



Dickerson Harbor

Site History, Evolution
and Current Capabilities

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History of the Current Dickerson Harbor Boatyard Site

The story of our Dickerson Harbor Boatyard is important because of the way the boat culture, boat building, and boat service skills were brought to us, and remain today. It's an important story about boatbuilding and now yacht repair on the Chesapeake Bay.

In the 18th Century, this small port at Dickerson Harbor existed as an agricultural shipping and receiving center. It was also an aid to the developing roads running up and down the Eastern Shore. With a significant route nearby (what is now MD Route 50), the farms producing tobacco, grain, vegetables, and lumber utilized this nearby site for shipping products and receiving needed materials and supplies. In many cases, horses dragged the produce from the fields. These wide range of products were floated away on barges and other Bay craft. One of the industries common to the area has

been vegetable canneries. The Wrightson's company in Easton had a bean and corn cannery. Harrison Jarboe in Bay Hundred (St. Michaels) had a tomato cannery. The Oxford/Trappe area had its tomato and bean cannery at what is now the main Dickerson shop. Each waterfront community had a crab and oyster dockside business. Today, J.M. Clayton in Cambridge, Harrison's on Tilghman, and the Crab Claw in St. Michaels have retained this centuries-old flavor.

Dickerson Harbor was located at Trappe landing, a tiny port and small town at the head of La Trappe Creek. There was a common well, which was replaced by Mr. Dickerson in 1983 by the Shannahan Well Co. from St. Michaels. Wise Grain Company established a grain elevator on the same site and used the port for the shipping of locally farmed grain. After 1972, the granary closed. Tom Lucke, an Eastern Shoreman, Naval Academy graduate, and Johns Hopkins University engineering graduate, bought Dickerson boatbuilders in 1965. Tom relocated the business from Church Creek in Dorchester County to Trappe Landing in Talbot County. Tom removed the cannery and erected a sizeable boat building facility. The Church Creek carpenters commenced building the Dickerson 35' hard chine ketch on La Trappe Creek in 1967.

Tom employed Ernie Tucker, a noted naval architect from Oxford, to re-engineer the Dickerson 35. The 35 originally had a hard chine design along the lines of traditional Chesapeake Bay craft. Tom wanted to improve the Dickerson 35 to become a substantial long-distance cruiser. Tucker's round bilge design accomplished this goal.



The popular Dickerson 36' in fiberglass, and 40' in wood, and 41' in fiberglass evolved from the Dickerson 35' mahogany strip planked ketch. These boats were constructed as aft cabin or aft cockpit models.

In 1974, Tom Lucke realized that fiberglass construction had developed enough for him to begin building the Dickerson 36' in fiberglass. Bob and Howard Lippincott of Riverton, NJ, were known worldwide for their boat construction skills in wood and fiberglass, as well as their high-quality gel coat and paint finishing skills. Howard Lippincott began molding the early Dickerson fiberglass hulls at the Lippincott Boatworks, in Riverton New Jersey. He often delivered one by trailer when he came to Oxford to sail his Starboat in local races.



A Star racing one-design on the choppy Choptank river

In 1971 John Shannahan started *Chesapeake Bareboat Charters* with Dickerson 35's and an Islander 30'. His office for the first season was Captain Benson's Oil shed at the Oxford-Bellevue Ferry dock in Oxford. At the same time, John was sailing with Howard Lippincott on *Cirrus*, Howard's Starboat.

CHESAPEAKE OXFORD, MD.	BAREBOAT CHARTERS 21654 301-226-5611
headroom 6'5" sleeps 6 fully equipped chartering:	<i>Islander 30 mk II</i> Available: West River 325.00 per wk.
ice, fuel, linen & insured	

 A smaller photograph of the Islander 30 mk II sailboat, showing its white hull and sails on the water.

Howard's brother Bob teamed up with the Firth family to buy another former Trappe Port parcel (which had the Wise Grain-works) to establish Chesapeake Marine Industries on the same harbor as Dickerson Boatbuilders. Wise then removed the grain elevators and moved the silos to the other side of MD Route 50 by helicopter. John remembers driving down Route 50 in the mid-'70s to find a helicopter struggling overhead with one of these grain silos! Bob Lippincott had the second large building erected on the site and was joined by his sons Billy and Jimmy. Bob and Billy continued the Lippincott tradition of boatbuilding, while Jimmy established a sail loft on the second floor.



