

# Dickerson

## **DICKERSON BOATBUILDERS A HISTORICAL REVIEW**



**DICKERSON OWNERS ASSOCIATION  
HISTORICAL REVIEW COMMITTEE 2011**

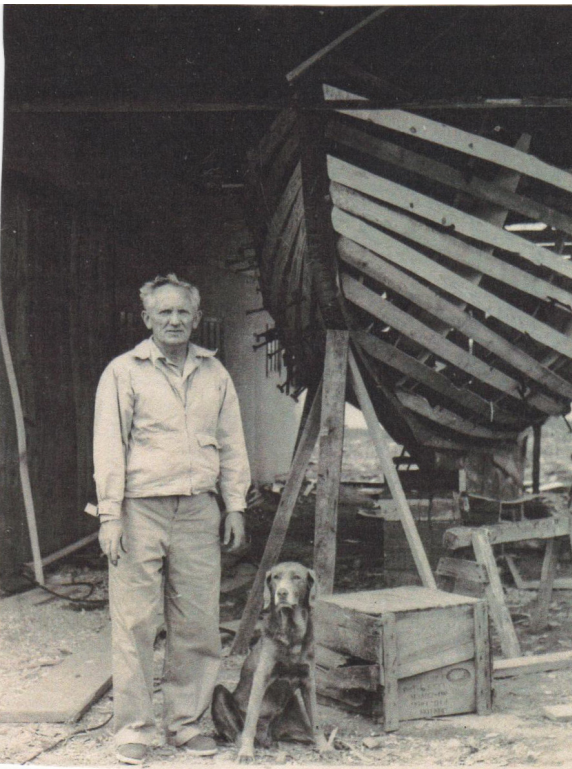
# DICKERSON BOATBUILDERS

## A Historical Review

### The Early Years

For more than half a century the strength and simplicity of Dickerson boats pioneered by Bill Dickerson have been revered by their many owners, crews and sailing enthusiasts. As renowned writer Ferenc Mate said in his book The World's Best Sailboats, "The Dickerson boats like the work boats around them, were designed and built simply and well and, because of that combination have gathered a following almost religiously devout, second on this continent only to the zealots of Henry Hinckley."

So who was this man who created this devotion that would put a religious cult to shame? William Cadmus Dickerson (called "Dick" by his friends) was a strong, conservative and no nonsense man. He came from a working class family, born in 1903 in Baltimore, Maryland. He was the oldest of four children. At a young age Bill served in the Navy in the First World War and later in the Army Air Force in the Second World War.



After the war he settled in Church Creek, Maryland, on a tributary of the Little Choptank River, with his wife Marion. He is said to have "dug a hole in the ground beside the small vegetable garden in his back yard, melted down some lead and poured a keel and started building Dickerson sailboats" in 1946. The boats were later built in a shed on a railway that went down to the water so they could be easily launched when finished. He would usually build two to five boats at once and then start the next boat after the one closest to the water was launched. Much of the interior work was done after the boat was launched. The 10 -12 workers were Bay watermen who would still take time to go crabbing, oyster tonging or fishing during the appropriate season.

Long time boatbuilder Preston Brannock told fellow worker Paul Rybon, "Each crew at one of the stations on the

*Bill Dickerson (Nettie Hastings)*

*Cover photograph of 58 foot schooner "Chesapeake" courtesy of owner Kerry O'Malley*

railway would work really hard to get ahead of the crew below them so they could sit and wait.” What an incentive plan. Brannock, an especially skilled carpenter who worked building boats for the Dickerson firm for 26 years, was said by his colleagues to be, “A warm hearted classic man, an example of Dorchester County’s best.”



*Preston Brannock (Gall Dean)*

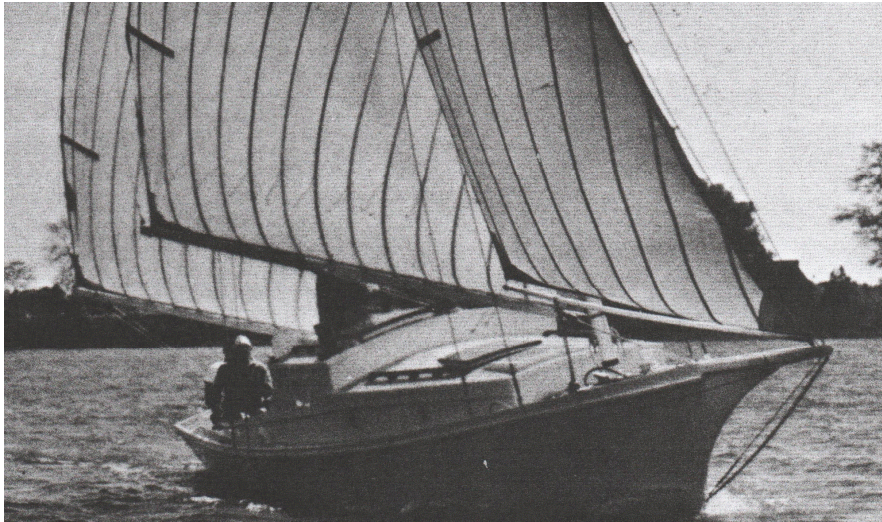
Bill Dickerson was a crusty old guy who did things pretty much his own way. Sheldon Van Auken, when contracting to have his 36 foot Schooner “Ettarr” built said, “William C. Dickerson impressed us at once with his honesty and directness, We shook hands for a contract—.” Neville Lewis, who bought a 36 foot Dickerson from Bill said, “It was a well known fact that when you went to Bill Dickerson to get a boat built, if he didn’t like you he wouldn’t build it for you. Fortunately we hit it off and he built a 36 foot round hull center cockpit for me that I kept for seven years.”

