



Owner's Association

NEWS LETTER

DECEMBER 2008

As you put your classic Dickerson's to bed for the winter--except for you lucky Captains in the tropics—it is fitting to reflect on some highlights and shared good times of the past season and on future activities for the coming year.

DICKERSON RENDEZVOUS BIG SUCCESS

The 41st Annual Dickerson Rendezvous was held in Oxford, MD on June 13-15, 2008 over Fathers Day weekend. Dickersons ranging from 40 year old 35 ft. "woodies" to the newer 36, 37 and 41 foot fiberglass yachts were at the event

The traditional Friday night reception was honored by the attendance of David and Mary Ann Hazen who in their 35 ft wooden ketch *Ynot* helped start this historic organization over 40 years ago. The Hazens are great sailors setting a record of winning the Commodore's Trophy six times

The highlight of Saturday's race-- in a decreasing southwest wind --was the duel between Dick Clarke's 37 ft. sloop *Imagine* and Barry Creighton's 37 ft *Crew Rest* for the entire course. *Imagine* was two minutes ahead on the first windward leg only to be passed by *Crew Rest* on the first down wind leg. *Imagine* pulled ahead again on the second upwind leg, only to be caught again by *Crew Rest* on leg 5. Fate intervened and on the second time around --with a fleeting breeze--the Race Committee (with gentle persuasion) shortened the course. *Imagine* won by only two seconds and Dick Clarke became our new Commodore. Other winners included John Freal's 35 ft. *Rainbow* and Eric White's 41 ft. *Compass Rose*.

Race experiences were shared and pictures taken at the jovial reception and awards dinner at the Mast Head Restaurant following the race. Many thanks to Commodore Bill Toth and Secretary Dick Young for another memorable Dickerson Rendezvous.

A more complete report with photographs can be found on the Dickerson Owners Association web site <http://dickersonowners.org/>

WESTERN SHORE DICKERSON ROUND UP

The second Western Shore Dickerson Round Up was held at West River, MD on Saturday September 13, 2008. The turn out was outstanding with 12 boats racing and 45

Dickerson enthusiasts attending the reception at the West River Sailing Club and dinner at the famous Pirates Cove restaurant in Galesville.

The race featured Randy's skillful "Rabbit Start" and with the light easterly—shifting from westerly—the course was shortened so all could partake in the shore side reception and dinner. The Western Shore Admiral is now Bill Toth as 37 ft *Starry Night* trounced the group. In second place was John Freal's 35 ft. ketch *Rainbow* followed by Bruce Franz's 41 ft ketch *Hemisphere Dancer*.

It was a really fun event organized by Randy and Barbara Bruns. The Dickerson Association greatly appreciates their efforts. A complete report with photographs can be found on the home page of the Dickerson Owners Web Site at www.dickersonowners.org

WELCOME NEW DICKERSON OWNERS

We are please to introduce and greet three new Dickerson owners.

New owners and members are David Fahmeier and Siobhan Sheehan who purchased *De Nova* from Joanne Dentworth. It is such a beautiful boat and her late husband Raymond was a great sailor and our Commodore four times. David and Siobhan joined in the 41 st Dickerson Rendezvous in 2008 and also the Western Shore Round Up later in September. It is rewarding to have such active enthusiastic new members.

Another new owner is Parker Hallam of Essex, MD who purchased *Bonnie*, a 36 ft. sloop from long time Dickerson members Bill and Betts Campbell who sailed her out of Oxford. Parker renamed the boat *Frigate Connie*. Soon after sailing her to the western shore from it's traditional berth at Oxford, Parker joined in the race and other activities at the Western Shore Dickerson Round Up.

The most recent new Dickerson owners are Doug and Darla Jenner who just this fall bought *Daruma* a 37 ft. Cutter/Sloop from Alice and Andy Mutch. They plan to keep the same name and will dock the boat at a marina in Baltimore. We look forward to visiting with them on the Bay and at our 42nd Rendezvous in June 2009.

Please let us know if we missed you as a new Dickerson owner and we will add you to our list.