The Dickerson/Lippincott Layout: Dickerson Boatbuilders on the right and Chesapeake Marine Industries on the left. In typical Lippincott fashion, there are boat molds parked around the remaining foundation bolts from the Wise Grain silos.

In 1978, Ted Reed, his wife, and Buddy Somerville of Annapolis purchased Dickerson Boatbuilders and Chesapeake Marine Industries. This purchase brought the consolidation of the four Trappe Landing parcels and the combining of skills from both facilities. Ted hired Andrews Miller of Cambridge to create a site plan, and provide engineering services, and a bulkhead design. Bloomingdale Construction Co. then dredged the harbor, and a new, higher bulkhead was constructed. The increased bulkhead height improved protection in the basin during hurricanes and allowed for ample slips.



In the foreground of this picture, a tremendous amount of dredge spoil can be seen on the East side of the property, North of the Dickerson Building.

Ted also hired marine architect George Hazen to upscale the 36' into a higher performance cruiser. Three years later, Dickerson Boatbuilders produced the first of many Dickerson 37s. In 1980, the Dickerson 50', and 1981, the Farr designed 37' racing sloop seen here were added to the portfolio of boats.





When OYA, Oxford Yacht Agency, became associated with Dickerson Harbor in 1993, over 300 boats had been built on this site, and OYA had commissioned several new Grand Banks Trawler Yachts, a GB 36, GB 42, and a GB 46!

Some of the many designs built by Dickerson over the years included:

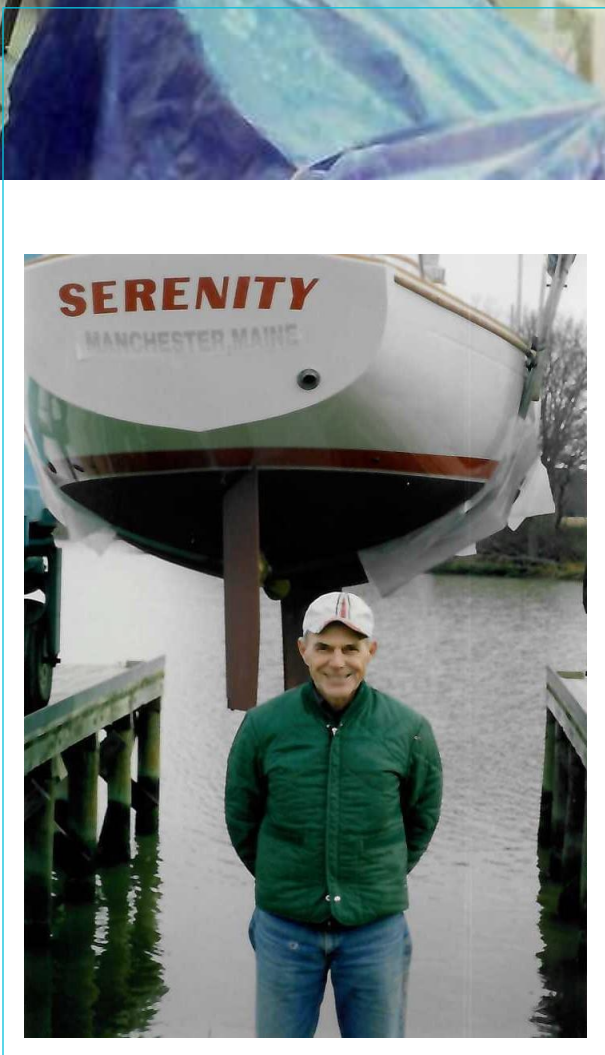
- ④ Dickerson 35s, 36s, 40s, 41s, 50s
- ④ Dickerson-Farr 37s
- ④ Palmer Johnson (Swan) 34s
- ④ Commercial dive boats for Sea Walker of the US Virgin Islands
- ④ Workboats in fiberglass
- ④ One-design racing sailboats
- ④ Seidleman 25s

Dickerson Harbor: Evolution of Skills and Standards

Since they couldn't easily call it by the names of all the many skilled craftsmen who had made boat building a career, this property became Dickerson Harbor. Thanks to Tom Lucke, Ernie Tucker, Howard, Bob, Billy, and Jimmy Lippincott, Bruce Farr, and Ted Reed, the right skills flourished here. When OYA became associated with Dickerson Harbor, these skills were combined with OYA's experience with the Grand Banks yachts standards of quality, construction, engineering, craftsmanship, and systems. These skills and standards that were developed in Trappe and Oxford thrive today at Dickerson Harbor.



