



**Owner's Association**



***NEWS LETTER***

***April 2012***

**DON'T MISS THE SPECIAL ANNUAL DICKERSON RENDEZVOUS JUNE 15-17**

**A Salute to Dickerson Boatbuilders**

Plans have been finalized for the 45<sup>th</sup> Annual Dickerson Rendezvous on June 15-17, 2012 which will honor the executives and skilled craftsmen who made these classic sailboats and Chesapeake work boats for over forty years on Maryland's famous Eastern Shore. We are receiving a great response to invitations sent to the boatbuilders and the relatives of those that are no longer with us. As a relative of one of the best Dickerson craftsmen said—"Thank You, Thank You"—"what a way to celebrate and honor all of those that made these boats what they are today."

It will be truly a memorable event. Please make an extra effort to come to Oxford by boat and join in the parade of Dickersons and the race. If you can't come by boat drive and spend an enjoyable weekend at the historic Robert Morris Inn right next to the Tred Avon Yacht Club and crew on one of the racing Dickersons. The forms for your participation and DOA membership are being sent out in the "Sampson Post" by E mail this week. Please fill them out and mail them when you receive them. Last year we had a record attendance and we expect to do even better this year.

Festivities begin at 2 PM on Friday afternoon, June 15th with a parade of Dickersons starting at the Choptank Light and sailing up the Tred Avon to Mear's Yacht Haven. This year the parade will be led by Kerry O'Malley's 59 foot bug-eye "Chesapeake", built by Bill Dickerson in the mid 1950's.

The Commodore's Reception and welcome to the Dickerson boatbuilders, their relatives and Dickerson sailors will begin at 6 PM on Friday on marina grounds. Sailors and guests can sign up to crew during Saturday's race. Dinner is on your own aboard or at nearby Robert Morris Inn or Schooners restaurants.

Races begin at 10 AM on Saturday, June 16th using the special triangular buoy system developed by past commodore Dick Clarke. Weather permitting, we plan for two races.

. **The Salute to Dickerson Boatbuilders** Dinner is at 6 PM Saturday at the Tred Avon Yacht Club. Commodore Bill Toth has promised a memorable evening with a look into the historic Dickerson era including a review of Dickerson Boatbuilders History and a panel discussion with the boatbuilders and their relatives, plus good food and fellowship. We promise a very special time! For additional information contact the Rendezvous Program Committee at 757 333 1641 or [barry937@cox.net](mailto:barry937@cox.net)



Bugeye "Chesapeake"

## OUR LAST SAIL FOR 2011

So, Randy Bruns gets me on the phone for a sail across the Bay to Wye Island, and I can bring my Mary, because Barb (his beautiful wife) says it's too cold in November, and will not be crewing. Well she was wrong. It was sunny and nice mostly, except for the wind, which made for a bit of motoring. And we did 'till we got to the place for the raft up with the West River Yacht Club. When we got to the place for the raft up with the West River Sailing Club, we didn't raft up, preferring the seclusion a bit further up the cove.



Secluded anchorage – Wye River

But not for long, as we were chosen to be the anchor for another member of the club. He had passed several rafts, of sailboats tied in a line, but he kept on coming 'till he found us single, like a lousy goose, pushed from the flock. The captain declared we'd have solitude, but the Newsletter said we'd raft up, and our burgee said we were members, so a line was thrown and bumpers came out.

Soon it was time for cocktails, but I had already started. Spread out on the engine cover of this made over Crabber, was a seafood feast of oysters, shrimp, special crab something, and a lot of other cocktail foods. Randy was familiar with this Crabber as

she was used as the committee boat and he has officiated over a number of these events. So we ate till it was time to sleep.



