we are fortunate to have many Members in

distant States that while not able to join in Rendezvous activities appreciate the opportunity to chat with other Dickerson sailors, receive a comprehensive up to date Directory of all known Dickerson Owners so they can meet with fellow sailors in their area, receive Newsletters and participate in discussions on the Dickerson Owners Web Site and other events. It is easy to participate and certainly the cost is low—probably not more than you spend for sandpaper every year. Appropriate Membership and Rendezvous Reservation Forms are attached in event you did not receive one or if you misplaced yours. Remember Deadline for sign up to appear in 2009 Directory and receive a copy and to attend Rendezvous is **June 1, 2009**.

1. To Renew Your Membership or to become a New Member fill out the Membership Section of the Rendezvous Information and Membership Form on the Home Page of this Web Site or the Membership Form in other places on this Web Site.
2. If you also plan to attend the Annual Rendezvous Dinner fill out the Rendezvous Reservations Section of the Rendezvous Information Form mentioned in 1.
3. Send your information with check made out to Dickerson Owners Association to Susan Young, 1054 Dawn Ave, Ephrata, PA 17522

## **WESTERN SHORE DICKERSON ROUND UP FOR 2009**

Once again we are planning to put on a September Dickerson event this year. We had 12 boats and about 45 attendees last year with much enthusiasm for doing it this year. Plans are tentative at this point. I hope we could be invited to use some of the West River Sailing Club facilities; docks, moorings and lawn this year. Looking at the Club calendar Saturday 26th of September is the most promising date however I will wait until June to approach the Club as they will better understand their calendar then. Final notice and details will be at the Rendezvous in June. Stay tuned.

Randy and Barbara Bruns, Rhythms in Blue

## **CARIBBEAN CRUISE**

Southern Cross has been floating around in the Caribbean since April 2007. It has been great fun learning lots of new things. People ask us where is our favorite spot? That is a hard question. Culebra in the Spanish Virgins, part of Puerto Rico was really special. Antigua with it's big time history of English harbor where Admiral Nelson spent some time was in impressive. Dominica with its verdant jungle and oodles of fruits and veggies was way cool. Barbados was special because we got to meet friends of Bill & Chris Burry (PLOVER) that they had met over 20 years ago on their trip back from the Mediterranean. Then there is Grenada, sweet Grenada with its people that actually like Americans. But let's not forget about Trinidad with it's wonderful steel pan music we grew to love and great local street food. But then we just visited Cartagena, and oh what a city! It was so nice to be able to walk around at night with no worries. Inexpensive and fun. Oh, let us not forget the San Blas with the beautiful blue and clear water once again. Great anchorages within sight of each other and of course the Kuna Indians with their work of art molas. As you can see it is hard to pick a single place when so many have captured our hearts.

Currently anchored in Bocas del Toro of Panama we are headed north and back to the states in hopes that we might be able to make the next Dickerson rendezvous. Not set in concrete, but rather in Jell-O. We are in hopes that some Dickersons will want to do a little Bay cruise after the Rendezvous fun. We have mentioned something about this to both Plover and to Compass Rose, so check with them about getting together.

D and Don Wogaman, Southern Cross



## **A NOTE FROM OUR COMMODORE**

This has been a great year for Dickerson Activities. In 2008, we recruited 21 new Dickerson Association Members and I bet our Ad Hoc Membership guys Joe Slavin, Barry Creighton and John Freal personally convinced every one of them to join---great job guys! We have really become nationwide with members from 14 states on all coasts of the country and the Great Lakes. We had super gatherings in Oxford and on the Western Shore. We've sent Membership Certificates and the 2008 Directory to all Members and Associate Members and our Secretary, Dick Young has mailed the Annual Rendezvous Flyer to all Dickerson Owners. A copy of the Flyer is also available on the Home Page of this Web Site.

We are pleased to learn that Dick Young—who is glue that holds this organization together—is recovering nicely from heart surgery and will be at Oxford to make sure our 42<sup>nd</sup> Rendezvous comes off without a hitch. If you haven't done it yet—please mark your calendar for Father's Day weekend. Activities will begin with a reception at Mears Marina on Friday, June 19<sup>th</sup> followed by our traditional race at 1000 hours on Saturday, June 20<sup>th</sup>. The Award Ceremony and dinner will be held Saturday night at the Tred Avon Yacht Club—thanks to Jim Karr. Dockage is available at Mears Marina and on Saturday at Tred Avon Yacht Club.

This year, Karen and I will be on the Committee boat helping out with the race details. I have already received one call saying “How about a beat this year!” (That darn Irish Mist is always looking for some edge—if it's not a “private breeze” – it's a shortened race). Any way--we will do what we can and most of all we look forward to a great Rendezvous with an exceptional group of sailors.

Dick and Karen Clarke, Dickerson 37 Imagine

## **DICKERSON WEB SITE ACTIVITY INCREASES**

The Dickerson Owners Web Site reported 175 posts, 41 topics and 21 members at the closing weeks of March. Topics in a broad range of subjects such as Membership Certificates and Procedures, Changing Your Diesel Engine Oil, Fixing Cabin Leaks and Side Ports, Instrument Replacement, 2009 Rendezvous Information, Selling Dickerson Gear.

We encourage you to sign up and participate in the Forum on this unique Web Site. You can register by going to the Web Site at <http://dickersonowners.org/customs.html>, click on Forum and click on Contact Admin in bottom right of page and tell them you wish to be a member. Then it is simple to put it on your Favorite Places and post replies and talk about new items.

