



Owner's Association

NEWS LETTER

November 2009

WESTERN SHORE ROUNDUP RECAP 2009

A bunch of Dickerson sailors had a great time from end to end in late September. It started with a proper Irish Bar Friday night aboard "Irish Mist", and ended with the discovery of a missing ship's cat Monday aboard Fahrmeier's "Down Home". In between, we had a boisterous race Saturday followed by the traditional cocktail party at West River Sailing Club and dinner at Pirates Cove. Once again, Joe Slavin won top honors in the race.

We anticipated eight boats racing, but there were casualties. Bill Toth had to drop out Thursday because his Mom had a fall. Soon after the start, Dick Clarke had to drop out as his crew was showing significant signs of flu. Rick and Dottie Woytowich had to drop out with sail problems, and the Fahrmeiers dropped out late in the race due to fatigue and short crew. They had put 20 miles under the keel that day just getting to the racecourse, and it was blowing "pretty good". Veteran ocean sailor, Bill Burry, showed a reef in his main before the start. A crewmember on "Irish Mist" (that would be me) tried to talk Joe out of raising the Mizzen, but to no avail. We got the race off, but unfortunately, my ineffective instructions and inexperience with the rabbit start of the fleet resulted in everyone except the rabbit getting a poor start. "Irish Mist", the rabbit, was gone, and there was no catching her. With Barry Creighton and me continually flogging our skipper and ourselves, we amazingly made few mistakes, and we did a horizon job on the fleet. Parker Hallam on "Frigate Connie" was closing on "Irish Mist" on the upwind leg, making Joe a little nervous. Once around the windward mark, the wind began to fall off; which was sure curtains for the followers. We all limped into the West River finish on a very light breeze and light rain.

Results were as follows

Boat	Skipper	Finish Time	Corrected Time
Irish Mist	Joe Slavin	3h 24m	2h 47m
Frigate Connie	Parker Hallam	3h 43m	3h 15m
Rainbow	John Freal	4h 4m	3h 26m
Plover	Bill Burry	3h 59m	3h 28m
Imagine	Dick Clarke	DNF	

Belle Rick Woytowich DNF

Down Home Dave Fahmeier DNF

At the Annual meeting of the steering committee of the Western Shore Roundup, it was decided to upgrade the western influence of this event. They hereby abolished the title of “Admiral of the Western Shore” and replaced it with the title of “Sheriff of the Western Shore”. Being from New England where the title of Sheriff is probably synonymous with being a heretical conservative, Joe grumbled a bit at this change, but in the end, he graciously accepted. This steering committee is getting out of control. There was some talk about requiring competitors to wear cowboy boots and hats next year, but fortunately that was tabled.



L-R-- Bill Burry, David Fahmeier, K.Parker Hallam, Joe Slavin, Randy Bruns (in white) Dick Clarke, Eric White, Barry Creighton and Rick Woytowich

The cocktail party went on as scheduled despite more rain. Some nice hors d'oeuvres, beer, and wine were provided in the Clubhouse. Additional attendees at the dinner were Eric and Jackie White, Doug Sergeant, and Linsey, and Karen Clarke. My apologies if I missed anyone; I was a little dazed and confused by that time.

Thanks to Joe Slavin who did all the publicity for the event, allowed his boat to be the rabbit, and coordinated the dinner. Thanks also to my wife who helped me with logistics and to the West River Sailing Club who allowed us to use their facilities. It is a nice Club, you should consider joining. They also have a great cruising calendar.

Randy Bruns

I like to include comments from some of the competitors each year.

Joe Slavin

Thanks, Randy and Barb, for your leadership in organizing the Annual Western Shore Round Up Race and Dinner Event. We had a great time at the 3rd Round Up in Galesville. Being the Rabbit start boat in winds of 15-25 knots was challenging—but I could not do it without the enthusiastic and skillful crew of Randy and Barry Creighton. Some said, that with three Dickerson Captains, mutiny was sure to happen. Boy, did we fool them. The smooth advice of Barry saying “keep your eyes on the tell tales Joe”, and Randy guiding us to the next mark was what did it! As Barry said, “Joe, you have to give the diver that cleaned your bottom before the race a raise”.

Being from New England and having raced town class sloops as a boy in Marblehead, I just can’t understand how a regatta winner gets to be a Sheriff. All I can think is that Randy must have some hidden frustrated western genes.