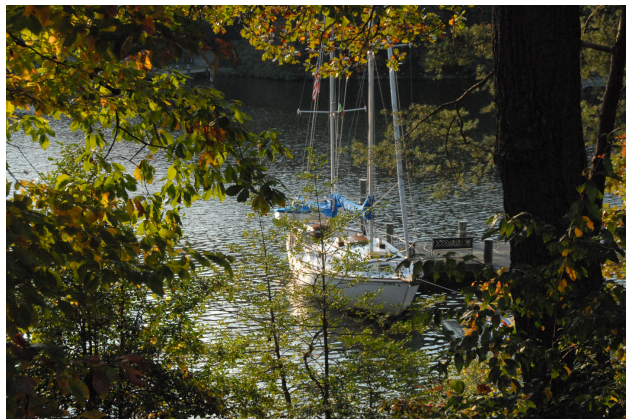
Rafting up and Committee Boat on the morning after the night before

Both the Committee Boat “Hallie Q” and the ketch “Rhythms in Blue”, on which I was a guest on board, were constructed in the Dickerson Yard near Cambridge MD. I had not realized Dickerson had ever made a power boat. But the grass is always greener in the shipyard. Hinckley built one not long ago, and at one time, you had Chris-Craft building sailboats in Salisbury, MD. (the Apache and the Cherokee). The Crabber was named after a deceased member of the WRSC and purchased specifically for the purpose of RC work. Both of these craft are monuments to the lore of the Chesapeake Bay. My own Ketch (32’ 1961) has been on the hard since my wife died and may be beyond saving at this point unless she can get to a shed and into the hands of a skilled craftsman somewhere.

We were amazed at Randy in the galley next morning because this is “not even hardly ever” permitted by Barbara. We had a nice breakfast and set out when the tide and the mood felt right for home port up the Magothy. Showers were waiting and so was Barbara with a wonderful dinner of that particular dish Bruce Franz brags about all over the South. One dollar reward to the first who can e-mail the name of this dish to Joe Slavin.



Captain and crew of the s/v Rhythms in Blue



Home port of "Rhythms in Blue" a 36 foot Dickerson Ketch

Doug Sherman "PicDubois"

## PASSAGE OF A LIFETIME

The request was made by the Captain of ***Compass Rose*** and the answer did not take long. Since I am self-employed, the only thing required was permission from my Admiral to take a three week vacation to the Virgins, without her. Fortunately, she said "yes" and

in mid-November, three of us took **Compass Rose**, a D41 ketch out of Oriental, NC to St. John's, VI. Eric and Jackie White's exploits are well known having been expertly chronicled on their blog <http://ketchcompassrose.com/>

They left a little over two years ago for their big adventure and had such a good time, decided to do it again. Only Jackie had some immediate family business to attend, so three guys (Eric, Jackie's brother-in-law Mark, and me) did the beginning ocean portion of the trip. A voyage of 1200 miles and depending on wind can take some time. The weather is a deciding factor when a trip can commence and often boats need to stay in their slip for a few days, for a "good weather window". Mark and I had budgeted almost three weeks to allow for all the variables, before our return flights from St. Thomas. Fortunately for us, Mark and I arrived at the expansive New Bern airport late Friday night and the weather window, was "go now" so we left as soon as we could. After a morning of commissioning and gear stowage, we left the dock around noon and motored down the ICW to Moorehead City and sailed out into the Atlantic, just after dark.



Down Home crew. (l to r) Jackie, Siobhane, Dave. Eric in back.

From the start, the trip had its ups and downs and many of the incidents are on Eric's rendition on the blog. Suffice to say, for the pure sailor in us, the almost full moon, 15 knot southerly winds and moderate seas made for a great nighttime ocean start. For a while we were able to head southeast, way above the normal easterly rhumb line to the Bermuda tack line, thus avoiding the Outer Banks reef. By the next morning the water temperature had risen over 25 degrees as we were in the gulfstream. On the second day, we were shedding long underwear for shorts during the middle of the day. On the third day, we were in semi-tropic air and enjoying the warmer breeze and the long underwear was stowed. The fine south-easterly held for almost 4 days.

