



Owner's Association

NEWS LETTER

APRIL 2011

DON'T MISS THE 44th ANNUAL DICKERSON RENDEZVOUS JUNE 17-19

Dickerson Owners Association (DOA) Secretary Dick Young and Commodore Barry Creighton have finalized plans for the 44th Annual Dickerson Rendezvous on June 17-19, 2011 at the Ted Avon Yacht Club in Oxford, Maryland. The Forms for your registration and Annual Dues are attached to this News Letter. Please fill them out and mail them back to us now. Last year we had a fleet of 12 boats racing and over 60 folks attended the Awards Dinner. We expect to do even better this year with boats sailing in from Rhode Island, Florida, North Carolina, and up and down the Bay. If you can't come by boat, drive and spend an enjoyable weekend on Maryland's beautiful Eastern Shore and stay at the historic Robert Morris Inn right next to the Tred Avon Yacht Club. There are ample opportunities to crew for the race.

Festivities will begin on Friday afternoon, June 17 with a parade of arriving wooden and fiberglass Dickerson Yachts sailing up the Tred Avon River into Mear's Yacht Haven. After docking and cooling off in the swimming pool, attend the welcoming reception about 6 PM on the marina grounds with beer, wine, soft drinks and snacks.

Races will begin at 10 AM on Saturday. Last year , with the new 3 mile Dickerson set buoy course, we had two races. We'll see what we can do this year—all depends on that most important variable—the wind. The main event is the Awards Dinner at the Tred Avon Yacht Club. Commodore Barry has promised a gala evening with music and good food and fellowship. We promise another great time!

The buffet—following the cash bar--will consist of "world famous" Tred Avon goodies -- BBQ chicken, burgers and hot dogs, baked beans, corn on the cob, cold slaw, potato salad, rolls and dessert and coffee and tea.

Boats usually anchor out or dock at Mears Yacht Haven (410-226-5450). For Saturday night only slips can be rented at the Tred Avon Yacht Club (410-226-5269). Make your reservations now.

POST RENDEZVOUS CRUISE

Bill and Chris Burry, Captains of "Plover", are organizing a post Rendezvous cruise. It is great that Bill and Chris are bringing back this old Dickerson tradition. These cruises are a lot of fun with visits to many "gunk holes" and rafting parties. Contact Bill and Chris at wcburry@gmail.com or at 703-658-0664 if you are interested in joining in the fun. We will be forwarding a float plan as it develops.

IT'S TIME TO STEP UP

We have a very active Dickerson Owners Association with a world class web site—thanks to long time member Alan Willoughby, several events including the Annual Rendezvous, the Western Shore Round Up and the New England Gathering, a Directory that contains contact information for all known Dickerson Owners, Members and Associate Members complete with photographs and historic information, Membership Certificate, and periodic News Letters delivered by email at least four times a year and most of all the comradeship and just good natured give and take of members on providing advice and just helping one another (whew—that might be the world's longest sentence). Truly a classy group of people and boats that has matured over the years because of the love affair that sailors have with their Dickersons. Thanks to the commitment and steady hand of our Secretary Dick Young, we have grown the DOA to more than 50 members. Lets grow even more this year. Dues are only \$40.00 per year for owners and \$30.00 for Associate Members. Just fill in the dues section of the attached forms and mail them to Secretary Dick Young with your check. Any questions--email us at jws2827@aol.com or call at 703 560 7250

Membership Committee, Joe Slavin, Barry Creighton and John Freal

SPINSHEET SENIOR EDITOR TO ATTEND RENDEZVOUS

I am very excited that we are getting the recognition that is worthy of you and your great boats. Following is a reply I sent to Ruth Christie, Senior Editor SpinSheet Magazine on her acceptance of our invitation to participate in the 2011 Rendezvous. So smile---you WILL be in print.....Barry

Ruth,

As the current Dickerson Owners Association Commodore, I'm thrilled that you have marked our event on your calendar. I know that Joe has been after you and you might remember that Bob Shelton and I also harassed you at the Annapolis Boat Show---so I guess persistence pays off. We will publish the formal schedule shortly, but I wanted to give you a preview from which you can pick and choose. You are welcome to join any and all and we will make the necessary arrangements to get you onboard.

Last year we initiated an "Arrival Parade" into the Tred Avon and Mears Yacht Haven. Seemed to me to be a nice tradition and it married up with several of the boats arriving from the Western Shore. So, being an old Air Force pilot, I formed a "gaggle" -- led by Joe in "Irish Mist" that actually ended up as a pretty respectable formation.



