

Dickerson

Owner's Association



NEWS LETTER

OCTOBER 2013

RAINBOW WINS DICKERSON REGATTA

In a fresh southeasterly breeze, 44-year-old, 35 foot wooden Dickerson Ketch, *Rainbow*, sailed by John Freal and Doug Sergeant, won the 7th Western Shore Round Up held at the West River Sailing Club. Captain Freal received the honor of becoming the 2013 Sheriff of the Western Shore plus receiving the trophy for the 35/36 class. Other class winners included Dickerson Commodore Dave Fahrmeier and Siobhan in their D 41, *Down Home*, and, first time racers, Ken and Maggie Bernholz in their D37 *Morning Light*.



John Freal Sheriff of the Western Shore and Randy Bruns

Our thanks to Randy and Barb Bruns for organizing this terrific get together. It was perfect weather for the weekend of September 6-7 with the Friday night cook out at the West River Sailing Club, followed by Saturdays race of 7 Dickersons and a sumptuous dinner at Pirates Cove Restaurant.

A great time was had by all !

Joe Slavin, Dickerson Owners Association

POST RENDEZVOUS CRUISE

On Sunday, 16 June, a group of Dickersons departed Oxford enroute to Dave & Mary Ann Hazen's home on Trippe Creek for our annual post-rendezvous cruise. We meandered up the Tred Avon with an early afternoon arrival time. Commodore Dave Fahrmeier on *DOWN HOME* led the way, and set up the raft with Chris & Bill Burry on *PLOVER* and Bruce Franz on *HEMISPHERE DANCER* on her port and starboard sides. Don & D Wogaman of *SOUTHERN CROSS* were aboard *PLOVER* and Eric & Jackie White of *COMPASS ROSE* kept Bruce company. Next, came *CREW REST* with Barry Creighton & his crew Jeff Stephenson. Harriet & Parker Hallam then joined up on *FRIGATE CONNIE*. There were also two water dogs – Kip on *DOWN HOME* and a new sailor dog, Flaco, on *PLOVER*. (Note: Jeff Stephenson is now the proud owner of a Dickerson 41' formerly *KAIROS* renamed **CAVU**). Here is a photo of the five Dickersons anchored out in front of the Hazens.



About 4pm, we all headed into the Hazen's, also known as the Dickerson Old Sailors Home & Ice House (DOSHAIH). Dave & Mary Ann were gracious hosts to invite us once again into their lovely waterfront home. They regaled us with stories from the early Dickerson years and shared their

Dickerson recipe book "Goops & Gobs" which was assembled over their years of cruising from shared recipes of other Dickerson owners. Everyone had a great afternoon.

Upon return to the flotilla, the hungry boaters put out a smorgasbord spread replete with tablecloth on *DOWN HOME*'s forward cabin. It was a beautiful feast, and we were able to keep the two dogs at bay. We broke the raft overnight, and all the boats anchored separately.

On Monday 17 June, a smaller group of three boats, *DOWN HOME*, *FRIGATE CONNIE* & *PLOVER* headed north to Galesville for a 2nd day of a post rendezvous cruise to the home of Lynn Stearns on the east side of Chalk Point. Eric White jumped ship to *DOWN HOME* so that they could continue with us, but Bruce had Siobhan, **D**, and Jackie White on a wonderful sail back to Cambridge where D's car was parked. The girls drove the car to Chalk Point and met everyone there by land. That's the story, and they're sticking to it !

Lynn Stearns invited us to join her for cocktails in her home. She showed us the half-model of her wooden Dickerson 35' *LLIAFAIL* that she had mounted on her wall. Here are Lynn & D in a photo with the half-model.



Her neighbors brought over a box of freshly steamed crabs, and we moved outdoors to a picnic table for an impromptu crab feast. What a surprise, and what a nice ending to our last evening together! Here is a photo of all of us enjoying the crabs!



On Tuesday morning, the boats parted ways, and declared the post-rendezvous cruise a success!

