

# Dickerson

Owner's Association



***NEWS LETTER***

***JULY 2011***

## **DICKERSON SAILOR'S CELEBRATE 44<sup>th</sup> ANNUAL RENDEZVOUS**

The 44<sup>th</sup> Annual Rendezvous in Oxford, MD was a smashing success with the largest participation of boats and sailors in more than 25 years. The event was highlighted by the participation of Ruth Christie, Senior Editor of *SpinSheet* magazine – renowned for excellent coverage of Chesapeake Bay racing and cruising activities.

Commodore Barry Creighton kicked off the Rendezvous leading a parade of 12 classic Dickersons—wood and fiberglass, ketches and sloops, 35-41 feet long—from the historic Choptank River Light to the entrance of Oxford harbor. It was truly a “magic moment” to see all these true classics sailing in formation with all their finery, polished brass, shiny hulls, and flags flying smartly.



Seven of twelve Dickerson's in "Parade Echelon"

The "magic" was interrupted when "Irish Mist" received a call from "Rainbow" that her engine quit just two miles short of Oxford. "Irish Mist"-- with "Rainbow" captain's brother, Jim Freal aboard, responded, and towed her to Mears Yacht Haven's fuel dock where several Dickerson sailors assisted in making a perfect no-engine docking. Several "experts" provided fix-it advice to no avail, and it looked like a lost cause until "VelAmore" captain, Pat Ewing, came aboard talking with his diesel mechanic friend, who figured out that the basic problem was air leaking into the fuel system. They put a hose in the fill pipe, blew air in to get the fuel moving, then bled the system and tightened up on some loose strainer connections. When they finished "Rainbow's" engine was running like a clock-- ready to motor out for Saturday's race.



"Rainbow" underway after fixing fuel problem

The reception at Mears Yacht Haven was well attended and a lot of fun. There was time to renew friendships, and engage in plenty of Dickerson boat talk. Barry gave out Dickerson Membership Certificates and 2011 Directories to those owners present; the rest will be mailed. Secretary Dick Young made Racing Instructions available, and Treasure Chest Captain, John Freal, took orders for Dickerson apparel and memorabilia. The reception afforded an opportunity for all of us to meet "SpinSheet Ruth", who is very vivacious, gracious, and a true boat person. After consuming the traditional soft drinks, wine, beer and snacks some departed for dinner at a nearby restaurant while others ate aboard.





Barry and Senior Editor Ruth Christie



Happy group of Dickerson sailors



It started out to be a calm evening. “Irish Mist” Captain and Association “Sampson Post” Joe Slavin prepared a traditional dinner aboard for the “Rainbow” brothers—John, Jim and Bruce Freal, and all were pleased to have Ruth join them along with Joe’s crew from New England, Mike and Una Aitken of “Iris”. The scrumptious meal of Chicken Alfredo and Alaskan Shrimp was just being served when a severe thunderstorm with driving rain and 76 knot winds hit. It was scary with the wind coming from the aft quarter, lifting the stern and putting the lee bow over 25 degrees. We were all looking for the life jackets at the worst of the blow. Thankfully, all our boats made it with little damage—some with torn awnings, bent stanchions or wet cameras and cell phones—surviving to sail another day.



The Storm with rain and 76 knot winds at Mears Yacht Haven

On Saturday morning, race committee Barry Creighton, Dick Young and Jeff Stephenson set out early to set the buoys for the triangular 3-mile course. The race started promptly at 1000 hours with a gentle 10-knot breeze. Twelve boats crossed the starting line with most boats going on a starboard tack for the first mark. After the beat to the first mark the wind really dropped with those going to the second mark doing 1.5 knots or less. (By the way, where was that second mark??) Skillfully, “Rainbow” and “Rhythms in Blue” went on a port tack early and when rounding the first mark went windward catching a breeze and made rapid gains on the fleet catching “Irish Mist”, “Belle” and others. With the new “golf type” handicap system (which takes into consideration past performance as well as boat design) the race finishes were much closer than in previous races.



