

Dickerson

Owner's Association



NEWS LETTER

JANUARY 2018

Dickerson Rendezvous June 15-17 2018

Please "Save the Date" for the 53rd Annual Dickerson Rendezvous in Oxford, MD. New this year, the Saturday evening Awards Dinner will be held at the historic Robert Morris Inn -- dating from 1710, it was the home of Robert Morris and his son who gained fame as "Financier of the American Revolution." It is truly a unique restaurant and we are looking forward to another special Dickerson gathering in this traditional setting--appropriate for our "traditional yachts".



The Rendezvous program is a full one -- Parade of Dickersons, Boat visits, Commodores' Cook Out, Continental Breakfast at Brewer's Marina, the traditional Dickerson Race, and an Awards Dinner at the Robert Morris Inn with an outstanding program featuring discussion of YOUR BOAT--WHAT MAKES IT UNIQUE.

.Friday June 15

2 PM Parade of Dickersons from Choptank Light to Oxford.

3 PM Docking at Brewer's Marina, Oxford. For Marina Docking, Contact Ryan Beall (410 226 5450) (obydockoffice@byy.com) and notify Barry Creighton (barry937@cox.net 757 333 1641).

3:30 PM Boat Visits and Dickerson info exchange

6 PM Commodores' Cook Out at Brewer's Marina

Saturday June 16

8 AM Continental breakfast at Brewer's Marina

11 AM Race. Course to be decided by Commodore Parker Hallam and Race Committee

After race. Docking at Brewer's Marina (410 226 5450) or Tred Avon Yacht Club (410 226 5269) or anchor out. Cool off in pool at Brewer's Marina.

6 PM Reception, Awards Dinner, and Program at the Robert Morris Inn.

Sunday June 17

Post Rendezvous Cruise. This has become a highlight of our yearly gatherings. It is great fun to raft up in a secluded gunkhole or a series of gunkholes (if you can keep going). Contact Bill and Chris Burry (wcburry@gmail.com (804 725 0664). Every post-Rendezvous cruise they plan is great.

We have a tremendous program. Come by car, boat, or seaplane. Do not wait until the last minute.

Plan to attend now! Let us know ASAP of your intentions to participate in this important program and renew your dues. Just send us:

Name_____ Boat Name_____ Number in party_____

Check how many. Dues___ Parade___ Cook Out___ Brkfst___ Race___ Dinner

Robert Morris Inn___ PR Cruise___ Need Crew___ Interested in Crewing_____

WE WILL SEND YOU AN INVOICE FOR PAYMENT LATER

Joe Slavin, Membership Committee (jws2827@aol.com (571 287 7600))

Dickerson Business Meeting

The business meeting and luncheon was held on December 2, 2017 at the Red Lobster restaurant in Annapolis with 25 participants in attendance.

The highlights included a presentation by Beth Crabtree, Senior Editor of SpinSheet on the broad and diverse activities of SpinSheet in promoting sailing and boating on Chesapeake Bay and a presentation by Master Shipwright John Swain on his experience in building wooden boats and in building a 4.5 foot Dickerson Model which is an exact replica of John Freal's D 35 wooden Ketch "Rainbow."



From L-R Barry Creighton, Commodore Parker Hallam, John Freal, Karl Russ, John Swain and Beth Crabtree

Commodore Parker Hallam reviewed the years highlights and introduced new attendees Kert Davies D 35 "Antares", Paul Lewis D 30 "Moon Shadow", Richard (Gus) Mietzko D 35 "C-Farer" and Bill West D 37 "Aliyah" and outlined the 2018 Rendezvous Program to be held at the Robert Morris Inn in Oxford Maryland, June 15-17, 2018. Treasurer John Freal indicated that DOA is solvent with about \$6,500 in the bank and Barry Creighton encouraged owners to update their Directory Information as needed.

Randy Bruns mentioned the Boating event in Chestertown, described later in this Newsletter and presented Joe Slavin with a beautiful painting of the "Irish Mist" painted by his lovely wife Barb. Thank you so much Barb-it is in my office where I can see it every day.