Barry Creighton

Who Wouda Thunk?”

Karen Clarke raised an interesting question in Galesville on 26 September. Who would ever have thought that you could put three “type A”, competitive skippers on the same boat and successfully race as a crew? Visions of different strategies, different observations of winds and conditions, different assessments of competitors--leading to disagreement, words, shouting, wrestling for the helm, pouting, mutiny, flying belaying pins, hangings from the spreaders, men overboard and lost at sea—are the grist of great sea novels.

Well, that’s the crew that sailed “Irish Mist” to victory on that very day. Oh, I left out one common attribute – all three were Dickerson skippers. Ah yes, there is the “secret sauce”, because we all know that the only things better than a Dickerson yacht are those people who sail on them.

It all started when Randy and Barb Bruns volunteered to again host the 3rd annual Dickerson Western Shore Roundup. Randy meticulously drew up the race instructions with full intentions of officiating from “Rhythms in Blue”, but alas---a nasty day on the Bay left her dismasted and out of commission. So Randy was without vessel. Way down the Bay at Fort Monroe, VA, Barry Creighton eagerly wanted to participate, but couldn’t be away from work long enough to make the voyage to and from the West River in “Crew Rest”. Finally, Joe Slavin was focused on one thing, and it wasn’t necessarily winning the race----it was beating the “Brothers Freal” on “Rainbow”--and Joe needed crew.

So the drama was about to unfold--Randy and Joe sailed “Irish Mist” up to the West River from Deale on Friday, and Barry drove up from Virginia Beach for a rendezvous breakfast on the morning of the race. Randy and Barry immediately saw the fire in Joe’s eyes, and there was no doubt--HE was in charge. And that set the tone for the entire 3 hours and 43 minutes of bliss on the Chesapeake. Joe slid on his knee brace, and everyone knew it was “show time”. Suddenly, Randy’s bum back, and Barry’s gimpy leg seemed to work “good enough”.

With her freshly scrubbed bottom, “Irish Mist” temporarily forgot her age. She leapt with the anticipation of not viewing anyone else’s stern all day. Three sets of old, tired eyes struggled to make out the upcoming marks---but it didn’t matter---we were making great time to ---somewhere. The

breeze was fresh—some may have thought reef?—not us! The ole gal liked having her rail in the water. Barry was unaccustomed to sailing a ketch dead downwind—wing a wing a wing?—whatever—it didn't matter, the day was ours. While at the helm, Joe occasionally asked, "Where are they---are they gaining?" He got a consistent answer, "It doesn't matter, just keep sailing....fast!" Then the rain came—we didn't even notice except to think, "all those boats behind us are really going to get wet". Yes, it was magic.

So how did three "type A", competitive skippers on the same boat make it work? It's quite simple---

---One of the crew---

DICKERSON OWNERS SAILORS

I want to discuss three numbers, 235, 3, and 20+. Does anyone want to take a guess at their significance?

235

As of today (I am writing this note on October 28, 2009) there are **235 days** until we will be racing on the Choptank at our yearly Dickerson Owners Regatta. We are scheduled for a June 19, 2010 race day and evening of fun at our annual dinner. More details will be coming when we are able to book the Friday night pre-race gathering (shooting for Mears Marina Grove), and the Saturday dinner location (shooting for the Tred Avon Yacht Club).

3

The round-the-buoy racing was so much fun last year, I will be setting a **3-mark** course as pioneered by our past Commodore, speed merchant, and visionary, Dick Clarke.

20+

There is nothing finer than seeing a large fleet of Dickerson sailboats on the Choptank, so let's get out the word and the boats, and have **20+ Dickerson sailboats racing on the water in June 2010.**

With 235 days remaining until the race, I can't think of a good excuse not to get your classic sailing yacht ready to roll for the 2010 event. If you have a good excuse, email it to me, and I will produce the "top 10 reasons why I will not sail in the 2010 Dickerson Owners Regatta." You can reach me at bill.toth1@cox.net. I will award a prize for the best excuse (the winner will be selected solely by the Commodore). His decision is fallible, and final!

