

# Dickerson

Owner's Association



**NEWS LETTER**

**OCTOBER 2012**

## **Dickerson Sailors Battle Strong Winds**

Wow, what a Western Shore Round-Up! The fleet for the Dickerson Sixth Western Shore Round-Up at West River battled 15-20 knot winds with gusts up to 25 knots during the September 8<sup>th</sup> Race. Our Commodore Pat Ewing lost the mast of his wooden 40 foot Dickerson Ketch “*VelAmore*” when a bronze turnbuckle broke. Pat with his young crew did an amazing job cleaning up the mess and getting back to port under power. We are all thankful that no one was hurt.

Our appreciation goes to Dickerson Captains Barry Creighton “*Crew Rest*” and Rick Woytowich “*Belle*” who were racing near “*VelAmore*” when it’s mast and rigging went down and immediately withdrew from the race to help Pat get safely to shore. After the race, the Dickerson fleet, at the dock or on a mooring, survived a severe squall with torrential rain.



Left to right: Jim and John Freal, Sheriff Parker Hallam, Randy Bruns and Peter Oetker

Our thanks to Randy and Barb Bruns for organizing this terrific event. The Friday night cook out at the West River Sailing Club and the Awards Dinner at Pirates Cove Restaurant went off perfectly with plenty of good cheer and all were certainly thankful to be safe. Congratulations go to the new Sheriff of the Western Shore Parker Hallam, 36 sloop "*Frigate Connie*," who won overall and also won the 35/36 class. New member Peter Oetker's 39 sloop "*Vignette*" won the 39-41 class and Bill Toth's "*Starry Night*" won the 37 class.

## **Order Your Dickerson Sailboat Model Now**

The Dickerson Owners Association (DOA) has made arrangements with an expert boatbuilding craftsman to build classic half-hull models of Dickerson sailboats that will be on a scale of one half- inch per foot. We have already received orders for the Dickerson 37 and 41 models and will focus on these classes initially, but are in a position to also provide 35 and 36 models and other classes where the designs are available. In addition to providing you with a beautiful replica of your Dickerson, at a very reasonable cost, this project will benefit our Association by assisting it in providing a Dickerson Museum Exhibit at the Richardson Maritime Museum in Cambridge.

For additional information contact DOA at [jws2827@aol.com](mailto:jws2827@aol.com)

## **Is Your Rigging Strong Enough ?**

The tragic dismasting of 40 foot Dickerson ketch "*Ve/Amore*" at the Western Shore Round Up race because of a faulty turnbuckle led me to do a bit of research on rigging loads and what to look for in checking your rigging. I found three references of interest. "Inspecting the Aging Sailboat" by Don Casey, "Rigging Loads—or a Tale of Scientific Progress" by Classic Marine on their web site:

[http://www.classicmarine.co.uk/articles/rigging\\_loads](http://www.classicmarine.co.uk/articles/rigging_loads) and "Sail Loading on Rig, Rig Loading on Vessel" on the boat design web site: <http://www.boatdesign.net/forums/sailboats/sail-loading-rig-rig-loading-vessel-2293.html>

One would think in this age of computers that it would be possible to come up with very specific rigging loads based on sail area, wind force and the size and other characteristics of the sailboat. "But rig analyses is not an exact science" said a rigging engineer on the boat design forum. Steve of Sail Design put it clearly when he said: "As far as the static forces on a rig are concerned, you have to start with the object that applies these forces—the hull. The wind merely acts on the system to displace it. The hull, because it has the righting moment, is the part that determines the size of the loads. There are loads from the sails acting on the mast---but when all is said and

done---“ (they are) pretty close to being not worth worrying about.” So most estimates of rigging loads are simply based on the displacement of the boat.

Don Casey in his book writes, “As a rule of thumb, the combined strength of the shrouds on one side should be at least 1.5 times the boat’s displacement. Stays can be the same size as the shrouds, but are often one size larger for added safety and to resist the wear from hanks.” The Classic Marine article reports a crude rule of thumb of 1.0 times the boat’s displacement for the combined load on the shrouds on one side, and reviews analyses in “Skene’s Elements of Yacht Design” published in 1981 and the Nordic Boat Standard (NBS) as described in Larson and Eliasson’s “Principles of Yacht Design” published in 1994.

