

Dickerson

Owner's Association

NEWS LETTER

JULY 2009

NEW ENGLAND DICKERSON GATHERING JULY 31—AUGUST 2

Dickerson sailors in New England will be participating in the first New England Gathering the weekend of Friday July 31 through Sunday August 2, 2009. As of last week, four boats have committed to attend this event on picturesque Block Island.



The schedule is as follows:

Friday, July 31, 17:00 Gathering will commence with a get together on IRIS, Mike and Una's Dickerson 36 ketch which will be moored in the Great Salt Pond on Block Island. The group will go to dinner at an informal restaurant, which will be a short dinghy ride thru the Salt Pond.

Saturday, August 1, 11:00 Fleet will meet at Iris to commence a sail around Block Island. This will be a fun event and not a race in the traditional sense. There will be a prize for the boat catching the largest fish!

Saturday, August 1, 17:00 We will meet on MORNING RAIN, a junk rigged 30' sailboat which will be moored in the Great Salt Pond. The group will go to dinner at an informal restaurant, which will be a short dinghy ride thru the Salt Pond.

Sunday, August 2, 10:00 We will meet on IRIS, have some pastries from the Block Island Pastry Boat, and make arrangements for future New England gatherings. We look forward to seeing all of the interesting improvements we have made to our boats. The idea of this gathering is to keep it simple and informal. Four boats have said they will be attending this inaugural event. For contact information, Mike Aitken can be reached on his cell phone (603) 344-4002 or David Hemenway at (860) 428-9275. There is excellent cell phone coverage on Block Island.

If you would like more information about the New England Dickerson Gathering on Block Island, please contact Dave Hemenway at dave@tenacity.us or Mike Aitken at michaeltaitken@aol.com. We look forward to a great gathering of Dickerson sailors on Block Island!

Have Fun!

Dave

DICKERSON RENDEZVOUS 2009



The 42nd Annual Dickerson Rendezvous held on June 19-21 at Oxford, MD was a truly memorable event full of fun, enthusiasm, and comradeship. The sailors' "love affair" with their classic yachts was obvious.

Weather forecasts of rain, fog, and small craft warnings did not discourage some 60 Dickerson sailors and 13 yachts-- ranging from 30 to 50 feet - from participating in this traditional celebration. Some came after just returning from cruising South America and the Florida Keys, some after sailing for several days from Southern Virginia ports, and some from the middle and

northern regions of Chesapeake Bay. Some even came by car or plane from places as far away as Florida, North Carolina, and New England.

It was an awesome sight on Friday afternoon to see the parade of Dickerson Yachts in full splendor with shining hulls and flags flying sailing up the Tred Avon to Mears Yacht Haven. Once ashore, colleagues visited, went swimming, or just relaxed. The reception at Mears was replete with sea stories and good cheer as members renewed or made new friendships. Copies of new race instructions were handed out and discussed along with the new Dickerson Directory developed by Barry Creighton. This-Must Read-Document contains detailed information and pictures of all known Dickerson Yachts and their owners. It is available to Dickerson Owners Association Members only along with a special DOA Membership Certificate.



Race day came with fog, rain, and a varied strength southerly breeze. The Race Committee-not depending on the wind to cooperate with channel markers-left early to set out the new Dickerson buoys on a triangular course designed to provide a beat and two reaching legs with about one mile for each leg. The first race began sharply at 1000 hrs in heavy rain, fog, and a light southerly breeze for a course twice around. With the reduced visibility, it was a challenge to find the new Dickerson race buoys. Upon completion, there was time for yet another race that had increasing wind and clearing skies. The honor of Dickerson sailors was clearly evident -- one 41 footer, who while in last position hit the buoy, took the time to circle around, and finish legally as required by the rules. A sailor passing by in his Sabre 28 sent us some photos; he said, " these are classic beautiful boats sailing in the fog". The new race course implemented by Commodores Dick and Karen Clarke offers a challenge to subsequent Commodores.