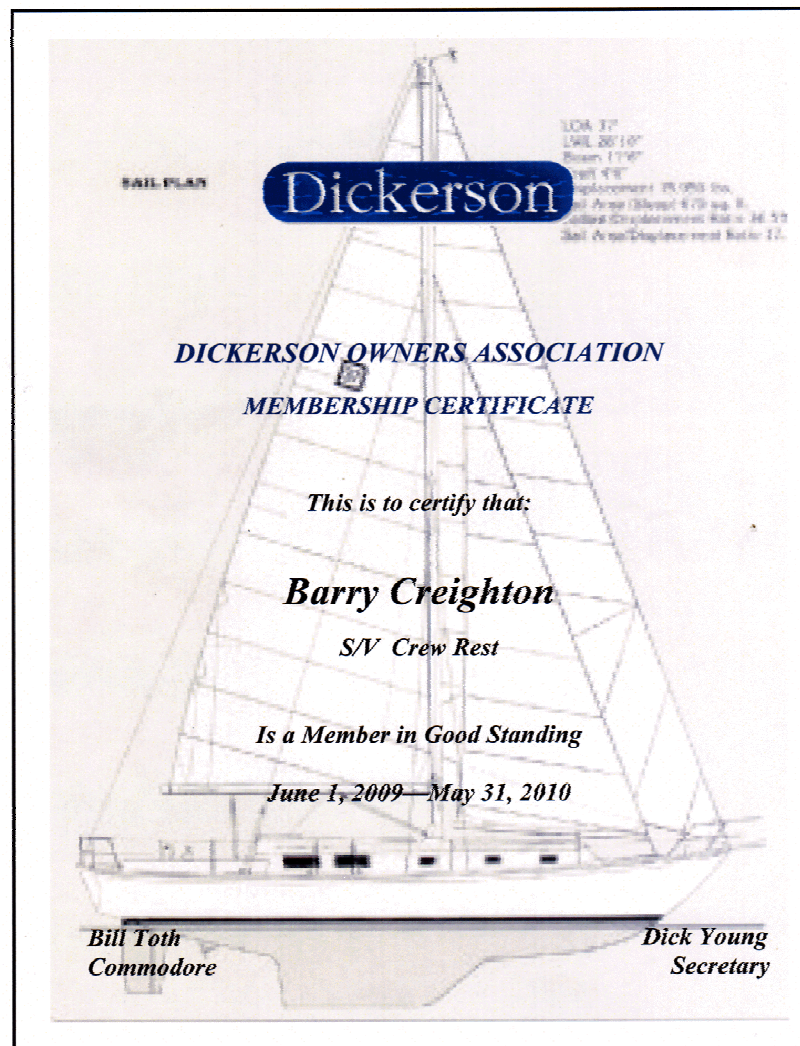
Now, since you have my email and will be submitting a great excuse for the contest, how about you also sending me some ideas on changes in date, venue, etc. for our regular events (Dickerson Owners Regatta weekend, Western Shore Roundup, etc.). All things will be considered.

Stay warm, paint and scrub that bottom, and see you in 235 days!

Bill Toth, Commodore

DOA MEMBERSHIP CERTIFICATES

Dickerson Owners Association Membership Certificates have been mailed to all 2009-2010 members and associate members. Thanks to your strong membership support, we now have 56 members from some 14 states and Ontario, Canada. We want to also take this opportunity to welcome our latest new members: Stephen Toney of Maryland with his 36 ft ketch "Diffusion" and Roger and Mary Garthside of Ontario, Canada with their 37 ft. ketch "Moani".



Our thanks to Barry Creighton for the artful membership certificates

HOW MANY DICKERSON SAILBOATS ARE ALIVE AND WELL

The new Dickerson Directory contains information on 125 boats but the questions are how many were built and how many are there that we do not know. We put this question to long time DOA member Jim Karr—who has sold many Dickersons at Oxford Boat Yard, and has inside knowledge, because his wife Paula worked at the Dickerson Boat Yard in Trappe, MD for several years.

Jim and Paula estimate that about 335 Dickersons were built from 1946 through 1987 when the yard closed. This includes the following:

1946-1971—about 166 boats were built—26, 32, and 35's
1971-1983---145 boats were built which includes, 15 wooden 35, 36 and 40; 107 fiberglass 36, 37 and 41; 15-- 30 ft.FG Seidelmann's; and 8 motor boats
1983-1987----About 24 FG boats were built, 37 and 41.