FINDING DICKERSON OWNERS

For the past several years though the efforts of Barry Creighton—*Crew Rest*, Eric White *Compass Rose*, and Bruce Franz – *Hemisphere Dancer* and several other members the organization has been able to compile a list of over 100 Dickerson Coast Guard Documented Vessels. You can just go to the Vessel Documentation Web page and enter vessel name or official number and you can get owner, address, port and vessel information. <http://www.st.nmfs.noaa.gov/st1/CoastGuard/index.html> Also if you do not have the name or official number you can go to

<http://cgmix.uscg.mil/PSIX/PSIXSearch.aspx> Then enter the Dickerson Manufacturers Identification Code DBB% in the Hull Identification block and click on search. You will come up with a list of all Dickersons documented since 1972.

The beauty of having the official number is that we can trace the vessel when it changes ownership. All of this information will appear in the new Dickerson Owners Association Directory discussed later in this Newsletter.

In addition we now have an email list of over 70 Dickerson owners, DOA members and interested parties. Let us know if you change your email or find you are not on our list.

DICKERSON OWNERS WEB SITE

We encourage Dickerson owners to use this top-rated communication instrument. You can learn of latest activities and coming events and also participate in the Forum where you can state your latest problem and get answers—Only boat problems please—and share your “boat solutions” with other Dickerson owners who really appreciate your input. Put this web site on your favorite places list, register as a member and you do not even have to even log in every time you visit. The site recognizes you and you just go to Home page and Forum and chat.

Alan Willoughby is looking for Forum Moderators to visit the site and help answer questions. If we do not get moderators on this valuable site we could have it over run by spam Contact Alan at willoworks@verizon.net if you are interested in being a Forum Moderator.

A great item now on the Forum is-- What was the best upgrade to your boat? Take a look at what Mike Aitken owner of a 36 ft Dickerson that was in the yard unattended for 10 years did to restore Iris in just 3 years.. Visit <http://dickersonowners.org/>

REVAMPED DOA DIRECTORY

“I wonder who that could be.” “Look Honey, there’s another Dickerson!” “That’s neat; we want a bimini just like that.”

Above are three quotes from me (of all people). The first came near dusk while sliding into the beautiful little anchorage inside Sandy Point on the Great Wicomico. Judy, our dear friends Jeff and Julie Stephenson and I had just finished our first long day northbound from Hampton Roads en route to the 2007 Dickerson Rendezvous. At anchor to port was perhaps the prettiest ketch I’d ever seen. She had the same classic lines that drew us to the Dickerson so many years ago—but she was certainly larger. Neatly painted on her stern – *Volantis - Norfolk*. Then came the line, “I wonder who that could be?” If only I had my handy-dandy *Dickerson Owner’s Association Directory* onboard, I would have discovered that it was Jake Bare aboard one of the two absolutely beautiful Dickerson 50s. But alas, we had not yet received our Directory and we missed this

golden opportunity to commune in front of an open liquor locker and discuss “all things teak”—one crew to another. We awoke to a very fresh breeze and spent the day watching *Volantis* pull away from us beating northward under jenny and mizzen alone.

A couple of evenings later we had a lovely dinner with Jake and his crew during the Rendezvous and the whole weekend was over too quickly as we departed Oxford early Sunday morning. Jeff and Julie needed to get back to Jacksonville so we slipped lines at the “crack of sparrows”, expecting that we were the first to depart. But lo and behold, abeam Taylor’s Island southbound (sorry, I’m biased to Eastern Shore references), I spied a lovely boat ahead. Getting the glasses, I barely made out *Mon Bijou Gigi-Leesburg*. You guessed it, “Look Honey, there’s another Dickerson!” Now, armed with my trusty 2007 Dickerson Owner’s Association Directory, I did a quick check and “Voila, thar’ blows Conrad Neuf.” Always eager for a Kodak moment, I coaxed a little more speed out of “Crew Rest” and began hailing *Gigi*. Don’t ya’ know that we blew right past her; never saw a glimpse of Conrad (or anybody else in the cockpit). And obviously, Conrad has listening priorities other than Channel 16. (We did get a picture or two of a beautifully balanced boat—apparently making her way home unassisted by her able skipper.)