The white tablecloth Awards Dinner at the Tred Avon Yacht Club featured good food enjoyed by a jovial group of Dickerson sailors. The race committee - in their wisdom - averaged the timed/handicap ratings for boats in each race to determine the overall winner and Commodore, as well as winners of the different Dickerson boat classes. Winning by a close margin over second place "Crew Rest" was Bill Toth in his 37 foot sloop "Starry Night". Other winners included Jake Baer in his 50 foot ketch "Volantis", Bruce Franz in his 41 foot ketch "Hemisphere Dancer", John Freal in 35 foot ketch "Rainbow" and John Stait in 30 foot sloop "Moon Shadow".

This memorable event concluded with lively musical entertainment and original sea songs by a quartet consisting of the skipper and crew of "Crew Rest", and an all girl crew from "Irish Mist". Dickerson sailors are multi-talented, and all can sing, too!

On Sunday morning, the Dickerson Yachts departed for home in 3 - 4 foot waves, a stiff North Westerly breeze, and with crews reflecting upon fond memories of a truly great weekend made possible by a very special group of sailors.

Interested in the ICW?

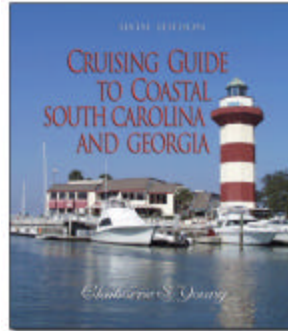
Many of us have heard someone share his or her wish to travel the Atlantic Intracoastal Waterway (AICW) someday. They own a boat, know a friend with a boat, or they are looking for a ride. One of the questions asked is "So why haven't you gone?" I have heard a multitude of replies, and I'll bet you have too. I guess the first question should be, "Why do want to travel the AICW?"

Our ICW is scenic, historic, narrow, wide, noisy, but mostly quiet. Anyone who enjoys traveling along an old highway, exploring new places, meeting new people, and encountering old friends will most likely love the new freedoms found with their floating home. The world changes for the ICW traveler who casts off his or her attachments to land and ventures out to sea. Neale Donald Walsch said: "Life begins at the end of your comfort zone.", and Pico Iyer wrote: "Travel is just a fancy word for transformation." Anyway you look at it, the ICW will be an adventure that does not require long-term commitments to days at sea; in fact, our AICW can be divided

into a series of day trips! At most stops, one may leave the boat, rent a car, and drive home. The longest drive for me has been from Key West to Annapolis, which can be done in 20 hrs.! That is an impressive quick return after cruising for one, two, or three months.

So, why do you want to go? Would you like to get more from your boating? Are you interested in sailing to new horizons? Are you seeking scenic anchorages? There are many publications describing places to anchor, marinas with services, towns that are boater friendly, and parks with unique offerings. I recommend books by Claiborne Young on the Carolinas and Georgia, plus booklets by "Skipper Bob". How about a gourmet cruise of Low Country Cuisine, visiting local Farmer's Markets, or walking through Arts Festivals with local theater? Perhaps, a tour of museums or eco-tours with turtles, dolphins, and wild horses are more to your interest. If you wish to be pampered every few days, there are many upscale bed and breakfast places, as well as fancy hotels/resorts. The more you travel, the more friends you meet; nautical gatherings, or gams, increase, progressive boat parties appear, and reunions redirect float plans. After a few weeks, most cruisers notice a drop in weight, improved flexibility, and a more relaxed, rested demeanor. So, watch the skies, and listen to the weather reports; there will be days when you should stay put and visit shore side attractions, and then, there will be days when the weather is suitable for sailing to your next adventure. If the weather is perfect, sail offshore a mile or two for the day, ride the tide into the next inlet, and anchor along the ICW. An evening sky is wonderfully described by D & Don aboard "Southern Cross":

