



Owner's Association

NEWS LETTER

March 2010

COMMODORE'S MESSAGE

The Dickerson Tradition

Little did Bill Dickerson know that years after his death and the demise of the local boat building operation that bears his name, faithful Dickerson Sailboat owners would gather yearly to share the love of sailing, restoration of his classic sailboats, and the lure of the Chesapeake. That tradition is now into its fourth decade.

For the past 23 years the Dickerson Owners Association gathers for a Friday evening of fun at Mears Marina picnic grove in Oxford, a hotly contested owners' race on the Choptank, and a banquet filled with Eastern Shore delicacies, racing tales, and racing truths at the Tred Avon Yacht Club.

Classic Chesapeake sailboats of wood and fiberglass from 32' to 50' compete for glory, a traveling trophy, and the esteemed position of Commodore for the winning boat's owner.

Ask 83-year-old Joe Slavin the seasoned captain of "Irish Mist" why he competes yearly and he will tell you, "I am in search of the Dickerson Cup! This is our version of Lord Stanley's Cup and no less sought after!"

So, if you are in Oxford on Father's Day weekend (June 18-20, 2010), look for a fleet of lovingly restored sailboats contesting for the Dickerson Cup. You are likely to see "Hemisphere Dancer", "Imagine", "Volantis", "Rainbow" and many more. And if you are lucky enough to crew for Joe Slavin, your yacht and the drink of choice will be the same!

Bill Toth, Commodore

FROM HERE AND THERE

2010 New England Gathering

We want your thoughts on the Second New England Gathering.

Our first New England Gatherings got off to a good start last July in Block Island. Saturday proved to be a perfect weather day for the group to get to know one another and stroll over to Old Harbor where we enjoyed a light lunch and perused the shops. Later that evening we all had a great dinner ashore. Sunday all boats departed the harbor after the fog lifted and had a favorable wind for sailing home. See more on the gathering at the Dickerson Owners Association web site.

<http://dickersonowners.org/>



We want to encourage more boats to attend this year and are suggesting a rendezvous at places closer to the mainland. We would also like to encourage those whose boats are too far away to sail to come and join us by what other means of transportation are available.

One location suggestion is the Bristol Yacht Club in beautiful historic Bristol, RI. The town of Bristol has something for everyone, historic homes, quaint shops, an abundance of restaurants, hotels and the Herreshoff Marine Museum. For more information on the yacht club check out their web site at bristolyec.com. I am a member and could take care of the arrangements.

The dates, while still up in the air, might be best in September, after everyone has had enough heat for one summer—but we are open to your input. Please contact me and let us know what your suggestions are and for interest, locations, dates and events.

We are looking forward to another great New England Gathering!

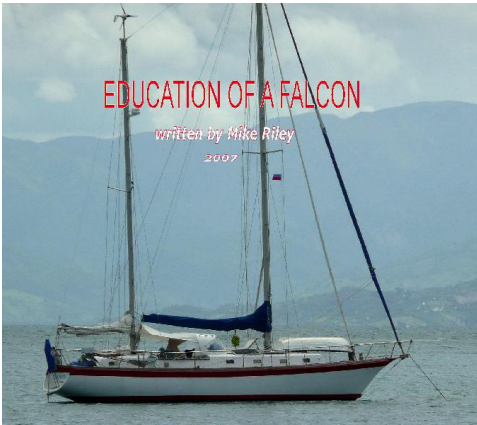
Al Sampson, Wanderlust wanderlust_bristol@yahoo.com

Hello And Ahoy Fellow Dickerson Owners

Joe on Irish Mist, asked me to share some of our recent cruises on our 41 foot ketch "Beau Soleil". He was persistent so I got tired of ignoring him!

First history, we last left Dickerson Country (the Eastern Shore) in the spring four years ago, spent the summer delightfully in Maine, and tore down to Bermuda in late October. Tore is the right verb but all in all it was a pleasant passage. The 41 can certainly handle rough weather as long as you keep her upright, upwind. After a couple weeks we got a break in the 40 knot gales common thereabouts in the fall and wandered down to the Virgins. There, in Honeymoon Cove on Water Island, (people who say they don't like the Virgins have never anchored in Honeymoon Cove!) Karen rode mountain bikes for a living, escorting tourists, while I finally decided to write a book, something I have been intending to do for years.

After six months we wandered west with a stop on Isle de Vache, Haiti, the only "safe place", politically, to stop. It was like the South Pacific used to be. We filled our cockpit, and you know how big a 41's cockpit is!, with fruit and veggies for 20 bucks of trading goods. Of course we also fixed their town pump! Karen stocks children clothes, woman's cosmetics, and sugar for trading. Coming from the Virgins, I stocked Rum!