About August of each year, Judy and I pass from “medium rare” to “well done”. We love our Dickerson for many reasons—one of them, the comfortable cockpit. Let’s face it, we didn’t choose this classic boat to stay in the cave below. So we’ve resisted the addition of a dodger and bimini. That is until we noticed Commodore Dick Clarke’s *Imagine*, with the bimini stowed. It folded neatly behind the cockpit coaming, completely out of the way. And when erected, it was tall enough for Dick to stand and sail to victory. You guessed it again, “That’s neat, we want a bimini just like that.” I took several pictures and plan to have my loft copy the design. (This is where the light bulb over your head is supposed to come on.) Wouldn’t it be nice to have some pictures in our Directory?

So----this brings me to the purpose of these ramblings. We are trying to revamp the Directory to make it more complete and be more useful to our Association membership. Since June, I’ve been gathering as much information as I can find on your boat (and some information on you). I have at least SOME data related to 105 Dickerson Sailing Yachts and their owners. Information like vessel name, size, rig, hull number, year built, hailing port, owner’s name and contact information, former owners and former boat names. Additionally, I have pictures of many of these great boats and owners. If I don’t run out of wind, we’ll have this compiled by the June gathering in Oxford. I plan to send you the data I’ve collected hoping that you can validate and maybe add the missing pieces before we go to print. I’d also like to know if there is other information you would find useful. Perhaps we can include it as well. If you’re not an Association member---you will miss out. Point to ponder---

Contact me if you have any questions at. barry.creighton@lmco.com

Cheers, Barry Creighton S/V Crew Rest Old Point Comfort, VA

WHAT IS A DICKERSON YACHT

The following by Samuel Morison perfectly describes our Dickerson Yachts

“A small yacht’s cabin is not only a home away from and a floating camp; it is a little closed in world where you are free from all anxieties, problems and considerations except the primitive ones of keeping dry, warm and well fed. It is a little space walled off just for you—into which you retire after enjoying a day of the most divine form of movement ever invented by man.”

DICKERSONS RACE IN GOB REGATTA

The Good Old Boat Regatta was held off Annapolis on Saturday and Sunday October 11 and 12. It is traditionally held at that time which is usually the time of the Annapolis Sailboat Show. It is a regatta for boat designs whose first hull was made in 1975 or earlier. There are one-design classes, and fin keel and full keel handicap classes. Our 41, *Compass Rose*, was entered for both days and John Freal had his 35, *Rainbow*, entered for Saturday.

On Saturday, we sailed up from Galesville to the rendezvous point off Whitehall Bay. We spotted Dick Clarke and *Imagine* heading into the Severn as we worked our way up to our fleet. The wind started out good, but gradually diminished as the morning progressed. Our fleets were the last two off, so we got less air than the other classes. *Compass Rose* has only about a 100% jib so we were at a big disadvantage. The race committee shortened the course and we finished, but we were last in Full Keel I.

John had an all-star crew that included his brother Jim, Joe Slavin, and Randy Bruns. There were ten boats entered in the class and *Rainbow* finished second. Quite an accomplishment! Please join me in a big cheer for the *Rainbow* boys!

Sunday was a bit disappointing. The wind started light and got lighter. By the time our fleet got off the wind was dropping into the 2 - 3 knot range. At least two boats in the fleet behind us didn't even get over the start line. We ended up becalmed off Whitehall Bay. Very few boats finished. The good news is that at least we were close to the post-race party site.

At least things looked up for our trip home after the race. The wind held and we had a pleasant sail to Galesville. We urge Dickerson sailors to race in next years GOB Regatta.

Information on the race can be found on the Shearwater Sailing Club Web Site.

www.shearwatersc.org/ _ (http://www.shearwatersc.org/)

Eric White

Jackie and Eric White

Dickerson 41 Compass Rose

NATIONAL SAILING HALL OF FAME

Plans are being made for a \$30 million National Sailing Hall of Fame to be located on the Annapolis waterfront adjacent to the Naval Academy. The new 20,000 square foot building would be located so as to lure some of the 350,000 people who visit the Academy each year and would draw visitors from the thousands of sailors that frequent Chesapeake Bay annually. Richard L. Franyo, president of the nonprofit group raising money to build this “museum” told the Washington Post that “This is going to be a teaching tool, geared particularly to children, but to their parents as well, that will use interactive exhibits to teach math, science, boat design and history.”