For an 8 ton displacement vessel Skene’s analyses approximates that of the rule of thumb of 1.0 times the displacement for the combined load for the shrouds on one side. The NBS which is said to be a more carefully codified approach for a variety of rigs is more in line with Don Casey’s rule of thumb of total combined load on one side of 1.5 times the boat’s displacement, but NBS places a greater load on the lower shrouds than the upper shroud or cap shroud. For an 8 ton vessel the total combined load on one side would be 12 tons but instead of being equally distributed among all 3 shrouds, 75% of the load would be on the two lower shrouds and 25% on the cap shroud.

### **Summary and Impact on Dickerson Boats**

Rule of Thumb--Casey— Load (lbs) for each of 3 shrouds ==  $1.5 \times \text{displacement (lbs)} / 3$ ,  
Classic Marine—Load (lbs) for each of 3 shrouds ==  $1.0 \times \text{displacement (Lbs)} / 3$  Skene’s analyses, approximately the same as Classic Marine.

NBS—Load (lbs) for each of 2 lower shrouds ==  $1.5 \times \text{displacement (lbs)} \times 0.75 / 2$  Cap shroud load (lbs) ==  $1.5 \times \text{displacement (lbs)} \times 0.25$

Impact on Dickerson Boats.

The more conservative NBS approach would probably be the more appropriate for our older boats.

35 foot ketch “*Irish Mist*”

1. Displacement 12,000 lbs, total combined load is  $12,000 \times 1.5 = 18,000$  lbs and load on each of two lower shrouds is  $18,000 \times 0.75 / 2 = 6,750$  lbs. The load on the cap shroud is 4,500 lbs
2. Specs - 1/4 inch 1x19 SS stays breaking strength of 8200 lbs each. Open bronze turnbuckles 7/16 thread—breaking strength of 8500 lbs each, safe working load of 3,400 lbs each.

37 foot sloop “*Crew Rest*”

- 1 Displacement 17,000 lbs, total combined load is  $17,000 \times 1.5 = 25,500$  lbs and load on each of two lower shrouds is  $25,000 \times 0.75 / 2 = 9,563$  lbs. The load on the cap shroud is 6,375 lbs.
- 2 . Specs - 5/16 inch (8mm Dyform) breaking strength of 13,558 lbs each. SS turnbuckles 1½ inch thread—breaking strength of 12,500 lbs each, safe working load of 5,000 lbs

This article was prepared by a layman. I welcome some input from rigging experts so we can learn what is best for these classic Dickerson sailboats.

Joe Slavin, Samson Post [jws2827@aol.com](mailto:jws2827@aol.com)

### **Dickerson Post Rendezvous Cruise**

Following the 45<sup>th</sup> Annual Rendezvous, Chris and Bill Burry, Dickerson 41- “*Plover*” organized a great Cruise which included; D and Don Wogamam, D41- “*Southern Cross*”, Parker Hallam, D36 – “*Frigate Connie*”, Dave and Siobhan Fahrmeier, D41- “*Down Home*”, and Rick and Dottie Woytowich, D37- “*Belle*”. My better half Julie and I joined Barry and Judy Creighton on their D37- “*Crew Rest*”.

Our first port was a visit on Sunday to former Dickerson Commodores Mary and Dave Hazen at their home on Trippe Creek (their son George designed the D-37). The Hazens provided wonderful snacks--and history. The raft of Dickersons in the creek was a beautiful sight.



Monday, the fleet of five boats motored to a beautiful spot on Mill Creek (off the Magothy River) and anchored near the home of D36 Ketch "*Rhythms in Blue*" owners Randy and Barbara Bruns, who served a wonderful Italian dinner.

The fleet broke up Tuesday after a lot of dingy visiting. "*Crew Rest*" sailed to St. Michaels, where the skipper taught his Florida crew how to "properly" eat steamed crabs at the famous Crab Claw Restaurant. We had a lovely evening anchored in the Miles River.

On hot-dead calm Wednesday we motored 60 miles southwest to Solomons. On Thursday we tried to find the elusive Indian Creek anchorage that Jake Baer, D50 "*Volantis*" calls a favorite.

Friday, after five nights on the hook, we got cleaned up, and had a delicious dinner at the Tides Inn in Irvington, VA. After relaxing for a couple of days, we sailed to the Piankatank where Bob and Sarah Shelton were sailing D36 "*Aequanimitis*" and Rob Meredith and Malone Williams were working on their D36 "*Lothlorien*". We anchored in Fishing Bay just before nightfall. Nice windy evening watching kids turn over their Laser (over and over and over).

Monday got us to Mobjack Bay where we weathered a squall and loved the Ware River. Tuesday saw us back to Hampton after two weeks on the boat, and better friends than ever!