A very attentive group

Joe Slavin

A New “Dickersonian”

Did you wonder why Past Commodore Barry Creighton kept looking at his watch and checking for phone messages during the Dickerson Business Luncheon? Well now you know WHY!!

Our Barry became the proud Grandfather of his 6th Grandson Benjamin Lee Creighton, son of Scott and Katie who frequently sail on “Crew Rest”. Benjamin fulfilled the Crew Rest tradition of “First Starts” by being born the first over the starting line on Sunday morning December 3.



Our Congratulations and Warm Wishes for Happy Sailing.

Your Dickerson Friends

D 35 “Irish Mist” now Captained by Builder’s Grandson

At 90 years of age Arlene and I decided to sell our house of 51 years and move to an apartment, independent living community, nearby. So what to do with our love of 35 years the faithful “Irish Mist”? We wanted her to go where she would get proper care and could carry on the proud Dickerson tradition. Our first thought was to pass it on to fellow “Dickersonian” Doug Sergeant, but his hands were full with his newly purchased wooden D 35 “Different Drummer”.

Our next thought was to donate the Mist to The Dickerson Exhibit at the Richardson Maritime Museum in Cambridge, Maryland in memory of it's builder Tom Lucke who passed on in January 2016. With that in mind, I contacted Tom Lucke's daughters who thought that would be a nice thing to do. Barbara Lucke also said that if the Museum did not want the Mist, her son—Tom Lucke's grandson would love to have it. What a great offer-- to have Tom's 26 year old grandson, Sean Lucke Fallon, own and take care of the boat that Tom built almost 50 years ago and raced with me at the Dickerson Rendezvous in 2012.



Sean took ownership of the "Irish Mist" this past September and is keeping it docked in Deale, Maryland until the spring of 2018. He plans to come to the Dickerson Rendezvous and is looking forward to getting involved with the Dickerson Association Members. We are excited that he is carrying on his Grandfather's Dickerson Tradition and wish him the very best in his voyages on the "Irish Mist".

Joe Slavin

The Dickerson Owners' Directory

For many years, we have been collecting information on our boats from personal sources as well as previous DOA and company records dating back to the mid 1970s and official US Coast Guard and Canadian data bases. Our Directory is the compendium of all that information.

Unfortunately, we still “only know what we know”. Our aim this year is to learn and preserve even more information about the Dickerson fleet.

Concurrently, our esteemed colleague, Al Sampson, has arranged for higher quality and lower cost printing and Bruce Franz has secured some advertisers to underwrite the costs of producing the Directory. We're eager to make the Directory better and more informative by improving the accuracy and the completeness of the data and increasing the number of pictures of you and your boats in the next edition. To that end, please do a few things.

1. If you are a recurring member, please check last year's information and send me any corrections.
2. If you are a new owner/member, please make sure I have your boat and personal information.
3. Email me pictures/pictures/pictures.

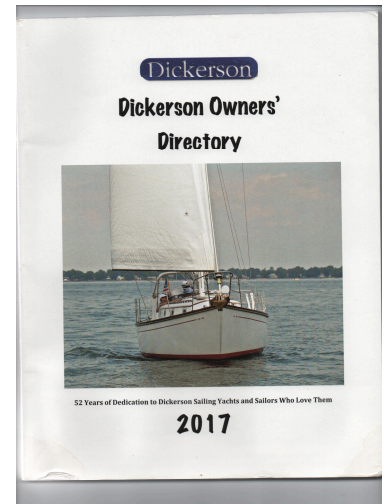
Please don't delay, I start on the Directory on 1 January and have to go to press the middle of April.

We will continue this theme of collectively knowing all we can know about our boats at the Rendezvous, but more about that next time.

