

# Dawg Tales



## Newsletter



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SV Solmate

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### From the Helm

Our Fall Rally departure is fast approaching, and captains and crew are getting their vessels ready. Of course, Covid-19 creates some special challenges for them and for us in organizing the rally. But our volunteer doctors and management team have established sound guidelines and protocols. Caution, redundancy, quarantine, testing, masks, social distancing, and hand washing are all part of the scheme. I am sure the sailors will feel a great sense of freedom when they cast off the lines and begin their ocean passage. We wish bon voyage and fair-winds to all in the fleet.



But, what about the rest of us? Seale and I are staying close to home due to elderly Moms. We too need to continue our safe practices. And our boats can be that safe haven we seek. Put on an extra layer and go out sailing for the day, or if the boat is laid up for the winter, just go down to the boat and work some chores. It is the perfect isolation from others who could be infected. Remember the quote from the children's book "The Wind in the Willows," by Kenneth Grahame.

*Believe me, my young friend, there is nothing – absolutely nothing – half so much worth doing as simply messing about in boats.*

And, that sage advice is even more true today in this age of pandemic.

*Stay Safe!*  
Hank George, President, SDSA



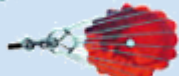
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### TECH TIP

#### How to Whip a Line

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## Cruising Articles

### Preparing for a Passage

by Ade & Sam Wood, S/V Neva

As veterans of 3 transatlantic passages, one of which was as Captain and Mate of a 75ft private yacht, we have been asked to write a short article about preparation for an offshore passage.

We won't go back to boat selection and boat preparation as much has been written about those matters elsewhere. Instead we will start with crew selection, and then onward to the final few weeks prior to departure.



#### Crew Selection

We firmly believe that this is critical to the success of the passage. Of the many owners and crews we have met over the last ten years, the message that we hear most often is that the captain / crew / owner / chef were a nightmare. There is a huge difference between being great friends ashore, or weekend cruising, and being in a confined space for days on end at sea. Our recommendation is to make an offshore passage of several days with the whole crew. This also serves as a training cruise, testing the gear and the watch keeping system.

When selecting the crew remember to make clear any house rules. It is not great if the crew discover, for example, the boat is non drinking / non smoking and this becomes an issue at the last minute. We do not permit drinking on passage.

#### Watch Keeping System

Every crew has a different idea about watch keeping. We have always kept the same system over the 50,000 miles we have sailed together so whenever we set off we both know the routine and fall into it automatically. Remember that the on watch, crew should understand who to call if back up is required. Some captains will write "Night Orders" but with small crews, this is perhaps too formal. With new crews, we advise that this is an important discussion to have and all should be party to, and ultimately agree. Perceived "unfairness" in the watch bill will guarantee disharmony.

#### Pre Departure – The Final Few Days

Experience tells us that, particularly with first time or less experienced crews, it is easy to stress over having to have all preparations 100% completed. We have a system when we are in final preparations which categorizes issues into:

- Critical Safety related or gear related that stops you from leaving.
- Minor Things that really will not stop you but will be inconvenient.
- Unimportant... Been meaning to fix that chip in the varnish!!



#### Boat

By this stage, major checks and work should be completed. It is very disturbing for all concerned if major work is having to be carried out a few days before departure. What we know to work well is to carry out the final checks with the crew.

Remember to go through the stowages so the crew know where to find that 17mm wrench in a hurry. This is a natural teaching/learning process and helps with the bonding process.

We operate every item of equipment prior to departure. This is no guarantee that it will work when you need it, but it's a pretty good indicator.

This is also the time to check that you have all the spares and consumables required. We always work to pre-prepared lists, and make use of the spare equipment lists the SDSA provide, so hopefully nothing is overlooked. In reality this will never happen, so just think through how you would cope when you find that the spare part that you need has been overlooked.

#### Safety Equipment

Now is the time to carry out final safety equipment checks. You should by now have ensured that all the mandated/recommended equipment is aboard, so this is again part of the crew familiarization process.

Ensure that everything is in date. We maintain a safety equipment log to ensure that periodic inspections are carried out. Show the crew how everything works at the same time as you are checking it, then you only have to carry out the checks once. Ensure lifejackets are allocated and properly fitted, as with safety tethers. Now is a good time to enforce lifejacket and tether rules.