Jeff Stephenson - Ponte Vedra Beach

### **Dickerson Video's and DVD'S**

The following Dickerson Video's can now be viewed on U Tube:

Dickerson Boatbuilders History

[http://www.youtube.com/watch?v=ZRV\\_NxLjDi4](http://www.youtube.com/watch?v=ZRV_NxLjDi4)

Dickerson 2012 Rendezvous

<http://www.youtube.com/watch?v=vrhcyvyOroM&feature=related>

Dickerson Boat Parade and Rendezvous

<http://www.youtube.com/watch?v=i-vPhWOXDaw>

Dickerson Museum Exhibit History and Boats Past And Present

[http://www.youtube.com/watch?v=K7rD27tS\\_5w&feature=plcp](http://www.youtube.com/watch?v=K7rD27tS_5w&feature=plcp)



DVD.s of these Videos are listed in the Treasure Chest on The Dickerson Owners Web Site. <http://dickersonowners.org/>

The Dickerson Owners Association greatly appreciates the contributions of Larry Mosher and Bruce Franz in taking the photos and especially in making the video's and DVD's of the 2012 Parade and Rendezvous and for the Dickerson Museum Exhibit.

## **And Now For Something A Little Different**

I had an interesting day today and it was way too hot to sail. My next-door "Slip Neighbor" is a wonderful sailor and an instructor for the Maryland Sailing School in Rock Hall. While the sailing school uses Island Packets of various sizes, his personal boats include a Cape Dory Typhoon (near and dear to my heart) and a Pacific Seacraft 34 that he has sailed to Bermuda and the Northeast.

For a long time, I thought that if Judy and I couldn't have found a suitable Dickerson, that a Pacific Seacraft 37 would have been a "fall back boat"—similar design and construction concepts. Well, to make a long story short, Pacific Seacraft (a west coast company) went bankrupt in 2008 and was bought by Steve Brodie and his father and operations moved to their hometown of Washington, NC. In a story similar to our own Dickerson one, several of their key managers and skilled workmen moved with them—out of dedication to their product.

Back to my "Slip Neighbor" who had heard that in order to weather the tough economic times of today, the new PS owners have started to provide full refit service to PS owners. They use their production facilities, tooling and skilled workforce to bring old boats back to better than new condition. And since my "Slip Neighbor's" boat is almost as old as some of ours, he is in the market---so off we drive for a visit.

Got to tell you, if I'm not sailing—put me in a boat shop, and I'm happy. Great people and they know about Dickersons. After all, we were in Volume 1 of Ferenc Mate's book series; they didn't make it until Volume 2.

The real points of this short piece are to tell you that there might be an "holistic approach" when it comes to renewing your great boat and to provide you the following "starting think-piece checklist" of things to consider when the time comes to do some work.

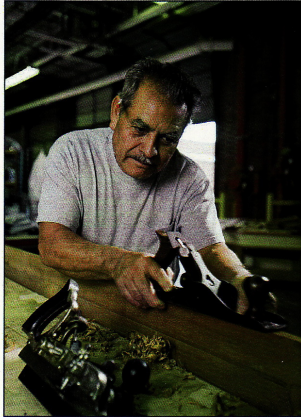
(And of course they are geared to service their Pacific Seacraft clientele—but "Dad" did ask me if "*Crew Rest*" needed any work.)

Following is a Winter Lay Up Check List

Barry Creighton "*Crew Rest*"

## PUT YOUR WINTER LAY-UP DOLLARS TO WORK

USE THIS LIST TO HELP PERSONALIZE YOUR PROJECT



- ✓ Maintenance
- ✓ Repair
- ✓ Refit Checklist

### HULL AND DECK

- ☐ Inspect and replace rudder gudgeon bushings, bearings
- ☐ Re-bed portlights and hatches
- ☐ Replace hatches—upgrade to Ocean-air shade/screen combo
- ☐ Replace portlight and hatch seals
- ☐ Re-bed hawse pipes and bulkhead thru bolts
- ☐ Service winches (upgrade to electrical)
- ☐ Service, replace or install windlass
- ☐ Wheel to tiller/tiller to wheel conversion

### UPHOLSTERY

- ☐ Replace interior cushions
- ☐ Upgrade berths with memory foam
- ☐ Replace headliner
- ☐ Cockpit cushions
- ☐ Exterior canvas and covers

### RIGGING

- ☐ Inspect and replace rigging and chainplates
- ☐ Inspect and replace lifelines
- ☐ Strip and paint mast and boom
- ☐ Sloop to cutter conversion