Chris and Bill Burry, D41 *Plover*

DICKERSON SURVEY REPORT

The Commodore's Letter and Survey Form were sent to 131 Dickerson enthusiasts who consisted of previous and present owners, Dickerson sailors, and other interested parties. The response was very high with over 27 percent responding to the Survey. Completed survey forms were received from 36 people—all of whom are previous or present Dickerson owners.

The following is a summary and compilation of the results of the Survey. In making this report, an attempt was made to summarize all of the comments made in addition to answers to specific questions. Specific numbers of votes for an issue are provided where possible. Where they do not appear, general terms are used where most are 55 percent or more, several 3-5 people, and few 1-2 people.

1) Please describe how you feel the DOA can remain vibrant & functional given the eventual dwindling number of boats. Where do you see the DOA in 10 years?

Most of the answers to these questions focused on "how you feel the DOA can remain Vibrant etc."

On the second part, most thought that the DOA would be vibrant in 10 years, and others did not want to comment.

Comments listed in no order of importance or priority included the following:

- a. Continue present activities i.e. Directory, News Letters, Rendezvous, West River Round Up and Web Site
- b. Give more attention to programs for geographically located owners that cannot attend the Rendezvous or other Chesapeake Bay events.
- c. Increase the number of events to one every 3 months, have a winter luncheon, or a winter parts forum, have an event of just a raft up cruise and/or cruises from different ports, have a Rendezvous on the Western Shore and possibly one in Solomons to attract Southern Bay sailors, and participate in seasonal events i.e. Chester town fall festival or other functions..
- d. Make some affiliation with other classic Chesapeake Bay Boat Associations i.e. Chesapeake Bay Maritime Museum, and continue to work closely with Richardson Museum, and have receptions there every 2-3 years. It was also suggested that we invite other classics to attend a special venue Rendezvous race in the spring, and that we encourage DOA participation in other classic boat events, and consider inviting another classic boat group to be a partner. It was also suggested we emphasize classic boats more in our name and even consider a name of Dickerson Classic Boat Association.
- e. Place more emphasis on promoting the Dickerson Brand in National Magazines i.e. Good Old Boat and Wooden Boat and in geographical regions outside the Chesapeake Bay Area.
- f. Provide information on best practices for maintaining Dickerson boats, update, and expand Dickerson parts, and supplier sources on web site. Also, provide a better on line mechanism for sharing advice on maintenance, parts, and cruising tips, so members can connect with each other during the sailing season.
- g. Improve the Dickerson Web Site to eliminate hacking, and to make the forum more active and easier to use. Update the Dickerson Classified List, and DOA provide more help in locating lost Dickersons. Help to find buyers and to rescue boats. It was suggested that Dickerson Owners that have the time, volunteer to help with the restoration to save Dickersons from being cut up.
- h. Continue the Board of Directors (BOD) concept. Have the Commodore serve two years, the second year on the BOD. A few thought Commodore should be elected not the overall race winner.
- i. Other comments included the need for more information on boat location in Directory and have someone take a fresh look at the Directory, invite testimonials as to "Why I own a Dickerson" on the Web Site, have a booth at the Annapolis Boat Show, spread the silver with prizes of lower costs for 2nd place, farthest away, prettiest boat and new members. A time should be scheduled at Rendezvous for Open Boat visits and perhaps a Song Fest.

2) Do you attend the Annual Rendezvous: regularly, sporadically, used to, or never? Why?

Most respondents -61 percent (22)- attend the Rendezvous regularly and the rest sporadically. Several had conflicts with Fathers Day time table. One respondent commented that there is a need to make new comers more welcomed—too much of “an inner circle”.

3)Should the date always be in mid-June usually on Father’s Day Weekend or would you like the date and venue to vary?

