

Dickerson

Owner's Association



NEWS LETTER

JANUARY 2014

DICKERSON SAILORS RETURN TO THEIR ROOTS **Honoring The Home Of A Bay Classic**

Dickerson sailors will celebrate their 47th Annual Rendezvous, June 13-15 2014, with a Captains Party on Friday at the Yard where these classic boats were built in the mid 1960's. Alan Willoughby, who worked at Dickerson Boatbuilders, will give presentations with films on the building of these historic boats. We are grateful to John Shannahan of Dickerson Harbor for assisting the Association in hosting this event.



Dickerson Boatbuilders Plant and Marina 1984—now the site of Dickerson Harbor

Plans for the Rendezvous also include a parade of Dickersons-- starting at 2 PM on Friday afternoon-- from Choptank Light to La Trappe Creek and Dickerson Harbor, the site of Dickerson Boatbuilders. On Saturday morning at 10 AM the traditional race will held on the Choptank using the New Handicap System which will be made available to racers with the race instructions. The Awards Dinner is planned to be held at 6 PM at the Tred Avon Yacht Club in Oxford on Saturday evening.

Mark your calendar now and plan to participate in this very special celebration of Dickerson Boatbuilding.

Additional information will be forth coming

If you have any questions contact the Membership Committee at jws2827@aol.com

Commodore Dave Fahrmeier
D 41 "Down Home"

DICKERSON SAILORS IN 2013

Commodore Pat Ewing finalized June 14-16, Father's Day weekend, for the 46th Annual Rendezvous, a parade of historic Dickersons, race, dinner, and most important, the opening of the new Dickerson Exhibit at the historic Richardson Museum in Cambridge, Maryland. We have heard from the Museum that the DOA Exhibit is the exhibit of most interest mainly because people visiting did not know that these classic boats were built on the Eastern Shore of Maryland.





The DOA Exhibit

The Museum exhibits History of Boats Past And Present

http://www.youtube.com/watch?v=K7rD27tS_5w&feature=plcp

Meanwhile, Dickerson Captains got their wooden classics in shape for the New Year.



Commodore Pat's 40-foot ketch, "**VelAmore**", is now proudly strutting a new mast, thanks to the excellent work of Annapolis Rigging. Rick and Dottie Woytowich have outfitted their 37-foot ketch, "**Belle**", with a new engine and mainsail. In New England, Mike Aitken has given his 36-foot ketch, "**Iris**", a new look with a complete re-building and fibreglassing of the deck and other structures. Hank and Denise Cope, new owners of Dickerson 41, "**Toogoodoo**", are fitting her out for an extended cruise south, and others are fixing exhaust systems, roller furler equipment, transmissions, etc.

In a fresh 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

Randy and Barb Bruns organized this terrific get together. It was perfect weather for the weekend of September 6-7 with a Friday night cook out at West River Sailing Club, a Saturday race of 7 Dickersons, and a sumptuous dinner at Pirates Cove Restaurant. Later in November, members gathered there for an annual Fall Meeting to discuss the Dickerson Customs, our logo, and the Father's Day, 2014 Rendezvous at the old Dickerson Boat builder's yard in Trappe, MD.

Commodore Dave Fahrmeier conducted a Dickerson Survey (Results reported in October News Letter) and held a business meeting of Dickerson Owners in November to lay the groundwork for future direction of the Association. A report of this important meeting was sent to Dickerson Owners, but is repeated as a separate item in this News Letter because of it's importance.

Bruce Franz and Joe Slavin

DICKERSON OWNERS ASSOCIATION FALL MEETING

16 November 2013

Pirate's Cove Restaurant

Galesville, MD



Skippers Attending

John Stait (D30 "Moon Shadow")

Joe Slavin (D35 "Irish Mist")

Randy Bruns (D36 "Rhythms in Blue")

Bob and Sarah Shelton (D36 "Aequanimitas")

Parker Hallam (D36 "Frigate Connie")

Ben Cook (D37 "Andromeda")

Barry and Judy Creighton (D37 "Crew Rest")

Rick and Dottie Woytowich and able crew (D37 "Belle")

Tom Pfeifer (D37 "Joysea")

Dave Fahrmeier (D41 "Down Home")

Bruce and Tucky Franz (D41 "Hemisphere Dancer")