Thanks,

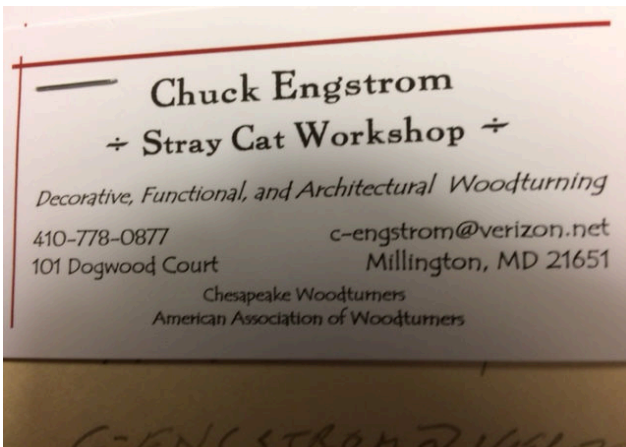
Barry

Barry937@cox.net



Good Woodworker Found

Had to replace my vent bases as they were unarepairably rotted out. Found a good woodworker who made two replacements in mahogany for less thn \$200. Did a fine job in a short period time. He teaches woodworking at Maryland Hall and lives on the Eastern Shore. Shown is one of them installed, faired, and fiberglassed.



Randy Bruns D 36 "Rhythms in Blue"

Why Buy a 54-Year Old Wooden Boat?

I was raised on the water, near Annapolis.

My father, Ken Lewis, a sailor from his youth, always had a wooden boat or two for us to crab or sail in.

At St. Mary's, College of Maryland, I was a crew member on *The Maryland Dove*. A wooden replica of a 17th Century merchantman built in Cambridge in 1978 by Jim Richardson.

During college, I worked as a carpenter's assistant. A "portable C-clamp" my boss would often derisively call me 😊, and in my spare time I would craft solid wood oak furniture from trees cut on my property in St. Mary's County.

On the day I graduated from college, I was hired as 2nd Mate and Historical Interpreter on *The Maryland Dove*.



What all this short bio is leading to is the fact that I like wooden boats 😊. They are what I am used to. Also, I like working with wood; a good trait for owning an old wooden boat!

When I first saw *Moon Shadow*, I was at the boatyard helping an old college friend and naval officer, Dave Smith, paint the bottom of his boat. Looking about the yard, I saw the full-keeled hull of an interesting looking sailboat. It was covered completely by a custom canvas tent. From a distance, I thought it was fiberglass. Upon closer inspection I could tell it was a very nicely done wooden hull covered in fiberglass.

Climbing up the ladder and peeking under the canvas I saw a lot of varnished mahogany! My kind of boat 😊. It was love at first sight. I liked the full, shallow-draft keel with a large lead foot. But there was a problem...it was NOT for sale.

There was no “For Sale” sign on the boat. So, I just filed it away as a very nice-looking boat and very well designed, I thought, not knowing it was a Dickerson. But a most interesting thing occurred, my friend, Dave (who I had pointed the boat out to as a ‘type’ of boat I would like to buy someday) called me two weeks later to let me know he had seen *Moon Shadow* for sale online!

I immediately “checked it out” and called the owner, John Stait, and told him I was 100% sure, sight unseen--I had never been onboard--that I wanted to buy it!



Bless him, he took it off the market the next day. And a week later we met and sealed the deal 😊.

I had my wooden boat. And then the “real” work began! And of course, it will never end 😊. But that’s how it is with all great relationships 😊.

Paul Lewis D 30 “Moon Shadow”

Dickersonians Have Fun Despite Weather

The 10th Annual Western Shore Round Up on September 15-16 sponsored by Randy and Barb Bruns was-- in spite of the lack of wind-- fun with the Friday night cook out at the West River Sailing Club and the Pirates Cove Dinner on Saturday evening get together and the many “Sailor Yarns”.

Actually THE RACE was a motoring tour of West River to G1 in the Bay!!

There was a teasing breeze that got the Race Committee to attempt to begin the Rabbit Start sequence but when the Rabbit RC boat starting going backwards we postponed the race. After a while Dottie and Rick Woytowich proclaimed that D37 “Belle” was headed in; the rest of the fleet promptly followed with the sad Rabbit taking up the rear.

