

# Dickerson

Owner's Association



**NEWS LETTER**

**JANUARY 2016**

## **ATTEND JUNE 17-19, 2016 DICKERSON RENDEZVOUS**

Last year, we had over 100 people in attendance for our 50<sup>th</sup> Anniversary! This year, we will do even better with an exciting new program at Cambridge and Oxford, MD that includes a historic Parade of Dickersons, Commodores' Cook Out, Continental Breakfast at the Richardson Maritime Museum, the traditional Dickerson Race, and our Awards Dinner at the Tred Avon Yacht Club.

### **.Friday June 17**

2 PM. Parade of Dickersons from Choptank Light to Cambridge.

5 PM Docking at the Municipal Marina, Cambridge. For Marina Docking, Contact Barry Creighton { [barry937@cox.net](mailto:barry937@cox.net) 757 333 1641] for docking arrangements. Also, anchoring and limited docking at the starboard bulkhead in Cambridge Creek.

6 PM Commodores' Cook Out at Cambridge City Marina

### **Saturday June 18**

8 AM Continental breakfast at the Richardson Maritime Museum - Dickerson Exhibit

11 AM Race from Cambridge to Oxford. Course to be decided by Commodore Bill Toth and Race Committee

After race. Docking at Brewer's Marina (410 226 5450) or Tred Avon Yacht Club (410 226 5269) or anchor out. Cool off in pool at Brewer's Marina.

6 PM Reception, Awards Dinner, and Celebration at Tred Avon Yacht Club. Tom Pfiefer, will talk about his Atlantic voyage in his 37 foot Dickerson "JoySea".

### **Sunday June 19**

Commodore's Cruise towards home.

We have a tremendous program. Come by car, boat, or seaplane. Do not wait until the last minute. **Plan to attend now!** Let us know of your intentions by E-mail or phone. Looking forward to seeing you at our **51st** Annual Rendezvous!

Joe Slavin, Membership Committee [jws2827@aol.com](mailto:jws2827@aol.com) 703 560 7250

## DICKERSON BUSINESS LUNCHEON MEETING

The annual Dickerson Business Meeting and Luncheon was held on December 5 at The Red Lobster Restaurant in Annapolis, MD. The meeting was chaired by Barry Creighton. Highlights included the following:



Unanimous approval of John Freal as Treasurer to replace Dick Young who is retiring.

Discussion by Barry of Dickerson plans for the 2016 Rendezvous (Feature item in this News Letter) and Dickerson Customs which follow in this News Letter.

A decision was made to distribute the Dickerson Directory primarily by E mail in order to keep costs reasonable. A printed copy will be made available to DOA members that do not have E mail and/or request a printed copy.

Treasurer John Freal mentioned that the DOA is solvent with reserves of \$2,500.

Randy Bruns, Chairman of the Race Committee described the operation of the Handicap System which, like that used in playing golf, adjusts the handicap based on the Skippers performance. Boats that win consistently receive a lower HC and those that lose receive a higher HC. More on this will be included in a separate write up by Randy in the April News Letter.



Rich Galbraith gave a slide presentation on the rebuilding of his wooden 35 foot Dickerson ketch “perChance”. It is amazing the high quality work that Rich did. A summary of Rich’s presentation follows.



# *The Tao of "perChance"*



**OR**

*How to restore a wooden boat and go insane doing it!*

## *April, 2013 The restoration begins!*

- The boat was hauled at Bohemia Bay Yacht Harbor for what was supposed to be a 2-3 week haul-out that lasted for 5 months. While re-modeling the V-berth I found some rot around the chain plates and followed the rot down below the v-berth. The frames were so rotted you could grab them and they would crumble in your hand. I literally sucked much of them out with a shop vac. The rot had invaded some of the planking just above the waterline. I started replacing frames, floors and planking. And this was just the beginning!!





Finally, the hard work was done and all I had to do was strip the hull down to bare wood, prime and paint it. She was starting to look pretty good. Portside and transom almost ready. Should be back in the water soon!