Barry Creighton in his review estimates that a total of 341 Dickersons were built. This includes the following:

8---- fiberglass power boats
171-- wooden boats in lengths 26, 32, and 35 ft.
15--- 30ft. fiberglass boats
67— 36ft—6 wood and 61 fiberglass boats
39----37ft---fiberglass boats—25 single cabin and 14 double cabin.
4---- -37ft---fiberglass Farr designed boats
4-----40ft. wood boats
31----41ft. fiberglass boats
2-----50ft. fiberglass boats

So, I did an unsophisticated analysis, and decided to look at sail numbers, Dickerson Boat Builders Numbers, which started to be listed in 1973, and Directory listings. Problem is, that sail numbers—which appear to run separately for each class—were not always listed in Directories, and with newer Dickersons, sail numbers are not usually available. So, looking at sail numbers in past Dickerson Directories, Documented Dickerson boat files, and Directory information, I came up with about 55—32's, 95-- 35's, and a very conservative total of only 270 boats built. So, I yield to Jim and Barry at 335 to 341 Dickersons built.

If we discount the 8 motor boats, we have anywhere from 327 to 333 Dickerson sailboats that were built. How many are still alive is the 64 thousand dollar question? We have 125 in our Directory. So could there be more than 200 out there that we do not know anything about? We do have good information on the documented Dickersons, particularly the 37 and 41's. So, most of the missing data is on the “woodies” and the 36 fiberglass boats. Look for those Lost Dickersons. Check the Home page of the DOA Website for Lost Dickersons at <http://dickersonowners.org/> , and join our discussions in the Forum. Let us know if you are not in the DOA Directory.—You may be a lost Dickerson-- we want to get to know you.
Joe Slavin, “Irish Mist”

NEW ENGLAND DICKERSON GATHERING

New England Dickerson sailors held their first New England Gathering on Block Island during the weekend of July 31st with four yachts participating. Mike Aitken and Una Folan sailed their Dickerson 36 “Iris” and Al Sampson sailed his Dickerson 37 “Wanderlust”. Dave Hemenway sailed aboard a friend’s boat because his Dickerson 36 “Tenacity” was still undergoing renovations. Two additional Dickersons were not able to make the cruise to Block Island because of the blustery weather on the days immediately preceding the rendezvous, or because of crew challenges. They look forward to joining the New England fleet next year.



L- R-- Al Sampson’s 37 ft.” Wanderlust” and the Aitken/Folan 36 ft.”Iris”

On Friday night, we were treated to great hors d’oeuvres aboard “Iris”. Una and Mike provided some wonderful food and wine. We had a good time discussing all the improvements made to “Iris”. Their new electric anchor windlass was particularly impressive as was their freshly painted interior.

Saturday morning brought crystal clear weather and warm temperatures—something we had not experienced during the spring and early summer this year. We enjoyed coffee and Danish from the Boston Whaler bakery boat, which goes around the Great Salt Pond selling freshly made baked goods, coffee, and newspapers. This is somewhat of a tradition on Block Island, since he has been offering this service for many years. After breakfast, we all dinghied ashore. We walked throughout the town, had fun shopping in the funky little stores, and had a delightful lunch on the porch of a 19th century hotel overlooking the Old Harbor where the ferries came and went. I had a wonderful lobster roll, and our table also had delicious French fries that were seasoned with Parmesan cheese. After lunch, we hiked up a hill to a gazebo with an excellent view of Block Island’s beautiful beaches and the Atlantic Ocean. On the way back to our dinghies, we had to have ice cream cones!

On the trip back to our boats, we had an informal race between one crew in an outboard powered inflatable, and a nice old wooden rowing dinghy. The rowing dinghy won when the inflatable’s outboard had mechanical troubles. The only mechanical trouble the rowing dinghy had was keeping off the sand bars which impeded our progress as we rowed down the creek that led into town.

We had a nice visit on “Wanderlust” in the afternoon. Al has done a great job keeping his boat in Bristol fashion. Shet has a great bimini/dodger setup, which allows Al and his crew to sail out of the elements. It was interesting to see how the Dickerson’s evolved from the Dickerson 36 era to the Dickerson 37 era.



L- R—Una Folan, Al Sampson, Mike Aitken and Dave Hemenway on “Wanderlust”

On Saturday evening, sailors from all four boats met at a seafood restaurant that overlooks the harbor at the Great Salt Pond. It was a great view with a good meal and lively conversation. We all enjoyed our seafood dinners.