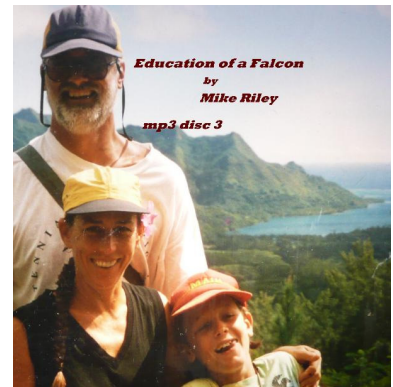
A few months later we ended up in Roatan, Honduras where we property managed a delightful estate for six months. It paid well and came with a deep water dock, 20 foot runabout and LOTS of solar panels. Unfortunately we also found the the local termites eat teak. We had to replace one of the beams under the foredeck and parts of the middle hatch combing. They wanted us to stay longer, but, hey! They were eating my BOAT!

So we headed down to the San Blas meeting Don and Dee on "Southern Cross" at one of the reef anchorages off the east coast of Nicaragua. I have to hand it to them. It isn't easy sailing into reef strewn island-less waters without adequate charts, but they made it look easy. In the San Blas we were back in heaven. The San Blas hasn't changed much in the last twenty years as much as people say it has. They still sail their canoes, bring their veggies out from their farms on the mainland to sell to us 'Yachties' and blog their molas every chance they get. The islands are heaven, the water clear enough to count the grains of sand under your

boat and the beaches are not only abandoned but with coconut trees hanging over the water just right for the hanging of hammocks. Well, every Eden has a snake, or else we would never leave. We got bored, (I know, How?) so off we went to go through the Panama Canal. It is very well run, much better than when it was run under American control. We should know as we have been through a lot! of times. The reason is now if a line handler doesn't do his job, bang, he is fired. Under American control it took forever to fire a Panamanian citizen.

We cruised up the delightful Panama pacific coast and up to Costa Rica which still is superb but the towns and cities are up to American prices. The abandoned beaches? Imagine if you will bays ignored by the world, with parrots flying over head at all hours complaining about our mast being in their way, whales jumping around us at anchor, turtles laying eggs in front of our disbelieving eyes, fish dying to bite our hook. If you go, stay out of the marinas and towns, buy a cruising guide and go everywhere they don't recomend. From here we are off to Mexico and the Sea of Cortez. High up on the eastern side of the sea is Guyamas, a town of haulouts in a desert. There we will take the teak off Beau's decks, fix the plywood that needs it and then relay the teak. Yes, a big job, but, Hey, Beau Soleil got us around the world, least we can do is give her a couple weeks in the spa.

Future plans include Hawaii, Marshalls, Guam, Japan, Russia, and the Northwest Passage if the ice gods give us a good year. That's about it. In the past we have circumnavigated three times, twice legally, (it has to be the same boat, the boat circumnavigates, we just go along for the ride!) but you don't want to hear about that do you?



Keep the water on the outside, the people in the inside and the bow pointed for the unknown.

Mike and Karen Riley
"Beau Soleil" Dickerson 41
laying San Juan del Sur, Nicaragua

Dickerson Sailors Try To Winterize By Going South



Three Dickerson Sailors decided that cruising South is the best solution to that terrible job of going on the hard, putting on canvas, and fighting the cold. D and Don Wogaman sailed their 41 foot Dickerson Ketch, “Southern Cross”, to South America and back last year, but decided this year to hibernate in Oriental, North Carolina and escape the frigid North winter. As other Dickerson sailors stop over in Oriental, they are warmly greeted by the Wogamans, who help them find suitable docking facilities. Another “Southern Cruiser” is Bruce Franz in his 41-foot ketch “Hemisphere Dancer”. Usually at this time of the year you will find Bruce in the Florida Keys—but this year

he was held up because of a poor and tired cutlass bearing which made it necessary to haul “Hemisphere Dancer” for repairs. Bruce spent the winter in Oriental enjoying D and Don’s hospitality. They did not go south enough to escape the cold.

Our newest snowbirds are Eric and Jackie White who quit their jobs, rented their house, and left on a two year world cruise on their 41 foot Dickerson Ketch “Compass Rose”. They left West River in October, stopped over in Hampton, Oriental, and other ports, and did make it out of the frigid weather to sunny Florida and the Bahamas. See article on the Adventures of Rosie in this Newsletter.

Bruce Franz. “Hemisphere Dancer” in the snow above.

Adventures of Rosie

I woke up this morning and looked outside. The sun was shining. I got dressed and looked outside. There was a steady breeze. I made some coffee, sat in the cockpit, and gazed at the crystal clear, aqua water. I closed my eyes, pinched myself, and looked again. I called down below to Jackie, “It’s still there.” I wasn’t dreaming. We are in the Bahamas!

OK, so every day doesn’t start off exactly like that, but it’s not uncommon to pause, look around, and marvel at where we are. I’m not sure what is more amazing: looking at the beautiful water or looking at a chart and seeing where we are relative to where we started. Less than four months ago we were living in our home in Alexandria, VA. A month later we had rented our house and moved aboard

Compass Rose, our Dickerson 41. On Oct. 28 we cast off our dock lines. Now we are in Boqueron, Puerto Rico.

