



Owner's Association

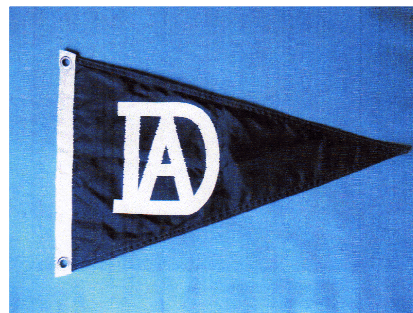
NEWS LETTER

DECEMBER 2010

TREASURE CHEST

The Nautical Apparel and Gift Store

Secretary Dick Young and Dickerson Captain John Freal have organized the Dickerson Treasure Chest so you can readily obtain a burgee, cap sweat shirt, coffee mug and even a travel mug to use or give as a gift to your Dickerson sailor. It is easy! All you have to do is fill out the [TREASURE CHEST ORDER FORM](#) attached to the E mail sending this News Letter and send it to John Freal with a check made out to the Dickerson Owners Association and you will receive your shipment within a week. Details are spelled out in the order form. If for some reason you cannot download the order form contact John at jwf@brackenusa.com or 703 287 5805



WATCH OUT; YOU MAY BE COMMODORE NEXT YEAR

From time to time there has been some minor grumbling from the natives that our handicap system for Dickerson Races has not been quite right. Sure enough, if you look at the results for the last several years a Dickerson 37 has won every year except for one year that Bruce Franz, in his 41, won. In the past there have been some discussion about changes but nothing came of it. There has been more discussion this year to the point that a committee has been formed to address the issue and to propose and hopefully implement some changes. The committee includes such graybeards as: Dick Clarke, Bill Toth, Bruce Franz, Joe Slavin and me as the loyal Chairman. I think it

noteworthy that the committee includes members of each of our major fleets of 35, 36, 37, 41's. All the members are on board to propose changes. Especially from the 37 members; although I'm not sure if their motivation is more to introduce more equitable competition or to get out of the Commodore job they have been saddled with over these years.

We have also brought this up with our worthy Commodore, Barry Creighton, and he welcomes the work. We will report to him and then will decide what to do. We also discussed this with Dick Young and he also is on board.

What have we been thinking about? Looks like there are two approaches under consideration. One is to look at past results and adjust the handicaps for each fleet to give the other fleets a more of an advantage. This is pretty simple and would definitely help level the field.

The second is more egalitarian. It is essentially a golf type handicap system where each sailor would be assigned a handicap based on his previous performance. Since we have several years of data we can do this. New sailors would get a handicap based on fleet performance. Since our boats are so variable in how they are set up for long or short cruising and some for racing this makes sense to some of us. Also it is in recognition that our sailors are very diverse in their racing skills. It is noteworthy that one reason the 37s do well is that several of these sailors race on a regular or occasional basis. The golf handicap approach has been implemented in some sailing fleets. If you go on the Web you can read some experiences of fleets with golf type handicaps. What happens in a golf type system is that the handicap for each competitor is about 75% of what it should be to make all competitors come out even on an average basis. So a poorer competitor would have to do better than his average performance to win. Has worked well in golf for more than 100 years.

What we plan to do is come up with a preferred approach and implement it in a computer program. We will then trial it with previous results to make ourselves comfortable it works equitably. If all are in accordance, we will implement it, probably on some type of experimental basis, along with the current system in next year's Rendezvous.

We welcome your comments; sooner rather than later. We hope to get a preferred approach decided upon in a month or so and a program running in late winter.

Randy Bruns, E mail Rbbruns@verizon.net or phone at 410-544-5571

HOW I BUILT DINGHY DAVITS FOR MY D36 "AEQUANIMITAS"

Based on an article in the May-June 2008 Issue of Good Old Boat Magazine

The davits will be made up of two laminations of 3/16" x 1 1/2" ash separated by 1 1/4" with spacers about 4 1/2" long.

Measurements required from Vessel:

Measure the length of the vertical and horizontal legs required based on your dinghy and the mounting location of the davits on your stern. Measure the horizontal angle between the vertical and horizontal legs.

