

# Dickerson

Owner's Association



***NEWS LETTER***

***JULY 2013***

## **Dickerson Sailors Dedicate New Museum Exhibit**

The highlight of the Dickerson 46<sup>th</sup> Annual Rendezvous was the celebration of the opening of the Dickerson Owners Association Exhibit at the Richardson Maritime Museum in Cambridge, Maryland. We are honored to have an exhibit in this historic museum that prides itself in capturing the character and life of the Chesapeake Bay. Our heartfelt thanks to Herm Kramer, who designed and built the exhibit and Executive Director Jane Devlin and others at the museum who supported this effort. Also thanks to our exhibit committee members: Barry Creighton, Bruce Franz, Larry Mosher and me who helped to get this imitative underway. We also thank our members who provided memorabilia and contributed to the purchase of half-hull models of a Dickerson 37 and 41.

### **The Parade**

The 46<sup>th</sup> Rendezvous began on Friday June 14<sup>th</sup> with a parade of 14 Dickersons from Choptank Light to Cambridge Harbor in a howling Northwest breeze. The parade was led by Commodore Pat Ewing in his 40 foot ketch "VelAmore", followed by Jake Baer in his 50 foot ketch "Volantis".



### Blasting up the Choptank

After the parade, the boats docked at the Cambridge Municipal Yacht Basin. Dockmaster Scott Fitzhugh did an excellent job in accommodating everyone—even some (unnamed) who had difficulty docking.

### **Museum Exhibit Celebration**

Seventy five Dickerson owners and their guests attended the dedication of the Dickerson Exhibit on Friday evening. Secretary Dick Young was on hand as usual to provide snacks and liquid libation to hungry and thirsty sailors. Master of Ceremonies and Museum Executive Director, Jane Devlin thanked the Association for providing the models and other materials and for helping Herm Kramer build the Exhibit. She then introduced the Mayor of Cambridge, Victoria Jackson Stanley—a Cambridge native-- who talked about the importance of the museum and the rich Dickerson County history. Herm Kramer mentioned that the Exhibit still needed some fine-tuning and he is interested in obtaining more photos to display. Barry Creighton, also a native of Cambridge, represented DOA and officially gave the half-hull models to the Richardson Museum. Barry introduced his 99 year old father Gene Creighton, a lifetime Maritime sailor in Cambridge and his two week old grandson Jack Creighton. Commodore Pat Ewing closed the session after Joe Slavin gave a “Yankee version of the Dickerson Prayer”





DOA Exhibit



Joe Slavin, Cap'n Gene Creighton, John Freal



Good Fun--Great Friends

We were pleased to have Senior Editor Jody Schroath from Chesapeake Bay Magazine visit us at the Richardson Maritime Museum Exhibit. Here she is aboard her Endeavour 36 SailCat with her dog, Skipper, talking to our Al Sampson who came from Rhode Island to join in the festivities..



Skipper, Jody, and Al

## The Race

This year's Dickerson race was unique. Instead of a 3 mile triangular course, the race consisted of a 12 mile course starting up the Choptank just off the entrance to Cambridge Harbor and ending at Oxford just off the Ted Avon Yacht Club (respecting several navigation marks). This made it exciting and minimized chances of running aground. The race started with a 12 knot NW wind offering a dead beat to the Tred Avon. After two hours, the wind decreased to almost a dead calm, and the fleet of 11 boats was all over the Choptank. The Race Committee wisely shortened the course and five



crafty sailors finished. The rest motored in to make sure they would be able to make the 6 PM Awards Dinner.

### Tred Avon



Race Course Choptank Off Cambridge (lower right) to Tred Avon Entrance

### Awards Dinner

Commodore Pat Ewing welcomed 75 Dickerson folk to the Tred Avon Awards Dinner and welcomed new members. Joe Slavin, Commodore Pat Ewing and past Commodores honored long time Secretary Dick Young with a beautiful framed painting of a Dickerson 37 center cockpit ketch that was exactly like his “Wind Song” that he owned in the mid 1990’s. The painting was given to the Association recently by John and Carolyn Smith who bought “Wind Song” from Dick and Susan Young and they were very pleased that we gave the painting to Dick and Susan. In his closing remarks, Joe pointed out that Dick Young with his efforts over the past 20 years has made it possible for the organization to be what it is today—an example of Chesapeake Bay’s best.



Presenting D37 Painting to Dick Young—Joe Slavin, Commodore Pat Ewing and past Commodores Bill Toth, Bruce Franz and Barry Creighton.