The lead painter and fiberglass technician at Dickerson Harbor started as a teenager at Chesapeake Marine Industries. He was also a crew for Bob Lippincott on his Star Boats in his younger days. The Stephens 49 shown here received a refit at Dickerson Harbor in 2020.



When OYA began operations at Dickerson Harbor, a Dickerson 37' was under construction. Some of the craftsmen from Dickerson Boat-builders and Chesapeake Marine Industries remained to staff Dickerson Harbor under the leadership of Oxford Yacht Agency.

Combined with the talented boat service staff from Oxford, the last Dickerson 37 was completed. She was commissioned alongside a new Grand Banks 42 Classic. We launched the last Dickerson boat for a delighted customer from Manchester, Maine, who successfully took this boat transatlantic.

Building Out Dickerson Harbor for Grand Banks Yacht Repair and Chesapeake Bay Winter Storage

Getting Ready: the site work involved a lot of earth moving!

Through careful planning and the help of a talented contractor named Bucky Osmond, the Dickerson Harbor capabilities were increased.



When the harbor had been dredged and upgraded, over 100,000 cubic yards of dredge spoil was left behind. This dirt was leveled and moved across Trappe Landing Road to construct a substantial berm to further isolate the harbor from wind, weather, and noise.

This picture shows the north side of the Dickerson building and the edge of the dredge spoil site, surrounded by a large perimeter of berms.



In 1989 the Maryland Legislature passed the “Critical Areas Legislation.” **Dickerson Harbor** itself is a very sensitive site with its wetlands. The creek and all the species of plants and rare birds that dwell here are sensitive. There was a 15,000-gallon tank farm that held the heating oil used to power the 1,000,000 BTU furnace needed for fiberglass molding by the Lippincotts. The furnace and tanks were removed once they no longer were needed for operations. Dickerson Boatbuilders had two 500-gallon fuel tanks that held diesel and gas for boats in the marina. Both these underground tanks were removed. There were a few barrels of resin in the marsh, ancient houses in disrepair, a sunken garden, and other discoveries to be cleaned up.

Today, we burn waste oil from engine servicing in our specialized heaters to heat the indoor boat storage areas in the winter. We have diesel fuel for our equipment and boats delivered by truck, and there is no need for underground tanks.



This building was hidden in the trees. In 1993, it was determined by local farmers, contractors, and historians to predate the cannery by 100 years.

The sheds and propane tanks were removed for the construction of the GB49/EB55 building



New Building Construction Begins – Optimized for Grand Banks Yacht Repair and Chesapeake Bay Winter Heated Storage



The Grand Banks and Eastbay (GB/EB) building was the first building erected after OYA obtained this site. This building has an overhead clearance of 28' and can accommodate up to five EB 49s, GBs, Sabres, and Hinckleys in heated storage.

We have found that providing shelter from wind and rain allows the boats to dry out in the winter, significantly improving their longevity. A spacious building with doors at each end works well. The travel lifts and trailers have clearance to move boats in and out. These door systems help provide the correct ventilation for our craftspeople.



A Grand Banks 36 is moved out of the paint shop efficiently on our 25-ton travel lift. This boat received a hull, cabin, and fly-bridge paint effort. Multiple shoots of paint were required in a particular sequence to minimize future maintenance.

An Eastbay rolls out of heated storage to an early Spring launch, ready to go.





This boathouse (180' x 45') is the second structure we added to the site. Inside is a paint booth and prep area for the paint department, as well as a finish area. When the sun is low in the sky during the fall, winter, and early spring, there is terrific light from the low sun angle for working and warmth, with protection from North, West, and East winds. On the right is the original Dickerson building, with access from the south side launching area.



The concrete apron outside the Dickerson building is an excellent place to strip paint or repaint a bottom without the worry of paint particle pollution. The technician has just completed the removal and replacement of multiple fiberglass layers due to prolonged exposure to warm saltwater.