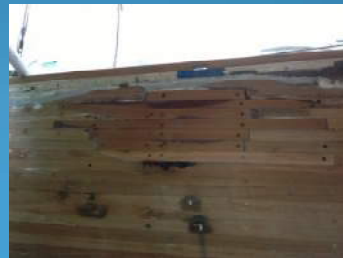
What could possibly go wrong now?

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## Ya had to know something was coming, Right???

Oh yeah, hooked the edge of a loose piece of Bondo filler on the starboard side and WELLAAaaa, this whole big patch fell out. Seems like a leak had rotted out a large area amidships and was patched up with Bondo. Unfortunately, the leak was not addressed and the water got in behind the patch and rotted the area behind the patch. I poked my finger through the center of it. Here we go again!!!

Marina manager would walk by and just shake his head. Here comes another abandoned boat for me to deal with!



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OK, got that mess replanked and faired. Time to get this puppy painted. Red lead primer below the waterline with 4 coats of bottom paint. Starting to look like a classic boat again. Sanded. Primed and painted. Now late August of 2013.



My friend Phil. RIP , July 2015



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## Are you kidding me???

The roof was rotted beyond repair and the rot had gotten into the cabin sides and the bulkheads where they intersected with the cabin sides!  
Anyone have a pack of matches?



Here we go again!!!

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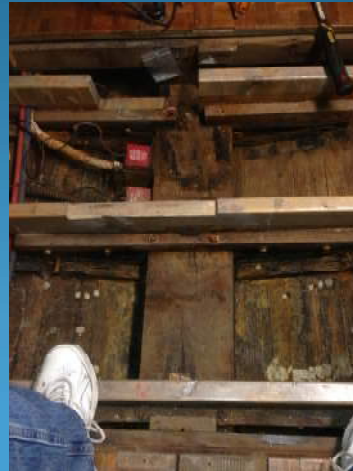
## **Now the roof!**



19

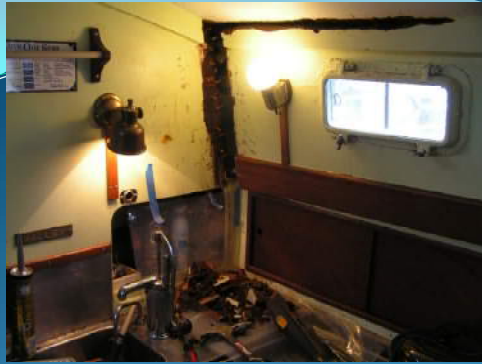
## **Fall 2015**

*Now to the frames in the main cabin. Every frame and floor timber is rotted. Previous owner repaired by sistering in new floors made with construction grade lumber and epoxy coated. Left rotted frames and floors in place. The ones that were there were like styrofoam and the others escaped through the bilge pump.*



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Hope you enjoyed  
this presentation.

See you on the  
bay and  
beyond!!



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The luncheon ended with all 18 participants telling sea stories about their most embarrassing moments in their Dickerson sailing adventures. A great time was had by all.

We will move forward with naming "Fleet Captains" to champion activities within the respective boat groups as pointed out in the following revised Customs.

## **CUSTOMS OF THE DICKERSON OWNERS' ASSOCIATION**

### **INTRODUCTION**

The Dickerson Owners' Association (DOA) is an all-volunteer association dedicated to the preservation of classic Dickerson built yachts, camaraderie, and fun.

### **MEMBERSHIP**

All owners of boats built by Dickerson Boat Builders are eligible to be members of the Dickerson Owners' Association. Additionally, former owners and others with interest in preserving the heritage of these boats are encouraged to stay engaged as Associate Members.

### **PUBLICATIONS**

- **Newsletters** - The Association publishes a newsletter approximately three or four times during the year.
- **Directory** - The Association publishes a listing of all known boats (and current owners) built by Dickerson. The Directory will be distributed primarily by e mail' Printed copies will be made available upon request. Much of this information will be available via the DOA website while personal data will be provided to members only via hardcopy.
- **Miscellaneous** - The Association publishes ad hoc reports, surveys, and items of interest as they are produced.

### **DUES**

Dues are established by the members and are used to pay for the directories, the newsletters,

trophies, and general expenses of the Association. Membership information and applications are available for Dickerson Owners and Associate Members. You may [download a current application](#) here.