The journey started a few years ago when we decided my Columbia 40 was not the boat we wanted for cruising. We found Compass Rose and began fixing, adding, and upgrading her equipment. One of the biggest challenges in this process is deciding what you need. Each of us focuses on different things based our notion of what equipment a cruising boat needs, but the truth is that you never know what is really important to you until you have experienced the cruising life. Luckily, Jackie and I feel we hit close to the mark on what we needed. Certainly there are things we wish we had brought and things we wish we had left at home, but none of them are critical.

Some of the biggies are: solar panels. We have two 135 watt Kyoceras that we can tilt and a fixed 50 watt Siemens. On a sunny day we can run the water maker and still be putting a charge in the batteries when the reefer comes on. The water maker is a great convenience. No carrying jugs to shore and back in the dinghy and pouring them into the deck fills. Just turn some valves and throw a switch.

We added dinghy davits and we love them, too. We can hoist the dink with the motor on at night or for short, smooth passages. For rougher trips we hang a 4:1 tackle from the mizzen and hoist the motor (15hp Yamaha 2-stroke) up to a mount on the push pit.

We upgraded our anchor, chain, and windlass. We probably would have been OK with our old 35 lb CQR, but we sleep pretty well after setting our 55 lb. Delta on lots and lots of 3/8 chain. Upgrading from a manual windlass to an electric was mostly a convenience move, but we are now more likely to reset the anchor if we are not happy with where it landed. Being new cruisers, we can't imagine not having a shortwave (SSB/ham) radio to listen to Chris Parker's weather each morning. We subscribed to his service, so we can tell him our general plan and get his weather routing advice. It's also handy to check into other cruising nets or to talk to friends who are beyond VHF range.

So what's it like? Well, Toto, we aren't in Kansas anymore - or on the Chesapeake, either. It has been great. Each portion of the trip has been a distinctly different experience. And the people we have met have been wonderful. We escaped Galesville, MD after a week of cold, wet rain. Three easy days later we were in Hampton, VA. The trip down the Chesapeake was fairly typical Chesapeake sailing. Another couple joined us in Hampton and stayed on board to Cape

Canaveral. Heading south from Hampton you have two possible routes. We chose the Dismal Swamp route because it is scenic and less traveled than the Virginia Cut. The downsides are that it has more shallow water and an additional lock. It's an interesting place, but you cannot sail it, so you have to drone along under power. Much of it is arrow-straight, and although most of the time the water is deep enough, you do have to watch for overhanging trees so you don't clean the instruments off the top of your mast. It's a bit surreal. Personally, I had had about enough sightseeing after about the first hour.

Once the Dismal Swamp ends you can travel a succession of rivers and canals all the way to Florida - if you like motoring most of the time. Our first stop on the way to Beaufort/Morehead City, NC, was Elizabeth City where free slips are available. There you are met by the Rose Buddies - a group of retirees who wait at the park to assist with lines and provide information about the town. One even gave me a ride to and from a store to pick up some spares. Our next stop was Oriental, NC, where Don and D's, Dickerson 41 "Southern Cross", helped us with our lines and arranged for us to borrow a vacant slip. They opened their home to us so we could take hot showers and do laundry - what luxury! We spent a few days there hanging out with Don and D and some other cruisers and enjoying Oriental, a very cruiser-friendly town.

We spent about half a day motoring to Beaufort/Morehead City where we began our ocean sailing phase of the trip. We did an overnight sail, which was a great experience, and then ducked back in to avoid bad weather. The rest of the trip down to Miami alternated between motoring down the Inter-coastal Waterway (ICW) and sailing/motoring down the coast. We did a marvelous three day sail from South Carolina to Cape Canaveral with dolphins playing on Compass Rose's bow wave, watching a space shuttle launch off St Augustine, and finally switching to shorts and t-shirts.

The other couple hopped off in Cape Canaveral and headed back home to return to work. It really helped having four people to split watches on the overnight legs. We visited relatives in Ft Pierce and Port St. Lucie, and then motored to Lake Worth for an outside jump to Miami. One of the scariest moments of the trip occurred in this stretch when a bridge operator was slow in raising a bridge and we were almost swept into it by the current.

We did a long day sail to Miami. Up until now we had sailed the Chesapeake, motored down portions of the ICW, and spent most of five days sailing down the coast. Now we would try a new adventure - crossing the Gulfstream. In Miami we

caught up with our friends Mark and Michelle who are sailing the Manta 40 catamaran, "Reach.". They did the Bahamas last year and would be our "buddy boat" for the Gulfstream crossing. We spent some time in Miami and then decided to leave when we got a weather window. Our course took us from Miami to north of Bimini, across the Great Bahama Bank, through the Northwest Channel and over to Nassau. We left Miami just before sunrise and were tied up in Nassau by about 10 the next morning. We motored across the stream and finally got enough wind to sail when we reached the banks. The wind died that evening, so we motored most of the rest of the way to Nassau. The trip was easy, uneventful, and very gratifying. It was the first time we did an overnight trip without other crew and it was the first time out of sight of land. It was also the first time I saw the beautiful aqua water of the Bahamas. Absolutely fabulous!