David Mayhew (D41 "Anodyne")

Doug Sergeant (Associate)



PROCEEDINGS

Commodore's State of the Association

Commodore Fahrmeier welcomed all assembled with good news, "The DOA is in great shape." Soon after assuming the DOA leadership role, Dave looked at the management and structure of the Association and made some immediate adjustments. He asked Joe, Bruce and Barry to serve as advisors and directed a survey of the membership as the plans for the next year were formulated. The purpose of this meeting was to report on some of the initiatives since the Rendezvous aimed at making sure the Association was serving the needs of the membership and structured so that it would endure through the next several decades while remaining strong and relevant.



Treasurer's Report

The Commodore presented the report on behalf of Dick Young, our Secretary/Treasurer. We are "financially healthy" with ~\$2400 in the bank and a dues structure that supports our historical \$3000 per year commitments.

Members' Survey and Current Initiatives

Our "Sampson Post" Joe Slavin commented on the results of the recent survey (details already distributed via earlier mailing/Newsletter). Twenty seven percent of our membership responded to the survey (demonstrates very positive member engagement). Major takeaways:

1. The timing of the Rendezvous is good - Father's Day in June
2. The Western Shore Roundup is a popular event
3. Events -- people like variety (at the Rendezvous and throughout the year) parade, mixing time, change of venues
4. Racing is NOT a capstone event (not an event driver as it one was)

5. Social time IS very important. The Friday Captain's Party is more popular than the Banquet. This "business meeting" is a great idea.
6. The present race handicapping system is good. Seems to be bringing equity.
7. Some consideration of joining forces with other organizations.
8. Members want more emphasis on cruising -- opportunities/visibility

Joe then discussed some current initiatives:

1. Report from the Richardson Maritime Museum that our Dickerson Exhibit is the most visited exhibit on display--very positive
2. Collection of original boat plans/drawings to be available to members via the website
3. Requesting data to construct a new (current) parts and suppliers guide to be available to members (please respond to request later in this report).
4. A "Boat Save" success story on D35 "Arigato" -- great work by Joe, John Freal and Paul Rybon to keep this boat off of the chopping block.

Handicap Committee

Randy Bruns provided the historical background of DOA handicapping (more art than science) and the progress of the Handicap Committee to add rigor to the process (more science than art). Handicapping is a somewhat unique issue for the DOA as we traditionally use the race results to "select" the Commodore (a tradition that is well supported by the membership). The Committee has now established a system that produces a fair distribution of results and has already demonstrated that different boats/skippers can win (IF they maintain their boats and sail well).

The sense of those attending was that while continuing adjustments will occur, the Committee has it about right. Very good work!

Branding (The Dickerson "D")

Bruce Franz led an informative discussion on Dickerson branding. With the overall Dickerson fleet declining, there was a sense to "circle the wagons" of all those remaining boats and make them universally recognizable. One way to do this is to standardize the Dickerson sail logo. This became a survey question and proved to be of interest to the membership. Unfortunately, Dickerson Boatbuilders didn't help us in that they used at least 7 different logos with as many as three for a two-boat fleet. The survey was inconclusive as members tended to like the design they had. It did prove

instructive, however, in identifying which designs were historically authentic and the members finally dismissed the idea of drawing up a new one to replace the old.

At the end of the day, we ask the membership to be true to history and use an authentic logo like these: (further clarification--all Dickersons except some D37s and the D50 used a D with the boat length inside the letter)



D³⁷



If those above do not ring your bell, use the following suggested by DOA with the size of the boat inside or outside the D (obviously use the size of your boat for the number):

D³⁷

It was also noted that there is a unique brand across all Dickerson boats and that is the pattern of the cove stripe. See D & Don's submittal to "Good Old Boat" at: http://www.goodoldboat.com/resources_for_sailors/boat_identifiers/a-i.php

At the end of the discussion, Randy received approval to design and purchase a large Dickerson Association Flag/Burgee to use at our big events.