## ADMINISTRATION

**Board of Advisors (BOA)** - The administration of the DOA shall be vested with a Board of Advisors--staffed by the immediate Past Commodore, the Current Commodore and up to three more members (one who must be a carryover member) at the choosing of the Current Commodore. The Current Commodore shall lead the Board.

The BOA shall direct the activities of the DOA and may delegate to other persons or convene Committees as they see fit.

**Commodore** - The skipper and owner of the yacht winning the Dickerson Trophy is the Commodore of the organization for the year following the "race".

**Secretary and/or Treasurer** - The Secretary/Treasurer is responsible for the fiscal matters of the DOA including funds collection and expenditures. He/she shall be appointed or elected and shall serve in respective capacities to provide continuity from year to year.

**Fleet Captains** - A Fleet Captain for each respective Dickerson model fleet (up to 35', 36', 37'-39', 40'-41', 50') will be responsible for supporting like owners' and enthusiasts' interests. This includes (not limited to): maintaining accurate boat/owner data, facilitating data exchange via the forum, Newsletter articles, and DOA Directory compilation.

## EVENTS

- **Annual Rendezvous** - The Rendezvous is traditionally held in June over the Father's Day weekend. While the venue and events at the Rendezvous are at the discretion of the BOA, the Rendezvous must include a "race" for the Dickerson Trophy followed by a social affair at which time the new Commodore is installed and trophies for the "race" are awarded. Additionally, an "Arrival Parade" and "Captain's Party" are traditionally held the afternoon/evening before the "race".
- **The "Race"** - The conduct of the "race" and the selection of the race course are the responsibilities of the Commodore who neither personally nor whose boat can race. The most recent publication of US Sailing's Racing Rules of Sailing (RRS) applies and only working sails and genoa are permitted. Specific written instructions are distributed to those participating in the "race" at the "Captain's Party" on the eve of the "race". If there is a conflict between the distributed Event Instructions and RRS, the Event Sailing Instructions take precedence.
- **The Dickerson Trophy** - The Dickerson Trophy is awarded to the overall winner of the "race".
- **Class Trophies** - Boats competing for the Dickerson Trophy will also compete within respective boat size categories (based on the demographics of entries).
- **Entering the race** implies the willingness to accept the position of Commodore should that honor be awarded. Dues must be paid prior to entering the race.
- **Cruises** - Cruises provide great opportunities for fun anytime. For example, following the annual rendezvous, members and friends traditionally gather for a cruise. Additionally, boats traveling from common directions may wish to gather together for transit.
- **Western Shore Roundup** - This autumn event is punctuated by social interaction and sailing opportunities.
- **Business Meeting** - The Commodore will chair an annual Business Meeting to review the "state of

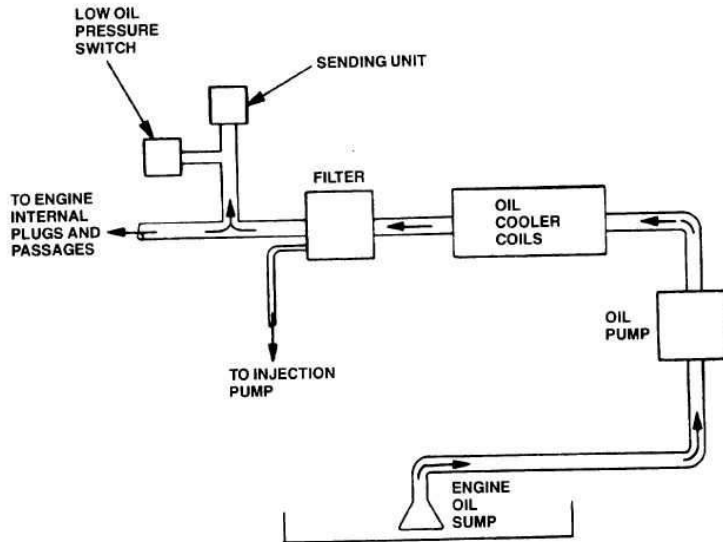
- the association" and ongoing/future plans.
- Other Events - DOA members may organize other events during the year.