We then had a 48 hour period of shifty light winds and we alternated from sailing, to motor sailing, to motoring. We didn't care as we were now in shorts and t-shirt mode, the seas were calm, the water was heavenly azure, and we didn't see any boats for days, a totally blissful experience. I have been in the ocean numerous times, but this was my first non-stop delivery of over 1000 miles. Our three man crew proved to be a great choice, with 3 hours on and 6 hours off shifts. We had two lee clothed berths set in the main cabin and we alternated between the two. Jackie had done a great job of provisioning and we did not suffer. Eric and I rediscovered our passion for Red Twizzlers as the most preferred night time cockpit snack and there was enough on board.

**Compass Rose** subscribes to a weather alert and routing service via the SSB every morning. We got a report of a low forming farther south which would provide some heavier easterly winds for a few days. We made the decision to continue heading farther east, even though we were already near the normal Long 64 degree tack line. This decision proved to be masterful as when the winds increased 24 hours later, we were able to tack (the only tack we made) and the winds were on our port beam, not forward. Over the next 4 days we saw 25 to 35 kts. winds, with 10-12 foot waves, sometimes a 15 footer thrown in. We carried our working jib, and bounced from a single or double reef main and reefed mizzen. Most of this time we sailed jib and reefed jigger, a great combination, averaging over 150 mile days and significantly cut short the elapsed time of the trip.

I had often wondered if the Dickerson hull with its inherent shallow draft would find a limit in the higher winds (I recognize 35 is not real high end) but my fears proved to

have no basis. The boat performed beautifully, with a solid safe ride, no drama. Once again, I was thanking Ernie Tucker for his wonderful design. At one point we even took the mizzen down, with only a half rolled working jib as the winds gusted to 40, one night. We trucked at over 7 knots, day and night, over the large seas without a problem or concern. As you can imagine, riding the leeside of a wave at that speed winds the rudder up a bit, but it was a great ride and many a crew shift exceeded their allotted time due to the fun of helming. I might have screamed in delight a few times, for as a pure sailing moment it just couldn't get any better, and it lasted day after day. We carried this wind all the way in.



On the morning of the 10<sup>th</sup> day, Mark spotted land (Jost Van Dyke) and soon the rest of the VI chain became visible. By 3pm we were tied up at the gas pier in Cruz Bay, St. John's for refueling and soon settled at anchor in Christmas Cove for the night. We slept well after a sunset swim, celebration dinner, and plenty of libations. OMG, a quick glimpse of the calendar revealed our plane flights back to reality were still 8 days off, what were we to do? Needless to say, we survived our time in paradise quite well, with 80 degree air and 85 degree water temperatures. We visited many of the fun places in the British and American Virgins, celebrating Thanksgiving among other cruisers in Coral Bay, St. John's. Eric has detailed the fun we had.

Eventually, Mark and I had to leave, giving our positions back to the Compass Rose Admiral. I have made a number of deliveries and ocean passages, but this was by far the most memorable and rewarding. First, the crew was well chosen as the sailing skill was superb and we got along well. Second, although we had some boat repair and breakage problems, Eric had sufficient backups and gear to counter. Third, with the stresses of daily life, we were ready (although not quite fully prepared) for a truly magic experience in the 8 day time off that followed.

A month later, these very pleasant thoughts still consume large doses of my day. I can't wait for another 4 years and 5 months until my wife retires from her job and we can do it ourselves, on our D41 Ketch.

Dave Fahrmeier

D41 Ketch, ***Down Home***

### **WE WILL MISS YOU**

Yes we will miss you Dick and Karen Clarke. As long time Dickerson sailors we will keep you in our thoughts and hope with your move to the Chicago area after the 45<sup>th</sup> Rendezvous that you will visit us when you can. There are a number of spots open for racing and sailing with your many friends here on Chesapeake Bay.

Dick and Karen, with their laid back and caring ways, have done a lot to mold the Dickerson Owners Association into what it is today. When Dick was Commodore he initiated the triangular buoy system so we could have a fixed course with a beat and reaches or runs. He was always there when needed, ready to help to analyze the complex handicap calculations, put out a fender at midnight to stop a fellow Dickerson classic from bumping into the dock, or just to encourage us to have a great association.

