

Dickerson

Owner's Association



NEWS LETTER

OCTOBER 2015

DICKERSONIANS HAD FUN AT FALL GATHERING

The ninth Western Shore Round Up hosted by Randy and Barb Bruns on September 18-19, 2015 was a huge success with over 30 sailors in attendance and 8 Dickersons racing. Events started on a beautiful Friday with beverages and Cook –Out at the West River Sailing Club and included a competitive race on Saturday followed by a lively reception at the Club and dinner at Pirates Cove.





The overall winner and Sheriff of the Western Shore was our host Randy Bruns in his 36 foot Dickerson Ketch *Rhythms In Blue*. The following is Randy's write up of the race featuring a golf type handicap system and a Rabbit Start.

A semi- tradition we had in the Jet 14 Class I used to race in was for the winner of a regatta to write up a report to give observations and maybe some advice to the competitors. The winner is usually in the best position to see how the race unfolded and who did what. It would be great if that happened in the Dickerson Class. Here's my shot.

As far as the RC activities, I checked on a weather station down near Calvert Cliffs and saw that there was a bit more wind down there and figured we would see it at G1 soon. So I postponed and sure enough we got a bit more as usually happens around 1PM in a southerly at West River. What I really should have done but didn't was note the wind direction more carefully and consider making the course SE toward Bloody Point. Would have made for a more interesting race with more upwind tacking work.

Bill Toth once again showed his skill as our best sailor and finished first on overall time. He wisely sails a conservative race; sailing beyond the first two marks to be sure the hard to figure tide would not sweep him down on the marks. Also he sails down my reciprocal course at the start to make sure he will be close to the rabbit regardless of where the rabbit goes. Has to turn upwind after passing the rabbit which is a bit slow.

After the race Bill came to me and asked to be disqualified as he had fouled *Vignette* pretty significantly and there was some contact. I said oh well just incidental contact, no damage don't sweat it. He was adamant; good sportsmanship on Bill's part. As you know Dickerson racing does not have a defined penalty rule and all of us have been fouled here and there and let it go. We might bring up the subject of penalties in our Board meeting just as long as we don't have circles as a penalty. Good grief its hard enough to do a tack in these tubs. I can't image doing a 720 in light air in a Dickerson; probably would never get the thing going again. I'm sure we don't want to get into protest meetings either.



Congratulations to *Pleasance II* on their first Dickerson event. They finished second on overall time and won the 37 fleet trophy. Sandra remarked they didn't quite figure out the rabbit start and were a bit behind at the start. She now knows that it took most of our Dickerson sailors several years to get it straight.

The downwind leg back to G1 was most interesting. Most of the fleet sailed a bit high of the mark to keep getting some lift off our genoas. Nothing so frustrating as heading downwind in light air with the genoa flapping in the breeze. As we were sailing down I noticed *Down Home* and *Pleasance* sailing a lower course directly at the mark. They got ahead of all of us, except Toth, to G1. Dave said he had three boats behind so he jibed to clear his air then noticed a new wind line and jibed back. *Pleasance* sailed wing and wing for at least some of the leg.

Vignette was first around the windward mark but ended up last at the finish. Heading downwind Pete's speed was very slow and Bill overtook him after the foul, the details of which will be revealed only by Bill and Peter (No hard feelings however). Peter believes his slow speed was due to nature's growth on his bottom.

Rhythms in Blue finally won the Sheriff of the Western shore primarily by not screwing up, noticing where Toth tacked for the marks and seeing he over stood some and getting more sensitive and more visible telltails. The most important factor to our performance to me was to get a good sailor friend to crew. We really worked well together. We had Barb take the helm during tacks and he and I made sure we got the genoa around trimmed on time. We practiced tacks before the race. In a short light air race like this one blown tack will ruin any chance of a good finish.

It was a good race for everyone; we mostly finished within about 10 minutes of each other, Joe (Irish Mist) and John (Rainbow) had their typical close duel and Parker (Frigate Connie) was there as usual and finished third. John had a good start; crossed the rabbit's stern at a 90 degree angle at full speed.