"That night's sunset was the best ever of the whole trip. Brilliant shocking orange lit up the whole western sky near the sun. The shocking orange went to shocking pink. Above were bluish gray clouds, so mundane compared to the vibrant colors spread out around the sun. The undersides of the clouds were being lit by receding sun. They actually looked like a solid sheet of asphalt, only upside down. Or maybe, it is a nubbly fabric held upside down. Not sure. What ever it was, it sure was bright. The sun slipped down to the horizon and as it slid down I wondered if perhaps I might see a green flash. I was lucky and saw a very small one. The clouds were up high, and when the sun settled down, there seemed to be no haziness there, hence a small green flash. Once the maker of color slipped below the rim of the water and sky, the slate blue gray clouds gradually took over. The color receded and the gray increased. None of the exciting clouds were left, only the dull as dish water, gray ones. Then, the soft golden light that follows the sun's setting grew larger and larger, the sun's last ditch effort of spreading its light around. As if a water colorist had taken some sepia tone paint on the brush and washed across the sky for yet another lovely view. Soon, the clouds in the sky and the color of the water all matched. That wonderful pewter color of the water at that time of day that we love so much, spread out before us in all directions.



So, buy some books, some waterway guides, a chart kit from Norfolk to Florida, put your dreams on paper, lock the house, and cast off with your new Dickerson Owners Directory. We'll keep an anchor light on for ya' !

Bruce Franz, "Hemisphere Dancer"

Dateline Annapolis, MD--October 14, 2009

Today the Washington Post reported the results of the 2009 Good Old Boat regatta. "The meet, which is limited to classic sailing yachts whose first hull was produced no later than 1975, is a well-attended annual event in Annapolis. GOB generally coincides with the Annapolis sailboat show. This year the races were held on Saturday October 10 and Sunday October 11."

The Washington Post article stated that-"Unlike prior year's regattas, this year's event was dominated by one particular class of yachts, the Dickerson. Dickerson's were built in Trappe Maryland, near Oxford on the eastern shore. The size and skill of the Dickerson fleet in this year's event took the race organizers and participants by complete surprise. One official, who declined to be quoted on the record, said "In past years, two or three of these Dickersons showed up and they were pretty well-behaved and didn't bother us much. This year, they seemed to come out of the woodwork like a swarm of killer bees. They were everywhere you looked and none of the other boats in the race stood a chance. It was total carnage and these Dickersons ran away with all of the trophies."

Help us write this article for real this year, and show the Dickerson burgee at the GOB in Annapolis. Eric and Jackie White were the ones who first entered from our group. Others who have participated are Randy Bruns, Joe Slavin and John Freal. It's a lot of fun, and one more opportunity for us to get together; you can choose to sail on any one or both of the two days. For anyone interested, we can get together for dinner the night before. For information, look up www.goodoldboat.com and search for regattas. It will get you to the race info, and the race is sponsored by the Shearwater Sailing Club. You can also contact the Shearwater Sailing Club at www.shearwatersc.org

Eric and Jackie White who have been long time GOB racers report that this is the 10th year of this classic race and that the race committee is trying to come up with some special events to

celebrate this occasion. The Good Old Boat Regatta has been described as a chance for boats "of a certain age" to shine on the race course. According to Eric, there has never been a protest, and there are great shore side parties. The requirement that the first hull be laid not later than 1975 would not eliminate the Dickerson 37 since according to the Dickerson Owners Association Directory, the first 37 was RAINDANCE built in 1975. Also recently, a sailor was encouraged to enter his boat built in the late 70's-- so this may not be a hard fast rule. The race consists of different classes of boats, but if we have 3 or more Dickersons of the same size, we can have our own class.

Contact John Freal; jwf@brackenusa.com Tel; 703-287-5805 and let us know if you plan to participate in this classic race, or if we can help you in any way.