Our friends checked in with customs and immigration and then scooted out of Nassau literally minutes ahead of a rain storm. We had some things we needed to pick up, so we stayed over that night. The next day we got a late start and had a relatively easy trip over to Highbourne Cay near the top of the Exumas. We had to anchor in the dark, but our friends were waiting for us which made finding a spot easy.



This marked the beginning of Bahamas - or at least Exumas - sailing. We soon found out that you can easily sail down the Great Bahama Bank along the west edge of the island chain. To anchor for the night, just tuck in to the lee of an island. Pretty easy as long as you watched the depth and kept an eye out for coral heads. You are still

exposed to the west, but sheltered from the prevailing easterly winds. The only time it gets tricky is when a front comes through and there will be sustained winds with a westerly component. The shallow water of the Banks helps keep the waves down, but they can still build to an uncomfortable level and you get buffeted by the wind. You can't just go around to the other side of the island because you would be exposed to the swell in Exuma Sound and the water is quite deep until you get very close to shore. The first time this happened we got a mooring in Warderick Wells Park, which is protected on all sides. This was the pattern we followed down much of the Exumas. We shared most anchorages with only a couple other boats. We could snorkel, hike the islands, or just plain relax.

We arrived in Staniel Cay just before Christmas. This is a very popular spot for cruisers - especially with all the events happening around the end of the year. The Staniel Cay Yacht Club hosted Christmas and New Years dinners, and the very popular Pirate Costume Party. There were also the cruiser's regatta and a race where cruisers could crew on Bahamian C Class sloops. This was our first taste of a cruiser destination. It was a lot of fun and we met lots of great people. Unfortunately Jackie had to return to the States for a family emergency while I stayed with the boat. Our buddy boat had done all these events last year, so they left for the Jumentos islands - one of the remotest places in the Bahamas.

Jackie returned in early January and we continued on down the island chain. Now we found that when we entered a small anchorage we often knew the people on one of the other boats. We found places to go where cruisers hung out to do laundry, get fuel, and restock. We also found out of the way anchorages where we could relax and figured out how to find hidey-holes when a front came through.

Eventually we reached Georgetown, the cruising Mecca of the Exumas. Literally hundreds of boats will be there at the height of the season. I've heard it described as "summer camp for cruisers". There is an extensive morning radio that includes announcements of all kinds of organized activities. It's amazing. We hung out there for a little while and then moved on to Cat Island and Thompson Bay, Long Island, where we hooked back up with our buddy boat after over a month of cruising our separate ways.

Then things happened fast. Chris Parker predicted a front that would go deep into the Bahamas and replace the easterly trades with northwest winds. We contacted my brother and he grabbed a flight down. He arrived on Sunday and on Tuesday the weather window flew wide open. Four and a half days later we were in Mayaguez, Puerto Rico. We got a one-in-a-million window that allowed us to sail almost the entire way from the Bahamas to Puerto Rico with about 15 knots of



wind on the beam and reasonable seas.

What now? We will have moved on by the time you read this. We expect to visit more of Puerto Rico and some of the Spanish Virgin Islands. Then we will head to the US Virgin Islands and the British VI. We plan to

spend next summer in or around Grenada. You can follow our travels on <http://www.ketchcompassrose.com>

Stay Warm! Jackie and Eric White, Compass Rose

OUR BOATS

Murphys Law Meets A Strip Plank Hull

In the summer of 1994, a (then) young man, having been acquired by one of Bill Dickerson's finest, decides to take the hull down to bare wood and do it right. After six weeks on the hard at Herrington North, topsides and bottom are smooth and looking good. Rainbow is ready to return to the water.

The day before launch, I noticed that a seam in the starboard bow area had opened up to about 3/16 of an inch. Not knowing what I was doing, I liberally applied Boat Life caulk and deemed the problem solved. Upon launch, she took on some water but otherwise swelled up and floated.

Last summer I realized that the seams were weeping in the area that I had repaired and hauled her around Labor Day to get her in shape for the Western Shore Roundup. What I found was that the caulk had actually prevented the planks from lying fair against the ribs when the bottom swelled; the caulk did not allow the planks to close up and return to their original position as they sat away from the ribs. After some time the seams began to weep as the wood worked, the fasteners began to corrode and the ribs were getting wet.