Thanks were expressed to WRSC for hosting us. If any of you all are interested in some playmates you might consider WRSC. Its an inexpensive club and they have great cruising events; just about every other weekend during the sailing season. Weekend cruises from the Choptank to Baltimore. Either to a dinner at some restaurant or yacht club, a cruise to a member's home, or up some pretty creek. Usually get 5 to 20 boats. Were up in Trappe Creek Labor day and visited the Dickerson yard.

DICKERSON WESTERN SHORE ROUND UP RACE RESULTS

Boat Name	Owner	Handicap	Elapsed time			Corrected Time			Fleet Finish	Regatta Finish
			Hours	Min	Sec	Hours	Min	Sec		
Starry Night 37s	Bill Toth	134	2	12	7	1	54	15	DSQ	DSQ
Rainbow 35k	John Freal	253.4	2	23	33	1	49	46	35,36	4 6
Irish Mist 35k	Joe Slavin	257.9	2	23	0	1	48	37	35,36	3 5
Rhythms in Blue 36k	Randy Bruns	285.5	2	16	30	1	38	26	35,36	1 1
Frigate Connie 36s	Parker Hallem	259.2	2	21	0	1	46	26	35,36	2 3
Vignette 39s	Peter Oekter	227.3	2	32	0	2	1	42	BB	2 8
Pleasance II 37k	Sandra Gray	228.9	2	15	0	1	44	29	37	1 2
Down Home 41	Dave Fahrheimer	217.9	2	16	0	1	46	57	BB	1 4

SAILING MEMORIES ON OUR DICKERSON 32

The Early Years of the Dickerson Regatta, Northern Division

By Bronwen Zwirner

“Do you wonder where you will be August 1st this summer?”

Do you wonder what the other Dickerson owners have done to their boats?

Do you think you can out sail any other Dickerson with working sails on?

Do you think you can handle and “standing start” from anchor?

Do you like beach parties with lobsters, clams, corn and your own liquor?”

We always sailed. Mother grew up sailing on Lake Ontario. Dad grew up in south Jersey and never got closer to sailing than a canoe, until he and Mother were married. He took to it with passion and became an accomplished and expert captain.

In 1962 they bought a Dickerson '32. She was a black hulled ketch with a white stripe. They named her *Zebra* and we had a sailing dinghy, a Dyer Dhow, named *Zed*. That summer they spent weekends sailing her up the coast to her home port at the Dodson Boatyard in Stonington, Connecticut. She had a mooring there for the next 15 years.

The very first Dickerson Regatta, Northern Division, was in August 1963. There was a fleet of five (4 '32s and a '35) that year. Here's an excerpt from the first invitation.

"There now being four '32s in Eastern Sound waters ...it seemed proper and wise to organize a Regatta so that we could examine each other with the usual critical eye. The plan is to make an island start in Stonington Finish off the Coast Guard way, in the entrance to Great Salt Pond, A lobster and clam bake is set..."

In the end, from the *Zebra* log: "*Fensalir* (D32 - Richard Deming & John Wyper), *Ann Bonney* (D32 - John Stout), *Star Lighter* (John Eaton), *Zebra* (D32 - Robert Zwirner), *Blue Jacket*, (Jack Wheeler) and *Coquette* (D35 - Bob Clarke).*Fensalir* won, *Zebra* and *Blue Jacket* aground in the cove."

The Regattas continued for many years and over those years the fleet grew, the races became more sophisticated, and the trophy became a real cup. The losers won the coveted *Zebra* "Gold" Brick, with their names inscribed.

My mother, Ellie Zwirner, and Ellsworth Grant (owner of *Lady Fenwick*), wrote a short history of the Regattas from 1963 to 1974. It lists winners, losers, commodores and race locations with many a side comment about the races and the parties that followed. Here are some excerpts:

1963, August 3: The first Dickerson Regatta in northern water was conceived by Rob & Ellie Zwirner, of Windsor, Conn., and held in Stonington, Conn., with six participants.