Most respondents-- 89 percent (32) thought mid June was fine or date was not an issue while several thought a later time would be better so their boat could be ready or cooler weather or more attractive for New England sailors. Most liked Fathers Day because it was a set date that could help in planning, but several thought it might be useful to vary the mid June date to see if it would attract more people. Question re Tred Avon and Oxford was not asked but one suggested that Dickersons should have their own Home where boats would be open for visits and another favored tying in Rendezvous with another classic boat event, or having it on the Western Shore or a cook out at a place on the water. Comments were received on the favorability of the Rendezvou venues with Boatbuilders and Exhibit and need to have an attractive venue every year.

4) Does the race influence your decision to attend, or not attend? How? What is your favorite part of the Rendezvous weekend experience?

Most all like having the race, but only two indicated they might not attend if there were no race. One thought that too much emphasis is placed on the race. Most all liked the mix of activities and socializing with people. Some thought the dinner was least attractive and that there needed to be more mingling instead of having same groups at each table. The newer members seemed more interested in the social events and the information on what other Dickerson Owners were doing to maintain their boats. More of a boat comradeship. There was interest in more organized cruising events.

5)Should the race be: A) a test of boating skills with victory going to the one with the best prepared boat, able to demonstrate superior speed that day, or B) a fun sail with potential victory to anyone with handicap advantage to those who have not won recently? Why?

Of the 36 respondents 56 percent (20) favored B, 22 percent (8) favored A and 22 percent (8) did not have a prefernce or did not comment. Most favored a handicap system that would make different winners possible. While these respondents liked a handicap system, several commented that the system should have limits so the person has sailed a good race and consistent failure should not mean winning.

6)How can the DOA be of greater value to you?

This question overlapped question I above and in some cases similar responses were received from different people for both questions. So we will only include here those that are different from 1 above.

Comments listed in no order of importance include the following|

- a. Make it easier and more comfortable to feel a part of any of the proceedings. Serve as an information exchange between and among members about The Boats, themselves, and provide a forum for sharing of information about the evolution and adventures of the individual boats. Preserve and protect the legacy of the Dickerson Brand, Tradition, Culture, and Mystique
- b. Develop a crew list of people that previously owned boats or their children or people that can not bring their boats to the events and still want to sail and race.
- c. Do more planning for the future. Survey is a good start.
- d. Get more people involved in activities. Need more volunteers.
- e. Association could not be of greater value

Select Dickerson Sail Logos (See Attachment 1)

Please Select the 3 Logos You Like the Best with your highest priority being first, next second and last third. Logos 1, 2, 3, and 4 have been, and are now, used on Dickerson sails. Logos 5-8 are suggested concepts also for your consideration. The Dickerson Owners Association greatly appreciates the assistance provided by Gerald Gerlitzki, of Gerlitzki Design Inc. in creating these concepts

Comments indicated a very close vote for first place. Logo 1 with the class size ie 35 inside the D received 11 votes and Logo 4 with the class size outside the D received 10 votes. The vote is as follows. 11 for logo 1, 10 for logo 4, 3 for logos 2 and 3 , 3 for logo 6 and 1 for logo 5.

A few suggested logo 4 with the length of boat inside the D

No particular class was wedded to any logo. The vote for logo 1 by boat owner type was 6 from 35/36 owners, 4 from 37 owners and 1 from a 32 owner. The vote for logo 4 was 5 from 37 owners, 2 from 41 owners and 1 each from 50. 36 and 32 owners.

Joe Slavin, *Irish Mist*

RE- VOTE FOR SAIL LOGO

Since sail logos 1 and 4 were almost tie for first place, the DOA is asking Dickerson Owners to respond to us as to whether they prefer logo 1 or logo 4 as the Dickerson Sail Logo. This does not mean you will have to change your present logo. It is meant for guidance to owners and sail makers as the Dickerson Owners Association Recommended Sail Logo for all classes with the number varying with boat size. Here are the images of logo 1 on the left with the 37 inside the **D**, and logo 4 with the 37 outside the **D**.