We plan to do this again this year on Friday afternoon circa 2:00 pm.

At 6:00 pm we gather on the Mears picnic grounds for a VERY informal "grip and grin". Great fun reuniting with old friends and meeting new ones. This is when we will distribute the 2011 Dickerson Owners' Directory and "Race" rules. We supply the cold beverages and "very little else". The stories are great and the camaraderie genuine. Traditionally "Irish Mist" hosts an onboard Irish feast for crew and the skipper and crew of the arch competitor, "Rainbow. Joe has invited you to join them. Or you are most welcome to join other crews as they either dine onboard or patronize the local Oxford eateries.



Saturday is "THE RACE" with starting gun at 10:00am. You may join us and the Race Committee aboard "Crew Rest" or there are open crew invitations among several of the participants.



And finally, "The Banquet" on Saturday evening at the Tred Avon Yacht Club-- Informal and a lot of fun with stories, food, trophies and song.



So, we will stay in touch and we are really looking forward to you joining us and experiencing in person what folks read about in your great magazine.



Cheers,
Barry Creighton
Commodore, Dickerson Owners Association
S/V "Crew Rest"

A DICKERSON MARRIAGE



The honeymoon was over: our marriage is underway. The winter thaw is leaving me with that ache to get on the Chesapeake. My Dickerson is newly refinished; the hull and interior are like new – I carefully restored her with respect to the original materials and design. In 2010, after our great experience at the Dickerson Regatta we headed into a summer of much sail; used her for fun, family and function as much as possible. She was docked for the winter and visited as often as possible. My family slept on her Thanksgiving night, and a few other small outings.

But we all know the pull of spring.

So the honeymoon is over. I'm at a crossroad – she's in great shape, my work paid off and I could leave well enough alone and enjoy another summer with very little maintenance. But I can't help thinking she deserves a little more. She DOES deserve more. Off we go to Baltimore for refinishing round 2. This time it was a bit more about character and cosmetics, instruments and incidentals.

Out of the water I was impressed with how well the bottom held, but we refinished the bottom with antifouling paint and treated the prop with prop speed. The hull was faired and spot painted...all of the topside wood got a new finish. I commissioned new sails and installed a roller furling – a new wind indicator while I was at it. Oh – and a new AC and heat pump.

Most importantly, however: I applied her name: VelAmore. Sail (Vela) and Love (Amore). And I felt all of the love for her I had while I was doing it.

I am the proud owner of a Dickerson 40. It was built of wood in 1970 and the more I get to know her structure the more I believe that she could never be built for a price that someone could afford these days. The workmanship is incredible and the materials first class. The beauty is in the strong bones and simple lines and heavy wood...and the path I see us taking in the future.

I have run a sailing program called The Brendan Sail Training Program for Youth with Learning Differences for the past 6 years. I constantly challenge my students to believe that a boat with a sail can take you anywhere in the world. I challenge them to believe me, and to believe in themselves. To join them in their journey, I myself became a licensed 100 ton USCG captain last year. That was the precursor to my relationship with VelAmore.

I have been called a dreamer. I am, actually, a dreamer. So how dramatic my meeting with this boat was: it was a rainy night around midnight and I saw her out of the water at a boatyard. I chased her around for months – from November to March...and then agreed on a price with her owner who was readying to refinish her himself, and she and I became hitched. I slept on her out of the water the very next night and began the painstaking restoration. I never lost sight of her beauty and her bones, I never lost sight of the adventures I wanted to have with her. My wife and son would come see me and bring me dinner occasionally; sometimes I would work for 3-4 days without coming home. And when she went in the water it was like my own self was getting in the water. I was ready to sail her home.

Pat and Debra Ewing “VelAmore”

WELCOME NEW DICKERSON OWNERS MALONE AND ROB

Our welcome to Malone and Rachel Williams and Rob and Tari Meredith who now proudly own "Laura Isabel" -- 1972 aft cockpit ketch (soon to be "Lothlorien"). Both families live in Richmond and have already made arrangements to sail to the Rendezvous. Come and meet them!

Malone--I have enjoyed sailing since childhood but really learned to sail after college on Lake Lanier north of Atlanta on a Cape Dory 19. I have sailed down the Georgia coast, the Florida Keys, Lake Texoma in Texas and I sailed across the Atlantic from the Canary Islands to Guadeloupe, French West Indies.