L-R—Kerry Gustafson, Dave Hemenway, Mike Pichandra, Una Folan, Mike O’Neil, Al Sampson and Mike Aitken

While Al Sampson was in the rest room, we had a quick election, and voted him Fleet Captain for next year’s New England Gathering, which has been tentatively scheduled for Narragansett Bay in the summer of 2010. We look forward to next year’s Gathering. Hopefully, some of the

Dickerson folks who wanted to attend this year, but could not, will be able to make next year's event, and I hope to have "Tenacity" completed so I can sail her to next year's gathering!
Dave Hemenway, "Tenacity"

A DICKERSON TRIBUTE

If you sail up Davis Creek, off the Chester River, you will see on the port side a lovely white house with a proud Dickerson Monument on the shore side of the dock. Further on to the starboard and more inland is another memory of a Dickerson yacht. Her name was "Mistress" said John Carey, a tall soft spoken Englishman who came to the Eastern Shore some 20 years ago, and now retired, excels in wood working and sailing on the Bay..

I loved "Mistress" he told me, and I thought I could restore the 1965 old 35 foot aft cockpit wooden ketch --with her cedar roofing and handsome teak--to make her the pride of the Dickerson "Woodies", but when I got to her insides I found all ribs were cracked and severe rot everywhere. I had no choice, John told me, but to re-cycle the old girl, and offer her equipment to worthy Dickerson sailors. As a tribute to "Mistress" John created monuments of the bow and stern sections with benches where you can sit and see one of the best views of the Bay.

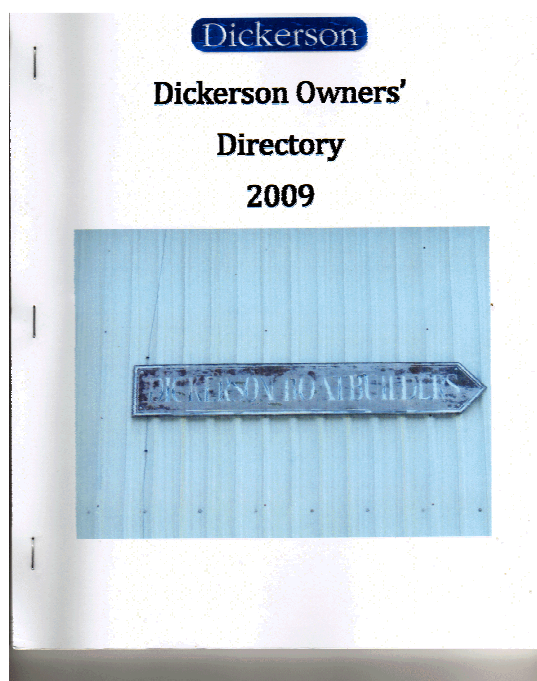


The 35 foot Dickerson equipment John has includes two Perkins 4-108 Diesel engines with transmissions, an incomplete Westerbeke 4-107, a new 40 ampere converter, a classic charcoal cabin stove, a brand new fiberglassed wooden rudder, a lead keel with keel bolts, trim wood, chain plates, turnbuckles and lifelines with stanchions, etc. You can contact John at Johncarey@atlanticbb.net. Joe Slavin, Irish Mist

DOA MEMBERS DIRECTORY NOW AVAILABLE

The new Dickerson Owners Association Directory is truly a classic and a must for Dickerson sailors. With the original Dickerson Boat Yard Sign on the cover, there are 76 pages of owner contact information, many details such as hailing port, type of boat, previous owners, pictures and event highlights, and Dickerson history, etc. for 125--all known-- Dickerson Yachts ranging from 30 feet to 50 feet; -- it is a tribute to designer and producer, Captain Barry Creighton, and all present and past Dickerson owners and sailors. If your Dickerson is at any port in the United States, Puerto Rico, the Virgin Islands, or Canada, you can use this Directory to locate your nearest Dickerson sailor, have a chat, and maybe, even arrange for a visit or local get together, which is already happening in New England and the Chesapeake Bay regions.

For additional information on DOA membership and the Directory contact DOA Membership Committee at jws2827@aol.com.