In the mid 1940’s the little town of Church Creek was the “home” of a gathering of sailboat greats. Bill was there with Ted Graves, a famous naval architect from Boston, Howard Chapelle who wrote the book on traditional Bay boats and boat building, and Ernest Tucker Jr., who was from the area, and a renowned Bay sailor and naval architect who designed the round bilge Dickerson 35, 36, 40 and 41 single and double cabin sailboats and many of the Dickerson work boats and power cruisers.

For nearly 20 years Bill Dickerson built a variety of pleasure boats that ranged from day sailors to a 58 foot schooner. Although he built a number of different boats, they all shared common characteristics. His boats were rugged and simple, capable of taking whatever conditions the sea delivered.

One boat in particular typified Bill Dickerson's approach to boatbuilding and became a legend of sorts on the Chesapeake Bay during the 1950's. This 34 foot hard-chine ketch, a descendent of the Chesapeake Bay skipjack, was the perfect family gunkholer. With a 2 foot draft (with board up) she

could get in and out of the many shallow coves and harbors of the bay. And, a relatively narrow beam of 9 foot 6 inches made her a sea kindly boat that performed well. Accommodations were spartan, yet the cabin was airy and quite comfortable for a small family. This boat became known as the "Simplissima", and more than 50 of them were built.



*"Simplissima" (Chesapeake Bay Magazine December 1987)*

Following the success of the original "Simplissima", Dickerson made a number of smaller 26 foot hard-chine sloops and 32 foot hard-chine aft-cockpit ketches also known as the "Simplissima" class. Both of these boats became popular family cruisers because of their sturdy construction and reasonable cost. He would often just make what you wanted and is known to have said, "What kind of layout do you want? What kind of head room? We'll build it for you!"

In the early sixties, Bill Dickerson's reputation for building rugged boats earned him a contract to build a series of U.S. Navy patrol boats. During this time a number of pleasure trawlers were also built. Dickerson was establishing his identity as a quality builder responding to a variety of needs.

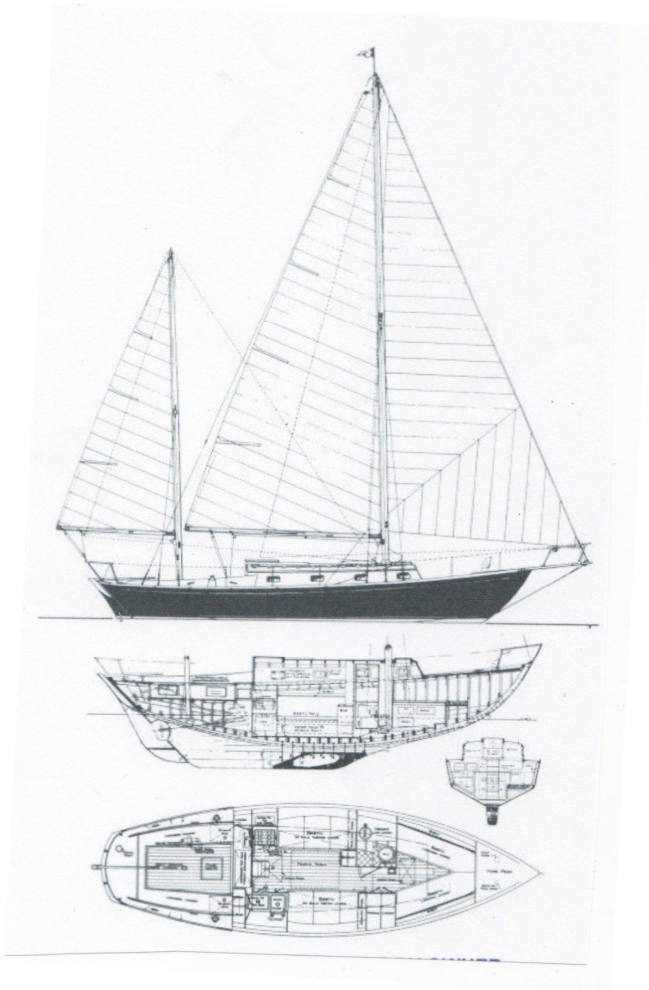


*30 Foot hard- chine sloop "Moon Shadow"*

Bill Dickerson built a number of Ted Graves designed 28, 30 and 32 foot hard-chine sloops and ketches in the early and mid 1960's. A local news article in 1961 by Dorchester County historian, Walter E. Huelle reported that over 150 of these boats were built over a 12 year period. Huelle said, "Mr. Dickerson sees no signs of falling off in customers for his boats. He claims a capable workman is always in demand and considers

his work force of craftsmen among the best in the business.”