DOA Governance

Barry Creighton led a discussion on how the DOA functioned in the past and how that guidance could/should be updated and captured. In the beginning, the DOA was supported largely by Dickerson Boatbuilders. As you would expect when an extension of a business, it had some structure and set procedures (to include By-Laws). As the company dissolved and the DOA morphed into the informal volunteer organization it is

today, the structure melted, the By-Laws lapsed in the "ignore drawer" while some traditions remained. Those traditions were most accurately reflected in the "Customs of the DOA". This effort was to bring those customs up to date and make them reflect the way we actually want to operate. It is intended that they become a basis and reference for DOA actions and withstand the yearly transitions of leadership while allowing both continuity and the injection of new and different ideas. They are not specific in many areas -- on purpose. Please review them here: News Letter Note: These Customs have now been approved and are on the Dickerson Web Site.

CUSTOMS OF THE DICKERSON OWNERS' ASSOCIATION

INTRODUCTION

The Dickerson Owners' Association (DOA) is an all-volunteer association dedicated to the preservation of classic Dickerson built yachts, camaraderie, and fun.

MEMBERSHIP

All owners of boats built by Dickerson Boat Builders are eligible to be members of the Dickerson Owners' Association. Additionally, former owners and others with interest in preserving the heritage of these boats are encouraged to stay engaged as Associate Members.

PUBLICATIONS

Newsletters - The Association publishes a newsletter approximately three or four times during the year.

Directory - The Association publishes a listing of all known boats (and current owners) built by Dickerson.

Miscellaneous - The Association publishes ad hoc reports, surveys, and items of interest as they are produced.

DUES

Dues are established by the members and are used to pay for the directories, the newsletters, trophies, and general expenses of the Association. Membership information and applications are available for Dickerson Owners and Associate Members. You may [download a current application here](#).

ADMINISTRATION

Board of Advisors (BOA) - The administration of the DOA shall be vested with a Board of Advisors--staffed by the immediate Past Commodore, the Current Commodore and up to three more members (one who must be a carryover member) at the choosing of the Current Commodore. The Current Commodore shall lead the Board.

The BOA shall direct the activities of the DOA and may delegate to other persons or convene Committees as they see fit.

Commodore - The skipper and owner of the yacht winning the Dickerson Trophy is the Commodore of the organization for the year following the "Race".

Secretary and/or Treasurer - The Secretary/Treasurer is responsible for the fiscal matters of the DOA including funds collection and expenditures. He/she shall be appointed or elected and shall serve in respective capacities to provide continuity from year to year.

EVENTS

Annual Rendezvous - The Rendezvous is traditionally held in June over the Father's Day weekend. While the venue and events at the Rendezvous are at the discretion of the BOA, the Rendezvous must include a "race" for the Dickerson Trophy followed by a social affair at which time the new Commodore is installed and trophies for the "Race" are awarded. Additionally, an "Arrival Parade" and "Captain's Party" are traditionally held the afternoon/evening before the "race".

The "Race" - The conduct of the "Race" and the selection of the racecourse are the responsibilities of the Commodore who neither personally nor whose boat can race. The most recent publication of US Sailing's Racing Rules of Sailing (RRS) applies and only working sails and genoa are permitted. Specific written instructions are distributed to those participating in the "race" at the "Captain's Party" on the eve of the "Race". If there is a conflict between the distributed Event Instructions and RRS, the Event Sailing Instructions take precedence.

The Dickerson Trophy - The Dickerson Trophy is awarded to the overall winner of the "Race".

Class Trophies - Boats competing for the Dickerson Trophy will also compete within respective boat size categories (based on the demographics of entries).

Entering the race implies the willingness to accept the position of Commodore should that honor be awarded. Dues must be paid prior to entering the race.

Cruises - Cruises provide great opportunities for fun anytime. For example, following the annual rendezvous, members and friends traditionally gather for a cruise. Additionally, boats traveling from common directions may wish to gather together for transit.

Western Shore Roundup - This autumn event is punctuated by social interaction and sailing opportunities.

Business Meeting - The Commodore will chair an annual Business Meeting to review the "state of the association" and ongoing/future plans.

Other Events - DOA members may organize other events during the year.

BURGEE AND OTHER MERCHANDISE

The Dickerson burgee, a blue pennant with a white A circumscribed by D, is available from the Association for a minimal charge. Additional Dickerson themed merchandise is stocked and available via the "Treasure Chest".