LET ME KNOW WHAT YOUR FAVORITE DICKERSON RECIPE IS

Anyone wish to share their favorite Dickerson recipe? Send it to Joe at jws2827@aol.com
Here's a picture of a potluck Dickerson gam aboard our own Commodore's, *Down Home*.



DICKERSON MEMORIES

Recently, we were contacted by previous Dickerson Owner and new member Bud Rosenberg, who was looking for drawings of the Dickerson 32 *Polymer* he once owned, so he could build a model of the boat that he loved so much. Our new member Blake Cunningham who owns a Dickerson 32 was able to help Bud and provide him some drawings. This is Bud's story.

Polymer, our Dickerson 32 Centerboard Ketch

The fall and winter of 1958 were spent looking for a new boat. Our family, newly grown to 3 when Linda was born, had outgrown *Wind Song*, a 23 foot Harrison Farrell Duet class sloop. We wanted to get one of those new fiberglass boats, but nothing available suited us.

We made a trip to Cambridge Md. And were charmed by Mr. Dickerson and his lovely wife. She was very interested in the New York Theater, and we compared notes.

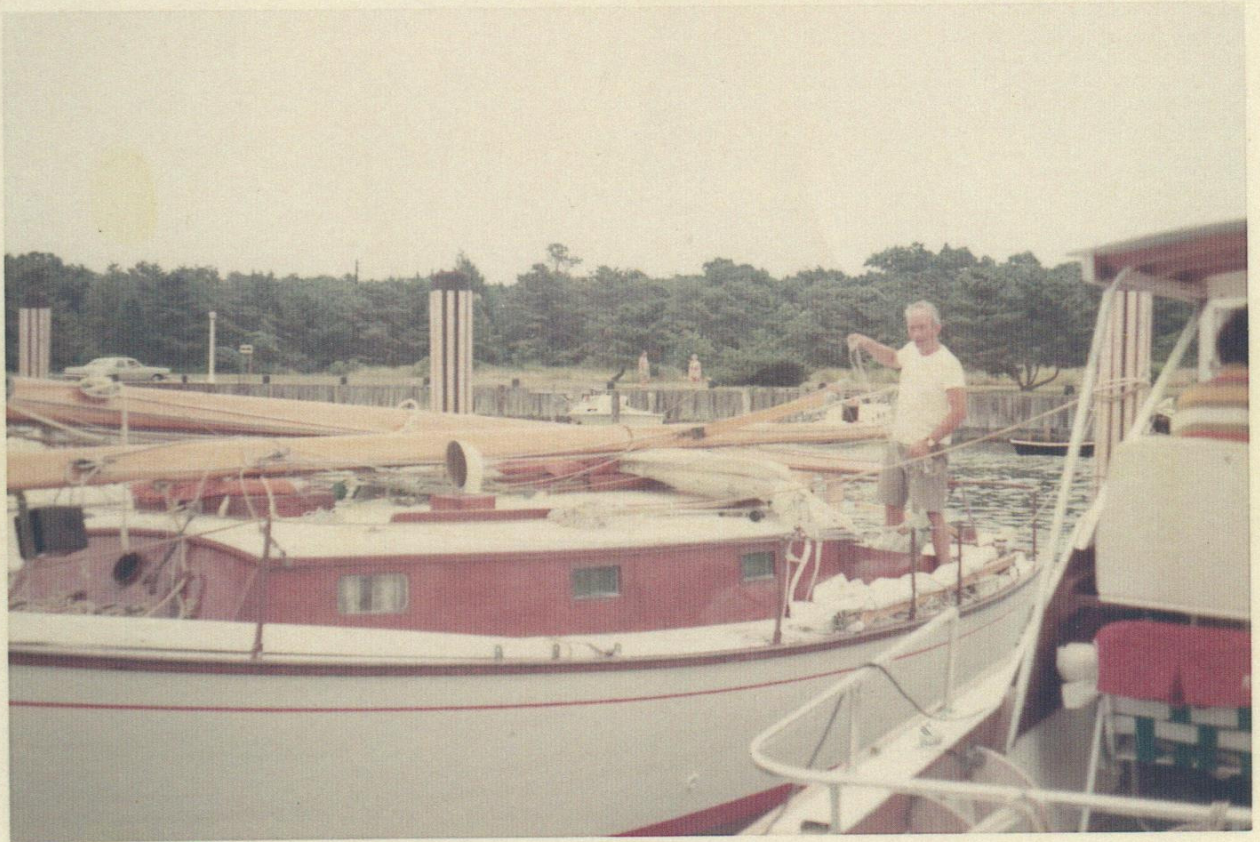
Mr. Dickerson was so proud of his product and, as I remember, he had a hull being planked in the shop. It was bottom up, and the chevron planking was being placed between keel and chine.