As both owners and prospective buyers asked for a larger, more refined boat, Dickerson responded with the introduction of the Ted Graves designed 35 foot hard-chine aft-cockpit ketch. This boat was to become the basis for a number of evolutionary designs throughout the sixties and seventies. Later the Dickerson 35 center-cockpit, round bilge designed by Ernie Tucker was introduced as an alternative to the aft-cockpit model giving the cruising family the privacy of two sleeping cabins. The Dickerson 35 (later to become the 36 with her modified clipper bow) is still very much a part of today's sailing scene.

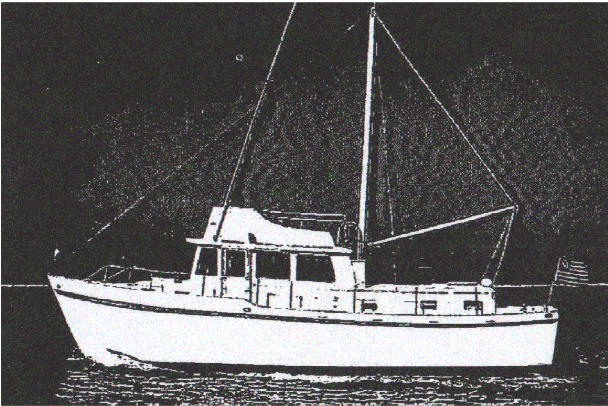


*Hard-chine 35 ketch (Dickerson Boatbuilders)*

*Round bilge 35 ketch*

The round bilge Dickerson 35 hull was made using the strip planking method with no caulked seams. Strip planking was ideal for building small to medium sized wooden boats. The planking used in Dickerson Boats was Philippine mahogany strips, about 1 inch thick by 1 inch wide, glued together and nailed edge to edge one to the other and fastened to oak ribs and frames. This made a strong and water tight construction. There are many 40 to 50 year old strip planked Dickerson boats sailing today that have hulls that do not leak a drop.

Bill Dickerson retired and sold his company in 1967 to an employee and friend Thomas Lucke. Bill continued to be active in the area. He was a member of the Cambridge Yacht Club and Cambridge Country Club, served on the board of Dorchester County Hospital and was an American Legion



member. In his retirement, he traveled to the Bahamas with his wife Marion on a 50 foot Dickerson Trawler designed by Ernie Tucker and built by Tom Lucke. He died at the age of 74 in a 1977 car accident.

*Bill Dickersons Trawler (Don Edwards)*

By today's standards, the boats pioneered by Bill Dickersons were not fancy, especially down below. But Dickerson's reputation for well-built boats of real value grew stronger. More and more Dickerson sailboats were

being seen along the mid-Atlantic coast, and several were being sailed south in the winter. Dickerson was becoming an important, yet still small, part of the east coast boat building industry.

### **The Move To Fiberglass**

Tom Lucke, the new owner of Dickerson Boatbuilders, was raised on Maryland's Eastern Shore. As a young boy in Queenstown he sailed on Chesapeake Bay with his parents and was an avid sailboat racer and off shore cruiser. After receiving an engineering degree from Johns Hopkins University, Tom worked for General Electric as an industrial engineer. He soon became tired of working in the corporate structure and wanted to own his own business.