The three-story “museum” would go up on land leased from the state and would include adjacent docks that would host distinctive visiting sailing craft such as Schooners the *Pride of Baltimore* and *Sultana* and John F. Kennedy’s sailboat which is berthed there now. Franyo told the Washington Post that he will raise money from “the billion dollar sailors to the \$10 givers” He wants to make this Sailing Hall of Fame open to the public free of charge and is optimistic about raising the money . Source Washington Post

LOW COUNTRY CRUISE SOUTH

October 2008; an update from a “Snowbird” on the annual trek to warmer climes. The weather has been generally great, and tropical storms have, so far, stayed away. The Dismal Swamp is open, the Dismal Swamp fire has been extinguished, and the leaves along the ICW are starting to turn towards Fall with each cool night. Perhaps you will be lucky to hear Robert at Deep Creek Lock serenade your boat with a tune on his conch shell! Be sure to ask! Larry & Geri Rossi, aboard *Galileo*, Past Commodore, Greg Weik and his wife, Annie, aboard “*Mistress*”, and Past Commodore Charlie Bowen with his wife, Judy, aboard *Moonshadow* are currently cruising south in North Carolina. Later, Past Commodore, John Routenberg aboard *Reverie* will start his trek to the Bahamas!

This is our first year without Fred Fearing to greet us in Elizabeth City; the “Rose Buddies” have lost a dear friend but, his charm and smiling memories will linger among the Elizabeth City cruising community. Stop, walk, and remember while you enjoy E.C. hospitality. Oriental still has its charm and stature as “North Carolina’s Sailing Capitol”. Stop by and visit with Jimmy at “Inland Waterway Provision Co.”, <http://www.inlandwaterwayonline.com> , or just relax at any of the marinas in town. The “Bean” is still open, and docking judging is still available. Next door, fresh shrimp is available right off the boat! Past Commodore, John Motsko, was sailing with me, and purchased some jumbos that were second to none! We still can’t lose any weight!

The new surprise is Georgetown, South Carolina, voted the friendliest town on the ICW by “**Sail**” Magazine in their Oct. 2008 issue! A new specialty market, “**Morsels**”, opened last Dec., and now cruisers can reprovision with those necessary items such as bread, milk, cheese, coffee, beer, wine, and many gourmet accoutrements. Two words can describe “Morsels”: Wow and Yum! Tim and Rhonda Morris are the new owners, and can be reached at 843-527-3250. “Morsels” is located on 619 Front Street near the Clock Tower, public, free, dinghy dock. Go to: <http://www.morselsmarket.com> for more information. If you need that special kitchen utensil to cook your specialty food, “**Kudzu Mercantile**” is still open and wonderful at 932 Front St.! The Bakery out back is filled with breads, pastries, and coffee; just sitting there and smelling the aromas will not only relax the heart, but also, excite the stomach. Just call Joy or Fulton at 843-546-0040 for that “special need”. “**Sweeties**” ice cream and candy shop features homemade family recipes that can only be described as “heavenly”; it will bring back memories of days when Grandma cooked those special candy treats on Saturday morning. One can almost smell the goodies at: www.sweetiessweets.com . Stop in and say, Hi, to “Skip” Yeager, and talk with him about the animal rescue program that his family, friends, and many angelic volunteers manage 8 days a week. Pets and wild animals have been given a new home with shelter, food, and loving arms to care for them. Click on:<http://www.sc-cares.org> for a glimpse of love.

The 19th Annual Wooden Boat Show (<http://www.woodenboatshow.com>) was held Oct. 18th, and it was another tremendous show of world craftsmen displaying their talents! I cannot adequately describe it, but you can watch the frenzy and beauty at the above website. Next year, get down here for a long weekend, stay at the Harbor House Bed & Breakfast (<http://www.harborhousebb.com/InnsideInfo.html>), or any of the other hotels in Georgetown, and walk among some of the finest in wooden boats. I will post some pictures next month. If you need a car, “**Enterprise**” in Georgetown has recently set up corporate accounts with all the marinas. Now, they not only come and pick you up at the dock, but also, give you a corporate discount on top of your other discounts! Call Brabham Smith at 843-520-4281, or e-mail him at henry.b.smith@erac.com.

