

Dickerson

Owner's Association



NEWS LETTER

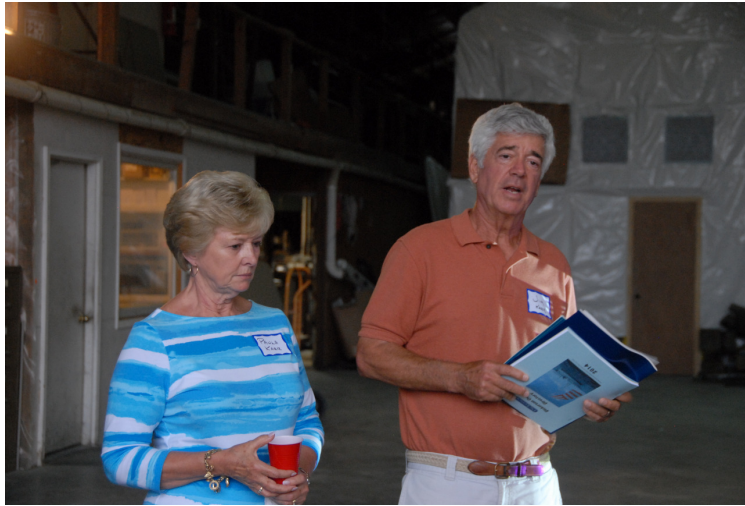
JULY 2014

Dickerson Sailors Return to Their Roots

At its 47th Anniversary on June 13-15, 2014, over 60 Dickerson sailors and their friends returned to the original Dickerson site at Trappe, MD, where these classic wooden and fiberglass boats were last built 27 years ago. The weekend started with a parade of 11 Dickersons-- on Friday the 13th—from Choptank Light to Dickerson Harbor, which is now on the site of Dickerson Boatbuilders.



The Captains Party, held in the shed where these boats were built, was very special with talks by Jim and Paula Karr and John Swain who worked at Dickerson Boatbuilders. It was a return to the old days with several builders and their relatives re-living the magic that made these boats possible. John Swain showed a priceless video he took of Dickerson workers turning a wooden boat frame over so they could complete the work.



Paula and Jim Karr

The Dickerson Owners Association was pleased to have Molly Winans, Editor of SpinSheet join us and greatly appreciates the cooperation of Dickerson Harbor Owner John Shannahan and boatbuilder Alan Willoughby in making this facility available to historic Dickersonians for the Captains Party.



And thanks to Dick Young, and Bruce and Tucky Franz for their hard work in making the arrangements and providing such tasty “snacks”.

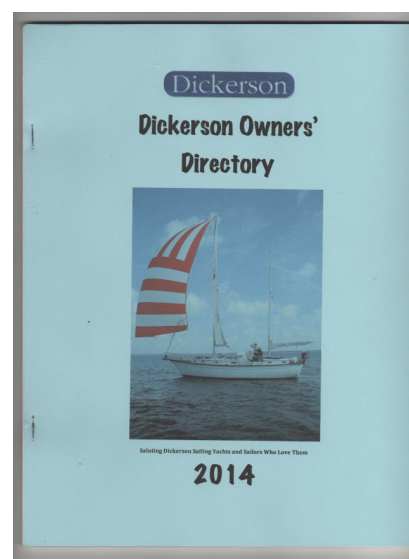




Doug Sergeant, Joe Slavin, Bruce Franz, Molly Winans, John Swain and Sam Webster

Our thanks also to Barry Creighton for his tireless work on the 2014 Dickerson Directory which was distributed to those in attendance. This new Directory lists the owners and contact information of all known Dickersons and contains a new “Yellow Pages” that has information on where you can purchase parts and supplies for your Dickerson. Only Members and Associate Members receive copies of the Directory.

The traditional Dickerson race, usually held in hot weather with no or little wind, was held on Saturday morning—starting at 11.10 off the entrance to Trappe Creek. The wind- thirsty Dickerson sailors were more than satisfied this time with a howling North West breeze with winds of 15-20 knots and puffs of 25 knots. Eleven Dickersons—with different arrays of reefed sails—raced in the 12 mile “Siobhan Course” that featured 6 legs, including 4 beats, one run and one reach. Results of the race follow.