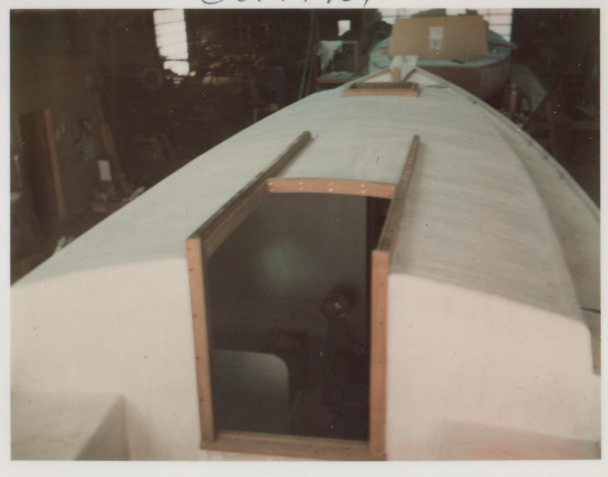
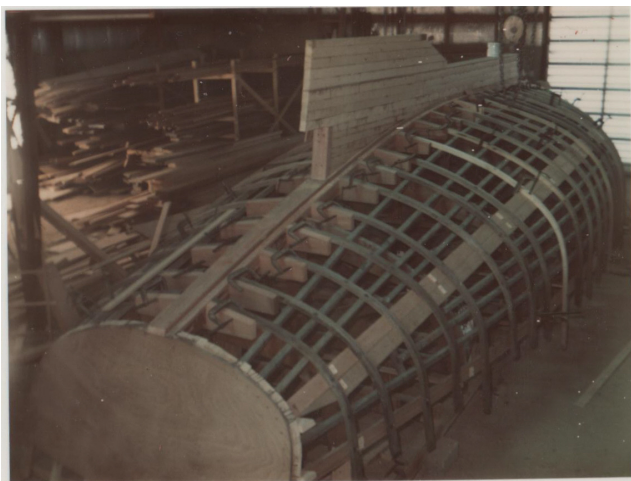
A sailboat broker that he knew put him in contact with Bill Dickerson who was thinking of retiring. Lucke worked out a deal with Bill Dickerson where he would work with the company for eight months at no pay so he could learn the business before buying it. In 1967, at the age of 31, he purchased Dickerson Boatbuilders and Bill retired. As part of the purchase agreement he had to move the site off the Church Creek property. He looked at different locations and was fortunate to find an attractive site in nearby Trappe, off La Trappe Creek, which had ample room for expansion. The plant was moved to this new location in 1968.



*Trappe Plant (Lynn Stearns)*

The first Dickerson completed in Trappe was the 36 foot round-hull wooden center-cockpit ketch “Venture” owned by Neville Lewis that was partially built at Church Creek and then moved to Trappe where construction was completed. Tom initially continued production of the traditionally popular 35 and 36 foot wooden ketches with improvements of fiberglass coating over plywood decks and cockpit floors and aluminum masts. In 1968 a wooden Dickerson 35 foot ketch could be delivered complete with sails for \$14,900.

The 36 foot wooden ketch was the same as the 35 except that it’s stem was curved forward more to provide an extra foot of length on the forward deck. Lucke said, “With this arrangement the head stay can be moved forward to give better sailing performance.”



*Building a wooden 35 foot Dickerson "LLIA FAIL" in 1969 (Former owner Lynn Stearns)*



The increased popularity of fiberglass construction in the late 1960's put considerable pressure on the wooden boat building industry. Tom Lucke saw this coming and with the help of designer Ernie Tucker, he moved to fiberglass construction using the popular 36 round-hull wooden ketch as a model for the new 36 ketch with some minor changes. He also introduced the 36 foot fiberglass sloop and cutter designs. Although these boats were in fiberglass, they still had plenty of teak trim and retained the classic appearance of the traditional wooden boat.



*36 foot aft cockpit fiberglass ketch*

The first fiberglass 36 foot sailboat, a ketch, was built in 1971. The hull was constructed of molded fiberglass and the wooden decks and cabins and cockpit sole were glassed. As with most fiberglass construction the keel was molded with the hull and internal ballast was used to obtain the required displacement. The fiberglass molds and other fiberglass work was done initially by Lippincott Boat Works in Riverton, New Jersey. The New Jersey plant had a fire. About 1974, Chesapeake Marine was formed by Lippincott and Lucke to do the fiberglass work. The Chesapeake Marine plant was located on the Trappe site.

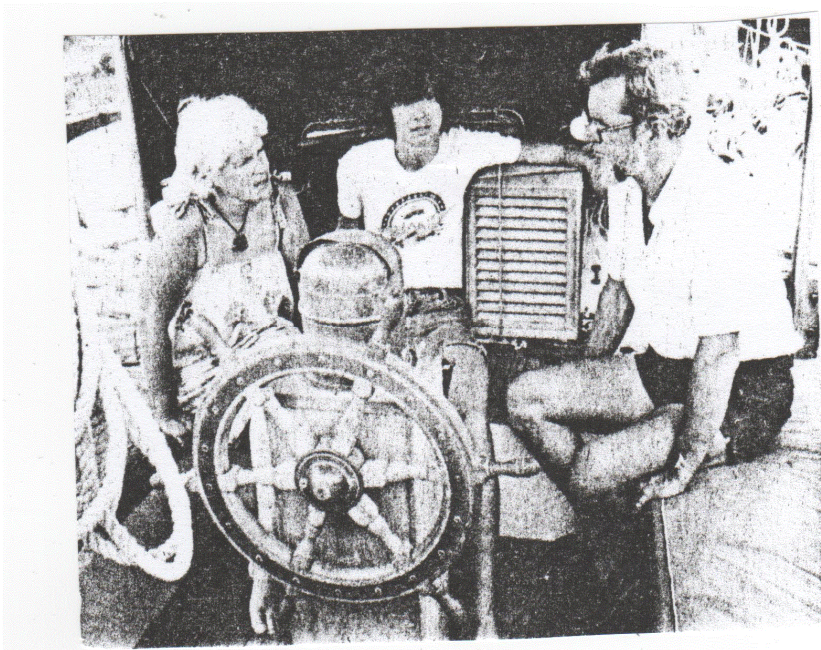
In 1974 construction of the wooden Dickerson 40 was discontinued and a new fiberglass 41 foot center cockpit ketch was introduced. The new 41 was a completely new, stronger and heavier design by Tucker. It had the traditional full keel with cut away forefoot of only 4.75 feet draft for sailing in coastal waters, spacious aft and main cabins with heads in each and a connecting internal passage way, a distinctive clipper bow and attractive teak trim and rugged Sampson posts.