The initial repair last fall was to pull the fastenings in the affected area and let the wood dry out for a day or two. I then drilled out and plugged the screw holes and refastened the bottom in that area. This temporary repair has held but in the spring of 2010, a permanent repair is scheduled. I plan to make eleven new floors in the mid ships area from 5/4 oak and then laminate and install eleven new ribs. This will involve making up the floors and ribs over the winter and then replacing them in the spring. Bleeding knuckles and more of this story to follow.

John Freal. "Rainbow"

From The Crew Of The Dickerson 41 Southern Cross

Let me introduce you to our unique boat, the “*SOUTHERN CROSS*”. She was launched in 1974 when Dickerson Boat builders was owned by Tom Lucke, who reluctantly eased Dickerson into the fiberglass age. She was the second Ernie Tucker design from “scratch” for Dickerson, the first being the D-36.. Each of these designs had one hull built in wood to be used as the buck or plug for a fiberglass mold. All subsequent boats were then built with fiberglass hulls.

Consequently, when “*SOUTHERN CROSS*” was launched into La Trappe Creek off the Choptank River, she was the last wood hull to be built by Dickerson. Compared to earlier Dickersons, this Tucker design has a similar underbody, but differs markedly in freeboard, interior space, layout, and “heft.”

The 41’s original design was influenced by her first owners, Neville and Louise Lewis. They owned and sailed a D-35 prior to purchasing the “*SOUTHERN CROSS*” “pre-production”, and then worked with Tucker to refine the design. They planned to sail their new Dickerson around the world with their son Chris. These boats were designed for blue water.

The Dickerson 41’s final Design Specifications as of December 10, 1973 were:

Length Overall 41 feet 6 ½ inches

Waterline Length 32 feet 1-1/2 inches

Beam 12 feet 6 inches

Draft 4 feet 6 inches

Displacement 23,000 pounds

Sail Area 791 square feet

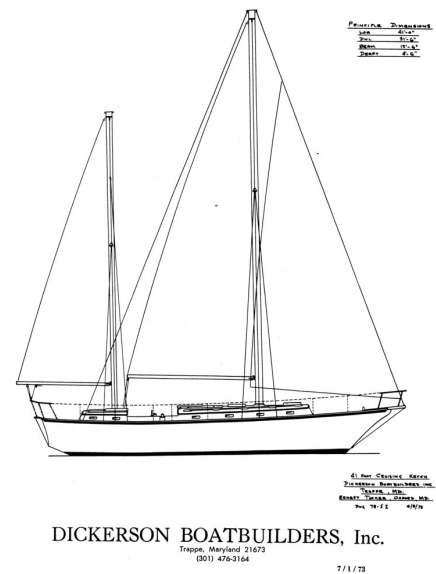
However, the actual boats varied a great deal in their displacement and draft, being generally heavier. Later, sales specifications put the displacement at 24,000 pounds and draft at 4 feet 9 inches. The “*SOUTHERN CROS*” weighed 24,000 pounds totally empty and without either one of her masts (no rig) in December 2001. The draft at that displacement appeared to be about 4 feet 9 inches in fresh water. At our loaded cruising weight of around 32,000 pounds, our saltwater draft

is really about five feet.

Because all the Dickerson workers knew of the Lewis' plans, we think that they added extra care and "beef" to her construction in anticipation of the first Dickerson circumnavigation. In a 2003 interview, ex-Dickerson painter Vernon Barnes told us how proud he and his co-workers were of the "*SOUTHERN CROSS*".

The Lewis family had Ted Reed Jr., the son of fellow Dickerson owner Dr. Ted Reed, their family doctor, aboard as crew on "*SOUTHERN CROSS*" as far as Tahiti. Ted Reed Jr. liked the 41 so well, that he later became the third owner of Dickerson Boat builders, after having his own D-41, "*PAPILLON*".

We find the 41's design to be ahead of its time. The beam is carried well aft, as in many modern boats, but the bilges are moderate for an easy roll. She has a relatively fine entry, and the shoal draft full keel with cut away forefoot is typical of all the round bilge Dickersons prior to the D-37. We have found this design to be extremely sea kindly and stable with a very comfortable motion even in big seas. The sail area is large enough to keep the boat moving quite respectfully in light air, but in the heavy stuff, she really shines. Alan Lucas pictures his ideal hull and keel configuration in his book, Cruising Tropical Waters and Coral, and it is identical to the D-41!



Back in the 1970's you usually found a narrower beam on cruising boats, but today, most of the popular boats are beamy aft, catching up with Ernie Tucker's innovative design. It makes for a very livable and comfortable boat to cruise on. We have sometimes called her the "poor man's Island Packet," but we actually think that the "poor" folks are the Island Packet owners who we regularly pass under sail! Our glass hulled sister ships have built upon the Lewis family's blue water experience, proving the worth of Ernie's design. "*PLOVER*" crossed the Atlantic twice, cruising the Med and the Caribbean. "*KAIROS*" (as "*ANN MARIE*") cruised regularly to and from the Caribbean. The D-36 "*CABOCEAN*",

a “mini” sister, is a regular Bahamas visitor. “*COMPASS ROSE*” is presently bound south from the Bahamas towards Puerto Rico. And the grand champion, “*BEAU SOLEIL*”, has circumnavigated twice in the 20 plus years that Mike and Karen Riley have lived aboard and raised their son Falcon. There are certainly many other distance cruising 36’s and 41’s that we have yet to know about.