...the Madisons on *Zebra* staged a clambake that night on Block Island. "A goodly party," recalls Ellie Zwirner, "tho the Madisons' son dug the fire pit too close to the shore and we had to find railroad ties and other beach flotsam to keep the tide from inundating same." Also on hand were Alice and Went Hubbard, former owners of Dickerson #1.

The race was won by *Fensalir*, then jointly owned by Dick Deming and John Wyper. Dick later bought a Pearson '44, which has been our committee boat ever since. *Zebra*, handicapped by a crew of seven, including the Dickersons, naturally came in last.....

1964 August : Another island start from Stoningtonsix racing. Winner: Heinz Gottwald of Babylon, L.I. Bob Clarke on *Coquette* became the possessor of the now famous "Gold" Brick offered by the Zwirners for last place. The only prize for winning was the honor of planning the next year's rendezvous which was frequently delegated to the #2 boat owner.

1965, July 10: Jack Wheeler hosted....at Ram Island Yacht Club, a race around Fisher's Island. There were nine entries, first place going to Jack Wheeler's *Blue Jacket*.

1966, July 10: Art Sherden, having placed second in *Excalibur* the previous year, acted as host for a large fleet of twelve at the Milford Yacht Club..... two 32's, nine 35's and one 40'...The race was a 17 mile course in Long island Sound, Art himself coming in first, undoubtedly embarrassed. At the banquet the Gold Brick was mistakenly awarded to the 2nd

place boat, causing “Dick” Bill Dickerson (Dick appears to be Bill Dickersons nickname) to exclaim that” *this was the G-d-est Regatta he had ever heard of, where the only coveted trophy went to the loser.*”

1967, July 8: And so the following year good old “Dick” came up with a silver (?) cup engraved with the names of all the previous winners. Apparently the only suitable trophy he could find was for bowling...., which Ellsworth Grant had replaced with a sloop some years later. There were 10 entries with a nice breeze at the start. But it soon became a frustrating drifting match; nobody finished. But since Dick Smith was the furthest ahead when the race was called (Dickerson and Zwirner being consumed with thirst by this time), he received the cup. Bob Holliday deserves special mention for sailing the whole course hours later. Dr. Silver of Philadelphia took the Gold Brick home – almost for good.

1968, July 20: Mystic Seaport....Twelve boats crossed the starting line. It was a thrilling race from Noank to Bartlett’s Reef and back, won neatly by Dick Smith with Ellie Grant’s *Lady Fenwick* not too far behind. John and Lillian Bete’s *Upbeat* arrived at the starting line just in time for the horn, dropped their dinghy for *Fensalir* to pick up, and for their trouble earned the Gold Brick.

1969, July 7: The Grants hosted a fleet of nine in Old Saybrook’s North Cove. .. the weather was lousy....with heavy sea. *Lady Fenwick* and *Coyote* both lost their Westerbekes...the race was called, much to the dismay of the hardiest sailors and the delight of the less courageous. On Sunday seven stalwarts raced a shortened course. ...The trick was to get around Bell 8 before the tide turned. *Zebra*, wallowing at this mark with no helm, almost took the Gold Brick, but Phil Winter’s *Coyote* fared even worse and ended up last. The Betes redeemed themselves from 1968 and finished second. Quite by chance the Hollidays on *Azygos*, unaware of the Regatta, sailed into North Cove on Friday and joined the fun. Other finishers: Bill Vraig, *Zeeta*, John Randall, *Tekousha*, Sid Teitleman, *Porch ‘n Patio*.

1970, July 26: ...Marion, Mass....Beverly Yacht Club made a delightful spot for the Friday night cocktail party and dinner on Saturday. Although beset by fog, Buzzard’s Bay provided good winds for a 15 mile course. *Lady Fenwick* again captured the cup.

1971, July 31: Back to North Cove, Old Saybrook. Marion’s (Grant) triumph of a dinner at her Fenwick home will never be forgotten. ...Larry Parmentier on *Dauphine*, sailing with his wife and two elated daughters, carried the cup back to the Chesapeake.