## BURGEE AND OTHER MERCHANDISE

The Dickerson burgee, a blue pennant with a white A circumscribed by D, is available from the Association for a minimal charge. Additional Dickerson themed merchandise is stocked and available via the ["Treasure Chest"](#).

## THE WRONG OIL FILTER CAN RUIN YOUR ENGINE

Lubricating oil filters on marine engines are of the spin- on or cartridge type and maybe full-flow or by-pass. Sailors usually give little thought to the filter on their boat except to change them with the oil religiously every 100 hours or so depending on engine manufacturers instructions. The drawing shown below-- which is illustrative of the lubricating system in a marine diesel engine—shows that the oil filter plays a critical role in the lubricating oil system.



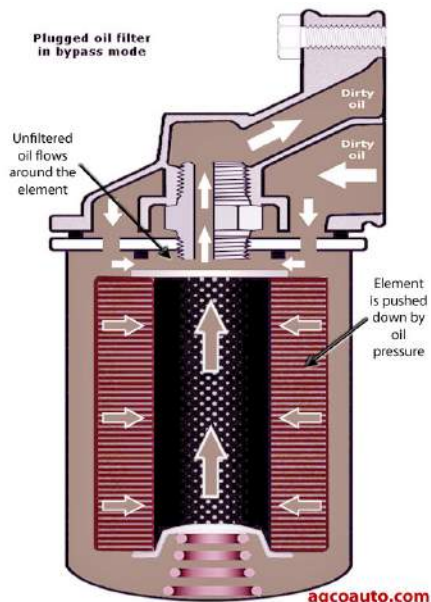
The oil pump is in the sump (Courtesy imglop.com)

If you look at the description of lube oil filters on the internet, you will find many general statements, ie. “most pressurized lubricating systems incorporate a relief valve to allow oil to by-pass the filter if its flow is restricted to allow the oil to continue to lubricate the engine”, and “the by-pass feature is frequently incorporated into the oil filter”. Unfortunately, these statements are a bit misleading and in some cases, especially in older marine engines, there is no filter bypass and a blocked filter could stop the flow of oil to the engine.

Recently, I had an alarming experience which could have resulted in a seriously damaged engine. While running my 1969 Westerbeke 4-107 diesel at the dock, I noticed that the gauges suddenly went off. I shut down the engine and thinking that perhaps the oil pressure switch, which opens with low pressure, was faulty, I fixed the switch. Then, I started the engine only to find out that all the gauge panel instruments worked except the oil pressure. I talked to Marine Engines Unlimited in Galesville,

MD, who had rebuilt the engine 14 years ago, and they gave me a pressure gauge that I could connect directly to the oil pressure sensor and switch outlet on the engine.

With the help of my Dickerson sailor friend Doug Sergeant, we tested the outlet from the engine, still no oil pressure. Then we cleaned the sensor/switch line and still no oil pressure. The next step was to change the spin-on oil filter, which I assumed was not that dirty after about 80 hours and had a by-pass function built in. Wow, what a pleasant surprise! With the new filter, the oil pressure on the test gauge was 60 psi. My oil filter had been blocked, stopping the flow of oil to the engine. I thought was I lucky! I could have been out cruising on my 35 foot Dickerson ketch, and the filter could have blocked the oil supply to the engine and ruined the engine.



After connecting all the gauge lines and changing the oil, I did a little research on my spin-on oil filter. It was a popular make that was full-flow with no by-pass function. Trying to get detailed filter specifications on the internet is difficult, but I did find after making several phone calls that I could replace my filter with a filter that has a specified 19 psi pressure differential by-pass built in to the filter.

The lesson learned is to verify whether or not there is a by-pass valve built into the base for the lube filter, and if there is not, be sure to use a filter that has a specified pressure differential bypass function. And of course, always change your oil filter and oil in accordance with engine manufacturer's instructions.

