



Owner's Association

NEWS LETTER

October 2010

2010 DICKERSON WESTERN SHORE ROUNDUP A ROUSING SUCCESS; EVEN WITHOUT WIND

Ten Boats showed up for the Fourth Annual Western Shore Roundup, which now features a perpetual trophy to be worn by the winning Sheriff of the Western Shore.

Festivities started Friday afternoon as Franz, Toth, Hallam, Burry, Slavin, and Bruns made it to the West River Sailing Club. They enjoyed the Club's Friday night cookout, which featured delicious crab cakes, hamburgers with baked beans, and salad. This was a very nice low cost affair; lots of sea stories were told, and the boats were examined to see the latest go-fast and git-rot applications.

Saturday morning brought a continuation of the fine weather, however, out at the race course it was dead calm. We postponed a start for an hour and 15 minutes when a teasing, very light, easterly showed up. We were off with the rabbit start as most all of the boats positioned themselves properly and had good starts. When has that ever happened before in any Dickerson race? The wind continued light, and there was an ebbing tide. A lot of boats held port, and went to the eastern shore hoping to ride a possible changing tide up to the windward mark. Alas, they went into a hole, as there was a bit more wind to the left side of the course. After a couple of hours of this agony, and only two miles from the starting area, Randy "the Rabbit" (Rhythms in Blue) was uncharacteristically within a hundred yards of the first mark, (now the finish) licking his chops, and greedily contemplating victory. He fell into the same black hole as all the others, and Bill Toth with his magic wind crystal ball and his 37 Sloop, "Starry Night", roared across the finish (at one knot) followed by "Belle", maybe 5 minutes later, and after maybe another 20 minutes, the "Rabbit" finished. "Rainbow" deserves the perseverance award as they were almost as close to the finish as the "Rabbit", and tried for another 20 minutes to finish, but had to give up. All other boats more wisely withdrew earlier, and headed to the bar.

FINISH ORDER and ATTENDEES

Starry Night, Bill Toth Sheriff of the Western Shore and first place 37

Belle, Rick Woytowich, + 5min*, 2nd place 37

Rhythms in Blue, Randy Bruns, +20 min*, 1st place 35& 36

*approx

DNF

Frigate Connie, Parker Hallam

Plover, Bill Burry

Force Majeure, Dexter Odin

Hemisphere Dancer, Bruce Franz

Rainbow, John Freal

Irish Mist, Joe Slavin

DNS,Imagine. Dick Clarke

Driving up from Richmond and crewing for Bill Burry were Sarah and Bob Shelton (Aequanimitas). Commodore Barry Creighton (Crew Rest) was on his way here from Virginia Beach by car to crew for Irish Mist but could not make it because of his Dad's sudden bout with pneumonia. We are pleased to report that the 96 year old ex-waterman is now home from the hospital and is doing fine.





2009 Sheriff Joe Slavin

After sailing it was neat to see eight Dickersons tied up at the dock or on moorings in the lovely West River and we had a brief happy hour at the West River Sailing Club.
Dickersons at WRSC





Dottie and Rick Woytowich and Bruce Franz,



Randy Bruns and 2010 Sheriff Bill Toth



A Great Time was had by All

We had a fine Awards Dinner at Pirates Cove, and a lot of fun with about 30 in attendance. Bill Toth is now the “Sheriff of the Western Shore”, and I am putting in writing that he volunteered to be the “Rabbit” next year. He and Dick Clarke are conspiring to figure a way to have a shorter course option next year in case of light wind. The weather gods continued to conspire against us, as Sunday was a bit wet for sailing home. Thanks to Joe Slavin for making the dinner arrangements, sending out newsletters, picture taking, and generally drumming up interest in this affair. Thanks also to West River Sailing Club for allowing us to use their facilities.

See you next year.

Randy Bruns, “Rhythms in Blue”



Starry Night Going Home in the Rain and Fog

A GREAT TIME AT SECOND DICKERSON NEW ENGLAND GATHERING

Five Dickerson Owners got together the weekend of September 10th 2010 at the Bristol Yacht Club in Bristol, Rhode Island for the second New England Gathering organized by Al Sampson.

With perfect weekend weather, the fun began Friday afternoon, Sept. 10, with the arrival, in Bristol, of Judy & Don DeFano on their vintage 32 ketch "Wind Born". As this was our first meeting the afternoon was spent checking out each other's boat, getting to know one another, and of course, talking proudly about our Dickerson's.



On Saturday afternoon Wayne Coulombe and crew Janet arrived on "Flobdauber", their 36 sloop. This was followed by the arrival of Una Folan and Mike Aitken, by land. There was a discussion about going for a sail, but the wind was on and off, so the afternoon was spent in the very large cockpit on "Wind Born", getting to know one another, and talking about, what else, Dickerson's!