The plug used to make the fiberglass mold was a full scantling oak framed mahogany strip-planked hull built in 1973 and shipped to New Jersey where the mold was made. The plug, which had a coating of fiberglass (to fair the surface) was returned to the Dickerson yard and became the 41 foot "Southern Cross" owned by Neville Lewis, an antique dealer from Philadelphia.



*“Southern Cross” in the 2003 Dickerson Regatta after 43,000 miles (Dave Thatcher)*

In September 1975, Lewis with his wife Louise and son Christopher, left Trappe for a circumnavigation of the world. They planned to return after about two and a half years but had such an interesting time that they often stayed longer than expected in different ports.



“We wanted to live with people-- we are only a year late,” said Louise Lewis. She said the sailing conditions were not as hard as imagined for a trip around the world. “We had higher winds of 70 miles per hour in a squall on the Choptank River before we left,” said son Christopher. The family told reporters over and over how friendly people everywhere had been to them.

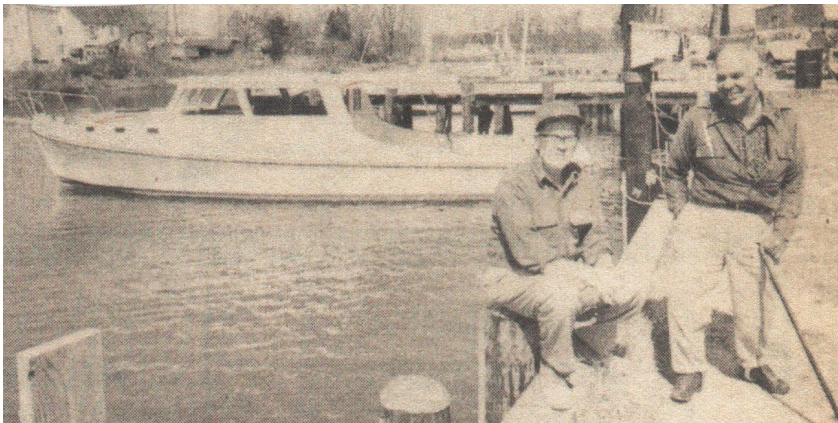
All Dickerson boats—except for the basic boat construction—had custom built features. The interior layout was

*Louise, Christopher and Neville Lewis (The Star Democrat June 11, 1979)*

made to suit the buyers requirements. This custom feature was unique in fiberglass boats where most were made by mass production methods.

Tom Lucke's Trappe, Maryland plant carried on the Dickerson legacy of producing simple, rugged and seaworthy boats in wood and fiberglass. Dickerson boatbuilder Sam Webster said, "Lucke was acutely aware of the solid tradition of the Dickerson firm and was very proud and protective to ensure that it was retained." The firm was a major contributor to the area employing as many as 22 skilled workers and building about 14 boats a year. Tom recalls that, "Preston Brannock, Dewitt Brannock and Phil Todd were key employees the entire time that he owned the company. Preston was capable of building a wooden boat by eye. Phil was the shop foreman and electrical and mechanical specialist." This team could build a fiberglass Dickerson 36 in 12 to 13 weeks and a Dickerson 41 in 16 to 18 weeks. Long time painter Vernon Barnes told D and Don Wogaman, "We all just loved to build boats. After work we would go home and build back yard boats."

In the late 1970's Lucke found that as owner, manager and salesman he was doing too much and needed some professional help. He hired January White as an assistant, Paula Kennedy (later to become Paula Karr) as office manager, and Jim Karr, as an assistant. In 1978 Tom decided to retire and this team of White, Kennedy, and Karr was in place with the boat building craftsmen when the company was sold.