Joe Slavin, 35 ft Dickerson Ketch "Irish Mist"

Spin on Filter with By Pass

## CRUISING TIPS

"The first priority of Navigation is to know where you want to go"

Adm. Jay Johnson

When cruising about or outside your Home State, it is easier to have your state registration current, even if you are a Documented vessel, because, there is a high probability you will be pulled over by some agency related to Homeland Security, especially when cruising Florida. This also applies to dinghies with any size motor. Check with your State DNR after you have completed buying or building your own dinghy, and carry copies of the registration or bill of sale papers with you in the dinghy. Most of us are transients or "non-liveaboard vessels exercising our rights of navigation", so there are usually not any problems, but there are many cruisers who are "homeless", based out of nowhere, and that is when complications begin to arise. Also, if you anchor somewhere for 90-180 days or longer, that locale may possibly insist you register with their State, pay a fee, and maybe, display their registration numbers!

Tip#2: I have heard horror stories of bridges closing prematurely on boats, so as you approach each bridge, contact them on VHF radio, identify yourself as a southbound (or northbound) sail or power boat, which vessel you are in line (if there are other boats), and that you will be standing by and monitoring the Bridge's VHF channel. Once you have safely passed through the bridge, notify them you are clear, and thank them for the opening.



Tip#3: Our Waterways are constantly changing, and it is only through the diligent efforts of fellow cruisers that problems get reported. One of our best resources is Claiborne Young's website, "The Salty Southeast Cruisers' Net". Almost daily updates are posted on shoals, dredging, bridges, fuel prices and closings, so study <http://www.cruisersnet.net> , and consider becoming a contributor.

Tip#4 Thanks to Bill & Chris Burry's recommendation, I got a 130-watt solar panel with an MPPT Solar Boost Controller (Blue Sky 2000E). I am switching to LED lights that draw milliamps as opposed to amps. Compare prices with an LED company named superbrightleds. Now, I'm thinking about going solar for the house.

Tip#5 Get away from the dock! "Ships and men rot in port" Lord Nelson

Those are my thoughts!  
We'll leave the anchor light on for you.

Bruce Franz, "Hemisphere Dancer" Dickerson 41 #19  
Anchored somewhere South.

## **A CHESAPEAKE NOTE**

Did you ever hear of or visit Church Creek, a small creek, at the end of Plantation Road, where Bill Dickerson built his boats in the 1950's or Hooper's Island and Old Salty's Restaurant. They are part of a different peaceful world of country general stores and quiet surroundings where people are all family.



We recently did as we attended a "Celebration of Life" for a man that exemplified the character of the Chesapeake. It was for our good Dickerson friend Captain Barry Creighton's father fondly known as "Cap'n Gene Creighton" who passed on peacefully after his 101st birthday. Cap'n Gene was a modest man who held a

Merchant Marine Captain's License at age 21, fought in the Battle of the Bulge in World War II, and kept active on the Bay until he was 95. He just loved the Bay and even sailed in the 2008 Dickerson Rendezvous Race and attended the dedication of the Dickerson exhibit at the Richardson Maritime Museum in 2013.

Cap'n Gene At Dickerson Exhibit

Over 100 people celebrated the memories of Cap'n Gene at the restaurant which was formerly the school that he attended as a boy. It was a real tribute to a Chesapeake man that everyone loved.

Dickerson Owners Association

## **HISTORIC DICKERSON "MOON SHADOW" LIVES ON**

Boat builder Bill Dickerson's personal 56-year-old classic Dickerson was sunk and almost abandoned. But with the support of my Dickerson colleagues we were able to save this historic boat.

Moon Shadow is a 1963 30' Dickerson sloop built in Bill Dickerson's back yard in Church Creek, MD. She was launched from the railway track system into the water. She is fiberglass over marine plywood, mahogany planking, hard-chine and has all bronze hardware. We were given the boat in 1992 after she was abandoned on stations in a yard in Deal, MD. Ducks were nesting in the cockpit storage, dry rot was abundant, and she was scheduled to be chain sawed into pieces and thrown in a dumpster.

Trying to get the boat from Deal, MD to the Washington, DC area the engine gave out and the boat ended up in Olverson's Marina near the mouth of the Potomac River in the Callao, VA area.



"Moon Shadow" in Oxford at 2009 Dickerson Rendezvous

Two other guys and I took on the challenge of restoring the boat. A wonderful wood boat guru, Dean Conrad, at the Marina agreed to coach us on the project--otherwise it would have been an impossible task.