LABOR DAY 2009

After our "Dickerson Rendezvous", "Southern Cross" sailed down the Bay on balmy breezes to Duck Point Cove on the Honga. The next day, it was off to Milford Haven and up Stutts Creek where they rafted with "Plover", and looked at some real estate. From there, "Plover" & "SC" split, and returned home.

If you were one of the lucky persons to be out on the water Labor Day 2009, then you probably thought this was one of the best Labor Day holidays ever. No tropical depressions, light to moderate breezes, and comfortable temperatures, compared to other Labor Days, were the

norms. Most found prevailing winds suitable for sailing either north or south! This author chose to attend the 50th. Annual Skipjack Race off Deal Island, MD with fellow ESSA sailors, Dickerson owners, and old friends. History, traditions, and old rivalries were not disappointing with the gathering of 13 new and ancient skipjacks at the harbor. “Plover” and “Hemisphere Dancer” rafted quietly on Bill Burry’s “60 ton” anchor (60lb.cqr) while we visited with friends, family, and Deal Islanders. Shore life was replete with local crab cakes, oysters, and the annual Deal Island parade. It seemed as if the pictures within those “coffee table books” jumped out and came alive! However, the main event was Monday morning; Capt. Art Daniels moved his “City of Crisfield” for one more race, Capt. Wade Murphy maneuvered the “Rebecca Ruark”, and the other skipjacks followed close behind. The spectator fleet began assembling on Tangier Sound for the 0900 start, and what a start it was! The wind was blowing 12 – 15 knots from a direction that allowed mostly reaching and running with little tacking required. One boat broke her bowsprit, one ripped her jib near the finish, and another cracked a spar.



If anyone has not seen the grandeur of many skipjacks running “bullnose to bullnose”, then make an appointment to sail your Dickerson to Sandy Point at the Bay Bridge in the fall, or join us next year for the 51st. Annual Labor Day Skipjack Race off Deal Island Maryland! There should be a “Dickerson Raft” waiting for you in the harbor. History rarely continues for us to witness over 140 years; next year may be the last of the races.



Meanwhile, “Plover’s” crew will be waiting.



Chris and Bill Burry—two happy sailors

After Labor Day, “Hemisphere Dancer” carried Bruce Franz towards Oriental, North Carolina. However, a poor & tired cutlass bearing finally gave up, and HD was hauled out for repairs. Sorry Bob & Sarah, Barry & Judy, and Jake Baer, I got “laid up” before I could visit! D Wogaman always told me, “make your plans in Jell-O, then nail them to a tree”. A change in weather, doctor’s appointments, and crew adjustments will frustrate even the most patient of captains, but being on the Dickerson is better than being on any psychiatrist’s couch! I’ve made it to Oriental so far, and D & Don have extended the best hospitality that any Cruiser can offer! Cast off those lines, and head to “North Carolina’s Sailing Capitol” on your next available weather window. There is room here for your Dickerson this winter. The larder is growing, the waistline is growing, and my sailing “little black book” is growing. The snowbirds are sailing southward, so I hope this vignette finds you and your family safe, warm, and dry for the Holidays.



Bruce Franz, "Hemisphere Dancer"

OUR FIRST SAIL TO THE DICKERSON RENDEZVOUS

My wife and I bought our Dickerson 36 ft. sloop in May of 1998 and we keep her on the southern part of the Chesapeake Bay in Deltaville, Virginia. We bought her from the original owner, Dr. Robert Dyer. I learned about the Dickerson Owners Association from the internet and attended the Dickerson Rendezvous by car in 1998 when it was held in St. Michaels. We found the members to be really friendly and full of excellent advice and encouragement. For various reasons we were never able to sail to the Rendezvous until this past June. We had driven up to Oxford on several occasions to attend the Rendezvous and looked forward to the time when we could sail "Aequanimitas" up for the Rendezvous. 2009 was our year.



Aequanimitas

Our trip to Oxford was done in three legs. Deltaville to Reedville, where we met up with Barry and Judy Creighton sailing up from Hampton, Reedville to Solomons, and Solomons to Oxford. As we sailed into the Choptank we were passed by the beautiful 50 foot Dickerson

“Volantis” and were docked in front of her at Mears Yacht Haven. We really enjoyed visiting with other owners that we had met in the past as well as those we met for the first time this year. Sunday morning we were honored with visits from other owners to view our latest upgrades.