### PLUMBING

- ☐ Service/replace seacocks
- ☐ Replace lines, fixtures and pumps
- ☐ Install washdown and cockpit shower systems
- ☐ Install watermaker
- ☐ Freshwater/electric head conversion

### SYSTEMS

- ☐ Install air conditioning and heating
- ☐ Install/upgrade refrigeration
- ☐ Inspect, install, replace LP gas system

### MECHANICAL

- ☐ Repower/rebuild engine
- ☐ Service/replace drivetrain
- ☐ Replace/upgrade exhaust system
- ☐ Install bow thruster
- ☐ Install Max-Prop, shaft saver, dripless shaft seal
- ☐ Add auxiliary fuel tank

### ELECTRICAL

- ☐ Replace wiring/devices
- ☐ Rewire and label panel

- ☐ Replace, relocate or add battery banks
- ☐ Upgrade alternator
- ☐ Service or install generator, inverter and charger
- ☐ Install LED lighting systems
- ☐ Install solar, wind or hybrid power systems

### ELECTRONICS

- ☐ Upgrade/install electronics (autopilot, chartplotter, radar, sonar, VHF, SSB, AIS, EPIRB)
- ☐ Upgrade/install entertainment (TV, DVD, stereo, satellite radio)

### CARPENTRY

- ☐ Restore/replace exterior teak
- ☐ Teak decks, coaming caps and cockpit grates
- ☐ Replace round Vetus aluminum boxes with teak dorade boxes
- ☐ Custom cabinetry including overhead galley cabinets
- ☐ Replace centerline table with bulkhead-mounted table
- ☐ Replace "monkey-fur" carpet with teak slats

- ☐ Replace cabin sole
- ☐ Customize navigation station
- ☐ Corian countertops with under-mount sinks
- ☐ Teak trimmed glass shower doors

### FIBERGLASS

- ☐ Restore gelcoat
- ☐ Repair structural fiberglass and core
- ☐ Paint hull and deck
- ☐ Replacement custom fiberglass fuel tanks, seahoods, sliding hatches, refrigerator doors
- ☐ Custom fiberglass hardtop dodger with integrated stainless steel handrails and LED lighting

### STAINLESS STEEL/ALUMINUM FABRICATION

- ☐ Replace or upgrade rails, stanchions, gates
- ☐ Add or replace bow pulpit/dual anchor roller assembly
- ☐ Add custom ladder, stern arch, davits, seats
- ☐ Add custom mast pulpits/dorade guards

## **And It All Came Tumbling Down....**

The race plans were coming together. I summoned crew (made up completely of graduates of the Brendan Sail Training Program for Youth with Learning Differences) and prepared “*VelAmore*” for the Western Shore Round-Up. After a stretch of fixing the rudder that was lost after the Dickerson Regatta, she was ready for the challenge.

A windy start to the race meant that it was going to be exciting; I had no idea then just how exciting it was going to be. The winds were 18-22 knots, this made for intense jockeying for positions at the start. Our 1970 40’ wooden “*VelAmore*” has historically done great under windy conditions and I had confidence in her ability to withstand and perform for the Round-Up. My crew of 4 and I were in place and ready for the start.

The first leg began--we took an early lead and headed toward the mark. And then disaster struck. I was steering in the cockpit and a gust of wind hit the sail. I heard a loud break and watched as the mast tumbled down and took the Mizzen with it. It barely missed several of our crew on the way down. I had to quickly organize my plan and crew into disaster mode. It was shocking that the sails were down and the crew was stunned, but we had to make sure everyone was safe and uninjured– and then I positioned them to stay out of harm’s way first and foremost.

Assessing the situation around us, I turned the engine on but didn’t put her in gear so that I had some control of the boat. We were moving with vigor on choppy waters so we had to arrange the mast and sails to make sure they didn’t cause more problems. The mangled mess was covering the deck and some was even in the water. We had to lash and secure everything to stop any further destruction. As the boat bounced around on the rough water this seemed like it took forever - we had to be happy with slow progress one step at a time.

We slowly cleaned up the mess saving the sails and pulling both masts onto the deck and securing them. We secured all rigging and lines and made sure everything was on the boat before we motored back to the dock. It was exhausting and emotional--we were all worn out. We were brought back to reality by one of our crew members; an enthusiastic 16 year old named Brian who declared at this point, “Hey – now would be a great time for sandwiches!” He was right.