The restoration took us 8 years (six years in a slip at Olverson's and then two years hauled out at Lewisetta Marina working on the bottom and through hulls) because we had to travel 2½ hours by car each way to get to the boat.. Finally, we finished just before the new century. The cross shaped mast was lifted into place by a crane late in the day; the sun was setting behind it as the crane lifted it into place making the moment both spiritual and satisfying after all the investment of labor, time and materials.

We moved the boat up closer to a friends slip in Edgewater, MD a couple years back and finally had a cover made for it which we use year around.



"Moon Shadow" at dock in Rhode River...*before sinking*

Then we get that dreaded call in February last year that, "Your boat sank at the slip!" It is a shallow slip so it only went down a foot or two. However, it was enough for water to go completely over our recently rebuilt Atomic 4 gas engine.

It was late afternoon so by the time I got to the boat it was already starting to get dark. My friend had placed a sump pump in the bilge and pumped a lot of water out. By the time we got it down to where one could move around inside, it was dark, water had replaced the oil in the engine, and everything was slippery so we could not tell where the water was coming from.

I assumed it was a small slow leak somewhere, we couldn't see, it was cold, the dock was frozen and slippery so I went home.

I get a call the next day. It has sunk again! Finally, in the light of day we discovered why. I had left the through hull valve from the head open when winterizing. I figured that any water that goes into that flexible pipe will flow right back out and not freeze. But what if it freezes on the outside of the boat and traps water in the pipe? Then that water freezes, expands, and pops the flexible pipe off the bronze through hull. Then lots of water flows in, overwhelming the 12 volt bilge pump, then kills the batteries, the boat gets heavy and sinks. Water goes into the engine and the oil floats out.

Now I am an ordained minister, but I had no faith that the engine would ever work again. Therefore, I did nothing until March--even though one is supposed to get the water out right away. I thought, there is no use trying. It is rusted metal now. It is history.

Others encouraged me so I took one step at a time. I used a Big Boy vacuum oil removal pump to get the water out of the engine block. I put oil back in and squirted WD 40 into the cylinders. Using the hand crank, I turned it over. It seemed to move fine. Then I bought two new batteries, had the starter rebuilt, bought a new generator, and installed a new carburetor. The electronic ignition, fuel pump and coil were sealed so they seemed to survive. Water did not seem to get into the overboard vent and fill the gas tank and system with water. If it did, I pumped it out when checking.

Finally, the big moment came and I turned the key. The faithful Atomic-4 engine complained but started with clouds of white smoke from the oil in the cylinders.

So now after our share of drama, my friends and I are back to merely chasing dry rot and keeping another Dickerson around for another season.

God bless all of you in the Dickerson Owners Association for your encouragement and your labor to keep these vessels around. You are a true fellowship of believers. Your "can do" spirit is a model and example to many.

John Stait, D30 "Moon Shadow"



## GOOD ENGINE ADVICE

Paul Rybon, who was a mechanic for Dickerson Boatbuilders and an expert on Westerbeke Perkins 4-107 and 4-108 engines gave "Irish Mist" this advice on dealing with a cracked engine block. If you have any questions about these engines, Paul would be pleased to respond to you. You can contact him at: E mail [paulrybon@comcast.net](mailto:paulrybon@comcast.net) Tel 410-200-6751



"Sounds like you're looking into lots of ideas. With due respect, maybe all that is premature. Depending on where the crack is, it may be easy to fix, even in the boat if the engine is still in there. For instance, if the 'crack' is on a bracket or engine boss, it can be welded in the engine compartment, using a lot of wet blankets for sparking protection. If the crack is into the water jacket I have had good results with use of the product 'JBWeld.'" and a small drilled hole at both ends of the crack to halt its spread. I don't know how your mechanic uses JB, but I temporarily drain the water jacket of coolant, 'vee out' the crack with an angle grinder, scrub out grease from the site



with acetone, and then simply apply the JB to the crack. Never have had a failure.