Cruising just got better in Georgetown, S.C.! (<http://www.seaportgeorgetown.com>) **Don't pass by!** Stop, relax, and renew your vows made at sea during that last rough passage. Walk to a Georgetown 18th century church where Congregations have been welcoming wet and exhausted sailors for almost 300 years. Anchoring out is free, the dinghy dock at the Clock Tower is free, and the food, shopping, art galleries, and atmosphere are **Low Country Wonderful!**

Bruce Franz
“Hemisphere Dancer”
Dickerson 41
Sailing where the weather
suits our boat and clothes.

GREETINGS FROM NEW ENGLAND!!

We are the owners of *Iris* a 1973 aft cockpit D-36 ketch, Home port is Westport Massachusetts (on the Rhode Island border) - Buzzards Bay is our playground. A Dickerson is a pretty rare bird up here - I've never seen another one in the waters we sail. I know Kathy & Dave Heminway sail their D-36 yawl (a modified sloop) *Tenacity* in Connecticut, and Jeff & Bambi Thompson sail *Guiniverre*, their aft cockpit wood D-35, out of West Bath Maine for an annual trip down East Maine - but we have not had the pleasure of a gathering of the "northern" Dickersons, as of yet.

We purchased *Iris*, formerly known as *Lands End*, 4 years ago from Jack & Mary Robinson. *Iris* had sat on the hard for about 10 years in Solomons, Maryland at the Spring Cove Marina. We did a fair amount of re-fit work that first spring to get the boat seaworthy & sailed *Iris* north. Over that past 3 years we have gone through the boat in an effort to update it to "sort" of like new. It's been a rewarding project and we get many compliments. We are always asked "who built the boat"? When we say "Dickerson", most folks look at us a bit funny and say something along the lines of "Gee, Dickerson?, I have never seen one but I'm told they make great boats - yours looks pretty nice - I bet it sails well". How true.

It is a perfect "Buzzards Bay boat". Under Jib & Jigger or under full sail flying our Mizzen Staysail, *Iris* handles a mix of weather with ease. We've cruised Cuttyhunk & the Elizabeth islands, Marthas Vineyard and taken week long jaunts to Block Island. Newport is always fun since there are hundreds of boats to see and who knows, we might find another Dickerson to race against!

Mike Aitken & Una Folan
Iris 36 ft. ketch

BURRY'S PLOVER SAILS TO NEWFOUNDLAND

Bill Burry sailed his Dickerson 41, *Plover*, from Annapolis to Newfoundland and back this summer, using several crew. All went well with a lot of sea stories to tell; some of which are reported herein. More may be found on the web site in the future.

Bill and John Zimmerman were well experienced to sail the boat north to Nova Scotia. Bill has cruised *Plover* for twenty years as far as the Mediterranean. Both John and Bill are professional skippers and hold Merchant Marine Licenses. They departed Annapolis on 20 July; two days after Tropical Storm Chris went by. The sail down hill (mostly wind at their back) was a lot easier than uphill home. They had some excitement along the way including close approaches to whales, a chafed spinnaker halyard which resulted in sailing over the chute, and a close encounter with an unlit fishing boat that didn't show up on radar. However, the wind and boat cooperated and they arrived in Halifax around 29 July.

It's a challenge to get to and around mostly rural places, like Nova Scotia and Newfoundland by land as all of Bill's crew can attest. These ventures can be classified as odysseys, including; cars, buses, shuttles, planes, and by foot. Travel time was at minimum 30 hours to Newfoundland. With good planning Chris, Bill's wife, found *Plover* on the 30th on a mooring at the Armdale Yacht Club in Halifax. They set sail the same day further up the coast, to St Peter's Canal and into the Bras d'Or. There the sailing came to a screeching halt for 6 long days, as there were several days of easterly gales and heavy rain, which precluded sailing across the notorious Cabot Strait to Newfoundland. Nevertheless they enjoyed themselves in Baddeck, a quaint sailing village, and in some uninhabited anchorages along the Bras d'Or. When they finally reached Newfoundland on 8 August, John headed home to Maryland.