Inside the Dickerson building, there is indoor heated boat storage and service space. Our varnish and small parts paint department has access to a small paint booth on the mezzanine. This building has an overhead clearance of 18' with large doors at each end. Moving boats in and out is easy with the small travel lift or either of two hydraulic trailers. You can see the airplane tug and dozer we use to pull the trailers, storing boats close together for maximum capacity. Behind them, there are two GB 46s; one is in for storage, and cosmetic attention and the other for teak deck work.

The Dickerson building also houses our administrative office and engineering support library. The first-floor woodworking and machine shops are also in the front of the building, next to the offices. There are second-floor woodworking, fiberglass fabrication, and metal workstations in addition to storage areas. An enclosed paint and varnish area is on the second floor as well. This mezzanine complex is in the center of the production areas, making only a few steps necessary to reach any boat.

This large outdoor storage building was completed in 2004 (150' x 175' x 40'). This building can easily accommodate vessels up to 75', with an overhead clearance of 35'. Both travel lifts can move boats in and out. The gravel floor and natural airflow help the boats dry out. There is no need to lower most biminis, instrument masts, or antennas before moving boats into this building.



This Grand Banks 46 Europa is being moved out of covered storage and is ready for launch.





Captain Buddy, a 70' commercial fishing day charter boat, is being moved to the travel lift on the hydraulic trailer. The boat on the far right is a GB 49 Classic, 58' overall. From 1980 to 2000, the GB 49 was the largest 50' by volume, sail or power, in continuous production in the world.

A lot of work gets done in this building during all seasons. The size allows for workers' and owners' vehicles to park alongside. In this photo, several tradespeople are parked close to *Resolution* as new canvas is erected, air conditioners are serviced, and the hull is waxed simultaneously and efficiently.