As for us, we have cruised the “*SOUTHERN CROSS*” for 30,000 miles, 10,000 miles vacation cruising in the Great Lakes, and the balance since moving aboard in 2002. We spent 2 years plus in the Caribbean, and have recently arrived in Oriental, NC from Belize, with a side trip to Oxford for the 2009 Dickerson Rendezvous. We could give you a bit of a glimpse into the Caribbean trip in the next newsletter.

Our plan for the short term is to remodel and refinish the boat down below, which requires that we be on the dirt for now. We chose Oriental, based on our experiences here while cruising the East Coast prior to the Caribbean.

Oriental is a very friendly town where almost all the folks you will run in to are "boat related". That means that they own a boat, have owned a boat, want to own a boat, or just like looking at boats. The atmosphere is fun, and it is definitely a 'boaty' village.

There are two other Dickersons in the immediate area, Bruce Franz has had “*HEMISPHERE DANCER*” tied up here since October, “on his way South” (this is a hard place to leave!), and the D-37, “*VICTORI*”A, lives here too.



We look forward to seeing more Dickersons plying the waters of the Pamlico Sound and Neuse River. It is a very scenic trip from the Chesapeake down the ICW, through the Dismal Swamp Canal, and Elizabeth City, NC, to get here. We have creek gunk holing in addition to barrier islands to visit, and

easy access to the Atlantic through Beaufort, NC. Y'all come!

D& Don Wogaman
SV SOUTHERN CROSS
404 Ragan Road
Oriental NC 28571
local number 252-249-1930

Verizon cell phone - 614-286-0091
dndonwogs@gmail.com

GOOD READING—BOOK REVIEWS

Ten Degrees of Reckoning: A Must Read For Global Sailors

By Hester Rumberg

In 1993, the Sleavin family set out on a dream voyage. Santa Clarita, California, residents Michael and Judith Sleavin, along with their two children, Ben and Annie, loaded up their 47-foot sailboat with plans to circumnavigate the globe in five years. Three years into their journey -- around 2 a.m. In November 24, 1995 -- a South Korean cargo ship altered its course by a mere 10 degrees and barreled into the Sleavins' boat just off New Zealand.



The Sleavin Family Ben, then age nine, went down with the sailboat; Michael, Judith and Annie scrambled onto a rubber dinghy. They waved and screamed for help from the colliding ship's crew, but instead of throwing them a lifeline, they left the family to perish in the icy, tumultuous seas of the South Pacific. When Annie, then age seven, was swept away in a wave, Michael attempted to swim out and save her. Both Michael and Annie drowned as Judith -- the lone survivor who'd broken her back and fractured her skull -- watched in horror.

Judith Sleavin has never spoken publicly about the horrendous events of that day -- until now. In "Ten Degrees of Reckoning," she describes the joyful moments she shared with her family on their sailboat; what happened in the 44 hours after she witnessed her family's death; and how she eventually found her way to shore, clinging only to a deflated dinghy and the hope that she'd survive long enough to recount the calamity. Sleavin chose her longtime friend and fellow sailor, Hester

Rumberg -- the godmother of Judith's daughter, Annie -- to put her story into writing. AOL Health asked Rumberg to reveal how Judith Sleavin has turned an unthinkable loss into a reason to live her life even more fully and deliberately.
Source: Michelle Burford AOL Health

Pirates On The Chesapeake

Being a True History of Pirates, Picaroons, and Raiders on Chesapeake Bay 1610-1807 by Donald G. Shomett, Tidewater Publishers, Centerville, MD 1985

While visiting our son and daughter-in-law Scott and Katie in Locust Point, Baltimore, I walked through their neighborhood and stumbled into a “mariner’s goldmine”. It is Maryland Nautical Sales (<http://www.mdnautical.com/index.htm>). At first impression—a hole in the wall—I could spend weeks in there looking through charts, navigation gear, and BOOKS. I came out with several titles, including “The Pirates”. As a “former Marylander”, now “loyal Virginian”, I was hoping to gain some insight into escapades and impact of these rascals from geographical and historical perspectives (all the while hoping not to find the Creighton surname on the wrong side of the law). The book provides that even if the reading is laborious at times. While, I don’t know the author, it wouldn’t surprise me if this work was a degree dissertation.