Chris and Bill were alone for a great week of exploring the south coast of Newfoundland in agreeable weather. This area consists of a beautiful coastline, several now mostly uninhabited fishing villages, and good seafood. These villages are only accessible by water. The Canadian Government has limited ferry service and they are closing up. The Burry's have some neat stories and pictures of their exploration. They sailed as far east as the town of Burgeo – the town where Canadian author Farley Mowatt hailed from. Some of their highlights including watching a Caribou swim off their stern, great hiking along the coast, collecting mussels in a tidal pool and docking in front of a large waterfall in Grand Brut, and visiting the abandoned town of Petites.

I met *Plover* in Port aux Basque, the ferry port, on Aug 16 just in time to swap crew and for Chris to head home. Bill and I hung around the port for a day or so waiting for good weather and to get a delivery of heating oil for the diesel. No cutsie marinas in this part of the world. The forecast for Cabot called for SW then SE 15-20 knot wind followed by S at 30 knots. Bill timed the departure so we would arrive at the narrow Bras d'Or channel at daybreak and hopefully before it started to blow. I suggested we sail SE to meet the new wind, tack and therefore minimize distance. All our plans worked and the wind really started honkin just as we got into the Bras d'Or at sunrise. It blew in our face like crazy for two days as we made our way down the estuary to St Peters canal. But we did have a great day sail at 30 knots across Bras d Or Lake. We tied up in the Canal and long time Dickerson sailor Bill Dodson, our third crew member, appeared magically on schedule. The last maybe 30-mile leg of Bill's land odyssey was a ride courtesy of a member of the local Yacht Club. Great folks here.

After an excellent and jolly supper aboard, courtesy of chef Burry, the next day we headed out SSE in a stiff SW breeze for maybe 35 miles to clear the coast. We then took a right to 240 degrees and essentially held that bearing until we reached Cape May. We did make a few stops. Lunenburg is a great seafaring town to visit, Shelbourne was not worth the long detour, and New Bedford to the south of the Cape Cod Canal is interesting. I was surprised we didn't get more wind on the nose. Most of the time we were able to beat, with or without the motor. One 24-hour period we never touched the sails and had a fantastic tight reach in 15 knots or so. We did have one 24-hour period with a stiff breeze and big waves on the nose. Pretty miserable; we only made about 2 knots over the ground. We left out of New Bedford on a cold front and expected a good

ride. But it soon died and we ended up mostly motoring to Annapolis. At least it got progressively warmer. Off New Jersey, I could finally get out of the one set of polypropylene gear I had been wearing for most of two and a half weeks. It was getting a wee bit rank.

Bill used his PACTOR modem to send and receive e-mails and weather forecasts over the ham radio. We also made good use of both the radar and the new Automated Information System (AIS), installed by Dodson, to ID ships when we were offshore.

Burry took a bit of a risk hiring us two crew as neither had sailed at sea before. I particularly am mostly a get-to-a-harbor-for-cocktail-hour kind of sailor. However I think it worked out okay. Probably didn't get enough sleep, as we were not used to the rock and roll. There was not a whole lot of drinking or serious dining underway; mostly grub. I lost 5 pounds. I really looked forward to the 3 am to 6 am watch as I could enjoy the stars, moonlit water, and beautiful sunrises.

We finally pulled into Annapolis on Sept 3. Wife Barb picked me up; I was ready for a real shower, some real food, and my beautiful wife.

Randy Bruns
Dickerson 36 Rythms in Blue

A NOTE FROM THE COMMODORE

This has been one of the best year's I can remember for Dickerson activities. (Of course Karen and I are relative newcomers since we have only owned *Imagine* since 1989, and didn't live close enough to participate until the middle 90s.) The Rendezvous in June and the Western Shore Roundup in September were both well attended, with great weather and lots of fun, on the water and off.