Reflections on June 2009 Dickerson Race

The day for our 42nd annual Dickerson 'race' dawned a soft gray with threatening clouds hanging low overhead. It was not a good omen when you hear the watermen talking on the VHF radio saying that they are cutting their day short and coming in early due to approaching thunderstorms. That did not give us the "warm and fuzzies". But on the positive side, it might give us a better chance if there was some heavy air to push our cruising heavyweight boat along. She is very comfortable but certainly not fast.

In a Dickerson race, you will see more ketches sailing at one time than anywhere else, since the majority of Dickersons built were ketches. Dickersons from all over, gather together in the Choptank River, a great area to gunk hole. However, the winner of the race must be Commodore for the next year and organize the festivities for the following year. Kind of gives one pause, if you are going to be a winner, doesn't it? Racing rules for the Dickerson race don't really look like other races, as you can tell via this excerpt from them: "Only necessary cheating will be tolerated; unnecessary cheating will be considered immoral; protests will be heard only if entertaining, and decisions will be totally arbitrary." So that should set the tone for our Dickerson race to you. However, it is still a race, so we all try to be first!

Leaving the Oxford Boat Yard we eased out and down to the Choptank River, only to find we could not see anything. Pea soup fog was all around, thick enough that we could not see any marks, and other competitors were fading away. What a way to start.

Via the VHF radio, we did get the GPS coordinates of all the marks, and managed to be close enough when the whistle blew so we could see the start line. We got our best start ever, which is not saying much, as this was only our third time to race.

"SOUTHERN CROSS" was right up there with everyone else crowding the start line. This was only due to apt recommendations of our crewmember, Eric, who is experienced in racing. We have no clues about racing, and it shows. Eric was invaluable to us during the whole race.



Eric and Jackie had joined us on our boat because their Dickerson 41, COMPASS ROSE, was still on the hard. One more person to help making tacks would have been really nice, but we made do with just the four of us.

As we crossed that foggy, misty, start line, I could see oodles of other Dickersons also crowding the line. I think about six to eight Dickersons all crossed at the same time. The wind was so light that it was like everything was in slow motion. So cool looking down the line of boats nicely spaced and going at it.

Our race course was twice around three yellow marks set in a triangle, with each mark approximately one nautical mile apart. With light winds and misty rain occasionally getting in our eyes, all of the boats were bunched tightly together vying for first place. Not one of the twelve Dickersons racing was out of the running.

There was time for a second race, so the committee boat gave us 10 minutes between races. Not quite enough time, as we were still eating lunch at start time for the second race! We again had a good start, but there was not the line of boats as we had for the first start.

Our tacks (turning around a mark) are not so good, but with each leg of each race, we did improve. However, it was not enough to beat the "fastest Dickerson on the planet", Bruce Franz's "HEMISPHERE DANCER" in the 40-41 category. We came in second on both of the races in our class, the 40-41 class. (I am not supposed to tell you that there were only three boats in our class.) The race committee only recognizes first place, so no worries about where to store a silver trophy.

Later after cleaning up and over a glass of wine to relax, everyone gathered inside the Tred Avon Yacht Club for a dinner. Everyone exclaimed that it was the best race ever. We felt it was,

because it was a tight race, no one got hurt, damaged, all the boats were tight, and everyone had a great time.

D & Don Wogaman
aboard SOUTHERN CROSS
Tred Avon Yacht Club, Oxford, MD
38° 41.6200' N & 076° 10.5238' W

Third Dickerson Western Shore Roundup

The Western Shore Roundup will be held 26 September in the West River area. We will convene at West River G1 for the same Rabbit Start Race as we did last year. We will finish in West River and proceed to Galesville and West River Sailing Club for a cocktail party followed by a dinner at Pirate's Cove Restaurant. Docking and Mooring should be available at WRSC. You are also invited to come to the Club Friday night for the weekly cookout. We also race Lasers that evening, I may be able to arrange a boat if you are interested.

Last year, I recall we had 12 boats for the roundup, and a good time was had by all. So join us this year. Come even if you are shore bound, or prefer not to race.