In the midst of the catastrophe I was protected and kept safer by the sacrifices of Captain Barry Creighton “*Crew Rest*” and Captain Rick Woytowich “*Belle*”. They circled our boat and made sure we were safe...and sacrificed the race themselves in order to do that. The camaraderie was much appreciated.





We motored to dock and began further assessments. It turned out that a bronze turnbuckle was the culprit. This turnbuckle gave way on the main shroud and caused the intense destruction. Now I needed a repair plan. After weighing several options including sleeves and patch repairs, I decided on a new mast for “*VelAmore*”. The progress on this is well underway but slower than I’d like...but she is going to be ok after all.



This experience reminded me of a few things that I knew before but are even more significant to me now. First, there's nothing in the world more important than safety at sea. I'm grateful that with what could have been cause for significant injuries we actually had none. Second, the Dickerson boats and Dickerson owners have a lot to be proud of. These boats withstand a lot and the owners care and camaraderie will definitely keep the boats and the Dickerson legacy alive and healthy on the Bay for a long time. And last, a good crew is like a family for the time they are together on the water. I could not have had a better crew. Their confidence and ability to function under this duress was admirable for their young age, and their future on the water looks very promising after this.

Commodore Pat Ewing

### ***"Vignette"* – A Wooden Dickerson Custom Cutter**

In the winter of 2010/11, I found "*Vignette*" in a small marina on the Severn River. She had served for a number of years as a floating condo on a nearby mooring and thereafter had been sitting for a year and a half on the hard. The wooden hull had a few holes where planks had rotted. She was covered in a patchwork of brown and blue tarps, yet some of her sexy curves and athletic fractional rig revealed that she may have turned some heads in her younger years. I thought she had potential. As I started to explore her in the months that followed, I found some unusual equipment such as

bronze combination blocks with pulleys, a special in-boom winch system for the outhaul revealed by an odd receptor hole in the boom and huge aluminium castings on each end of the boom for a roller system. At times, it would have been nice to have a manual to piece her back to together. Her frame was built in classical Dickerson tradition with a strong oak frame that is planked with 1 by 1 inch mahogany strips, screwed with silicone bronze screws to the frame. Once the hull was repaired and faired, it was time to paint her. My interior designer wife and I were on the same page with a classical, nautical dark blue for the hull. The hull looked fantastic after I applied the last coat of blue. But when I returned a week later; it was early June by now and the paint had formed a few blisters and cracks had opened up in various places. I went back two more times and sanded her down fixed the cracks and repainted her and launched her on the 4<sup>th</sup> of July 2011. But more cracks opened up when she was in the water. After talking to many people and looking at many wooden boats, it seems that you don't paint an old wooden boat in our climate in a dark color. Tom Lucke, the last owner of the Dickerson yard, sent me an email recently telling me that is the worst thing I could have done. So looks I will be painting her again in the Spring.



After the launch I made contact with the Dickerson Association and came to the 2011 Round-Up in September in Galesville. I found myself surrounded by a great group of fun loving sailors who love to sail these old boats and take great pride in their heritage. My initial welcome after the first fun regatta was from two Dickerson sailors who pulled up



with their dinghy after the race and asked with a smile: "What makes you think your boat is a Dickerson". There was a metal plate in the companionway that said Dickerson. And they seemed half convinced at that point, but it was evident that this boat looked very different from the other Dickersons.

A year later in 2012, "*Vignette*" sailed again at the Dickerson Western Shore Round-Up. It was a stormy day that dismasted one Dickerson and the 12-ton "*Vignette*" handled well in the big swells that built from the South in the heavy Southerly breeze. She had a bit too much sail, we did not use the cutter sail and had the genoa rolled in two thirds of the way in the 30+ breeze that day and at times still seemed overpowered. Downwind she did over 7 knots and we could hear her hull humming with vibration as we pushed the envelope of her theoretical speed. It reminded me of sailing the 505 downwind with spinnaker and trapeze right before lift-off.

Two weeks later, "*Vignette*" sailed in the Annapolis Wooden Boat Classic that was sponsored by the National Sailing Center and Hall of Fame. It was a picture perfect day with the historical Annapolis cityscape offering the perfect back drop for the many classic wooden boats out there. It was a feast for any sailor's eyes. The conditions ranged from almost no winds to gusts over 25 Mph and wind shifts of over 45 degrees at times. The winds of the day must have been extremely challenging for the larger, older boats that require the coordination of so many different sails all at one time. "*Vignette's*" relative simplicity managed much of the race well with good boat speed and we started figuring out how to make her go fast. The event was covered by several photographers in boats along the race course. The National Sailing Center and Hall of Fame website has a fantastic photo album of the event at [www.nshof.org](http://www.nshof.org) under Sailing Center.