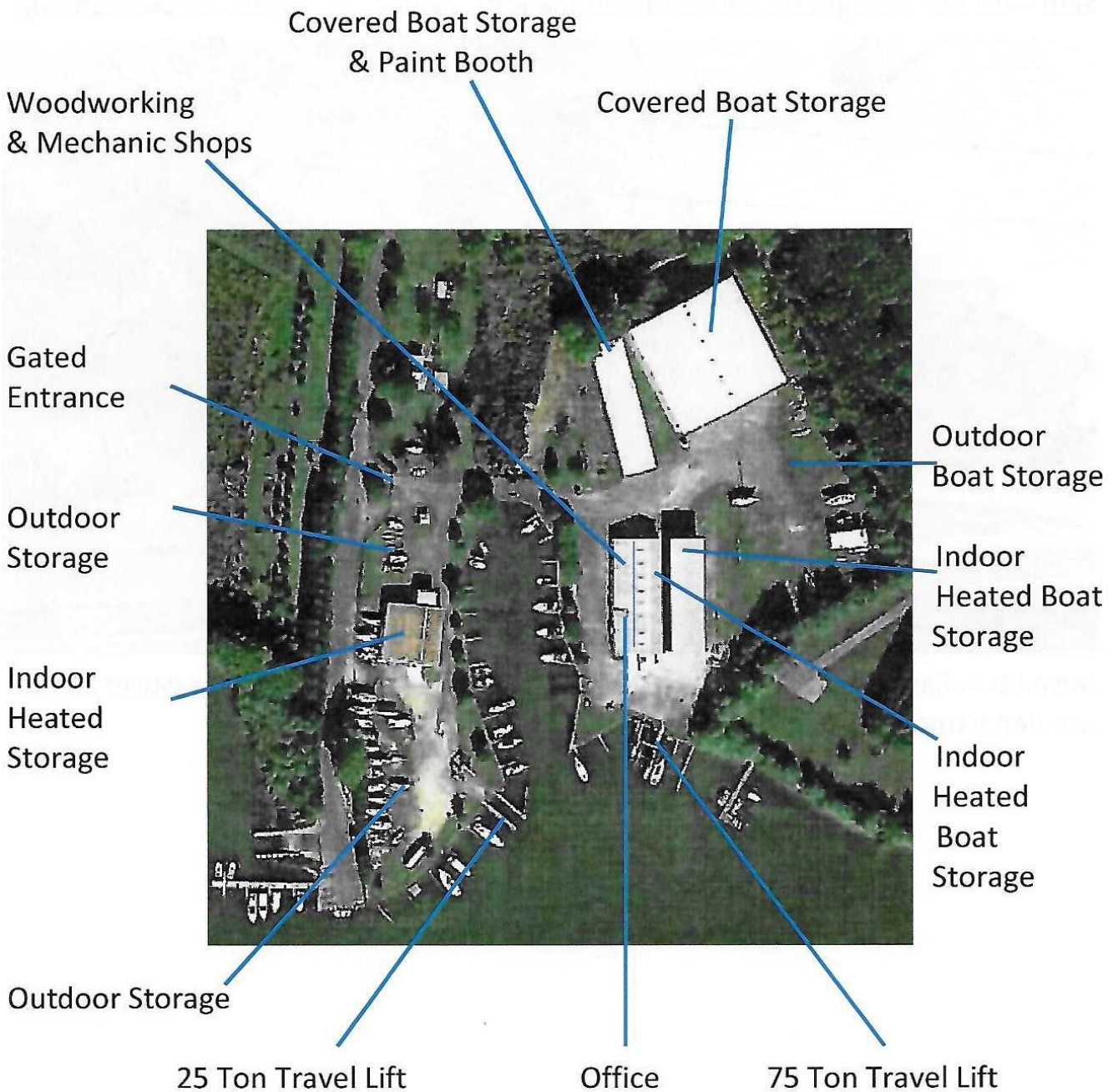


A Grand Banks 46 Europa is a smooth launch for our 75-ton travel lift located outside the two primary heated storage and service buildings.

The “Lippincott Building” on the west side of the basin, can store boats up to 40’. We use the sail loft too, often storing boat owner’s belongings that are removed during interior upgrades. Our guest heads and showers are located in this building as well.

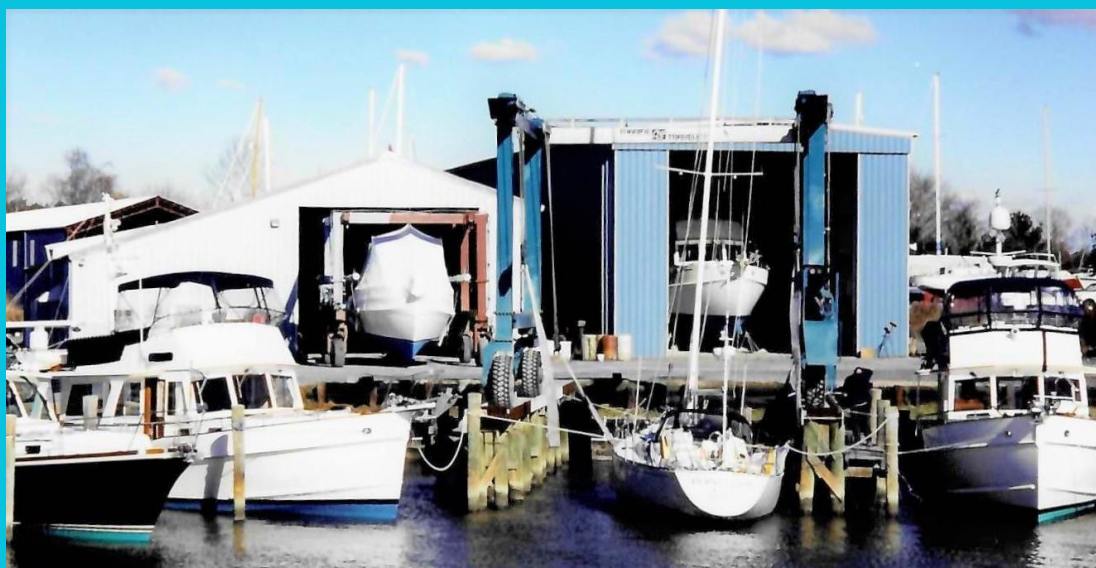
In 2004 this productive, quiet workplace was achieved

Dickerson Harbor Layout



Refining the Skills of Dickerson Harbor Boatyard Team to be the Best Quality Yacht Repair and Modernization Facility on the Chesapeake Bay

With this well thought out and executed layout, we work in any weather.



Eastbay 49EX #52 "Treasure" undergoes testing, regardless of the weather, as the critical work for which she came had been completed.