Secretary Dick Young receiving painting donated by John & Carolyn Smith





D37 Center Cockpit ketch "Wind Song"

The special presentation to Dick Young was followed by the Racing Awards Ceremony. Commodore Pat Ewing gave the following Awards:



Parker Hallam First in 35/36 Class



Barry Creighton First in 37 Class

K. Parker Hallam "Frigate Connie," first 35, 36 class; Barry Creighton "Crew Rest," first 37, 39 class and Dave Fahrmeier "Down Home," first 41, 50 class. The overall winner and Commodore for the period June 16, 2013 to Fathers Day 2014 is Dave Fahrmeier.



Commodore Dave Fahrmeier

The "John Freal Broken Committee Boat Flagpole Award" is given annually to the Skipper who commits a most grievous racing act. It was close this year and Freal came close to winning his own award by hitting the Red 14 buoy -- but he redeemed himself by circling the buoy afterward. The award therefore went to Bill Toth in "Starry Night" who in desperation resorted to flying his new spinnaker forcing the race committee to disqualify him. It did look nice, Bill!

The evening ended with a golden-voiced ditty by our DOA Bard, Jeff Stephenson. A great time was had by all.

Joe Slavin, Samson Post

### **Attend Western Shore Round Up**

Dickerson sailors are invited to attend the seventh annual Western Shore Round Up to be held at the West River Sailing Club in Galesville, Maryland on September 6 and 7, 2013. Last year's winner Sheriff K. Parker Hallam, "Frigate Connie" and organizers Randy and Barb Bruns promise that you will have a great time as evidenced by experiences over the past six years.

Activities begin on Friday early evening by joining in with the West River Sailing Club cook out which features delicious crab cakes, hamburgers beans, other goodies, and drinks. On Saturday, the race will start at 12 noon at govt mark G1, about 1 nm south of Thomas Point. The race will be followed by a reception at the West River Sailing Club and a no-host dinner at the famous Pirates Cove Restaurant. Menu choices include prime ribs, crab cakes, salmon, and chicken marcella.



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

We need to know of your participation by September 1, 2013 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 but Joe Slavin is assisting him in organizing the participation. Please let us know as soon as possible the following.

Your name, crew names, and boat name, cell phone #

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

### **Dickerson Farr 37 “Sunrise” Finishes 3<sup>rd</sup> in it’s Class in OSTAR 2013**

Krystian Szyпка successfully completed the 3,000 nautical mile ocean race from Plymouth, England to Newport, Rhode Island—in a glorious sunset-- at 20.30 EDT on June 24 after sailing singlehanded across the North Atlantic for 28 days, 13 hours and 30 minutes in his Dickerson built Farr 37 “Sunrise”. Upon arrival in Newport, Krystian was greeted by the sister of Margaret Dydek, the Polish basketball player to he had dedicated his race to and other friends. Dickerson Captains Al Sampson and Bruce Freal met with Krystian to congratulate him on his courageous voyage and to present him with Dickerson memorabilia.



“Sunrise” crossing the finish line in Newport (Photo by Billy Black)

The winner of the Jester class, that “Sunrise” raced in, was Jonathan Green from USA in “Jeroboam”, a custom rigged Beneteau Oceanis 35, followed by British sailor Charles Emmett in “British Beagle”, a Sigma 36. It is a tribute to Krystian and his 28-year-old Dickerson Farr 37, that he was able to survive the fierce North Atlantic crossing. In communication with us he said: “I have less than 800

miles to finish. I am very tired and both with my Farr 37 we are looking forward to the finish, but still both are in good condition. Last days were very difficult, a lot of changes of wind, many gales, fog, cold, rain—but each day closed to the end. We are south of New Foundland and about 200 miles from Sable Island”



Celebration of a successful voyage (Photo by Billy Black)





Krystian with Bruce Freal



Krystian with Al Sampson

Congratulations Krystian on your courageous voyage.

Dickerson Owners Association

### **A Tribute to “Nauta”**

The warmth of the early morning sun through the portholes filled the V-berth as we both awoke in moist camping-like morning dew. As I strained to get awake, David Chambers, my father-in-law, was already in the galley making fresh coffee. This was a first for me, anchored in a small cove on the Sassafras River eating breakfast while the wildlife around us began to stir. It was a beautiful day in 1986. This was my first overnight sailing adventure – part of a three-day exploration of the northern part of the Chesapeake Bay aboard the sturdy 34’ Dickerson ketch built sometime in the 50s. It’s been almost thirty years ago now but I’ll never forget the sense of relaxation and bonding as we made 6 silent knots to places never ventured. But this story needs a little background to fully appreciate.