I particularly appreciated the treatment of the exploits and eventual demise of Captain Edward Teach (Blackbeard) and Captain Bartholomew Roberts (The Crimson Pirate) -- excellent background supported by substantial research. Additionally, the discussion of the early tensions between colonial Maryland and the Commonwealth provide context for the continuing disagreements ranging from the “Oyster Wars” to current commercial crab, oyster, and fishing laws. While a perhaps a little heavy for “mindless entertainment” I’ll place this book in “Crew Rest’s” library for another read as we make our way up the Bay for the next rendezvous.

Barry Creighton, “Crew Rest”

Last Treasure Of The Chesapeake

Skipjack—The Story of America’s Last Sailing Oystermen by Christopher White, St. Martin’s , is a compelling story of the twilight of oystering under sail and the

captains struggling to keep their imperiled way of life alive. It's 372 pages of an action-packed tale, complete with waterborne grudge matches, on-deck shootouts, fierce winter storms and suspenseful escapes. The long-boomed skipjacks which date from the 19th century emerge as characters themselves—some sick, some noble, all stubbornly battling to stay afloat. But the real stars are the members of the skipjack community which include a Scripture-quoting 64-year old conservation oriented Captain from Deale Island, a hot-headed Tilghman Island competitor who is determined to captain the fastest boat and work the longest hours and a former lady schoolteacher whose famous recipe for scalloped oysters is worth the price of the book.



Author White lived with skipjackers on Tilghman Island some ten years ago and has observed their loyalty and love of family, relentless work ethic, stubborn independence and cultural taproot to traditions of surpassing humanity. He serves them all up for us on the half-shell.

Source-- A Culture Review by

Ken Ringle—bookworld@washpost.com

FROM THE COCKPIT LOCKER

USA WINS BACK AMERICA'S CUP AFTER 18 YEARS



BMW ORACLE Racing Team's revolutionary wing sail powered trimaran

USA convincingly beat Swiss Defender Alinghi in two races off Valencia, Spain on February 12 and 14, 2010 to win the 33rd America's Cup match.

The giant multihull racing boats are a far cry from the mono-hull J boats and 12 meters traditionally making up the America's Cup Regatta since 1851 when "America" won the 100 Guinea Cup in the historic race around the Isle of Wight.

BMW-Oracle's boat has a 190-foot wing bigger than an Airbus A380 passenger jet Alinghi's catamaran has a mast equivalent in height to a 17 story building. Both boats can easily reach speeds in excess of 30 knots in 7-10 knot winds, but risk damage in heavy winds and rough seas.

BMW-Oracle won the first race—in a beat/run course—by 15 minutes and 28 seconds which is the biggest win in the history of the America's Cup since 1988.

The second race which I saw on America's Cup live- video Web Site was much closer. Oracle got a 24 second lead at the start on a triangle course with a beat and two reaches. The wind was 6-8 knots with a shifting breeze. Alinghi took a favored tack to windward and led to the lay mark tack line to the first mark. Then Oracle came about and laid the first mark on a port tack perfectly. Alinghi crossed ahead on a starboard tack, came about and sailed a "fat lay line tack" to the first mark. But when Alinghi came about she lost speed and sailed above the lay line-- Oracle shot for the mark to leeward and pulled ahead. Oracle had a 28 second lead rounding the first mark. What a race to see those two giant multi hulls sailing close hauled at 16-19 knots with only one pontoon in the water. After the first mark, Oracle steamed ahead on two reaches with speeds of 30 knots or more winning by 5 minutes and 28 seconds.

We hope now that the America's Cup will come back to its traditional home port of Newport, Rhode Island with the New York Yacht Club as host. It is rumored that Larry Ellison, owner of Oracle has bought a historic mansion in Newport. Let's see what happens. For more information go to: <http://www.americascup.com/>

Joe Slavin, with information from America's Cup Web Site.

A Sailors Magic Moment

I lay on the bowsprit, facing astern, with the water foaming into spume under me, the masts with every sail while in the moonlight, towering high above me.

I became drunk with the beauty and singing rhythm of it, and for a moment I lost myself—actually lost my life. I was set free!

I dissolved in the sea, became white sails and flying spray, became beauty and rhythm, became moonlight and the ship and the high dim—starred sky!

I belonged, without past or future, within peace and unity and a wild joy, within something greater than my own life, or the life of Man, to Life itself!

To God if you want to put it that way.

Eugene O'Neill, "Long Day's Journey into Night"

Memories And Heritage

The above book review on "Last Treasurers of the Chesapeake" brought back some pleasant memories of family, growing up, and Hoopers Island—not far from Bill Dickerson's Church Creek. Most of us think of Tilghman Island now when we think of Skipjacks, because a few boats are still laying there ready to drag their dredges across the remaining oyster bars. But if we were to think back to the early 20th century we would have seen a bay full of boats under sail harvesting some of the choicest oysters in the world-- matches for those Blue Points from Long Island and Lynnhaven and Rappahannock River catches.