Materials required:

Ash strips 3/16" thick, 1 1/2" wide and of a length long enough for the total length of the vertical and horizontal legs. Twelve of these strips will be required.

Scrap materials for building the bending jig. I used 2" x 2" strips for the straight sections and cut the radius section from a scrap piece of 2 x 4. The radius for my davits is 9". This matches the radius of the tubes on my dinghy.

I laid out the dimensions of my davits on a piece of MDF board and attached the parts for the jig with screws. I then waxed the area of the jig that would be in contact with the epoxy used for laminating so there would be no bond.

Any scrap material on hand for the spacers between the laminations. (I used mahogany)

Epoxy and filler (I used colloidal silica) for gluing the laminations together.

Finish of your preference. (varnish, epoxy, Cetol or paint)

Procedures:

I laid out the davits on the MDF board and attached the pieces for the jig. See picture below



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Then I wrapped three of the 3/16" strips together in a bath towel and soaked them in



boiling water for 30 minutes.

See picture above.

.After soaking in the boiling water, I took the strips and clamped them to the bending jig where I let them sit for 48 hours. Mainly to be sure they were good and dry before gluing them together with epoxy. Strips clamped in bending jig after soaking are shown in this picture.

After the strips had dried for 48 hours, I removed them, coated each mating surface with a mixture of epoxy and colloidal silica and re-clamped them in the jig for curing with lots of clamps to keep joints tight. The next step was to glue the spacers in place, placing three of them around the curved portion in order to keep the outer laminations from closing in on the first layer of laminations. Then after boiling the next three 3/16" strips, I placed these in the bending jig and clamped them to the blocking until dry; still waiting 48 hours to be sure they were good and dry. I removed the clamps and coated each

strip with the epoxy mix as well as coating the surfaces of the blocking to which they will mate. Then I clamped them back in position and left until the epoxy has cured. This is shown in the next picture.



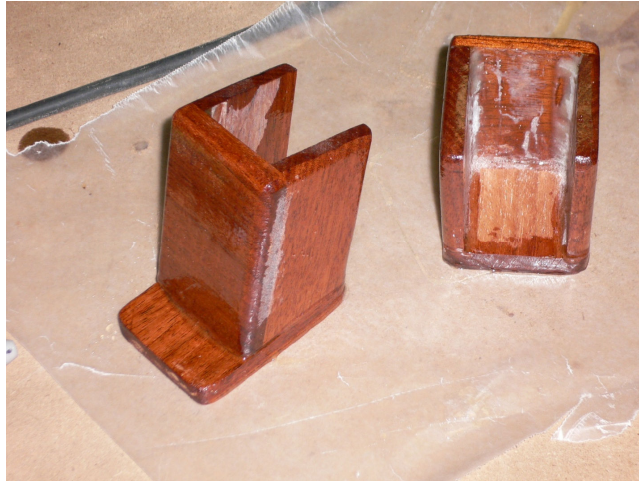
After curing, remove from jig, clean up, sand, and prepare for final finish.

I made the legs on my davits a little long, and after a trial fitting on the boat, I cut them to their final length. There are several ways they can be attached to the boat as each boat's stern is a little different. This next picture shows one of the davits temporarily in place on the stern of Aequanimitas. I made a

bracket to attach to the stern rail as well as a bracket to mount on the deck to hold the davits in place. I had a couple of 1 ½" sheaves on hand that I used for the hoisting block at the end of the davits.

Dinghy Davit completion and installation

This picture shows the brackets I made to secure the davits to the deck.



This next picture shows the brackets I made to attach the davits to the stern rail.



The next two pictures are showing the davits assembled and ready to mount on the stern of Aequanimitas.



And finally-----ta—dah! Bob Shelton



BOOK REVIEWS

Ted Hood—Through Hand and Eye- An Autobiography by Ted Hood and Michael Levitt, Mystic Seaport 2006 I first learned about Ted Hood when I visited his small



sail makers shop in the early 1950's in Marblehead to get a quote on a new set of sails for my 16.5 foot Town Class sloop "Mercury" Of course many of us older sailors and some younger have followed Hood's legendary voyage through his life of sail maker, boat designer and builder, America's Cup winner and successful business man. This book, replete with excellent photographs, tells us about his many achievements and even better gives us an insight to a real sailor and champion. He is a laid back New Englander who at 83 still can be found in line at the New York Yacht club's annual July 4th buffet or at his home in Portsmouth Rhode, Island. The book is a "must read" for sailors.