1972, July 22: ...fitting that the Zwirners should take over for the tenth and put on a whale of a party....anchor start from Stonington Harbor, Rob getting away first through a sneaky maneuver. The course was any which way to Block Island, the wind being very light...*Glissade*, a sparkling new Dickerson ’35 centerboarder from the Chesapeake, skippered by Joan Cardon and navigated by her husband Phil, led the fleet of eleven. ...clambake was a highlight, climaxed by the breathtaking sight of a setting sun and a rising full moon over the dunes.

1973, July 28: _____ Stonington to Block Island...Every Dickerson owner has heard of this famous or infamous day, depending on whether the Zwirners tell the story or their befuddled competitors. ... The course....in thick weather....was around Block Island. The Grants took

off at the gun, lengths ahead of the rest, and then never saw another boat until they had rounded the western end of the island...as the fog lifted, two Dickersons were ahead, *Antares*, and a little black ketch. Could it be, no it couldn't be, *Zebra*? ...had beaten everyone by more than 10 minutes. Ellie recalls: "*Rob did a splendid job of navigation and our crew member, Rosalie Lee, with a built-in radar system of her own, found every mark exactly where he had plotted it.*"...despite mizzling rain, clambake was a great success.



Captains meeting on *Fensalir* 1973

1974, July 24: _____ The Zwirner staged another very successful rendezvous, this time in Mystic Seaport. Thirteen Dickersons took over the north dock... Eleven boats showed up at the starting line. ...short course around Seaflower Reef..four boats jostled for the lead, led by *Glissade*, *Can Do*, *Antares*, and *Windrush*...on the next tack *Lady Fenwick*... managed to beat *Glissade* by almost four minutes. With *Porch'n Patio* third, the first three boats in this test of boating were all centerboarders. *Wanderer* captured the Gold Brick.



Ellie and Rob Zwirner on their victorious *Zebra*

At the banquet at Seamen's Inn Rob Zwirner displayed his usual talents as master of ceremonies, though outclassed by Sid Teitleman's discourse on the meaning of the Gold Brick. Is it for last place? Or for the guy who didn't finish? Or what?

That was the final entry of the history of the first twelve regattas. The *Zebra* log has something to say about the next couple of years.

1975 ...Gorgeous clear weather with 10 knot wind for race. We beat 3 boats (without aid of handicap)....

1976Chaos at the starting gun but no collisions..... stay-sail set on 2nd leg – we out maneuvered *Dauphine* at 2nd mark but finished 4 ½ min. behind...handicap system placed us #8...

Hairy start

Windrush wins Dickerson

Malcolm Smith sailed his *Windrush* to victory in the 14th annual Dickerson Racing Regatta, northeast division, held in Buzzards Bay Aug. 10. A fleet of 10 of the conservatively designed ketches competed, ranging from 32 to 35 feet and including both centerboard and keel designs.

The Truro, Mass. skipper sailed his centerboarder across the finish line six seconds ahead of *Lady Fenwick*, owned by Ellsworth Grant of West Hartford, Conn. Grant's boat is also a centerboard version, and was, along with one other, rated scratch.

Richard Kemp of Marion, Mass sailed his *Albion* to third place

Beverly Yacht Club hosted the competition, which took the fleet around a 20-mile triangle that, because of a wind shift, included beats on two legs -- to the northeast on the first and to the northwest on the last.

A mixup in the sailing instructions caused a wild scene at the start. At the skippers meeting, the competitors were told the committee boat would be anchored north of the starting buoy, which should be left to starboard at the start. On arriving on the line, however, they found the committee boat anchored south of the buoy.

Lady Fenwick and *Zebra*, sailed by the originator of the series, Robert Zwirner of Stonington, Conn., elected to sail straight through the line in the direction of the first mark, leaving the starting

mark to port. The rest of the fleet, however, followed the plan stated at the skippers meeting and started downwind, heading southwest and away from the first mark, rounded the committee boat and then came on the wind. "It was pretty hairy," Zwirner commented.