I am thinking of starting the race this year at 1200 rather than 1300. We need more time for a cocktail party, which is important. Please let me know if you plan to join us, and send me your comments on this subject and any other topic regarding this event.

Randy Bruns rbruns@verizon.net Tel: 410-544-5571

Dickerson Owners Association Directory and Other Musings

Most important, it was wonderful seeing so many of you in Oxford. We tried lots of new stuff this year, and for at least the crew of “Crew Rest”—it was all fun. I think that we will categorize some of these new activities as “Beta Versions”.

The “Grand Parade” on Friday afternoon started as a “Gaggle”, but once the Commodore asserted some leadership, most everyone fell in line, and we ended up an “Almost Grand Parade”. The sense of the two former Air Force pilots aboard--we're sure that if we actually pre-coordinate a time and place to meet we can transform this from a gaggle to a precision formation.

And don't you all have great voices! Thanks for humoring us and joining in on the Songfest at the banquet. The crewmembers of “Irish Mist” are real musicians—the “Crew Rest” dudes have been thrown out of bars around the world for thinking they were musicians. With just a little encouragement, there could be a DOA Songbook in the offing. Don't you bet that D and Don have some classic sea shanties that they've collected from their cruises? Send them this way.



So, about the Directory (that's what this article was supposed to be about)... For those you who are Members, and didn't receive a copy in Oxford, our trusty Secretary will get yours in the mail so you have something to look forward to. Please check it over, and find my many errors and omissions. (Some were on purpose—like the past Commodore's email address—just to make sure everyone is paying attention.) Send me the correct gouge by email please—I actually read those--- barry.creighton@lmco.com (that's "lima, mike, charlie, oscar"). Also, let me know any ideas for reorganization or other information for inclusion. My goal is to capture any/all information while it is still available. Joe recently sent me some more original brochures—I'll include them next year. If we don't make the effort, some great info will be lost forever. So that's the goal—let me know your thoughts.

Finally, look for your 2009 membership certificate in the mail in a little while. Looks as if the background will once again be a D37—congrats to "Starry Night".

Fair Winds,

Barry

Commodore's Note

It has been more than a month since the "Dickerson Faithful" spent a great weekend in Oxford, Maryland and raced on the Choptank in the annual owners' regatta. Boats from 30 to 50 feet competed for the coveted class and overall titles. Dick Clark and crew did a brilliant job of setting a new course (inflatable marks) and a new standard of enjoyment for all in attendance...thanks Dick!

I am very pleased to be your Commodore this year. I want to meet more of our members and help this great organization grow and thrive. It is amazing to me how much Dickerson sailors love their boats, and there is no end to the friendships and support among our ranks. We now have some 55 members of the Dickerson Owners Association with boats sailing on every coast of this country, as well as the Great Lakes and even in foreign ports. The Annual Rendezvous in Oxford is the main event of the year, and this year it was one of the largest in recent years with 60+ participants and 13 boats.

Other events are catching on too, such as the Western Shore Round Up at Galesville, Maryland, which is held annually in September. Randy Bruns continues to be the moving force behind making the Western Shore Round Up a great event. Having attended last year for the first time, I will be back and I hope to see you there too.

The first New England Gathering at Block Island is schedule for the end of July. I want to encourage Dickerson Owners in other areas to hold your own "Dickerson Gatherings". We will be pleased to help you organize and publicize them.

I would also be remiss if I did not mention the outstanding efforts of Barry Creighton (what a great membership directory!) and the membership committee of Joe Slavin, Barry Creighton and John Freal. Also a heartfelt thanks goes to Dick Young who keeps the DOA running the whole year through.

Enjoy your boats and the sailing season. I look forward to seeing you at the Western Shore Round Up and the New England Gathering (if I can swing the trip).

Bill Toth, bill.toth@cox.net

703 930 9642 (mobile, call anytime)