Ted Hood's Courageous beating Australia's Southern Cross 1974 for America's Cup.

Joe Slavin, "Irish Mist"

The Big Book of Sailing—The Sailors, The Ships And The Seas, Barron's New York

This large 309 page book traces the development of yachting from it's beginnings to the present. Sailors who have made solo voyages around the globe tell of their hazardous and enjoyable experiences. Writers also tell about the America's Cup, big races on the high seas, the Admiral's Cup and sailing to Antartica and in the stormy North Sea. It includes outstanding photographs by world experts and a complete glossary of sailing lingo. Published in 1979 it is truly a sailors collector's item. Joe Slavin, "Irish Mist"

COMMODORE'S NOTES

I stepped out of the front door this morning to first sight of heavy frost. Oooops--- winterization just slipped up higher on my “to-do” list. I’m sure some of you---particularly those up north are way ahead of me. But even as we slip into the “Dark Ages” of winter, our Association keeps moving forward. I promised you that we would “move the flagpole” a little bit---(just to see if anyone noticed)---and I thank you all for your energy and support in making this happen.

The opening of the “Treasure Chest” is a great initiative and gives us the opportunity to agreeably respond to your desire for products. If there are other things you would like to see offered, please let Captain Freal know.

We know each other as Dickerson sailors, so by definition we are all “smart” and “appreciate great things”. But, the truth be known, you really are a smart bunch and our thanks to Captain Bruns and his team as they evaluate the racing methodology. I vow that the result will be equitable.

And we welcome the “How I ----” feature in this Newsletter. Captain Shelton is very innovative sailor and by the looks of his davits--a skilled craftsman. Check out some of his other great ideas aboard “Aequaminitas” next June in Oxford. And look for a similar article in most every issue. (Please document YOUR projects and send them into our Sampson Post--don’t worry, we’ll spruce them up for publication).

I’ll close with a couple of thoughts that make me proud to call you friends. As I monitor the DOA Forum, I notice that every once in a while, we get a new or prospective new owner, that desperately wants to reach out with the joy (and reservation) that all of us shared at one time. It is wonderful to see the welcoming responses you provide--- please keep it up. And sometimes, there is a call for assistance. I just read a response that Captain Aitken sent down to the BVI to “Eole” in need of fabricating a new rudder. This is great stuff. And lastly, what a pleasure to get a surprise call that a fellow Dickerson is passing through my/your area and just wanted to say “Hi”. Just such a call gave “Snoodle Time”, “Crew Rest” and “Southern Cross” the chance to spend some wonderful time together.

We are all about connections and mutual support---so let us know what we can do better!

May your head NOT freeze,

Barry

THANKS FOR YOUR SUPPORT

It has been a busy year and our organization has a lot to be proud of thanks to your help and support. We are pleased to report that through your efforts and those of Alan Willoughby with his Willow Works Dickerson Web Site we have 59 Dickerson Owner's Association Members for the 2010 period of which 10 are new members. The Annual Rendezvous in Oxford was a big success because of the efforts of Commodore Bill Toth and Secretary Dick Young and a report of the event was featured in Chesapeake Bay's SpinSheet magazine. In the fall we saw plenty of Dickerson activity with the second Annual get together of Dickerson Sailors at the New England Gathering and the fourth Western Shore Round thanks to organizers Al Sampson and Randy Bruns. At the Round Up race Bill Toth found a private breeze to come in first –and become Sheriff of the Western Shore—in what was a “dead calm”. Bill next time please leave that big electric fan at home. In this News Letter you have read about the New Dickerson Treasure Chest established by Secretary Dick Young and Dickerson Captain John Freal and Randy Brun's Handicap Committee—which is designed to make more of you Commodores.

As Commodore Barry Creighton said we are “proud to call you friends”

Our best wishes for a Happy Holiday Season and a fabulous sailing New Year.

Membership Committee