When I first met David Chambers, he had just joined a boating book club and was diligently learning from stories of single-handed voyages around the world, tips on knots, even how-to's on building a boat. His enthusiasm was very contagious and I too started to read more about sailing, navigating, and learned to speak lines, cleats, and head. With only my limited Hobie Cat experience, much of this was new to me too.



David's dreams of sailing at least partly came true when he found and purchased a 1950s-vintage Dickerson ketch. As he explained to the family on the way to visit the boat for the first time, "she

needs a little work". As we climbed the ladder on the long-dry docked woodpile only to discover much of the hull had been eaten through, we began to get a sense of David's optimism.



With the help of his wife Mary Jane, David began to restore "Nauta". For nearly five years he trekked some 60 miles to the Middle River to replace the dry-rotted hull board-by-board. He would find the right replacement wood, painstakingly steam and shape it, sand and prep it, and then make that same drive a few weeks later to fit the new plank. His commitment and patience during five years of rebuilding that boat,

"Nauta", would have been very inspiring if we had any believe it would ever float, much less sail. Regardless of outcome, his dedication to this project gave me even more respect for him.

Little did David or I realize at the time that "Nauta" was known as a Simplissima, which according to Dickerson historical information, became a legend on Chesapeake Bay during the 1950's. This 34 foot bug-eye ketch is a descendent of the famous Chesapeake Bay skipjack and with a draft of only 2 feet it could get into almost any cove or harbor in the bay. They were of strip plank construction with no caulking. More than 50 were built and few are around today



By the time "Nauta" was ready to sail, we both had ample book knowledge under our belts so we piled the family aboard and set course for the Chesapeake. I'm not sure if the dramatic rebuild made David a little scared of sailing "Nauta" himself or if he was just being generous by letting me take the

helm on almost every occasion. Either way, I was amazed that this big hunk of wood was as responsive as a sports car – reacting rapidly to my slightest movement of the tiller. Over the course of the next few years we got to explore the upper part of the bay on multiple occasions. We got the family out on some light wind days as well as some days heavy enough to reef the main. But steady “Nauta”, with all her new planks and rivets, remained steady and true.

I went a separate way in my life, which meant no more sailing “Nauta”. I know David did his best to maintain her in an operational state but declining health and the lack of a crew eventually forced him to sell her in 2005.

David now at 77 years of age has many fond memories of his two decades with “Nauta”. I thought it would be nice to take a moment to tell readers just how much Skipper David Chambers and “Nauta” meant to me.

Mike Clark

## **Finding Lost Dickersons**

The Dickerson Owners Association has information on some 150 Dickersons built from 1946 to 1987 on Maryland’s Eastern Shore. We believe there are perhaps 100 more sailing around the world that we do not know about. Of the some 500 Dickersons built, 13 were designed by Bruce Farr and are referred to as a Dickerson Farr 37. During the past two months two of these boats were found. This note tells the story.

Joe Slavin <http://dickersonowners.org/>

Dear Dickerson Association:

Dickerson made the Farr 37s. I own hull #1 of that series. The boat was owned by Bert Jabin, owner of Jabin’s Yacht Yard in Annapolis and was called Ramrod. Jabin donated the boat to the Naval Academy. I brought the boat to Marblehead.

The boat is now called “CHARIAD”. If you go to [www.CHARIAD.com](http://www.CHARIAD.com) you will see fun pictures from our racing. She is a great racing boat and is one of the most photographed boats in Marblehead. She has been on the US Sailing web site and was on the cover of the Buzzards Bay Regatta web site and brochure for the last two years. And is on the Mass Bay PHRF web site.





Dickerson Farr 37 "CHARIAD"

The OSTAR singlehanded race from Plymouth England to Newport, RI, began on May 27. I was pleased to learn that Kyrstian Szypkie will be racing "Sunrise", a sister boat to "CHARIAD". Kyrstian lives in Poland.

Jonathan Green, "CHARIAD" crew member for our race from Marblehead to Halifax, is sailing his 35 foot Beneteau, "*Jeroboam*". Racing these boats *single handed* across the North Atlantic mostly upwind is an incredible feat of seamanship and personal endurance. You will be able to see the race results on the OSTAR web site: <http://ostar.rwyc.org/> The race tracks for the individual boats is at [http://ostar.rwyc.org/?page\\_id=3222](http://ostar.rwyc.org/?page_id=3222)

Congratulations on keeping the Dickerson spirit alive. Looks like lots of fun.

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## **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