The race committee planned to have a second race but in the very calm wind after the start, former Commodore Dick Clarke offered to pick up one of the racing marks if they cancelled the race. In their wisdom, the race committee fully agreed and all were happy to abandon the hot sun and no breeze.

The reception and dinner at the Tred Avon Yacht Club was one of the best ever with over 65 sailors—including a large contingent that traveled by boat and by land from New England. Al Sampson, who sailed his 37 ft sloop “Wanderlust” from Bristol, Rhode Island, received special mention, as did Bruce Franz who sailed his 41 ft. ketch from Stuart, Florida. Other long distance sailors included our Commodore Barry Creighton, Bob Shelton and new members Rob Meredith and Malone Williams, who **rescued** “Laura Isabel”, a 1972 aft cockpit ketch (soon to be named,

“Lothlorien”), and sailed from southern Chesapeake Bay ports. Commodore Barry Creighton introduced new members and guests, including Bob Hamel, Commodore of the Bristol Yacht Club. Dickerson cups were presented to Jim Karr and the Tred Avon Yacht Club Hostess for making this wonderful nautical facility available for the Rendezvous. The group celebrated the birthdays of our two youngest Dickerson sailors, Dick and Karen Clarke’s grandchildren, Vann and Jack Reamer, who were 12 and 14 on June 19th and 9th, respectively. Jack shared racing helm duty of 37 ft. “Imagine” with his grandfather.

Vann and Jack Reamer



Secretary Dick Young gave out class trophies as follows: 35/36 ft: John Freal,” Rainbow”; 37 ft.: Bill Toth, “Starry Night”; 41 ft.: Dave



Fahmeier, "Down Home". Bill Toth received the Commodore's trophy (4<sup>th</sup> time) and John Freal passed his broken flag pole from last year's near collision with the race committee boat to "Morning Light" who finished the race on the wrong side of the Committee Boat. The evening ended with everyone rollicking to sea shanties by Dickerson songwriter Jeff Stephenson assisted by Jim Freal and Barry.



Jim Freal, Jeff Stephenson and Barry Creighton

On Sunday, Chris and Bill Burry on "Plover" assisted by D and Don Wogaman of "Southern Cross" led a cruise to the Patuxent River to visit past secretary Hank Dodson's family and on to more southerly ports and gunk holes. More on that cruise in the next Dickerson News Letter. For more photos visit the Dickerson Web Site <http://dickersonowners.org/>

### **ATTEND DICKERSON WESTERN SHORE ROUND UP**

Dickerson sailors are invited to attend the fifth annual Western Shore Round Up to be held at the West River Sailing Club in Galesville, Maryland on September 16-18, 2011. Last year's winner, Sheriff Bill Toth, and organizers, Randy and Barb Bruns, promise that you will have a great time as evidenced by the past four years with 10 boats racing in 2010 and over 40 happy sailors at dinner.

Activities begin on Friday, Sept. 16<sup>th</sup>, early evening by joining in with the West River Sailing Club cook-out which features delicious crab cakes, hamburgers, beans, and drinks. On Saturday, the race will begin at 12 noon, and will be followed by a reception at the West River Sailing Club with a no-host dinner at the famous Pirates Cove Restaurant. Menu choices include prime rib, crab cakes, salmon, and chicken marsala.

Docking is available at the West River Sailing Club and at nearby Pirates Cove (tel 410-867-2300) There is plenty of water for anchoring off the sailing club.

We need to know of your participation by September 1, 2011 so we can block out the space at Pirates Cove Restaurant and give you the Race Instructions.

All details of the race are being handled by Randy Bruns, but Joe Slavin is assisting him in organizing the participation. Please let us know as soon as possible the following.

Your name and boat name

If you will be arriving for the Friday Cook Out

The number of people for dinner

If you will be racing on Saturday

Send information to [jws2827@aol.com](mailto:jws2827@aol.com) or call us at 703 560 7250

## ELF RACE

When I first heard about the race, I sent Rick Carrion an email hoping to get a spot as an alternate crew member for the race.