END OF DOA CUSTOMS

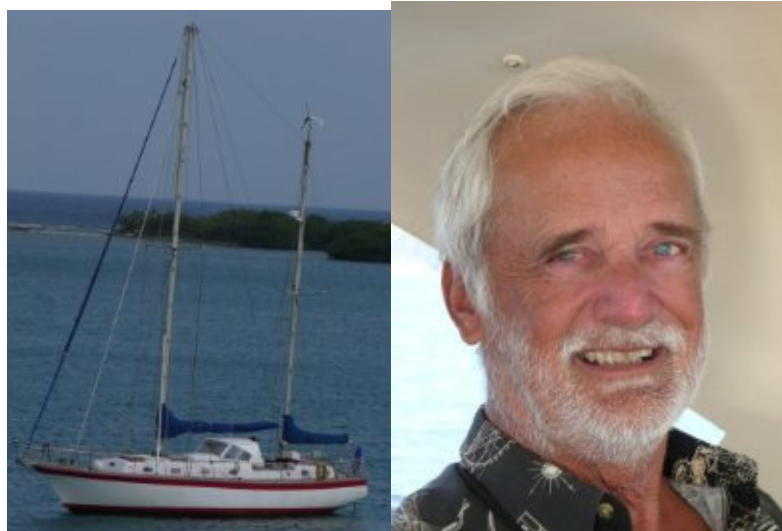
2014 Rendezvous and New Business

The Commodore whet our appetites for the 2014 Rendezvous over Father's Day weekend in June of 2014. After the traditional arrival parade starting at Choptank Light, we will be returning to the "home place", Dickerson Boatyard on La Trappe Creek.

While the comforts and amenities are a bit Spartan, the management is opening some of the original shops up for us to view. And the "Spartan environment" will provide us ample opportunities to spend quality time with each other. The "race" will reposition us to Oxford for a celebration at the Tred Avon Yacht Club in Oxford. Stand by for more details and surprises.

Barry Creighton, D37 #22, "Crew Rest"

DICKERSON AUTHOR SAILOR MIKE RILEY



I am the Mike Riley with the Dickerson 41, "Beau Soleil", the one who has been sailing around the world for the last 40 years and finally got around to writing about it. Not that I like writing about myself, kinda boring after a bit, don't you think?

All my writing orbits around the sea. Hey, what can I say, it is what I know. 11 of my books are non-fiction, 2 are fiction, have another fiction in the oven and 3 non-fiction that I add to when I am in the mood.

My wife says I am always in the mood, wait a minute, I didn't mean it that way!

I'm on my third true Circumnavigation of the globe. (A true circle means you start and end with the same boat. After all, the boat is the one doing all the work. We are just going along for the ride, kinda. When I was much younger, I took a boat from San Diego to the East Coast of Africa until I ran into a freighter. I called that one practice, not a $\frac{3}{4}$ circumnavigation!)

I don't know why I am going around again. Not that I have ever intended to circle. I sail to one country then another. We hear about a place further to the west that sounds cool. After a while, it is too far to go back, or rather it is easier and faster to continue to the west. At the present time we are in Musket Cove, Fiji and soon are going on to New Caledonia. We heard that they sell Spanish wine in a box for less than \$3 a liter. See what I mean?

Anyway, if there is nothing good on TV, your team lost and you can't find a good book, try one of mine. They are really good, even if I say so myself!

Twice a month I offer a book for free on kindle. I try to let everyone know. Try is the operative word. If you want to get on my free list, write to me at sailing.books@yahoo.com and say "list." Tell your friends.

Here are some books on Kindle and Amazon that might be of interest. Go to www.amazon.com/author/mike.riley to see my full list of books. There are a lot of them!

[Boat Improvement In Exotic Ports Around the World: A Hilarious Look at the Lighter Side of Boat Repair](#)

[The Good, the Bad and the Pirate](#)

[How to Thrive on a Tropical Deserted Island: A Primer for the Shipwrecked Sailor Or Living off the Land in Paradise...](#)

[Education of a Falcon: A True Story of Romance and Adventure](#)

Thanks

Mike Riley, D41 "Beau Soleil"

DISMAL SWAMP CANAL TRIP

6-11 October 2013

After departing Elizabeth City & the Pasquotank River, we entered the Dismal Swamp Canal via the South Mills Lock on a hot, sunny & windless morning the 1st weekend in October. There are a total of 2 locks controlling entrance into and out of the canal, which is about 22 miles long. Each lock has both a lock and a bridge that you must go through & they are operated by the same person.