*Preston Brannock and Ernie Tucker (Star Democrat April 10, 1981)*

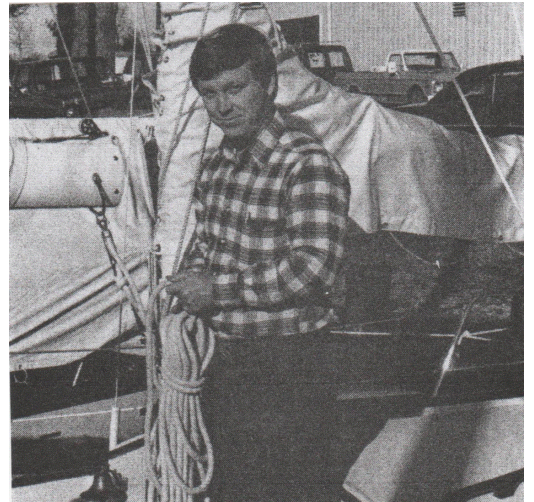


*Tom Lucke in 2011*

Tom Lucke was 75 when I met with him to obtain information to help fill in some gaps in the Dickerson history, Tom is a blue-eyed, low key solid individual who made many of the 35, 36 and 41 foot Dickersons sailing today. Being an avid sailboat racer he built a 38 foot wooden racing sloop which is still sailing on the Chesapeake Bay in 2011. Tom saw tough times coming and decided it was time to sell the business and do something else. After selling Dickerson Boatbuilders he and his wife Barbara went to class to learn how to make stained glass windows and the windows they made became so popular that it became a small business. He later started his own Marine Surveying business before retiring. Tom, a skilled sailboat racer, keeps current by racing radio controlled sailboats. During the sailing season he can be found with former Dickerson manager Jim Karr and others at Oxford's Tred Avon Yacht Club racing radio controlled Lasers in a fleet of 12-15 boats.

## The Dickersons of the 80's

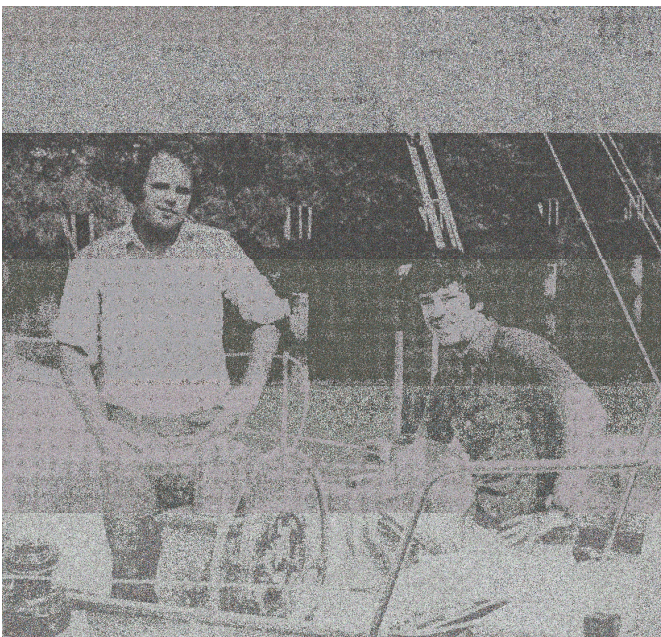
Dickerson Boat Builders was purchased on December 15, 1978 by Ted Reed and his friend Bennett Dorrance. Reed was a young Philadelphia stockbroker and a blue water sailor who became interested in Dickerson boats after sailing with Neville Lewis and his family for 6 months on the Puerto Rico to Tahiti leg of the world cruise of "Southern Cross". Ted told us, "Upon returning to Philadelphia he met Carla and they married and he convinced her to have a Dickerson 41 custom built for him-named "Papillion"- with lounge type chairs in the main cabin where one could read in comfort. They were prepared to go on a world cruise, until they found out that Carla was going to have a baby. So they cancelled the cruise and bought Dickerson Boatbuilders instead."



*Ted Reed (Talbot Banner 1982)*

Reed was very creative and interested in modernizing the Dickerson boat designs and boat production techniques, while still maintaining the traditional characteristics of the Dickerson sailboats built for the previous three decades.

Initially on acquiring the company Reed continued production of the 36 and 41 sailboats and built some Bay work boats. Unfortunately the cost of producing these boats was higher than that in the past but it was decided to continue production and improve quality. From 1977 to 1981 about 31 Dickerson sailboats, 9 Chesapeake work boat styled power cruising yachts and 15 Seidelman 30's were built.



*January White and Jim Karr (The Banner August 24, 1978)*

Jim Karr and January White started Dickerson Bay Charters in 1978. An east coast native, Karr had been running charter services on Tortola in the British Virgin Islands for The Moorings Ltd. Karr merged his interests with Dickerson Boatbuilders who benefited from the arrangement by using the charters as an incentive to purchase boats. At the time buyers could put their boats in charter and write the cost off as a tax deduction and receive income from the chartering provided they did not use the boats for more than two weeks a year for personal use. It was a win-win-win situation for the boat builder, the buyer, the chartering service and the charter sailor who got to rent a boat for several days or longer at very reasonable costs. Karr had as many

as twenty boats per season in full charter operation.