Our interior was very dark due to the teak bulkheads and trim. During the winter, I refinished all of the flat surfaces in gloss white with all of the trim done in gloss varnish. This really brightened the interior. I plan to do the “V” berth area this winter. Also on the list for this winter is to build new water tanks. The current tanks are of the bladder type and terribly hard to clean. We are looking forward to next year’s Rendezvous and plan to sail “Aequanimitas” to Oxford again. Maybe this time we will try the race.

Bob Shelton, “Aequanimitas”

QUADRIPLLEGIC SAILOR MAKES HISTORY

- Hilary Lister has become the first disabled woman to sail around Britain.
- She navigated with a special technology using only her mouth and a straw.
- Hilary suffers from a rare degenerative disease that has made her paraplegic.
- She wants to help other disabled sailors through her charity Hilary's Dream Trust.



Hilary Lister says she feels "a thousand times" more free when she sails.

The 36-year-old Briton is a quadriplegic who can only move her head, eyes and mouth and needs to rely on carers for almost every need. In spite of these restrictions, she became the first disabled woman to sail solo around Britain scoring a victory against the rare degenerative illness she has suffered from since age 11.

The inventive technology behind her voyage is called "sip and puff" -- a system of three pneumatic straws positioned near Lister's mouth that allow her to control the boat through a

series of semaphore-like commands she can give by either blowing or sucking through the straws. Developed by a Canadian engineer, the system let Lister alter course and trim the sails of her 20ft long keel boat to complete the record-breaking trip over two summers.

Lister's passion for sailing is all-consuming, and, considering what it has given her, unsurprising. "When you leave the quayside, you leave behind the stresses of everyday life," she told CNN. "Any sailor will tell you that. "If you multiply that sense of freedom a thousand times, that's how I feel. I leave behind my wheelchair, a team of carers, and suddenly, it's just me."

An Oxford University graduate and talented sportswoman in her youth, by 2003 Hilary's illness had laid her so low she was a virtual recluse, never leaving the home she shared with her husband Clifford, and by her own admission deeply depressed.

A friend suggested she go to Westbere Sailing. The center specializes in helping disabled people on to the water, but Hilary almost never made the 20-minute trip from her home near Canterbury in southern England. "I was ill and running a temperature, and I was about to cancel it, but something stopped me from backing out," she said. She credits the decision to go to the center with saving her life. "[The staff]treated me like an intelligent, capable person and not like an object to be pitied," she said. Source: CNN News

WELCOME NEW MEMBERS

Susan and I would like to take this opportunity to welcome all you new Dickerson Owners Association Members. It is encouraging to see that we once again have members from most all coastal regions, the great lakes region and Canada. Congratulations to the New England group on their resurrecting the New England Dickerson Gathering and to the Western Shore Cowboys on their third Round Up. We hope that those of you in other coastal areas will get together in similar events with your Dickerson neighbors.

Commodore Bill Toth—with Friday night's welcoming reception, yellow buoy triangular racing course and awards dinner--promises us an exciting time at next year's Annual Dickerson Rendezvous in June. (Assuming we have wind, no fog, no rain.) Also Bill expects at least 20 boats for racing--so let's not disappoint him.. To make it even more interesting we are—for the first time-- offering a special prize to the Dickerson Owner who comes the longest distance by sail to attend (Obviously, if I'm doing it, it will be cheap, but still special.) So keep track of your nautical miles.

If you have not yet joined the DOA Forum on the web site <http://dickersonowner.org> graciously provided by Dickerson boat builder and long-time member Alan Willoughby we encourage you to do so and participate in the discussions on maintenance, events and other issues. Since this is our last News Letter for this year we would like to take this opportunity to wish you a Happy Holiday Season and a great New Year. We are looking forward to seeing many of you in June.

Dick and Susan Young, Secretary

SEND US YOUR NEWS ITEMS FOR FUTURE ISSUES

Thanks to all the News Letter contributors and to Bruce Franz for helping out with the editing. We are issuing a News Letter every 3-4 months. It is important since we have members from all over the country and in Canada to receive news items—just a paragraph or two on your cruises, maintenance issues and fixes, and other unique Dickerson experiences. To make comments and offer news items or obtain Membership information, contact the Membership Committee at jws2827@aol.com or 703-560-7250