I have never owned a sailboat due to my work schedule but since moving to Richmond, I now have more time off. My wife Rachel is vivacious and loves to entertain. We have always loved sailing together and we hope to share our fun with friends and family.

I have always been drawn to sailboats with classic lines and I have known about Dickerson's for many years. I never thought I would own one till I met Bob Shelton. Bob and I met at a church Christmas party and since then he has been a guiding hand through my search for a sailboat. Rob and I originally decided on a lovely Pearson 30 and put down earnest money. I saw Bob at church the next Sunday and he told me about the *Laura Isabel*. We engineered a mid week jaunt to Hampton and fell in love. As Rob says, "the *Laura Isabel* has a soul." I lost my earnest money due to Bob! But we bought a wonderful boat. She needs TLC but the structural components, engine and sails are in fine shape. The former owner Bob Bragaw did a great job maintaining and updating the *Laura Isabel*. We plan on refinishing the exterior and interior to Bristol condition.

March 26th, weather permitting, Rob, Bob, Barry and I will sail her from Fort Monroe to her new home on the Piankatank River, just a few slips down from my new godfather, Bob Shelton.

We are looking forward to the Rendezvous in June. I have already hammered Barry about my handicap!

Malone Williams



Rob-- I grew up in the land locked Midwest but spent summers in Newport RI with my grandparents. My uncle had a Sunfish that he taught me to sail on when I was a teenager. I joined the Navy after high school and made two cruises, came back and went to college and medical school in the same land locked Midwest environment. As the years passed I more or less forgot about sailing. I got a job in Wisconsin and while there is a lake there, and the thought of getting a boat did cross my mind, the sailing season is not very long that far north and it seemed to be more trouble than it was worth.

Two and a half years ago I got a job at MCV in Richmond and eventually met Malone through a mutual friend. About a year or a year and a half ago my wife and I went down to St. Thomas for a conference and while we were there I met up with a man who races sailboats in New Jersey. He and I went out on one of the catamarans that the hotel had and.....well....things long dead were awakened. I had not been sailing for about 25 or 30 years and I forgot how much I enjoyed it.

When we came home from that trip we were out at dinner with a large group of friends and I told one of the people in the group that I had decided after that trip that I might have to look into getting a sailboat now that I was near the Chesapeake and the weather was more agreeable. Malone heard me say this and said "what kind of boat?" and I replied "the only kind worth having, a sailboat". Malone then traded places with another guest and I found out that he is a sailing junkie. I had not known this up until this discussion at dinner.

The topic made us fast friends and over time we decided that rather than me buying a small boat and learning how to sail on it and then getting something bigger, it might just make more sense for us to go together and get a boat. We began looking and had our eye on a 30 foot Pearson when Malone's friend Bob Shelton told us about this Dickerson that was for sale. The boat was solid but needed some TLC to bring her back to being a "proper" yacht, but all the elements were there and the price was right.

Malone was a fan of Dickerson's as he is pretty much any classic, well-built old school sailing vessel, and Bob has a Dickerson, so along with Barry we went to take a look at the boat. I could tell just by looking at her that with just a bit of love she will be back to being a very special boat. You can practically feel the soul in the old girl.

Immediate plans are a good cleaning and a survey to see exactly what we are dealing with. The plan is to probably sail her this spring/summer and then in the fall take her out to sand and paint the hull and repair as needed. This spring and summer we will do what needs to be done to get the rigging up to par and so forth. Maybe get the deck and interior painted. There is a fair amount of bright work that needs a bit of attention. It's obvious that the boat has been very well cared for in the past but the prior owner fell ill and was not able to care for her. Between the two of us we should be able to get her back to her former glory in fairly short order.

It should be a lot of fun. Looking forward to the Rendezvous in June.

Rob Meredith

TALE OF "LAURA ISABEL"

I'd like to share "the rest of story" with you – and I promise you, there is a very happy ending. We could call the story "Rejuvenation" or maybe "A Fresh Start" or even "Another Chance", but maybe best the "Tale of Laura Isabel". "Crew Rest" rests on "F-dock" at the Old Point Comfort Marina in Hampton, Virginia. One dock over ("G-dock") has been the home of "Laura Isabel", a 1972 Dickerson 36' aft-cockpit ketch. She has proudly rested there for several years, holding her head high surrounded by a classy Hinckley Bermuda 40, several Catalina 42's and assorted Island Packets and stink pots. Yes, she is a bit older, perhaps a bit tattered, but she is classy. Her owners had brought her down from Solomons Island a decade ago and enjoyed cruising with the Old Point Comfort Yacht Club. Unfortunately, the owner became ill over a year ago and passed away. His widow truly loved "Laura Isabel" but just couldn't keep her going by herself. So she approached the DOA to help her find a new owner or she was going to donate "Laura Isabel" to charity or chop her up.