There hadn't been much wind on Friday getting to West River either so we were "conditioned to the conditions". We did have a fine time getting to know each other better with lots of tall tales and war stories about busted boat parts. Fine repast from the West River Sailing Club Cookout Friday and Pirates Cove Saturday added to the fun. Sailors at the event included Ken Bernholz on D 37 "Morning Light", Bill Toth and crew on D 37 "Starry Night", Commodore Parker Hallam on D 36 "Frigate Connie", D 37 "Belle" as mentioned before, and John Freal. Young John and Andy from Rainbow crewed for Ken and Parker. Our RC boat, D 36 "Rhythms in Blue", with Barb and Randy presided.



Captain Randy was very happy to see wind on Sunday heading home; actually plenty, on the nose, along with rain and fog (had to break out the GPS). He didn't give a damn that I was cold and wet. Admiral Barb was less happy with all the bouncing around and weather and sent up orders from the saloon.

The Dickerson Owners Association very much appreciates the work that Randy and Barb have done in holding these Western Shore Round Ups over the past decade. Thank You Much!

DOA

95% Great!: A trip across the Chesapeake Bay from Annapolis to Cambridge

It was with great trepidation that Leonard Hantichek and I finally departed on a sunny morning from the Shady Side Marina just south of Annapolis.

It was the FIRST time I'd ever been at the helm and the FIRST time in over a half-a-year that the boat, a 1963 Dickerson 30' wooden sloop *Moon Shadow*, had been in the water.

We had tried to launch the day prior, but upon entering the water from the Travel Lift, the keelson in the area of the engine room "sprouted water". A bit unnerving, but as it was still in the cradle it was lifted back out of the water and with the generous help of the previous owner, John Stait, and the mechanic from the marina kindly assisting, repairs were soon carried out and the boat was left in the cradle to be launched the next day.

Leonard and I joked that night that while we had slept in many strange places, we'd never slept in a Travel Lift! And it only cost an additional \$225.00/night to do so 😊.

Motoring out of the small harbor, we followed the channel markers to the Bay. Only drawing 3.5 ft. of water, I was still a bit concerned when my depth sounder began reading 4.5 ft. of water! A very narrow and shallow channel indeed! It wasn't until we were well out into the South River that we saw reading of 15+ feet and could begin to relax.

Pointing *Moon Shadow* into the wind, Leonard went forward and set the jib and mainsail. Leonard had taught sailing on San Francisco Bay and had lived on a sailboat for many years. His experience under sail far eclipsed mine and it was a blessing to have him on board for the first trip.

It was a nice steady wind for about 30 minutes, and then progressively diminished leaving us to sit idle. But the day was beautiful and warm, especially for October 31, 2017. I went forward to the bow and could see large schools of fish swimming near and below the boat. What a treat!

After waiting for the wind to freshen, to no avail, we decided to re-start the engine, a very dependable, quiet and economical Atomic 4 gasoline engine. (We only consumed three gallons on the entire trip!) We left the sails up in the hope of finding new wind, and moved easily along at about 5 kts.

I was checking the bilges once an hour for water and would pump them out as needed. As the trip progressed, the infusion of water greatly lessened. By the time we reached Cambridge there was hardly any water coming in at all.

Off and on the wind would stir. Sometimes, under a nice breeze the boat would heel quite a bit over, prompting me once in excitement, to call for Leonard (who was down below) to come topside and see her skim right along—and also to have him near should we need to make any adjustments.

Finally, rounding Tilghman Island and coming into the Choptank River we had to lower all sail as the wind died, the sun set, and the moon rose on a very calm evening, or so it seemed, ahead of us.

Now, following the chart closely, we worked our way upriver, channel marker by channel marker. Surprised at how long it was taking us and a bit concerned about not making Cambridge that evening.

We had a ride back to Annapolis arranged for the next day, where my car was, by my niece, Lucy, who kindly offered to drive us. But she would only be free the next morning to do so. And with that deadline in mind, we continued to motor on into the darkness. Up a river neither of us had ever been up and in the dark!