At the South Mills lock, we were the only boat heading north and so were 1st in before the southbound cruisers. Once we cleared the lock, we headed for the North Carolina Visitors Center where there is a free dock for boaters about an hour trip north of the lock. Just before the Visitors Center there is a pedestrian bridge that connects both sides of the canal. The Visitors Center is on the east side and NC maintains a separate Dismal Swamp State Park building on the west side with walking & hiking trails. There were 4 boats already tied up alongside as we approached, so we chose to raft up next to a trawler named BEACH HOUSE, owned by Chuck & Susan. They live aboard their trawler and have written several books about anchorages on the ICW & the Bahamas.

We borrowed free bikes from the Visitor's center and had a nice ride down a tree-lined trail alongside the canal. Plus we walked across the pedestrian bridge to visit the Dismal Swamp Park Hqs. By dusk, there were eleven boats tied up alongside almost closing down the canal. It was like a big block party on the boats. They were all headed south to Florida or the Bahamas.



Next day we continued another five miles north to another free dock across from the main feeder ditch for the canal. We spent two nights at this dock in absolute quiet. The water for the canal is stored in Lake Drummond, which is one of the largest fresh water lakes in Virginia. We took a dinghy trip up the 3-mile long feeder ditch. There used to be a tram you could use to haul your dinghy up an incline into Lake Drummond but that is no longer operational. Our dinghy outboard died on the way home so we had to row the last mile back to PLOVER!



(Actually, this is “Hemisphere Dancer”)

We had a glorious walk ashore amidst flowering morning glories in various colors next to a field of soybeans. The road is now dedicated to biking, horseback riding and walking rather than cars. What a refreshing change!

Next day we stopped at our 3rd free dock operated by Chesapeake, VA. Other boats had recommended this stop since it is a brand new dock with bathroom facilities ashore. The dock itself was great but the bathrooms were not open yet & are still under

construction. This, again proved to be a quiet night, no road noise or air traffic, in the middle of the Great Dismal Swamp

Our last leg on the Dismal Swamp led us to the Deep Creek Bridge & lock – the 2nd of the two locks controlling the north entrance into the Dismal Swamp Canal. We stopped just south of the bridge, temporarily tying up to big dolphins waiting for permission to pass through. Once inside the bridge, we got permission from the lock tender, Robert, to tie up alongside at another free dock called Elizabeth's Dock. The dock gave us access to the Deep Creek City Park that was very dog friendly and quiet. Plus we met another cruising boat passing through on their way south who had sailed to Europe in about the same time frame as we did. On Friday morning, we called the lock/bridge tender after his scheduled opening at 8:30am and he arranged for us to enter the lock early to visit with him before his next scheduled opening at 11am. Next thing we knew he asked Bill to don his life-jacket and help him operate the lock. And by 9:45am we were underway out of the lock and headed toward Norfolk for a 10:30am opening at the Gilmerton Bridge in Norfolk. And with that, we said farewell to the Dismal and returned to civilization!

For our last night out, we got a slip at the Hampton Yacht Club where we have reciprocal privileges. Friday night was Social Hour so we went ashore and drank GREAT DISMAL Black IPA beer. Check out the label!

On Sat the 12th, we motored home against NE winds and waves. Kind of sloppy but the forecast was not due to improve for days so we decided we better just take our lumps and head for home.

All in all a great trip. We were happy to be home Sat evening as was Flaco, who ran around the property for hours.

Chris, Bill & Flaco

Back at "Hookumfair"

IT'S A FAMILY

During the fourth week of October, Judy and I slipped lines at Old Point Comfort, VA and pointed "Crew Rest" south--bound to do the "Carolina Loop". Despite warnings of waterway closings due to plumes of floating growth, we had a wonderful time with three other boats from our yacht club as we motored down the Great Dismal Swamp Canal into North Carolina, briskly sailed across the Albemarle and Currituck Sounds, and returned northbound through the "Virginia Cut". And it was fun--a lot of fun. But what followed was special.