Thanks to Bob Shelton, we found not ONE new owner, but FOUR. So I would like you all to greet Rob and Tari Meredith and H. Malone and Rachel Williams from Richmond, VA. Rob and Malone are both health professionals and somehow that seems perfect. They were in the process of buying a Pearson 30 when Bob whispered in their ears that a “diamond in the rough” Dickerson was available. The next couple of weekends were a whirlwind as they talked with the owner, visited the boat and arranged for a new home for her on the Piankatank River. None knew much about her, but she was sound, with relatively new sails, and a relatively new Yanmar 3 cylinder engine (that started and purred like a kitten).

As a retired guy, I had forgotten about this work thing called “on-call”, but I learned that it puts a lot of restrictions on calendars. So Malone and Rob needed to find an opening and move “Laura Isabel” up the Bay. That day was March 26th. Their enthusiasm was contagious, and Captain Shelton and I couldn’t resist but to help them. But whoever was supposed to coordinate with the weatherman—didn’t.

Official sunup (there was no sun) found us pouring 10 gallons of fuel into an almost empty tank while it rained and the temperature was in the low 40's (where it stayed all day). And the wind you ask? – 15 knots---on the nose. But the little Yanmar started right up and it seemed as if "Laura Isabel" came to life (she hadn't moved in over a year), and she knew something was up. She was reluctant to leave her slip; of course stern-on wind and current didn't help. We came out of Mill Creek and pointed her northeast while we started taking inventory. Most everything seemed to work in some fashion and opening each locker was like Christmas morning---yet another surprise. I had assured the crew that eventually we would catch flood tide and ride it up the bay. Well, that didn't happen for quite a while. We bashed along for hours and it seemed like we would never get to Wolf Trap. Did I mention COLD? But you know, in retrospect, it was almost as though Laura Isabel was saying, "Who are these people, and where are we going?" But she dutifully plugged along at 4.0K, 3.5K, 3.2 knots (maybe we should have checked the running lights, this might take a LONG time?) Even so, Rob and Malone never stopped smiling, and Bob and I never stopped shivering.

Just north of the Wolf Trap light, the wind clocked just enough and now favorable current allowed us to bear off to beat into the Piankatank. We set the main and the genoa and "Laura Isabel" came to life. It was if she had shed 20 years, leaping from 4 knots to 7.5 and laying over as stable as a rock. She was happy!

As the afternoon closed in on us it remained COLD and Captain Shelton deftly guided us into Healy Creek (local knowledge REQUIRED). Although her sails were back down, Laura Isabel seemed even prouder and sensed that she was in the capable hands of new and loving owners and this was to be her new home. It was then that she seemed to spot "Aequanimitas" (the Shelton's D36 sloop) regally at rest as the Marina Monarch. She seemed most welcomed and held her masts high as she paraded by.

So there you have it – a wonderful Dickerson in the hands of new owners in a new home. She will go through some restoration and don a new name, "Lothorien" and if the "on-call" thing doesn't get in the way, you can meet her and some great new folks at the Rendezvous in June. The crew you ask? We're still cold!



Barry Creighton

S/V "Crew Rest"

EOLE'S CRUISE SOUTH

Working at the Annapolis Boat Show this past October, D and I saw a D36 ketch on one of the moorings in the harbor. We could not quite make out the name, there was always a dink in the way or the attitude of the hull was wrong for reading the whole transom. We could only see the last letters, O-L-E. The show kept us too busy to investigate, and the Dickerson left.

Later, cruising SOUTHERN CROSS back from Annapolis to Oriental, NC, we met Neal Burtner on EOLE at the Hampton Public Piers. EOLE was sandwiched between two of

the many boats waiting there for the right weather to begin the Caribbean 1500 Rally. We learned that Neal was not a part of the 1500, but planned to sail EOLE to the BVI with the help of two friends. He had brought her down from New York.