Having the right equipment improves efficiency and reduces stress on team members. We have an airplane tug and a dozer that provide the appropriate horsepower to move boats on the two hydraulic trailers. With these trailers, we can situate vessels precisely. We also have the electric “Centaur;” half-man, half-pony, to move the light to moderate equipment, tools, shafts, propellers, and boat stands around the yard ASAP!

Fiberglass Work from New Thrusters to Major Hull Accident Repairs



The best time to do fiberglass structural work is when the hull is warmed up. The warmer the hull is, the better the secondary bond will attach when installing a bow thruster tunnel or repairing a keel. With our heating systems, we don't have to wait for Spring for fiberglass fabrication or repairs. The Thruster Tubes are installed with well-faired ends to reduce hull resistance when moving through the water.

Sidepower, Wesmar, American Bowthruster, Vetus, and Lewmar are some of the electric and hydraulic systems we sell and service.

Maintenance Reduction to Extend the Life of Fine Grand Banks, Eastbay or Any Fine Yacht

Teak deck repairs are accomplished over the winter in dry storage areas only, never outside. A dealer for Teak Decking System products for 25 years, Dickerson Harbor has personnel experienced in the art of teak deck maintenance and repair.



Maintenance reduction strategies are our specialty. On this Grand Banks 42, the teak deck repairs were going to cost more than 50% of the cost of teak deck removal. Generally, if two teak deck services are needed in less than ten years, the decision to go to a non-skid deck is a smart financial step. The patterns and color of this painted deck were first accomplished in 1985 on a GB42 for Jerry Hart of Vero Beach, Fl. Jerry's boat was also the first GB with all stainless-steel handrails, no teak transom, and Awlgrip coated window frames.

On this EB 49HX, the teak was removed from the cockpit sole and steps. This required modifications to the lazarette hatches to bring them flush to the new non-skid cockpit sole.



Veneer Repairs and Replacement to Sustain the Pure Beauty of Classic Grand Banks and Eastbay Yachts



Veneer repairs are another maintenance reduction item. This EB 49HX had her windows replaced and several veneer areas refinished or replaced after water leakage.

Fuel and Water Tank Replacement on Hundreds of Grand Banks Yachts



Fuel, water, and holding tank maintenance and repairs are essential to extend the cruising life of a boat. Dickerson Harbor makes and installs fiberglass, aluminum, and steel fuel and water tanks in food grade materials only.

Custom Hardtops For UV Protection and Long Life Improvements



The most UV proof Eastbay 38 ever! UV rays in the Mid-Atlantic and East coast regions have proven so strong in the last 35 years as to bring about a more than coincidental increased occurrence of skin cancers. This hardtop absolutely protects against UV rays, with good overhangs forward and on the sides, and an exceptional overhang aft.

There are four opening/sliding windows, two overhead hatches, and air conditioning on the helm deck. This “forever” hardtop will not fade or degrade. There is teak veneer on the inside that matches the overall styling of this ultimate EB38!