After one night at home in my own bed, I loaded the car and drove to Ponte Vedra Beach, Florida to visit my dear friends (and crew) Jeff and Julie Stephenson. We (Jeff and I) have been palling around since 1965, and most of you know that Jeff is a prime ingredient in all the Dickerson silver garnered by "Crew Rest" over the past several years. And while most of you (and me) were certain that Jeff and Julie would continue to look for (but never really own) a Dickerson--they did it! And did they ever do it right!

Segue to the Great Lakes, where several years ago, Bob and Gina Hagstrom were sailing instructors--and one of the boats in the instructional fleet was "Kairos", a beautiful 1975 Dickerson 41. They were not yet bound to each other, but they were both bound to the boat. So fast forward to their marriage, then purchasing "Kairos" and many years of hard work--improving and enjoying her together. But now it was time to find her a new home. And Jeff and Julie were just the right adoptive parents.

That brings us back to the end of October. "Kairos" had been decommissioned and trucked to Jacksonville. Bob and Gina and I converged on the Stephenson home with all intentions of assisting in the recommissioning and launching. The week was a blur. I've never seen two people work as hard as Bob and Gina--just out of the love and respect they had for their (now sold) boat. And Jeff and Julie were abuzz--with "to do lists" and questions. And I was of little value (having come down with the creeping crud). In the end, these two couples have transitioned ownership and retained a beautiful Dickerson in the fleet and on your behalf, I assisted in the renaming ceremony as "Kairos" became "CAVU" (CAVU is an aviation weather acronym for "Ceiling and Visibility Unlimited").



Jeff, Bob, Julie and Gina work on "Kairos"

This is indeed a special family of boaters we belong to. Please join me in saluting the Hagstrom's as they move from owner to associate members and the Stephenson's as they migrate from associate to owner members. And be certain to come to the Rendezvous--I'll lay odds that "CAVU" will be there.



Julie and Jeff sail "CAVU" to her new berth

Barry

D37 #22 "Crew Rest"

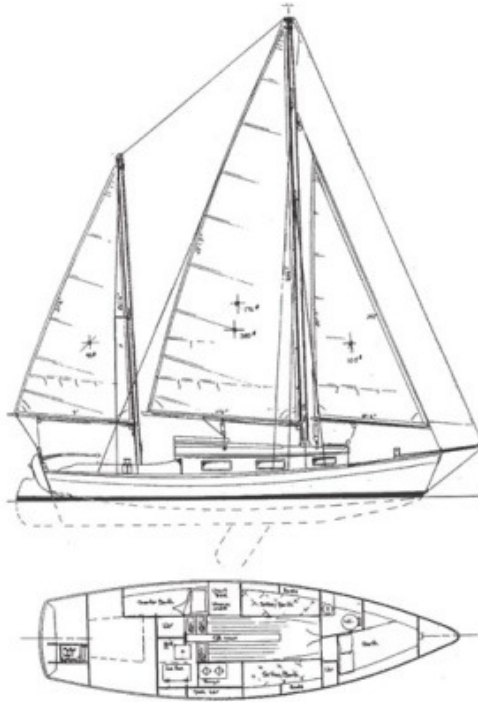
HOW I CAME TO OWN "KITTIWAKE", a DICKERSON 32 KETCH

I had been involved with boating and the ocean most of my life but not so much sailing. My first experience on a sailboat came in the 60s when a friend of my fathers invited us to go for a sail on his sailboat. We went out of LA harbor around San Pedro California. I never forgot peering out the circular porthole surrounded by wood and feeling as if I were part of the ocean rather than on the ocean. I was hooked and swore I would have my own sailboat, someday. Someday was a long time coming and after many years of running around on Hobie cats with friends, motor boats, and a small dingy I built myself. I was finally able to realize my dream of having a larger sailboat. One I could actually live on.