When I described my boat to him, he said my 36' Dickerson would be qualified to enter the race. So I did. Friday, Harriet and I had a very nice sail to Annapolis from Middle River. We dropped anchor near the Eastport Yacht Club very near the dingy dock. "Martha White" was ahead of us, "Elf" was off the port bow, and "Shalamar" off the starboard bow. She was all dressed out with her flags. She won that honor. We rowed ashore to sign in and received two Tee shirts, a nice drinking glass, and a small plaque for "*The Inaugural Elf Classic Yacht Race*". We received instructions for the race, and then proceeded to have dinner and enjoy the music provided by "Schooner Time". Next morning while I was eating breakfast in the cockpit, a



Classic Yacht Restoration Guild Flagship "Elf"

Hinckley pulled up close and dropped anchor, then another, and another, till I was surrounded like Custer at Little Big Horn by no less than six of them plus two 45' yawls designed by Phil Rhodes and a 58' yawl by Sparkman & Stephens.

I rowed ashore, as was required of all skippers, leaving the crews aboard. Once the last minute instructions were given, a small cannon signaled the start of the race. A mad dash was made to the dinghies, and we were off like a bunch of scared geese taking off from the water. Once on



board, we had to hoist the sails and weigh the anchor. Thankfully, everyone had their engine running as a precaution. We needed it to get the anchor up, because only Harriet and I were sailing my boat. The others all had a half dozen or more. The race of 15 boats started out slow as there was not a lot of wind. "Frigate Connie" was doing quite well keeping up with the Hinckley 40's.

The race had a six hour time limit from Annapolis to St. Michael's. It started at 9am and finished by 3pm. Upon reaching the eastern side of the bay, the wind took a rest. We just sat and waited for the wind to stir once more. We were about a mile north of Bloody Point Light. "Martha White" was way off in the distance on the western shore. About a hundred yards ahead of me was "Lady Patty", a Rhodes 45' ketch. She started her engine and moved away, and then "Shalamar" started motoring after her. A few more began to motor, and finally, I started mine at 1pm. We arrived in St. Michael's at 4:30pm. The awards were presented to all at 6:00pm followed by a very nice buffet dinner. We had a great time, and are looking forward to next year.

Parker Hallam, "Frigate Connie"

### **A QUOTE FROM THE WORLD'S BEST SAILBOATS by FERENC MATE**

I was re- reading the Chapter on Dickerson Boat Builders and thought the following was appropriate, particularly at the time of our 44<sup>th</sup> Rendezvous.

Author Ferenc Mate wrote: "The Dickerson boats, like the workboats around them, were built simply and well and, because of that combination, have gathered a following almost religiously devout, second on this continent only to the zealots of Henry Hinckley. One of the most fervent I happened to encounter, while I lay on an operating table getting stitches in my head to close up the gash of a falling pipe wrench, was the surgeon doing the sewing. When he found out I was working on this book, he immediately plunged into accolades about a Dickerson 35 he once owned, and talked nearly non-stop for an hour during which he inserted a total of three stitches. My Granny, may she rest in peace, could have needle worked up a whole table cloth in less time, but of course the sweet dear hadn't owned a Dickerson."

There will be more quotes from this fabulous book in our next newsletter, ***The Sampson Post***.

Joe Slavin "Irish Mist"

### **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 2011. Forms are available on the Web Site <http://dickersonowners.org/> or by contacting us at [jws2827@aol.com](mailto:jws2827@aol.com)

Remember, "Pic Du Bois" is a Dickerson 32 who needs a rescue!!! Contact Doug Sergeant, [picdubois4620@gmail.com](mailto:picdubois4620@gmail.com), or us for details! Own a piece of Maryland history.

Cruise in to Hampton Public Piers and "hug" Steve Dettman from the Dickerson Family. We miss him!

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