## **A NOTE FROM OUR SECRETARY**

I am getting back in shape after my heart surgery and will be at the Rendezvous making sure you all start the race on time and we do not have any barging accidents. Susan and I want to take this opportunity to thank you all for your support and many cards and calls during the past months. We are looking forward to another great Dickerson Rendezvous with an especially fine group of people. Thanks again for your kindness.

Dick and Susan Young

## **FOND SAILING MEMORIES**

Greetings from Concord New Hampshire!

It's a rainy day here in New England, this the last week of March. As a diversion from the usual “boat projects” for “IRIS” I find myself midway through a most wonderful book by Anthony Baily; “The Coast of Summer - Sailing New England Waters from Shelter Island to Cape Cod”.

This book brings back memories of many wonderful sailing spots I have been so fortunate to experience sailing in Massachusetts. I suspect each of us could easily find ourselves in this book – Anchored in a familiar harbor for the night, sailing across an often traveled sound, or perhaps stuck on a sand bar at half tide (rising tide we hope!) for the 3<sup>rd</sup> or 4<sup>th</sup> time in our lives because we “just knew” we could cut that green can 30 feet to the left and make it into the mooring field – and many more times we did!

Una & I have sailed our 36 foot Dickerson Ketch “Iris” in Buzzards Bay for the past few years, but as a kid in the early 1970’s I sailed with my dad, brothers and sisters throughout Boston Harbor in our Cal 25. My dad first saw this boat, a broken jumble of wood and fiberglass, after it was flung upon the Hingham Rotary breakwater during an unusually destructive late fall Nor’ Easter. Dad, ever the engineer, bought the boat as salvage and had it hauled into the backyard, next to the Iris and Rose gardens, where it became the focus of much family labor and neighborly amazement for 2 1/2 years as it was slowly transformed into like new condition; my parents named the boat “Second Love” but a couple days, prior to the boat’s maiden launch, my mom took a paintbrush and put a big black “X” through the “second” and in script wrote “first” underneath. This generated many smiles, waves and lively conversation with other boat owners. Dad laughed and smiled at the change - I more than suspect it was true.

We kept our boat in Hingham, a small coastal town south of Boston. A typical Saturday in late July was an all day sail with various friends, neighbors and other kids on the boat. We would leave the house at 8 AM and drive the 3 miles to “Bunkey” Kehoe’s boat Livery, on RT 3A across from Paige’s restaurant, where dad and one of the kids would row out to bring in the boat while the other kids tried to stay out of trouble on the dock - usually a losing proposition. After the boat was loaded and all passengers on board the first decision of the day was whether to take the channel or sail over the mud flats. Hingham is a tidal harbor - 9 foot tides are common - and has wide expanses of mud flat at low tide and a long circuitous channel that meanders through much of this area to get you out to deep water. At high tide you can sail directly out, over the flats, and save 20 minutes. I learned over the years to read the tides to avoid a day spent on some mussel encrusted mound and to navigate right of center between Ragged & Sarah islands so as not to hit the big rock that was slightly submerged at all but the lowest tides.

We would sail past Crow Point and the Hingham Yacht Club, through the first of many race fleets; the young kids in turnabouts, usually 15 or 20 boats strong, were always out first. Later in the day we would see older kids in the 410 fleet. By mid afternoon the Ensign fleet, 110’s and 210’s would fill Quincy Bay as they raced from Bumkin island towards Hull Gut and back to Grape island. Dad loved sailing through the Ensign fleet. The Cal was faster than all of them and on a close reach would walk right past the entire fleet. It made Dad’s day, and whetted my appetite for competitive sailing on Tornado catamarans in high school and college.

From Crow point it is 3 miles to Hull Gut & Boston Harbor. We would usually head out through the “Gut” and hug the East shore to avoid the strong currents that can approach 4 knots. Thru the Gut we might bear off towards the Boston Light, a 1/2 mile away, and then NW towards the Graves light which sits alone on the outermost reaches of Boston Harbor. To the south SE we could see the Minot light, also known as the “ I love you light” to generations of South Shore teenagers parked in cars at Cohasset harbor on Friday and Saturday summer nights. The light flashes 1,4,3 at night (I Love you). If the wind was a westerly we might try to make it to Baker’s island and Marblehead, using the Salem towers landmarks. A SW wind would find us headed into Boston Harbor, past George’s Island and onwards towards the Logan Airport runway where we would give passengers a thrill sailing under the runway approaches (pre Homeland security) and watch 747 jets pass directly over the boat. In the afternoon, the wind would often shift and make for an easy reach home past the black and white day marker that marks Nix’s Mate. My dad would always tell new passengers the story of how a man was hanged on the 10 acre Nix’s Mate island a century and a half ago and to protest his innocence he said the island would fall back into the sea – which it has. We would scoot under the Long Island bridge where the entire boat would loudly yell to hear the echo of voices under the bridge and then onward thru the



West Gut, back through Quincy bay, to Hingham. Often we would pass the Hingham Yacht Club at 5:30 or 6 pm on our way to the inner harbor & mooring. A great day of sailing.

Una & I hope to moor in Portsmouth NH this summer and plan to spend some time revisiting the Boston Harbor. Hope to see some other Dickerson owners out there!

Have Fun!

Mike Aitken, Iris

### **SEND US YOUR NEWS ITEMS FOR FUTURE ISSUES**

We are issuing a News Letter every 3-4 months. It is important since we have members from all over the country to receive news items—just a paragraph or two on your cruises, maintenance fixes and other unique Dickerson experiences. To make comments and offer news items or obtain Membership information contact the Ad Hoc Membership Committee at [jws2827@aol.com](mailto:jws2827@aol.com) or 703-560-7250