| Sailor | Boat Name (L) | Time | Corrected Time |
|------------|-----------------|----------|----------------|
| Jacob Baer | Volantis (50) | 01:59:55 | 01:12:05 |
| Joe Slavin | Irish Mist (35) | 02:29:26 | 01:33:46 |

| | | | |
|---|------------------------|----------|----------|
| Bruce Franz | Hemisphere Dancer (41) | 02:38:05 | 01:42:28 |
| Parker Hallam | Frigate Connie (36) | 02:57:54 | 01:56:07 |
| Barry Creighton | Crew Rest (37) | 02:56:58 | 02:06:38 |
| Ken Bernholz | Morning Light (37) | 03:09:52 | 02:13:45 |
| John Freal | Rainbow (35) | 03:17:29 | 02:13:15 |
| Bill Burry | Plover (41) | 03:20:23 | 02:21:29 |
| Hank Cope | Toogoodoo (41) | 03:21:49 | 02:36:41 |
| Rick Woytowich - Belle (37) - DNF - Missed a mark. | | | |
| Peter Oetker - Vignette (39) - DNF - Missed a mark. | | | |

Commodore Dave Fahrmeier welcomed over 60 sailors to the Awards Dinner at the Tred Avon Yacht Club. The new menu of crab imperial and steak was a big hit. Past Commodore Bruce Franz surprised our dear friend and past commodore Mary Ann Hazen with a reproduction booklet of her famous collection of Dickerson boat recipes. Mary graciously gave copies of the booklet to those members who have worked to make the Association what it is today. The last remaining (almost) Original Dickerson Owners Recipe Book had to be very carefully reproduced, carefully handcrafted, and is now available to all members at cost (\$15.00). Contact John Freal, john.freal@gladstonecapital.com, at the Dickerson Treasure Chest, or Bruce Franz, bfranz2248@gmail.com, if you wish to own a piece of Dickerson History. We plan to add new Dickerson recipes in the future



Dave and Mary Ann Hazen



Commodore Dave gave a brief review of the years activities (See the Directory for details) and presented a special Dickerson Sail Logo Trustee Award to members for their work in the Association.



Dave giving awards to Bruce Franz, Joe Slavin, Barry Creighton, Dick Young and Randy Bruns

Racing Awards were presented as follows.

| | | |
|-------------|-----------------|--------------|
| First 35/36 | Joe Slavin | "Irish Mist" |
| First 37 | Barry Creighton | "Crew Rest" |
| First 39-50 | Jake Baer | "Volantis" |

The overall winner and Commodore for 2014 is Jake Baer, a long time Dickerson owner for many years of beautiful 50 foot ketch "Volantis", who sails up from the Newport News area to the Rendezvous.



Our new Commodore, Jake Baer



Barry Creighton—"Goodnight Arlene"

The evening ended with songs and guitar playing by Barry Creighton who did a great job entertaining the group.

Joe Slavin, Samson Post

Western Shore Round Up

Dickerson sailors are invited to attend the eighth annual Western Shore Round Up to be held at Galesville, MD on the West River on September 5 and 6, 2014. Last year's winner Sheriff John Freal, "Rainbow" and organizers Randy and Barb Bruns promise that you will have a great time as evidenced by experiences over the past seven years.

Activities begin early Friday evening with a reception featuring delicious crab cakes, hamburgers, beans, other goodies, and drinks. On Saturday, the race will start at 12 noon at govt mark G1, about 1 nm south of Thomas Point. The race will be followed by a reception and a no-host dinner at the famous Pirates Cove Restaurant. Menu choices include prime ribs, crab cakes, salmon, and chicken marcella.

Dockage is available at Pirates Cove (tel 410-867-2300) There is plenty of water for anchoring or mooring in the area.

We need to know of your participation ASAP and at the latest by September 1, 2014 so we can block out the space at Pirates Cove Restaurant and give you the Race Instructions. All details of the race are being handled by Randy Bruns but Joe Slavin is assisting him in organizing the participation. Please let us know as soon as possible the following.

Your name, crew names, and boat name, cell phone #

If you will be arriving for the Friday Reception

The number of people for dinner

If you will be racing on Saturday

Send information to jws2827@aol.com or call us at 703 560 7250

Please Don't Retire Jim

Dickerson Mainstay and Oxford Boatyard Sales and Saberline of Annapolis Owner Jim Karr is reefing his sails a bit by selling his company to Acadia Yacht Sales. Bill Seale, an owner of Acadia, in a news release said the following: " The Acadia partners are thrilled to have former owner, Jim Karr, remain on board with the Acadia team. Jim has over 40 years of experience in the boating business, and passion for Sabre and Back Cove Yachts having been a dealer for over 20 years. OBYS under Jim's direction, has won the highly coveted Sabre & Back Cove Yacht Dealership of the Year Awards on numerous occasions. Jim brings a wealth of knowledge to a transaction which customers benefit from greatly. Jim can be reached at jimk@acadiayachtsales.com ".

Thanks Jim and Paula for all that you both have done for the Dickerson Sailors over the years and we look forward to working with you in your new endeavor.