The June Rendezvous was the first race ever for Jack, our 11 year old Grandson, and his friend Emerson. I explained to Jack the role of the count-down timer for a good race start, and he nailed it. He gave me the time at 10 minutes, nine, etc, and then every ten seconds after we were inside a minute. We were probably less than 10 feet from the starting line when the gun went off. Right in Jack's veins.

As noted above, we beat *Crew Rest* to the first windward mark, they caught us on the second leg, and passed us on the third. We took the lead again on the second windward leg, and they caught up again on leg 5. Karen spent the entire 5th leg trimming the main, inch by inch. She did as much sail trimming on that leg as she has done in the last several years, combined. I attribute that to the two knee replacements in 2007, which I knew were successful, but never really appreciated just how successful.

We were ahead at the fifth mark by less than 10 feet. I'm convinced that the only reason we were able to hold them off was that we were listening to our radio, and they weren't. We knew the committee boat had shortened the course, and Mark 5 was the finish. Barry

and his *Crew Rest* crew had gotten tired of listening to the fishing boats on channel 68, so they didn't know that this was the finish. They thought they had another full leg, and were sure they could pass us then for the win.

I've been racing on and off since the 70s, from Lake Michigan to Halifax Harbour to regattas in the Abacos and Exumas in the Bahamas, and a couple of places in between. I can't remember a race that was any more fun than that. Jack took home the class trophy. I think he'll be back. There are 6 more Grandkids on the way up after Jack, so we're building our Dickerson Racing Crew from the ground up.

Winning the annual rendezvous race is the only qualification for becoming Commodore, so here we are. It only sounds impressive to be called the Commodore when you don't know much about the Dickerson Association. The real power behind the scenes and where all the credit belongs is with a few people who keep the organization afloat year after year.

Dick Young has been our Secretary/Treasurer for around 15 years. He and his wife Susan are the real continuity from year to year as the transient Commodores come and go.

We have an Ad Hoc Membership Committee of Joe Slavin, Barry Creighton, and John Freal. Joe especially has been the driving force behind keeping everything together, and has been the editor-in-chief of this newsletter. I just got another email today reminding me that I was behind schedule and owed him this update. (Sorry, Joe)

Barry Creighton, Eric White and Bruce Franz have been working on developing a list of over 100 Dickerson Owners and Barry has taken on the task of developing a new Dickerson Owners Directory with pictures of boats and sailors. We're looking forward to the fruits of that effort this spring.

Randy and Barbara Bruns have hosted the exceptional Western Shore Roundups in September for the last two years at their club on the West River, and I think we had more boats this year at this Western Shore event than we had for some of the lean years at the annual rendezvous.

It's an exceptional group of people, on exceptional boats, and a great honor and privilege to be a part of it.

A final note, for those of you who might not remember. The last time I was the Commodore, and thus the Committee boat for the annual rendezvous, was for the 2006 race. We had wind. The plan is the same for 2009. Look forward to seeing you out there!

Dick and Karen Clarke
Dickerson 37 Imagine

A NOTE FROM OUR SECRETARY

As mentioned by Commodore Dick Clarke we have had a particularly active year. I could tell many stories from the "race committee boat" that would make your hair stand on end--but there is not enough space here for those tales.

As 2008 comes to a close lets focus on the coming year. Commodore Dick Clarke is already making arrangements for our 42nd Annual Rendezvous to be held in Oxford, MD on the weekend of June 19 or June 12, 2009. We are hopeful that we can hold the Awards Dinner at the Tred Avon Yacht Club and will keep you informed.

As noted above it has been possible for DOA to identify over 100 Dickerson Owners around the country. We find them scattered around coastal ports from Texas to New England and in the Great Lakes areas. Unfortunately our annual membership base is much less than 100. So as a New Years Resolution I encourage you to visit the Dickerson Owners Web Site, download a Membership Form on the Home Page and sign up. <http://dickersonowners.org/> There is no better group of sailors.

Happy Holidays to All.

Dick And Susan Young
Secretary

To make suggestions for future New News Letters, offer comments , corrections or questions or request a 2009 Membership Form contact Ad Hoc Membership Committee jws2827@aol.com