The event is one of several held by Dickerson aficionados. More than 200 of the boats are owned along the East Coast. They were first built by William Dickerson, of Cambridge, Md. in wood, Zwirner said. Later, he sold the firm to Tom Lucke of Trappe, Md. who builds fiberglass versions to 40 feet.

The rugged ketches, with a hard chine and low sail plan, are raced without spinnakers. They are designed primarily for cruising, and the design is kept simple and straightforward.

"You get a lot of boat for your money," Zwirner said.

Hobie Nationals set for Falmouth

Top Hobie Cat 16 skippers will meet at Falmouth Heights, Cape Cod, Mass. Sept. 13-16 to compete for the 1976 National championship, climaxing more than 800 local and regional regattas held this year.

Current National Champion, 21-year-old Randy Hatfield of Long Beach, Calif., is expected to defend his title against a heavy line-up of talented skippers, including: John Nimphius, Amherst, N.H.; Peter McGennis, Buffalo, N.Y.; R.W. Jaworski and Jerry Pringle, both of Orillia, Ontario.

Skippers emerging in the top 15 slots will automatically qualify for the Hobie 16 Worlds, to be held Nov. 1-6 in Honolulu, Hawaii.

The national event is being sponsored by Faded Glory, a

Informality is the keynote of the annual regatta. The winner has to organize the next year's race and throw the party afterwards. Spinnakers are not permitted, and in addition to the first prize, there is an award for last place -- a cast bronze chart weight dubbed the "Gold Brick."

The regatta has been staged in various locations in Connecticut, Rhode Island and Massachusetts. Zwirner said the 1977 event is set to be based at the Mystic Seaport, with the course laid out in Fishers Island Sound and environs.

Results: 1. WINDRUSH, Malcolm Smith, Truro, Mass.; 2. LADY FENWICK, Ellsworth Grant, West Hartford, Conn.; 3. ALBION, Richard Kemp, Marion, Mass.; 4. PLANTER'S PUNCH, John Plant, Pittsfield, Mass.; 5. UPBEAT, John Bete, Marion, Mass.; 6. ANTARES II, Edgerton Howard, Stockbridge, Mass.; 7. CYGNUS II, Traver Berry, Griston Long Point, Conn.; 8. ZEBRA, Robert Zwirner, Stonington, Conn.; 9. PORCH & PATIO, Sidney Teitelman, Orange, Conn.; 10. DAUPHINE, Larry Parmentier, Wilmington, Del.

men and women's clothing manufacturer. Races will be held every day off the beach at Maravista Holiday Seaside Resort in Falmouth, with final competition slated for Saturday at 11 a.m.

Commonwealth Cup

The New England Match Racing Championship for the Commonwealth Cup will be held Sept. 11-13, and Sept. 18-19 at Marblehead, Mass. The event is being sponsored by the Yacht Racing Union of Massachusetts Bay.

The races will be held in One Ton sloops, rating not more than 27.5 feet, IOR. Traditionally, the winner of the cup is invited to participate in the Congressional Cup series run by the Long Beach, Calif. Yacht Club.

Zebra was sold in August 1977, bought by the Queeney's who renamed her *Venerable*. The last *Zebra* log entry:

....Some regrets, but things must change. We had many years of pleasure & misery..... We did attend the 15th Regatta...twelve Dickerson's in race.....Rob crewed for *Porch 'n Patio*...the Gold Brick is almost filled so soon will be retired.

The Dickerson Regatta, Northern Division continued, at least for a few years. There is mention in some family correspondence about regattas through 1980. I don't know whether others continued this tradition after that.

I was crew on only a couple of the regattas...too busy in high school and then college and beyond. But those years of sailing off the Connecticut coast; trying as often as possible to get out of sight of land, in all kinds of wind and weather, are precious memories.