In 1980, James Donald Griffin, an enthusiastic business man and sailor, joined Dickerson Boatbuilders as a partner. Griffin, a tall slow spoken man, who bought a new 35 foot ketch from Bill Dickerson in 1963, had a lot of interesting yarns about Bill or “Dick” as he called him. He told Ferenc Mate, author of The World’s Best Sailboats, a tale about Bill who during his trip to the Bahamas in his 50 foot yacht was sanding the trim getting ready to varnish it when he saw these guys sitting in their cockpit drinking Gin and tonic. “Well I said the hell with this. I threw down the sandpaper and went out and bought two gallons of white paint and painted that sonofabitch from the mast head to the water line. Wham! That g-dam boat turned white just like she hit a blizzard!”

Ted Reed told us the following story to confirm how Dickerson boats compare favorably with the revered Hinckley. “While we loved building boats for all our owners, one of my favorites was the Dickerson 41 we built in the early 80’s for Ben Belcher, CEO of Benjamin Moore Paints, who had owned four Hinckleys. Ben and his wife Nancy were thrilled with the Dickerson 41 and compared it glowingly to their Hinckleys, “and at less than 40 percent of what the Hinckleys cost them,” said Ben. As a bonus Carla and I were allowed to sail Belcher’s new Dickerson 41 for two weeks cruising Down East.”

Reed and Griffin wanted a new advanced boat that was faster and still retained the basic Dickerson classic design. They began by commissioning George Hazen, a Naval Architect, intimately familiar with Dickerson sailboats to design a new high performance cruiser. As a young man George spent his summers cruising the Chesapeake Bay on his father and mother’s wooden Dickerson ketch “Why Not.” George’s parents, Dave and Mary Hazen, both expert sailors and past Commodores of the Dickerson Owners Association said, “The 37 started at a kitchen table exercise for George, as a fun project to design the perfect Dickerson while he was a student at Princeton.”



Studying naval architecture and marine engineering at Princeton, George won national acclaim for his honors thesis, “The use of a Computer to Analyze Flow Patterns Around a Hull.” After receiving his Masters Degree from the Massachusetts Institute of Technology, George spent several years designing racing and cruising boats. He later opened his own naval architect’s office in Annapolis and developed a computer-aided design program which virtually replaced tank testing.

*37 Ketch (Dickerson Boatbuilders)*

The evolution of the modern Dickerson had begun and in 1981, after three years of development, the first Dickerson 37, a center cockpit ketch, was launched. The boats were available in this form or later in 1983 as an aft cockpit with a sloop or cutter rig. Each of the center cockpit ketches had a slightly



varied interior layout depending on the buyer's preferences. There were 3 interior layouts available for the aft cockpit boats of which the "tri-cabin" was the most popular, especially for the charter boats. The familiar Dickerson full keel design was replaced by a moderate fin keel and skeg hung-rudder that reduced wetted surface area and improved maneuverability while at the same time maintaining good tracking ability. End grain balsa-cored fiberglass was used for the hull and deck because of its light weight and proven strength. Above the waterline the traditional look of a Dickerson remained with classic teak interior and trim.

### *37 Sloop (Dickerson Boatbuilders)*

The Dickerson 37's were aggressively promoted with the first four sales receiving a \$12,000 discount off the base price of \$92,000. A total of 38 D-37's were built with 18 of them being center cockpit ketches.



The firm expanded and in 1982 built the first Dickerson 50, designed by Kaufman and Associates of Annapolis. It features a modern underbody, ketch rig, aft cockpit and spacious cabin interior. All interiors were designed on a semi-custom basis to suit buyer's requirements. Naval Architect Bob Perry of Sailing Magazine called the design "purely Classic." The selling price was \$365,000. The second 50 was a cutter rig. It was built in 1984, shown at the Annapolis Boat Show and sailed to the owner's home port of Seattle, Washington.



In 1983 Dickerson Boat Builders entered into a production agreement with Bruce Farr and Associates of Annapolis to build a high performance 37 foot Farr racing sloop. Reed told us, "It was an experience I will never forget! In a five month period we worked around the clock for weeks on end building the plugs for the hull and deck and completing the first three boats. In the first race at Annapolis, Bert Jabin's Farr 37 "Babe" trounced its class winning by close to 6 minutes." A total of thirteen boats were built. They proved to be very fast winning their class in almost every race entered.

*Farr 37 (Sailboatdata.com)*

From 1978 to 1984 the new owners expanded the firm's facilities at La Trappe Creek, dredged the area and built a marina and developed a successful boat chartering service. Rob Begor, plant superintendent, described the Dickerson progress as "remarkable" with the company being a "boom to the local economy." The firm employed as many as 65 people and produced about 20 boats per year. On June 10, 1984 two hundred people gathered in Trappe to celebrate the opening of the new Dickerson Marina consisting of 53 slips available for weekly, monthly and annual rentals. As the firm's capital needs expanded Harrison "Buddy" Summerville joined the team as a financial partner.