Post Rendezvous Cruise

Once again in 2014, Cruise Captains Chris and Bill Burry took the reins and organized an absolutely delightful cruise to cap the Rendezvous activities. In keeping with longstanding tradition, the first stop on Sunday had to be "DOSHAH", former Commodores Dave and Mary Ann Hazen's beautiful property on Trippe Creek. What an honor to continue the time-honored tradition of rafting in this special spot. And what a raft it was--seven boats on one hook.



"Morning Light", "Crew Rest", "Hemisphere Dancer", "Down Home", "Plover", "Frigate Connie", "Rhythms in Blue"

We boarded dinghies and "pounced" on the Hazen's as they welcomed us with open arms and hearts. This was indeed a special time as we shared experiences--new and old.



We primed our appetites for an "intimate dinner" back aboard (how many people can eat in one cockpit?)



Captain Bill did a little tutoring on the importance of "going with the current", and we exercised that knowledge on Monday morning by breaking up the raft early and heading south for Solomons (the planned destination was Bill and Arlene Dodson's). Remaining cruisers were "Plover", Morning Light", Rhythms in Blue", and "Crew Rest". But with "Plover" leading the way and really taking advantage of "said current", "Plover" and "Crew Rest" decided to blow by the Patuxent and continue south. "Morning Light" and "Rhythms in Blue" did duck into Solomons and anchored in the city (closer to the restaurants).

Admiral Chris selected Smith Creek on the Maryland Shore of the Potomac as the day's destination and then remembered that is the "new" location of the Corinthian Yacht Club (after relocating from the Anacostia River). What a great find! And wouldn't you know that while rounding Point Lookout, "Volantis" and our Commodore blew right by us, just like she had done two days prior during the race.



Beautiful anchorage in Smith Creek.

Up early again (to catch the current, of course), "Plover" and "Crew Rest" enjoyed a benign Potomac crossing and blasted south to "Hookumfair", the Burry's beautiful estate on Queen's Creek, to the south of the Piankatank. Again the hospitality was "over the top" with great food, drink, conversation (and of course the pool).

I don't think there could be a better way to decompress after the flurry of activity that we jam into the too few days of the rendezvous than to cruise with wonderful friends--and that's what this was all about. Thanks again Chris and Bill.

Barry and Judy Creighton, D37 #22, "Crew Rest"

Dickerson Inspiration

Last years rendezvous at the Cambridge Maritime Museum was certainly inspirational. While visiting the many Dickersons tied in their slips along the waterfront in Cambridge I came across one, a D36, that caught my eye due to it's unusual color for a Dickerson. It had a red hull! Upon closer inspection, I was surprised by something else. It had a Butterfly

Hatch! I had seen many of them in print, but this was my first in the flesh. I always thought of them as esthetically pleasing to the eye. The owners, Malone & Rachel Williams, were kind enough to allow me a closer look. After a few minutes, I realized I could make one of these for Wanderlust, our D37. It would make a great winter project. I was "Inspired". I took a couple of measurements and a lot of photos.



I later learned that Robert Shelton had also built a hatch for his D36, and he kindly shared photos of his design. I assumed at the time that the hatch was built by Dickerson. Thanks to Barry Creighton, I found out recently that it was not.

So off to the drawing board, literally, I laid out a hatch to fit Wanderlust. I soon realized that this was going to require a lot of precision to make it come out right and not leak! I knew my 40 year old table saw wasn't going to "cut it". So in January I purchased a fantastic new saw with precision that I could only imagine. Next, I purchased lumber and off I went making lots of saw dust to my wife's dismay. Three months later here we are installed and working as advertised.



Anyone who is interested in making one of these for their boat please contact me and I will be more than happy to share what I learned and my drawing.



Thank you to the Dickerson family who provided inspiration, information and support.

Al Sampson "Wanderlust" wanderlust_bristol@yahoo.com

The Dickerson 41

The other day I just made it to the marina office before the squall hit. Beau Soleil wasn't a guest at their facility, I wasn't supposed to be there. But this was New Zealand so no one made a fuss. I tucked myself into a corner, out of the way, trying to be a good host. Luckily they had a bunch of boat magazines that I leafed through. My squall was followed by another. Looked like I was in for a wait.

The only boats they talked about in these mags were new fancy ones. Beautiful inlaid wood glowed from the photos. Line drawings showed a cabins everywhere, heads stuck in-between, halyards lead aft, life rafts abounded throughout the pages. Words like: offshore capable, ready to sail to the South Pacific, the Virgins are waiting for you, jumped out of the pages.

Were these new boats ready to cross oceans? Really ready? I used to drive boats to boat shows and stick them everywhere and anywhere as tight as they could go. It wasn't a job I really liked. The boats, new boats, broke at the least encouragement. Not simple things. Steering; transmissions; bow cleats; even once, a sail! It makes you wonder, doesn't it?