In the early 1920s, my grandfather, Cap'n Arthur "Bug" Creighton, my great uncle, Cap'n Jeremiah Creighton, and Cap'n Amos Phillips chipped in \$50 a piece and sailed down to Deale Island where they purchased "Madman", a 50 foot bugeye that they dredged (pronounced "drudged") with for several seasons. So the story goes--they paid for her with the first week's catch. Along with a fleet of other dredge boats she was moored in Hoopers Island's Back Creek.

Most of us today think of these oyster boats as all being like the few remaining Skipjacks we see in the wonderful photography of A. Aubrey Bodine (renowned

photographer of the Baltimore Sun)

<http://www.aubreybodine.com/page/default.asp?tag=Skipjacks>

While all were very shallow draft with good open deck space, many were rigged as sloops with very large mains--others sported lateen rigs and still others were multi-masted.

Looking at these boats (either in person or from the photographs) you



can clearly see the heritage of our Dickersons. Note the use of lazy jacks on main and headsails,

Photo-Creighton Family-- Mom, Barry, Dad and friend Jeff Stephenson

bowsprits, low freeboard--the list goes on.

In fact take a look at this 1954 Bill Dickerson masterpiece bug-eye, "Chesapeake", owned by Kerry O'Malley in Havre de Grace.



What do you think? Have we found the missing link? So, sail your Dickerson with the added pride of appreciating her heritage. And-----wild goose with scalloped oyster stuffing for Thanksgiving dinner---- there's a wonderful memory for you!

Barry Creighton

2010 Dickerson Owners' Directory

It's that time again. In 2009 we took a stab at providing each Dickerson Owners' Association (DOA) member a more complete and usefully revamped Directory. The obvious aims were to capture the state of the fleet for historical purposes and provide an aid to owner connection and collaboration. I must admit, it took much more time and effort than I had anticipated. But the good news is that now we have a base of information on which to build.

As you can appreciate, the information can be quite perishable. So, this note has a couple of aims. First, please help us make sure the information is as accurate and complete as we can make it. Second, tell us how we can improve the Directory to suit your needs and expectations. Our goal is to have a record of the following data (at a minimum) on every sailing yacht built by Dickerson Boatbuilders:

Year Built

Length

Rig

Boat

Name

Year Purchased

Hailing Port

DBB Hull Number
USCG Documentation Number
Owner Name
Owner Address
Phone Numbers
Email Address
Previous Boat Name(s)
Previous Owner(s)

Action 1 for you: Please make sure we have good data for you and your boat. For the 2009 edition we thought you would like to see information referenced by (1) People and (2) Boats/by size. Additionally, we included as many pictures as seemed sensible and a few marketing brochures (always fun to look at). Unless redirected, that will be the general organization of the 2010 edition.

Action 2 for you: Let us know if you would prefer changes to this organization—i.e. more/less/different information

Action 3 for you: Please send me “stuff” that other folks might enjoy seeing in the Directory. That means PICTURES-PICTURES-PICTURES (of you, of your boat, of you and your boat, of cool modifications, of projects, etc. etc. --also any Dickerson material that others might not have seen. (The Directory provides an excellent medium to preserve artifacts that might otherwise be lost.)

Action 4 for you: Please remember to renew your membership and if you are not a Member or an Associate join in the fun and comradeship and receive your copy of the 2010 Directory which contains all the known information on Dickerson Boats and their Owners. Membership forms are on the DOA Web Site at <http://dickersonowners.org/> The Membership is from May 31, 2010 to June 1, 2011. With early receipt of dues—only \$35 for members and \$25 for associate members— we are able to ensure early delivery of Directory and listing of Members and Associate Members in Directory.

Please send inputs to me at barry.creighton@lmco.com (that’s “el em see oh”) We plan to have your copy of the 2010 DOA Directory for you at the Rendezvous.

Barry Creighton
DOA Membership Committee

Thanks For Your Support

As Commodore Bill Toth mentioned earlier, this year Dickerson Sailors will celebrate the 43rd Anniversary of the Dickerson Owners Association (DOA) with

another traditional Annual Rendezvous on June 18-20, 2010 in Oxford, MD. The New England Dickerson sailors are starting to organize the second New England Gathering and our Chesapeake Bay-based Randy Bruns is thinking about the fourth Western Shore Round Up. The Dickerson Owners Association Web Site, made available to the DOA by veteran Dickerson boat builder Alan Willoughby, is our major vehicle for communicating Dickerson News and for chatting on the Forum to either just say "Hello" or to request and receive advice. Also, can you believe it? In the survey on Winterizing we received a 20 percent response rate from our email list of Dickerson Sailors. Finally, many members are contributing articles for inclusion in issues of our News Letters.

These classic boats are certainly unique--but not as special as the people who sail them. We have a great organization because of strong and loyal membership from over 17 States and Canada.

Thanks again for your support.

Membership Committee, Joe Slavin, Barry Creighton and John Freal
Contact us at jws2827@aol.com