But Dick and Karen are modest and we certainly do not know all that goes on. We did however find out that in 1994 and 1996 they participated in two Abaco regattas in the Bahamas- and won first place with their Dickerson 37 "Imagine" beating such boats as Hinckley 40's. You can see the quiet smile on Dick's face with the entire fleet behind him. What a magic moment.



Good luck Dick and Karen. We will miss you greatly. Please do visit us when you can.

Your friends, Dickerson Owners Association

## **2012 DICKERSON OWNER'S DIRECTORY**

We're putting our noses to the grindstone to produce the 2012 edition of the Association Directory—the only updated source of information on known Dickerson yachts, owners and friends.

The completeness and accuracy is up to you. While we have done our best to tap the data available through historical records and public databases, in the end, it is up to you.

For those of you "long-standing members", we ask that you review the entries in the 2011 edition and let me know any errors and fill in any incomplete information.

For everyone else, we track;

BOAT TYPE

SIZE

RIG

BOAT NAME

HAILING PORT

USGG DOCUMENTION NUMBER

HULL NUMBER (e.g. DBB 111111111)

SAIL NUMBER (e.g. 22)

YOUR NAME

YOUR ADDRESS

YOUR CONTACT INFORMATION

HOME PHONE

CELL PHONE

EMAIL

PREVIOUS BOAT NAME/S

PREVIOUS OWNERS' NAMES

YEAR YOU PURCHASED

IF YOU NO LONGER OWN A DICKERSON, BUT DID, THAT BOAT'S NAME

So please drop me an email with corrections/additions/deletions. And I would very much appreciate a note of conformation that we have your data right. If you want any data withheld from the book, tell me and we'll respect your wishes.

Finally, we are always looking for pictures of you and your boat. So send me those and we'll see if we can put them in the book. Email to [barry937@cox.net](mailto:barry937@cox.net) Sooner is better so we have your "Pulitzer Prize Winner" for you in time for the Rendezvous.

Thanks

DOA Membership Committee

Barry Creighton

## "BE FIRST ON YOUR DOCK TO SPORT DICKERSON TREASURES"

Visit the **Treasure Chest** on the Dickerson Owners Web Site

<http://dickersonowners.org/> and order a burgee, caps, cups including special travel mugs, and sweat shirts. Immediate delivery upon receiving your order. For questions or order forms contact me. We can take orders and deliver by mail or at the Rendezvous. I will plan to bring some inventory with me so people can see the items (and add weight to the boat to give "Irish Mist" a chance to beat "Rainbow"! ). If you see how good the items are I am sure you will want to buy them!



John Freal. [jwf@brackenusa.com](mailto:jwf@brackenusa.com)

## TALL SHIPS AND POST RENDEZVOUS CRUISE

The Tall ships- Opsail 2012-will be at Cape Charles from June 8 through June 11 and will be sailing up the Bay to Baltimore on June 12, and will be at the Inner Harbour on June 13. The Tall Ships are expected to be sailing up the lower Bay off the Plankatank river on the afternoon of the 12<sup>th</sup>. Chris and Bill Burry have invited those that are sailing up for the Rendezvous and others interested in seeing the ships to stop over on their dock on Queens creek off the Plankatank River. Chris and Bill will also be organizing a post Rendezvous cruise North after the Rendezvous. You can contact Chris and Bill at [wcburry@gmail.com](mailto:wcburry@gmail.com)

## **WE WANT TO HEAR FROM YOU**

We would like to receive write ups on your sailing adventures, latest Dickerson fix it jobs or just your thoughts and suggestions. Please do not be bashful. Also .don't forget to renew your Dickerson Owners Association Membership for 2012. Forms are being sent separately by E mail.

Membership Committee, Joe Slavin, Barry Creighton and John Freal

Edited by Bruce Franz