But what kind of sailboat should I get? For a long time I had been reading everything I could find about sailing and sailboats. Most of the information I read was from the past. Writers like Howard Chappelle, A. J. Kanealy, William Atkin, and Herreshoff. Old

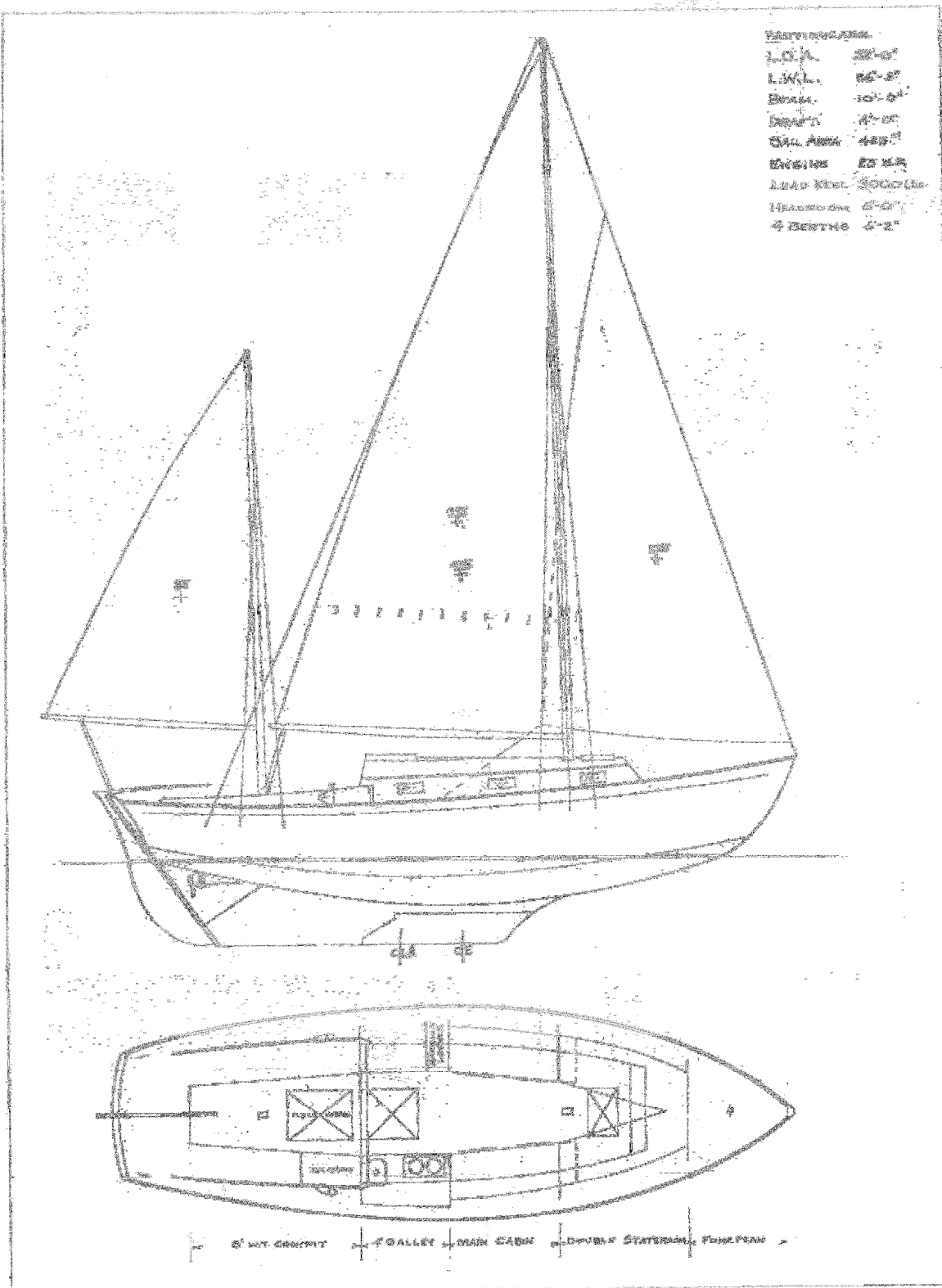
magazines like The Rudder, Motor Boating, and newer magazines like Wooden Boat. I never found modern sailboats appealing. To me they just didn't look like what a sailboat was meant to look like.

I made up my mind that in order to get what I wanted I was going to have to build my own boat. I settled on a design by Carl Stanbaugh called the Bahama Mama.



A plywood epoxy composite boat. The brief was for a shallow draft cruiser that was capable of an occasional hop across the continent. That really sounded good to me and the boat looked like what I think a boat should look like. It was everything I was looking for in a sailboat and a size I felt I could manage single handed. However, after pricing out the lumber alone it became clear a second hand sailboat would be the answer for me.