After a long afternoon of discussion we all retired to Aidan's Irish Pub in Bristol for dinner. We were joined by my wife Connie and David Hemenway. Good food and drink were enjoyed by all.



A Happy Group at Aidan's Irish Pub





A brief meeting was held after dinner to talk about where we might get together next year. Wayne Coulombe suggested he would be willing to look into meeting in Newport at the Newport Yacht Club. Details to follow!

Al Sampson, "Wanderlust"

FROM THE COCKPIT LOCKER

Multihulls for 34th America's Cup

The Golden Gate Yacht Club of San Francisco—holder of the America's Cup-- has officially accepted the challenge for the 34th America's Cup from Club-Nautic di Roma in Rome Italy. Additional teams will be accepted as challenger or defender candidates between November 1, 2010 and March 31, 2011. The details of the challenge were announced at an America's Cup Press Conference on September 13, 2010.



The final match will be held in 2013. It is likely that it will be held in San Francisco but a decision on location will not be made until the end of 2010. Elimination racing will begin with up to six regattas in 2011, six to seven in 2012 and at least three in 2013 followed by the actual 34th Defense

BMW Oracle's CEO, Sir Russell Coutts, winner of the 33rd America's Cup in their 90 foot Trimaran USA 17 off Valencia, Spain is quoted as saying several weeks ago: "If you had asked us a week or two or even a month after the 33rd America's Cup we

would have been thinking about monohulls----but when we went out and tried it, I was convinced that multihulls would be just fine for match racing and possibly more interesting.” The 72-foot Catamarans, with rigid wing sails designed to a new AC 72 Class Rule, were officially announced by the Challenger and Defender to be the next sailing platform for the 34th Cup. For 2011, the teams will race in a shorter 45 foot version and will begin racing in the AC 72 in 2012.

Readers of a September 2010 Sail Magazine article by Kimball Livingston entitled “Multihulls and More—AC 34” had a wide range of mixed comments on the choice of multihulls over monohulls. On one extreme was the view that the AC is becoming a joke and that the use of the Cat is not my concept of sailing, and I am not going to watch it. On the other side, the comment was made that—No one but a hard-core racer can enjoy watching the slow 12-meter monohull race. Watching big cats in any breeze is “edge of your seat excitement.” Being a monohull fan I did watch the live video of the 33rd America’s Cup multihull match, and found it very interesting.

Joe Slavin with information from “Multihulls and More—AC 34” by Kimball Livingston, Sail Magazine.com, September 2010 and cupinfo.com

“Anybody Who Buys a Boat, Buys a Dream—Particularly a Sail Boat”

That is what Dodge Morgan the fourth person in history to sail solo around the world had to say. Dodge was first bitten by the idea to sail around the world when he spent several years wending his way from Maine to Alaska aboard a 36 foot wooden schooner.



Dodge Morgan faced loneliness during his single-handed, nonstop journey -- the first by an American. (Associated Press Laser Photo)

He maintained his sense of wanderlust and operated a marine electronics company, which grew from a small Massachusetts garage to a 32 million dollar business. Morgan, after selling his business, said in 1985, as he planned his global voyage —“sailing a boat alone is such an uncomplicated way to stay on the edge.” I think it allows you to sort out what is important in life.” I

think there are a lot of over civilized people out there drinking coffee out of a wedge wood cup.”

Morgan was not a poor man, so he commissioned Ted Hood to design his 1.5 million dollar “American Promise” which had the latest sail tech gear in history—certainly a far cry from our earlier adventurers. In 1986, Morgan Solo sailed his high tech 60 foot sloop around the world in only 150 days, setting a world record, and beating British sailor, Chay Blyth, who took 292 days in 1971 to do the same global trip. The voyage became a challenge. Sailing eastward around Africa’s Cape of Good Hope, Morgan endured the boredom of calm seas and the danger of “America Promise” being laid flat at least 11 times by gale winds which at one time pushed his boat 175 miles with sails furled.

Mr. Morgan wrote in his book, “ Voyage of the American Promise”, “It takes me hours to rid myself of the lonely feeling the great ship left with me”.

Those who knew Dodge Morgan said he was a larger than life American hero who didn't mind taking risks. Mr. Morgan died on September 14, 2010 at 78 years of age from complications of cancer surgery.

Joe Slavin with information from Dodge Morgan's Obituary in the Washington Post and the Portland Globe, September 2010

Time to Think About Winterizing

Unfortunately for us sailors in the colder parts of the country, it is now time to start thinking about winterizing their boats. In 2009, Dickerson sailors completed a survey telling what they do to winterize. For example some cover their boats with canvas, most change oil before winter, and some use “ice eaters”. Results of the Winterizing Survey—which are on the Dickerson Web Site-- will be published in the November issue of SpinSheet for other sailors to see.