I went below and turned on the running lights as evening came upon us. All worked 😊. Then we got out a huge 12V spotlight to help in identifying the channel markers. With Leonard at the helm and my face in the charts and scanning the waters and coastline for lights we slowly progressed upriver. And then the wind began to pick up a wee bit and the temperature to drop. And we suddenly felt so very far from home and a safe anchorage.

Our spirits lifted when we saw the “glow” on the horizon from Cambridge. Then the lights themselves and amazingly enough fireworks! They sent up a tremendous fireworks display on Halloween Eve. I told Leonard it was to celebrate our arrival. But alas, our arrival would be delayed as shortly thereafter we “found” a sandbar, Hambrook’s, that extended almost half-way out into the river! And the river was pretty darn wide at that point! I saw the sandbar on the chart, but never imagined it went out so far. If we had arrived during daylight we would have seen the small UNLIGHTED buoys that marked it, but at night, with a plethora of lights about and anxious being so close to our destination, we never saw the buoys until we were well up on the bar. Coming to a grinding HALT we sat and wondered what had happened so far out into the river on a boat with such shallow draft? We struck ground around 8:30pm, on a rising tide, and from then until 2:30am we tried repeatedly to motor off, all to no avail ☹. Combined with that, the wind steadily picked up. Where was it earlier in the day when we had to turn on the motor? And the waves picked up...and as the boat slowly listed 45 degrees to port we threw out the bow anchor and went below to sleep. Before settling in I got my Bible and read Psalm 23 out loud for both of us. I think Leonard found it comforting as he fell quickly asleep and slept quite well. I later asked him how he came to fall asleep so quickly and sleep so well.

His reply, "Paul, there's a big difference between being the owner and being a crew member." Ha! That I can well understand. I stayed awake. Still concerned and talked to God and sent a poignant message to my daughter, Jessica telling her of our plight and how much I loved and missed her.

Resting in my bunk, I thought about the large Danforth anchor stored aft. Though I'd already put out the small bow anchor, I was now going to err on the side of caution and went out into the night. The wind was blowing hard as I climbed out onto a very canted deck. The waves banged hard onto the exposed hull with large, shuddering slaps as I hauled the heavy anchor and chain rode forward and threw it as far as I could off the bow. I didn't want us to awake later and find the tide came up and floated us free only to now be stranded on a rocky shore!

It was these two anchors that eventually saved us.

The next morning, after awakening to a boat now on even keel, I talked with Leonard about using the anchors to "kedge" us off. But to do that, I needed to get into the 56-degree water and walk them out to the end of their lines. Stripping down to just long johns and sneakers I got in the waist deep water and walked both anchors out to their maximum: 100' and 150' ft. respectively. Then, pushed the flukes deep into the sand. The water, while chilly, was also very clear. Luckily the sun was shining and after a few minutes I really didn't notice.

Climbing back on board and changing into dry clothes, Leonard and I went forward and began to pull first on one anchor line as far as we could, tie it off to the Samson post, then pull in on the now slackened line from the second anchor, set about 45 degrees apart from one another.

Slowly, but surely, the boat crept forward. We could see the deeper water as we edged toward it. And, amazingly, just at the time that we broke free from the long-held grip of the sandbar, two men in a runabout came out to us to help! Where were they last night when we first struck ground? Oh well, better late than never. But we had already got off the bar. However, I did hand one of the anchor lines to them to hold while we hauled in on the other and were thus able to retrieve both anchors safely before going aft to start the engine.



Paul Lewis D 30 "Moon Shadow"

D 35 "Antares" looking for a Captain

Kert Davies is interested in finding an owner for his classic center cockpit Dickerson ketch. Sail #46. Built in 1966. Located near Annapolis. The boat has been in the family for 40 years, is well maintained and a joy to sail. Needs the TLC you know is part of one's relationship with one of these classic boats. For additional information **contact Kert Davies at kertmail@gmail.com**



SEASONS GREETINGS TO ALL AND WE LOOK FORWARD TO SEEING YOU IN JUNE

Contact us at jws2827@aol.com