My search was on and I spent 3 years searching boats on the internet and dreaming. Then one day while searching the Lady Ben wooden boat site I saw her "Kittiwake".



"Kittiwake" Dickerson 32

She looked exactly like the kind of boat I wanted. From all my research I could see right up front that she was a sea worthy boat. She has a CSF 1.8, 33 percent ballast ratio, protected prop, traditional length to beam ratio, simply constructed. I contacted the owner of the boat and asked many questions and then I committed a mortal sin. I bought her sight unseen off the net. I know that was a major tabu and my wife wasn't happy but everything worked out alright...Sort of. Thankfully, I found the Dickerson website and somehow got in contact with Bruce Franz and Doug Sergeant. They went out of their way to help me with Kittiwake while I was overseas, easing the tension until I could fly out and see her for the first time. Kittiwake needed some work and my wife and I have spent many hours fixing her up. You can see some of what's been done to her in the video on the Dickerson Association website (<http://dickersonowners.org/>) . The Dickerson Association has been the bedrock of support for me from day one of ownership.

I've owned Kittiwake for 7 years now and she has been our home when we come back to the states. I've sailed her single handed from the Chesapeake Bay to North Carolina and now I'm headed for the Bahamas with my wife as crew. We both are novice sailors but Kittiwake has always come through for us and we have always enjoyed sailing her. It hasn't always been easy and we are still not finished with our restoration. But, as I currently sit in the cockpit at Dinner Key watching the sun set and sipping a glass of wine. I smile thinking of all the compliments I've gotten. I'm proud to say "She's a Dickerson" and nine times out of ten I'm told "Dickerson, they are great boats".



Blake Cunningham, "Kittiwake"

JOINT OWNERSHIP OF DICKERSONS

In response to the report of DOA discussion at the Fall MEETING regarding the joint ownership of Dickersons, we learned from Dexter Odin that his Dickerson 37 "Force Majeure" has been jointly owned since she was launched in 1984. He said he would be glad to provide gratuitously to any member who desires a copy of the agreement He, Jack Rinker, Jim and Bill Missell have used over the years. Also we understand that Dexter and his wife Paula have written a book on the subject, The Yachtsman's Legal Guide to Co-Ownership, published in 1981 by John De Graff, who also published Heavy Weather Sailing (a true classic if ever) and distributed by International Marine. Dexter can be reached at Dexter.Odin@ofplaw.com

YOU CAN GET DICKERSON HISTORY ON YOUR KINDLE



Dickerson Boatbuilders: A Historical Review [Kindle Edition]

[Dickerson Owners](#) (Author), [Joe Slavin](#) (Author)
[Be the first to review this item](#)

Kindle Price: **\$0.99**

<http://www.amazon.com/Dickerson-Boatbuilders-Historical-Review-ebook/dp/B006Q9M7AK>

Book Description

An historic account of the building of classic wooden and fiberglass sailboats on Maryland's Eastern Shore in the post-World War II era. Replete with character and illustrative information on the builders and their boats.

“SOUTHERN CROSS” ON U TUBE”

Some of you do the smart thing in the cold of winter--as CAPT Franz says, "Going where the weather suits my clothes"--and head south. Some of the rest of us tough it out and count the cold, cold days until the first Spring sail. These cold days give us a chance to make some repairs (those that can be done indoors), catch up on our reading, and dream about sailing. For me, I end up watching a bunch of tutorials on the internet. (You can learn a lot.)

Not long ago, I stumbled onto a series on YouTube under the title DrakeParagon "The Real 'Cruising Life'" (Drake and Monique sail "Paragon"). Fascinating stuff all about the "cruising lifestyle". There was a lot to learn about really interesting people and really great boats. Well don't you know, that smack in the middle of my roaming pops up our own D and Don Wogaman and D41 #1 "Southern Cross". Here is some prime viewing my friends. Start with the trailer at:

<http://www.youtube.com/watch?v=pSZ9zOjgnTY&list=PLEA1955885FF94546>

And watch the whole series. Absolutely great stuff. THANKS D and Don!

Barry

WE WANT TO HEAR FROM YOU

We would like to receive write-ups of your sailing adventures, hobbies, latest Dickerson fix it jobs or just your thoughts and suggestions for future events and items we can include in our 47th Rendezvous. Please do not be bashful. Just contact us at jws2827@aol.com

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