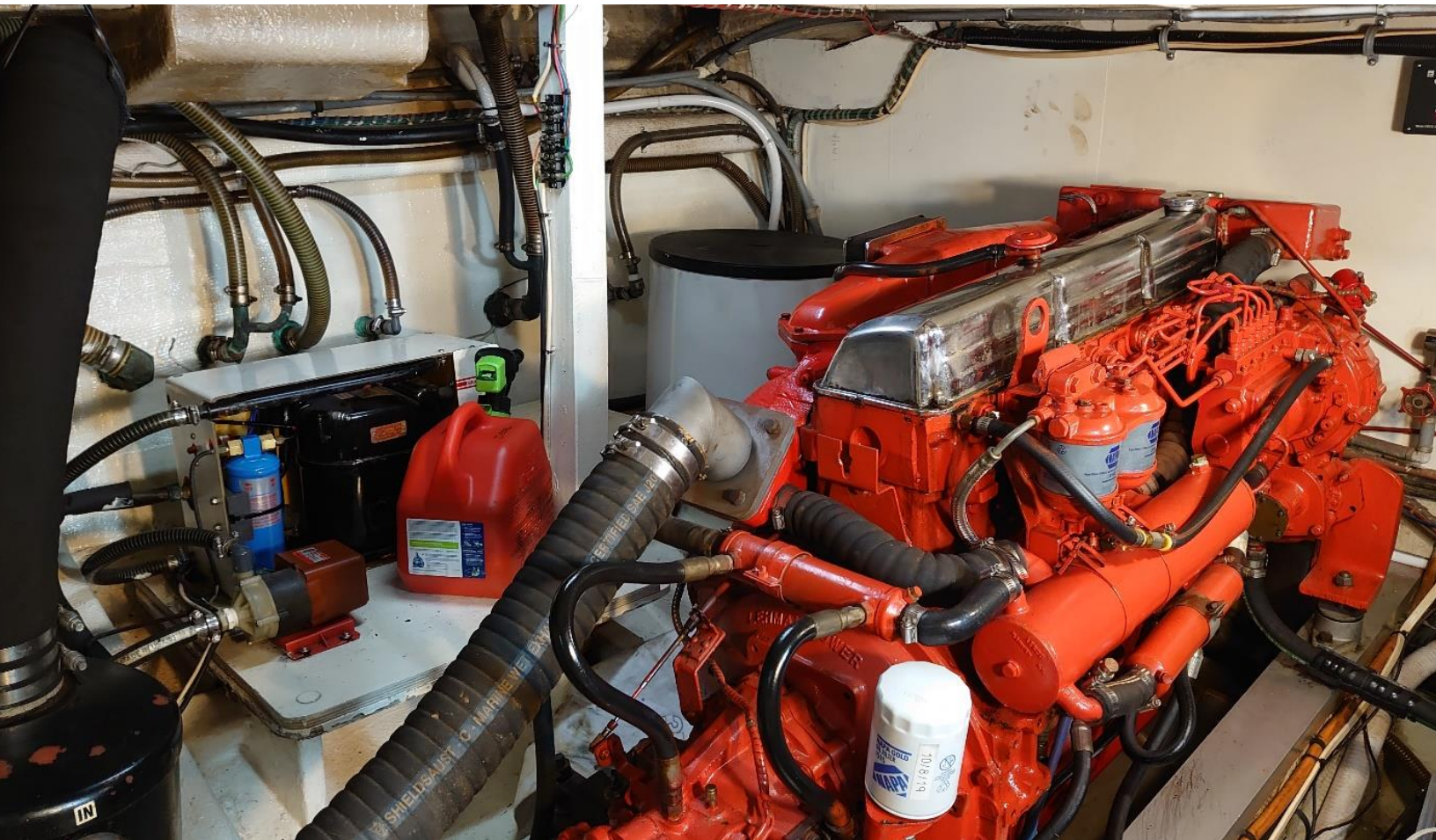
Eastbay 43HX *Scout* has a custom hardtop over the helm deck with a beautiful, varnished wood interior. These Eastbay boats have one thing in common, the design and engineering excellence of Hunt and Associates, the best in the business!





Grand Banks 46 CL *Seaquel* has a custom hardtop over the flybridge with stainless steel tubing supports. The hardtop protects from UV rays and rain, and the custom enclosure gives protection in wet and cold weather for the entire flybridge.

Engine, Hull, and Mechanical Systems Services



Our CAT trained mechanic has over 30 years of experience with marine engines.

We routinely provide complete engine room and drive train maintenance and repower projects. We replace hoses, install generator sound shields, recondition and align shafts, shaft seals, and propellers. First, however, we diagnose mechanical and system problems.

Brightwork Makes Grand Banks and Eastbay Yachts Spectacularly Beautiful



Our varnish department produces outstanding finishes with modern Petit Ultra UV coatings and products.



Well Protected Dickerson Harbor Boatyard Is A Tranquil Paradise When You Need Serious Yacht Repair and Modernization

Located in a beautiful, quiet, and peaceful environment, we are isolated and undisturbed. Weather doesn't slow us down, and the winter sun helps us. Our layout makes quick work of boat movement to productive work areas. Dickerson Harbor is also known to be a great hurricane hole. If the need arises, we can help our customers with hauling and storage during any season. For many customers, we automatically provide storm prep or delivery services ahead of storms.

The yard dog, Boo, patrols the perimeter every morning, looking for anything out of place. The other morning, she dug up a wrench and returned it to Tammy! We keep

the gate locked for security, and to minimize distractions. We do, however, welcome your visit, just call and let us know you are coming.



We look forward to seeing you arrive, and seeing you leave on a beautiful, safe, and happy boat.