The amount of water you're seeing in the oil doesn't seem like much. Perhaps the crack doesn't extend from the jacket into the crankcase on the inside. Almost always the reason for any water in the oil is caused by a leaky raw-water pump seal, as in maybe the shaft seal between the raw water pump and the crankcase is leaking raw water into the crankcase and can be easily replaced by pulling the pump. If you still are worried about oil contamination from some mysterious source, one of those powdered coolant sealant additives ( comes in tubes, bottles, small cans, etc.) works wonders at sealing small cracks of the water jacket, and pretty quickly too! A lot of what seems like overwhelming problems with the 4107's can be solved fairly easily, especially in older Dickersons where there is plenty of room to work.

If you are contemplating replacement vs. teardown/rebuild of any 107, the costs are probably about even, because the time and expense of overhaul and weld. Maybe \$2500 or so. BUT, the good news--same--or another--4107 should fit and be properly propped for your boat. And that is a HUGE consideration when you are not having to replace or reengineer linkages, exhaust systems, fuel connections, hoses, and the like, which would be necessary with any change of engine model. The costs of engine accessories has skyrocketed in the last few years. The 107's are still great motors, if they don't smoke. Having replaced a lot of motors in my time, I'm really encouraging you to stick by your present type of setup if possible. The engine room of an aft-cabin strippie has one of the roomiest spaces possible. Lots of working room

Here's another information tidbit I learned from an old-timer Westerbeke factory rep. If yours, or a 4107 replacement, smokes, sometimes the smoking can be alleviated by simply advancing or retarding the fuel injection slightly. It's a procedure that should be simple for you or your mechanic and takes only an hour or so--including running the engine for comparison purposes. All you need to do is loosen the three bolts holding the slots of the pump and twist it clockwise or counter-clockwise a quarter of an inch or so. Then retighten the slot bolts to hold the change. As in, is it better retarded a bit, or advanced a bit?. Without the use of timing equipment, you'll know if you/he/she has gone too far towards advance if the engine seems to be pinging.

Let me know how you're making out with this project. Paul Rybon"

FOR SALE: " CELESTE " 1974 DICKERSON 36' Aft-Cabin Ketch LOA: 36' BEAM: 10' 6" DRAFT: 4' 3" DISP: 13,000 LBS. DIESEL: Westerbeke

-- Exceptionally well maintained from top to bottom. Her current/second owner has sailed the waters of Lake Michigan ( FRESH WATER ) for the past 23 years. Her original/first owner docked the boat up the Pocasset River and cruised Buzzards Bay. The refurbishing of " CELESTE " was also featured in a previous Dickerson Owners newsletter entitled " Rebirth of the Celeste ". There have been continuous upgrades since the article.

-- The Classic design and her condition turns heads in every port. Her 4' 3" shoal draft allows her to access to shallow bays. The sail plan is set-up for short handed sailing ( all control lines led to the cockpit, roller furling and a self-tending boom for the headsail, cruising spinnaker ). Great large cockpit for entertaining. Accommodations for 6, with fore and aft private staterooms, a dinette that converts to a double berth, and a spacious galley area.

-- Major refit and upgrades included: upgraded rigging, upgraded electrical system, rebuilding the cockpit seats, new cockpit coamings, new teak hand rails on house top, teak ship's wheel, adding interior trim and ceilings ( not found in original construction ), Awlgrip paint ( deck and house ), bottom stripped / barrier coated / and fresh Micron bottom paint, and much more. The boat is in-the-water June thru Sept., otherwise is stored inside heated storage in Sturgeon Bay, WI.( the boat can be seen in comfort at anytime by appointment ).



For complete details: onthe web ( [harveyyachtsales.com](http://harveyyachtsales.com) )/ E-mail ( [tad@harveyyachtsales.com](mailto:tad@harveyyachtsales.com) ) / Call Tad at ( 920-743-0980 ).

## **HAPPY NEW YEAR**

We hope you all have a safe, healthy and happy 2016 and that you will have many enjoyable Dickerson sailing adventures. We would like to receive write ups on your sailing adventures, Dickerson fix it jobs or just your thoughts and any suggestions for future events. Please do not be bashful. We look forward to seeing many of you at our 51<sup>st</sup> Annual Rendezvous in June.

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