Commodore's Note

What a great 2010 sailing season! -- one of the best Dickerson Rendezvous ever, a super Western Shore Round Up (thanks Randy) and New England Gathering (thanks Al) (both on the same weekend) and many fun cruises, parties and discussions. (About time for the Floridians to plan a get together) We are locating more “lost” Dickersons every year and sharing our yarns with other sailors thanks to Alan Willoughby and his Dickerson Web Site and the news coverage given to the Dickerson Association by SpinSheet Magazine.

The next Newsletter will be in December. Expect some exciting new twists in the coming months, like “how to” or better yet, “how I did” articles. So as you plan and accomplish your “punch card list” of projects, please think about taking some digital photos of your progress and we'll help you turn that into articles of interest for everyone. We want to receive your comments and please-- a suggested article. Contact us at jws2827@aol.com Finally, please participate on the Dickerson Forum. Special thanks, as always, to our Sampson Post, Captain Joe Slavin.

Barry Creighton, Commodore

FROM HERE AND THERE

Brunswick, Ga. to Oriental, N.C. 2010
or

The continuing education of “Joe Bagodonuts” & “Johnny Newnick”



It has been another adventure of chasing dreams along the Atlantic Intracoastal Waterway. For years, I have heard stories regarding Georgia stops, but I had missed Brunswick during my travels. Planning and calling ahead was wise, because Brunswick Landing Marina (BLM) is FULL during certain months, and there are only a few places one can anchor safely in the Brunswick area. <http://www.brunswicklandingmarina.com> Be advised, none of the safe places to anchor are near Historic Brunswick! Local knowledge reveals river/harbor bottoms littered with debris that foul or snag your favorite ground tackle. So, call ahead, make a reservation, and plan to visit Brunswick, GA. awhile. Saturdays usually have a Farmer's Market next to BLM, and about once a month, there is a music festival or Arts show at the City Park. Across the street are several shops and restaurants to satisfy many needs. See <http://www.brunswickgeorgia.net> for details. Brunswick also claims a Live Oak named, "Lovers Oak", that was alive when our Constitution was signed in 1787.

One of my favorite stores is "Hattie's Books" where "Mr. Wiggles", a German Schnauzer, can show you the latest cruising guides to supplement your library. <http://hattiesbooks.com/askmrwiggles.html>



For breakfast, Salvador's Deli, Nattie Em's, & Jim's Corner Café are excellent for food and local conversations. For lunch, the 4th.of May and Indigo Coastal Shanty are wonderful, and for dinner, Cargo Portside Grill is an upscale Shrimp & Grits must. If pizza is more your style, Arte's wood fired or Fox's pizza den are terrific. I'm sure you can discover a "new favorite" place to wet your appetite. Before leaving, check with the shrimpers if you want to buy fresh, Brunswick white shrimp off the boat!



favorable breezes from the south. I picked an anchorage from Skipper Bob's book, and watched another beautiful sunset upon Georgia's barrier islands. The night was peaceful, only the sounds surf, marsh hens, and the occasional splash of something breaking the water's

From BLM, it's just a 6-mile sail to Jekyll Island and St. Simons Island, each with it's own history to share. After Brunswick, we headed north, offshore, towards St. Catherine's Island, capitalizing on an outgoing tide and



night
of

surface could be heard in the distance. The stars punctuated the blackness overhead, but the western horizon held the glow of Savannah, so we stopped at Thunderbolt, GA. the next day, and tied to a dock before stormy weather overtook us.

“Johnny Newnick” had never seen Savannah, so we took a city bus with “Johnny Reb” and other local southerners to historic downtown, and spent the day sightseeing aboard “Old Town Trolley Tours”. “Johnny Newnick” is a civil engineer, and delighted in teaching “Joe” the techniques employed almost 300 years ago in the construction of the waterfront. James Oglethorpe designed the city with generous placements of large public parks. There are cobblestones from the bilges of 18th century ships that pave the streets, granite lintels from the quarries of Georgia (because Yankee granite wasn’t fashionable), brick archways, marble steps, various windowsills, and ornate ironworks making this city beautiful and unique. After a shrimp & grits dinner at “Hueys”, and beer at the “Pirate’s House”, <http://www.thepirateshouse.com> , it was sashaying along the old Savannah waterfront, watching huge cargo ships slip by on their way out to sea, window shopping, and listening to music from a waterfront bandstand. The streets were bustling with festival booths, and people began dancing to the beat of “Lipbone Redding” in the heat. <http://www.lipbone.com> The atmosphere was a captivating mood pulled from New Orleans, carnivals, and southern parties. If you have missed Savannah, then shame on you.



The joint was jumpin', to say the least.



“Lipbone” & Franz

Bruce Franz, "Hemisphere Dancer"
Dickerson 41

Bruce Franz Editor

Membership Committee: Joe Slavin, Barry Creighton and John Freal--. If you have not received your Membership Directory or Certificate or need a Membership Renewal or Application Form please let us know.