We later got an email from Neal which hooked us to the SPOT web site where we could track his progress south. A SPOT is a device which somehow broadcasts your position (satellite?) to be posted and/or emailed to the folks back home whenever you push a button on it. EOLE sailed the rhumb line from the mouth of the Chesapeake to Tortola. This is not the usual track, but is the shortest and the best if there is a dependable northern component to the easterly trade winds. Many sailors make all the easterly direction they can early in the trip until they can beam reach due south on longitude 068 degrees West, this is nicknamed the I-68 route.

Recently Neal sent links to slide shows of EOLE's journey, and to a great video of the passage from Hampton to the Virgins. Seeing the video makes D and I itch to get going again, it has been a good incentive to go hard on the SOUTHERN CROSS projects that brought us here to Oriental.

This is video from the offshore trip Hampton to the BVI

<http://www.youtube.com/watch?v=YRnqWv0Tkf4&feature=related>

These are slide shows, also very good

<http://www.youtube.com/watch?v=XZr6519h6S4&feature=related>

[http://www.youtube.com/watch?v=eq-](http://www.youtube.com/watch?v=eq-JPC0z4bY&feature=related)

[JPC0z4bY&feature=related](http://www.youtube.com/watch?v=eq-JPC0z4bY&feature=related)

http://www.youtube.com/watch?v=wKlQxh_QQCs&feature=player_detailpage

Don Wogaman, "Southern Cross"

Returning To Oxford For The Dickerson Rendezvous Part 2

Four years ago with the help of my crew we sailed "Wanderlust" back to Oxford MD from Bristol RI for the 40th Dickerson Rendezvous. That trip lasted for two months before I returned home to Bristol. I had such a great time that I am planning to return again this June.

Wanderlust is a 1987, 37 ft. cutter rigged sloop, believed to be the last boat finished by Dickerson before they went out of business.

Preparations for the trip began in January with securing a crew of three other sailors for the off shore trip down to Oxford. Fortunately, I have been able to arrange for three of my fellow members of the Bristol Yacht Club to join me. Next came the task of arranging for a return crew for later in the summer. I tried to make it an all Dickerson owner crew-- but will be missed by one crew member.

With that settled, it's now March and I must begin to prepare all the equipment, the boat, and the crew for our adventure in June. We will plan to leave Bristol on Saturday, June 11th. We will head for Block Island. When we arrive we will decide if we will spend the night or continue on to Cape May (200nm). We will probably spend a night in Cape May. Then we will move on to Oxford, stopping for the night along the way. Last time we arrived late on Thursday afternoon June 17 and will plan to join in on the arriving parade of boats on Friday.

This next trip would be even more enjoyable if we could be joined by other boats. We would love to hear from captains who would like to participate in this adventure. Feel free to e-mail us at wanderlust_bristol@yahoo.com



Al Sampson, "Wanderlust"

Dickerson Sailors top Spring Commissioning Items (Published in SpinSheet)

Re-pack the stuffing box and Service all seacocks-- 37 ft. sloop "Crew Rest"--Barry Creighton

Service and polish all bronze winches - fuel and oil filter changes - paint interior - inspect and clean sails- 35 ft. ketch "Rainbow"--John Freal

Finish fiberglass of cabin deck and sand and paint decks--35 ft ketch "Irish Mist"--Joe Slavin

Since we winterize in the fall, in the spring we fill water tanks, check other fluids and clean boat—41 ft ketch “ S/V Southern Cross”- D and Don Wogaman

Install auto pilot now in cellar, re-bed mizzen mast step and fix cabin table-36 ft. ketch “Iris”—Mike Aitken

Replace one old fuel tank and do some cosmetic repairs on topsides-35 ft. ketch “Sky Breaker”- Dennis Stockey

After taking off covers, fill water tank, paint bottom, clean and wax the hull and check the head-37 ft .ketch “Belle”- Rick and Dottie Woytowich

CRUISERS UNIVERSITY

On May 12-15, The United States Yacht Shows are launching Cruisers University at the Baltimore Marine Center Inner Harbor. According to the sponsors, this will be one of the largest and most comprehensive educational forums on cruising both in sail and motor boats.

To view the entire course schedule and descriptions click here:

http://www.usboat.com/schedule/CU_program_registration.html

For additional information and to register for classes, go to the web site -

www.usboat.com, Cruisers University, contact at 410-263-7802 or email

Ticketing@usboat.com

SEND US YOUR NOTE FOR THE NEWS LETTER

Don't be bashful. We want to hear from you about your Dickerson adventures, maintenance issues or just some good stories. E mail us at jws2827@aol.com

Edited by Bruce Franz

Membership Committee Joe Slavin, Barry Creighton, and John Freal