We were sold on the spot. He consulted with Ted Graves, the designer and we added a bronze centerboard in a bronze lined trunk and the new "Dacron" working sails. The boat came complete with dock lines, boathook and anchor with rode for \$12,000.00



The whole picture was one of meticulous care and fine materials. The proof of this was 10 years of not the most expert use, with never a leak. In fact, her bilge was always dry.

We took delivery in late spring of 1959, and I got a crew of friends to help bring her to the Great South Bay. Armed with a ship to shore radio, an RDF, and a fistful of charts (remember them?), we set off on a beautiful day to sail the bay, thence to the C & D canal, and on to Cape May where the now salty crew made a 12 hour night passage to Fire Island Inlet and home in West Islip. On left, *Polymer*, hull number 10.



Bud and *Polymer* in 1962 transit of the Shinnecock Canal, CA

The greetings to *Polymer* on the Great South Bay included Commissioning Day at our club, The South Bay Cruising Club. Here, people swarmed over *Polymer* admiring standing headroom, new boat smell, and the really salty look Dickerson 32s have.

They must have liked what they saw, for soon after, Fred Becker showed up with *Widgeon*, followed by Ted Zimmerman with *Teezim Too*.

Jack Ryan had a Simplissima 34, *Polly Bee*, and a few years later, Heinz Gottwald was in a D 35, *Ruth II*.

All in all, *Polymer* was a great boat, her ketch rig made handling so simple. The mizzen kept her quiet when anchored in gusty conditions in New England, and was always a blessing when hoisting sail. We didn't set speed records, but we got there.

Bud Rosenberg , July 1, 2013

IMPORTANT DICKERSON MEETING NOVEMBER 16

Hi Dickerson enthusiasts !

We hope you can attend the DOA business luncheon, which will be held on Saturday, November 16, at Pirates Cove Restaurant in Galesville, Maryland from 11AM to 2PM.

The purpose of the luncheon is to review and discuss the results of the recent survey and to formulate some plans for the future including the Dickerson Rendezvous, Dickerson Racing, Dickerson Sail Logos and other matters.

Please let Joe know at jws2827@aol.com if you plan to attend and how many there will be in your party.

Looking forward to seeing you in November.

Dave Fahrmeier, Commodore

Down Home

AMERICA'S CUP STAYS HERE

As Adam Cort of Sail Magazine said in his article of September 26, 2013 it was "A Win Beyond Words"

Many of us were disappointed when *Oracle* started off with a penalty losing two races and it certainly looked bleak when New Zealand was in the lead with a score of 8 to 1 and only needed one more win to take the America's Cup home. In fact, *Oracle* was saved from losing when light air forced cancellation of a race that *ENTNZ* would have won.

But, the American team really got their act together making fast tacks and sailing *Oracle* faster on it's foils, and came back to win all the remaining 8 races with great team work and skill. Cort said in his closing remarks—"The result is nothing less than historic, an *Oracle* rally and an ETNZ collapse that are almost without parallel in the annals of professional sports--"



Oracle Team USA defeated Team New Zealand at the America's Cup, winning eight straight races to capture its second straight title.(Photo: Ezra Shaw Getty Images)

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 2013.

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