Researching "*Vignette's*" history revealed that the boat was originally designed by the late Roger MacAleer, an avid sailor and a US Navy architect, who besides designing some Navy war ships, also designed a one-design class called the Raven. "*Vignette*" was his personal design project and the boat was built by Dickerson in Trappe, Maryland. But I am having some conflicting data on the year when she was built. There is also mentioning of a boat called "*Vignette*" along with Roger MacAleer in the Annapolis Yacht Club postings about the Annapolis-Newport Race. In the extremely rough weather 1967 race a boat named "*Vignette*" ran aground and suffered some damage. In the same race in 1969, there is mention of Roger MacAleer and "*Vignette*" not finishing. There is conflicting information whether this is the same boat. "*Vignette*" was not built until 1968 according to her title, so how could she have sailed in the 1967 event? I would be grateful for any additional information about "*Vignette*".

Peter Oetker [peter.oetker@gatewaylogistics.biz](mailto:peter.oetker@gatewaylogistics.biz).



**Visit The Treasure Chest <http://dickersonowners.org/>**

The Holiday Season is rapidly approaching and it is time to start thinking about presents for your favorite Dickerson sailor and dropping hints to those who, “Do not know what presents you would like”. New items include a glossy bound booklet of the Dickerson History and DVD’s of the History, Rendezvous and Parade. Unique Dickerson hats, burgees, sweatshirts, travel mugs and cups are also available. All items will be shipped to you within a week after receiving your order. Contact me if you have any questions.

John Freal [jwf@brackenusa.com](mailto:jwf@brackenusa.com) ,

### **Don’t Let Them Cut Up These Dickersons**

**1967 Dickerson 35 “*Arigato*” (sail #54) needs a new home ASAP.**

She is currently in a marina near St. Michaels. Mahogany strip planked on oak hull in good shape, center cock pit with aft cabin, ketch rig with roller furling genoa. All equipment included so she's ready to sail next summer. Needs some cabin top and deck work but otherwise ready to sail. Westerbeke diesel runs great. Owner is marine mechanic and boatbuilder.



Asking \$5,000.

Call, text, or email me for more photos and details.

410-725-1917 [tleemitch@gmail.com](mailto:tleemitch@gmail.com)

Tracey Mitchell (Estevez)

**30' classic wooden ketch 1951 Asking price is \$15,000.**

Recently refitted, "*Ursa Major*" is ready for another 60 years. I have very little information on this boat other than it is a Dickerson and built in 1951. Red cedar on oak, so probably built out east, which would make sense given the designer. 30' on deck and 5' bow sprit.

I recently acquired the boat in the east bay. The survey of 3 years ago found the boat to be in excellent condition other than some cracked ribs around the main mast step. I have sistered these and the seams in that area recaulked and refastened. I have gone through the entire boat and it is easy to see that she is sound. The only rot is in the bow sprit, which is this weekend's project. Bottom was painted a month ago and new zincs put on. As is she is ready to sail, and a pleasure to sail.

We are presently docked in San Rafael, CA in live-aboard status. Slip is transferrable. There is very little about this boat that has been changed. Both below deck and above she is authentic, and a fine example of her day.



Particulars include: 3 cylinder Mitsubishi diesel (fairly new upgrade, but not sure when).

Started the first time I turned her over and I have had no problems, electronics-depth sounder, and VHF radio, amenities-built in ice box, electric water pump, and alcohol stove. There is a head with a portapoti but she is plumbed for a proper head so an easy swap. Fuel tank appears to be cooper, water tank stainless. Both 12 and 110 volt system. Battery charger, 2 house battery's and starter battery.

I love this boat--there is nothing like a wooden boat under sail, but she is too small for me. I hope there is a wooden boat enthusiast out there that will appreciate her. Please feel free to contact me if you have any question.

CYR. [sincyrlee@gmail.com](mailto:sincyrlee@gmail.com).  
415-609-2045

### **We Want to Hear From You**

We would like to receive write-ups of your sailing adventures, latest Dickerson fix it jobs or just your thoughts and suggestions for future events and items we can include in our 46<sup>th</sup> Rendezvous next year. Please do not be bashful. Also don't forget to renew your Dickerson Owners Association Membership for 2012. Just contact us at [jws2827@aol.com](mailto:jws2827@aol.com) if you need a membership form.

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