Mike and his 92 year old mother Joann

Last week I went to a boat show here in San Diego where I am visiting with my 92 year young mother. We visited all the in water boats. I hesitate to name names but I assure you they were some of the most well known in the pages of Yachting and Cruising World. The main hatch track deformed as I lowered myself below on one. The cabin floor sagged under my weight near the bilge inspection port on another. The heads were built of very thin plastic. However the galley was beautiful, the navigation table impressive, Salon table elegant. The price was pleasing high. When they want upwards of \$300,000, it makes it easy to say no to any salesman. Were these boats built for the Virgins or the South Pacific?

They were offering free rides on one of their best boats. Karen and I jumped at the chance. We hadn't gotten our feet wet in weeks. It was a nice day, even for San Diego, the home of nice days. It was blowing 15 steady and off shore. They put the main up and tacked back and forth with the engine idling. Then they made their mistake. They asked if I would like to take the helm.

I grabbed the wheel and asked if I could unfurl the jib. Karen didn't ask. She popped the lines and had her fellow guests help her winch her in tight as I headed up wind. There is a lot to be said for an empty boat. Doesn't take much to heel her right over. Within seconds we were hitting seven knots, had a nice bow wave and a white faced, quivering day captain.

"Stop! Please, she will sink!" I patted him on the shoulder and told him that for a boat like this, weather like this is child's play.

"No, it isn't, We lost a mast on a day like this on a sister ship." So we reefed down and headed back to the dock.

They did have a nice bar, free. Karen and I sat there staring at each other. We were remembering all the weather we had put our Dickerson 41 through. All the 70 knot squalls. All the bashing into heavy weather, green water flying past the stern, trying to get under a lee. We remembered going through the eye walls of 4 Cat 5 hurricanes. Our Beau Soleil handled it all with ease and with her perky manner. How would have these new built boats have fared?

When I first started sailing so many years ago, my instructors always told me, "Trust your boat, Mike. She will take care of you. She can take a hell of a lot more punishment that you could ever take." Is that true in this new world of ours? Will these new boats take care of their crews? Are all these sinkings we hear about these days caused not by bad seamanship, but by faulty boats? Should we be all so fired eager to sell our old boats and buy new ones? Should new sailors buy new boats? Or should they buy a boat that will take care of them.

Mike Riley, SV "Beau Soleil"
lying San Diego
Flying back to NZ Sunday next!!!

"Vignette" Honored By National Sailing Hall of Fame (NSHOF)

Peter Oetker's 39 foot wooden Dickerson sloop "Vignette" was recognized as a Visiting Boat at the NSHF Classic Wooden Boat Rendezvous and Race held in Annapolis on September 21 to 22, 2013 and was selected as a boat that would be recognized on Plaques installed on the NSHOF dock in Annapolis. This was the second time that Peter participated in this event. When "Vignette" showed up with a new paint job and polished brass and an international crew with passports from the

Netherlands, South Africa, Germany, and America the coordinator from NSHF said “Which boat is this? I don’t have you on the list”. Peter said “this is Vignette” and she replied “this is not Vignette.” Peter then explained that Vignette was cleaned up quite a bit since its first appearance in 2012.



Congratulations Peter to you and your international crew.

There were 17 boats in the race 5 in the Premium Division and 12 in the Diesel Division. “Rainbow”, “Irish Mist” and “Moon Shadow” should join with Vignette this fall.

For details on the 2014 NSHOF Race visit www.nshof.org

Chesapeake Bay Magazines Captures the Dickerson Legacy

A must read is the article “**Dickerson’s Forever!**” by Senior Editor Jody Argo Schroath in the June 2014 Issue. Jody leads off with:

“Owners of these iconic and beautiful Bay-built boats never say die---they just keep rebuilding and sailing and rebuilding and sailing...”

On a very close to Fathers Day, Dickerson Owners all over the Bay and in several neighboring states will lay aside their varnishing pots and boar-bristle brushes and set sail for the Choptank River. It won’t matter whether it’s snowing or whether an early hurricane is taking aim at the middle Chesapeake they’ll be there. After all Dickerson owners are people undaunted by perpetual maintenance and acres of brightwork, so why would they balk at the prospect of 12 hours of working to windward in 30 knots of wind?”

To read the article visit: <http://dickersonowners.org/>

We Want To Hear From You

We would like to receive write ups on your sailing adventures, latest Dickerson fix it jobs or just your thoughts and suggestions. Please do not be bashful. Also .don't forget to renew your Dickerson Owners Association Membership for 2014 and receive a copy of the New Directory with it's very special "Yellow Pages". For Membership Forms contact jws2827@aol.com

Membership Committee, Joe Slavin, Barry Creighton and John Freal

Edited by Bruce Franz