The Dickerson Regatta, Northern Division

1 st	August 1963	Block Island RI	<i>Fensalir</i> - Dick Deming & John Wyper
2 nd	August 1964	Block Island RI	Heinz Gottwald - (no boat name mentioned)
3 rd	July 1965	Fisher's Island NY	<i>Blue Jacket</i> - Jack Wheeler
4 th	July 1966	Milford CT	<i>Excaliber</i> - Art Sherden
5 th	July 1967	Milford CT	<i>Faerie Minx</i> - Dick Smith
6 th	July 1968	Mystic CT	<i>Faerie Minx</i> - Dick Smith
7 th	July 1969	Old Saybrook CT	race called due to heavy seas. (shortened course the next day)
			<i>Lady Fenwick</i> - Ellsworth Grant
8 th	July 1970	Marion MA	<i>Lady Fenwick</i> - Ellsworth Grant
9 th	July 1971	Old Saybrook CT	<i>Dauphine</i> - Larry Parmentier
10 th	July 1972	Stonington CT	<i>Glissade</i> - Joan Cardon
11 th	July 1973	Block Island RI	<i>Zebra</i> - Robert Zwirner
12 th	July 1974	Mystic CT	<i>Lady Fenwick</i> - Ellsworth Grant
13 th	July 1975	Mystic CT	?
14 th	August 1976	Marion MA	<i>Windrush</i> - Malcolm Smith
15 th	Summer 1977	Marion MA	<i>Laura Edith</i> - Dana Blanchard
16 th	July 1978	North Cove (CT)	<i>Windrush</i> - Malcolm Smith

ATTEND COMMODORES BUSINESS LUNCH ON DECEMBER 5

Commodore Bill Toth has invited all Dickerson Owners and Associates to participate in the Dickerson Business Luncheon on December 5, 2015, 11.00 AM to 3.00 PM at the Red Lobster, 183 Jennifer Rd, Annapolis MD. Last year we had 30 attend the Maintenance Workshop and we guarantee that this

program will be just as interesting. So please mark your calendar now and let me know of your attendance as soon as possible. Following is information on the Agenda and the Menu.

Dickerson Commodore's Business Lunch Agenda

Welcome-- Bill Toth

Treasurers Report-- Dick Young

2016 Rendezvous Overview-- Bill Toth
Parade and Cook Out-- Barry Creighton
Cambridge Museum visit-- Bruce Franz
Attendance and Publicity-- Joe Slavin

Handicap System-- Randy Bruns

Customs of the Association-- Barry Creighton

Suggestions from the floor-- Bill Toth

Humorous Sea Stories-- Joe Slavin

Luncheon Menu

- 1) Fried Shrimp
One dozen crispy breaded shrimp. Served with baked potato and salad
- 2) Wood Grilled Tacos
Shrimp, Chicken or Tilapia on golden tortillas filled with cilantro slaw topped
With jalapeno ranch and fresh made pico de gallo
- 3) Fried or Blackened Catfish
Fried golden brown or blackened with Cajun spices. Served with baked potato and salad
- 4) Wood grilled Chicken Breast on a fresh Caesar Salad
- 5) Shrimp Linguini Alfredo
Tender shrimp in garlic Parmesan cream sauce on a bed of linguini and salad served with your
choice of dressing
- 6) Hand-Battered Fish and Chips
A generous, golden-fried haddock fillet and fries.
Served with tartar sauce and malt vinegar
- 7) Parmesan-Crusted Chicken Alfredo
Parmesan chicken served over corkscrew pasta with fresh broccoli and Alfredo sauce
With side salad
- 8) Wood Grilled Chicken Breast with Maple Glaze
Over wild rice pilaf with fresh broccoli and salad

- 9) Wood Grilled Burger
Served with French fries and Cole slaw

Price is \$15.00, includes soda, tea, tax and gratuity

Please let me know of your participation in this important business lunch ASAP and not later than November 30,, 2015. Any questions e mail me at jws2827@aol.com or call 703 560 7250

Joe Slavin, Samson Post

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 2015. Forms are available on the Web Site <http://dickersonowners.org/> or by contacting us at jws2827@aol.com

Membership Committee, Joe Slavin, Barry Creighton and John Freal