*Opening of the new Dickerson Boatbuilders Marina (Country Magazine June 1984)*



*The Dickerson Boat Building Plant and Marina (Country Magazine June 1984)*

In the mid 1980's, the U.S. economy was in recession with high inflation and interest rates exceeding 21 percent. Reed recalls talking to a potential buyer who was interested in buying two Dickerson 37's to use as charter boats. On the day of the potential sale Ted said, "Paul Volker raised the Fed rate by 5 percent. That killed the sale." The domestic boat building industry was also adversely affected by cheaper imports selling for almost half the price of an American built boat.

The firm came on hard times in the mid 1980's because of the poor economic climate and over expansion, dredging and building new bulkheads and piers. The strong dollar overseas made the purchase of European production sailboats even more attractive. The final blow was a new tax law that outlawed deductions for chartered boats thereby prohibiting the buying of boats to use them as tax shelters. In the summer of 1985 Dickerson Boat Builders filed for Chapter 11 reorganization in U.S. Bankruptcy Court in Baltimore.

In July of 1986, Dennis C. Blauer and Donald Griffin purchased Dickerson Boat Builders. The new owners completed the reorganization plan and with the cooperation of Dickerson's creditors tried to work off it's debts. They could not however recapture the market. The last Dickerson was built in 1987. J. Donald Griffin, who had been a moving force in Dickerson Boat Builders as partner, chairman and president passed away at age 59 in November 1987.

## **Summary**

This is the story of the special people who designed, produced and sold simple, sturdy and very high quality Dickerson sailing yachts. It is fitting that it all started in the small waterfront community of Church Creek whose first major industry was ship building in 1776 and later became the "home" of a gathering of boating legends: Howard Chapelle, Ted Graves, Ernie Tucker and Bill Dickerson. Thanks to Bill Dickerson, Tom Lucke, Ted Reed and Donald Griffin and their dedicated managers and skilled craftsmen the Dickerson tradition is still alive today. Craftsmen, who like Preston Brannock, "could drill a hole with a short bit from both sides of the keel by eye to get a perfect bolt hole or



perfectly sight the lines in building a boat by eye” were artisans who took great pride in their work and were willing to listen and satisfy customer requirements.

Another important factor in the longevity and appreciation of Dickerson boats is the sailors who own and enjoy them. In 2010, the Dickerson Owners Association tracked 136 Dickerson sailing yachts and their owners. Demographically, the owners are special, just like their boats. While most live on or near the Chesapeake Bay, there are also many boats and owners scattered around the U.S., Canada, and the Caribbean. The typical owner is an experienced sailor and their Dickerson is not their first boat. They do most of their own maintenance and appreciate the fine joinery and lovingly scrape, sand, and finish the ample bright work year after year. They enjoy quality evenings spent anchored in a peaceful "gunk hole", use their boats more than most, and take great pride in their yachts. After a great sail, nothing makes them happier then to overhear an admiring passerby say, "Look---it's a Dickerson!"

This review of the history of Dickerson Boatbuilders is the product of the Dickerson Owners Association Historical Review Committee. It is based on personal discussions and communications with former Dickerson Boatbuilders owners Tom Lucke and Ted Reed; managers and boatbuilders Jim and Paula Karr, Rob Begor, January White, Sam Webster and John Davis; Peston Brannock’s niece Nettie Hastings and many Dickerson owners. Dickerson historical information was also obtained from the Dickerson Owners Web Site [www.dickersonowners.org](http://www.dickersonowners.org) authored and maintained by former Dickerson employee Alan Willoughby; "Four Decades of Dickerson" by Steve Temple, published in December 1987 issue of Chesapeake Bay Magazine; Dickerson Boatbuilders News Letters; The World’s Best Sail Boats by Ferric Mate, published in 1986; Half Pint by Jane Foster Tucker, Tidewater Publishers 1975; Chesapeake Bay Museum, Howard Chapelle Memorial Library "Dickerson Boat Building" by Monroe and Mayanne Karmin, published in the June, 1984 issue of Country Magazine; "Dickerson Maintaining Steady Yacht Production Year Round" by Walter E. Huelle published in a local newspaper in 1961; "A Boat on The Wave" by Sheldon Van Auken published in Yachting Magazine circa 1952; and newspaper articles that appeared in the Washington Post, the Talbot Banner, the Star Democrat and other Talbot and Dorchester County, MD newspapers.

Special appreciation is given to Dickerson Owners Association Historical Review Committee members and contributing co-authors Barry Creighton, Paula and Jim Karr, and D and Don Wogaman for their valuable assistance in providing information and helping to create this report.

Unfortunately it has not been possible, in this review, to include all of the many memorable experiences that Dickerson boatbuilders and their relatives and Dickerson owners have had in making this history possible. We would like you to "sail with us in this adventure" by sending your comments and "ramblings" to the committee at [jws2827@aol.com](mailto:jws2827@aol.com) so we can post them on the Dickerson Owners Web Site as addendums to this document..

Joe Slavin, Dickerson Owners Association Historical Review Committee, November 2011