## Contributing Sponsors

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Marina Puerto Bahia, Samana, DR

## Pics & Fun



## Victuals

This is very much on a crew by crew basis. However, there are a few vital things to keep in mind.

- Check with crew whether they have any preferences, especially for the night watch treat pot. Make sure any dietary requirements are known very early in the preparations.
- Have one person in overall charge of victuals.
- Remember when victualing to have cans or similar so that a hot meal can be provided from one pot if you hit heavy weather.

## Last Day

Check that everyone has any necessary medications - VITAL  
Relax, get off the boat for a few hours, eat ashore.

Allow for 50% more passage time than expected.

**REMEMBER: YOU ARE DOING THIS FOR FUN!**

*Want to learn more about Preparing to be Offshore? Check out our Education Library...*  
[Preparing For Offshore](#)      [Required & Recommended Equipment](#)

Enjoy  
THE  
Ride

## My Confession... I Hate Cooking on Passage!

by Mindy Piuk, S/V Rockhopper

I love to cook, it is my favorite hobby. Nothing pleases me more than a beautifully laid table and a delicious meal. However, I have not been able to relay my passion for food preparation to passage life. I've spoken with several friends who love to cook on passage, and brag about their lamb chops, sushi, and cakes prepared underway. I have tried to get excited about passage meals, but over the years, I have taken more joy in finding ways to do less cooking underway. So, if you have done a couple of passages and don't enjoy preparing meals, you are not alone.



Last year, the two of us sailed across the Atlantic eating comfort food which was primarily prepared in the Caribbean, with a couple extra passage meals thrown together while we were in Bermuda and the Azores. I plan with the freezer, microwave and electric kettle in mind. We bake potatoes before departure and have other quick cooking starches on hand, such as 90-second rice or quinoa, and things that can be cooked by adding boiling water such as couscous, instant mashed potatoes, or tiny pasta.

Not cooking underway takes a lot of planning. Grocery shopping needs to be done ahead of time, and space needs to be allocated in the refrigerator and freezer. I do all of my cooking and preparing one to three days prior to departure, normally saving a serving or two of each meal for the fridge, and freezing the rest in 2 serving batches. Our passage servings are much smaller than normal since we don't have a big appetite underway, and we also tend to snack a bit more on passages. I typically thaw items for several hours before heating them up in the microwave (or in the oven if the passage is chilly). Additionally, we secure our regular cookware and dishes during passages, mostly to keep down the clanking of metal and glass. We each have a non-skid, covered, microwavable container that we use for all meals, and our insulated bottles for hot or cold drinks.

Here are my favorite things to make ahead on Rockhopper:

- A vinegar & oil based pasta salad chock full of sturdy veggies, hard cheese, and salami makes ~10-12 servings and stores well in the refrigerator. It can be eaten hot or cold.
- A bacon and spinach quiche makes 8 servings which freeze well and can be eaten hot or cold.
- A big batch of meatballs freezes well. You can thaw as many as you'd like and serve with any starch or veggie.
- A thick vegetable loaded sauce freezes well and can be served with any starch, canned meat, or one of those meatballs.
- A batch of rummy brownies.

We manage to have green salads for the first 7-10 days of each passage. I buy a bag of 3 Romaine hearts the day before departure, cut it all up, wash, and spread it out to fully dry. I put it in a large baggie in the fridge with a couple paper towels. Replace the paper towels every day or two when removing some of the salad, and make sure that you use any limp lettuce when you spot it.

Pre-cooking meals may sound a bit boring to the sailor-chefs out there, but it has helped make passages more like a retreat for me. Feel free to reach out with questions. [melinda.piuk@gmail.com](mailto:melinda.piuk@gmail.com).





## Aria Finds Aruba!

by Brian Stork, S/V Aria

While many of the cruisers in USVI took advantage of the Salty Dawg Flotilla going north last Spring, we had another option, the ABC's. The windswept islands of Aruba, Bonaire and Curaçao just north of Venezuela offer protection from hurricanes and fantastic diving. The problem was that they were not accepting Yachts. We had spent last summer in Bonaire and the island left us a desire to return due to its rustic nature and world class diving. If we were going to wait out a pandemic, that's where we wanted to be.



Aruba, the western most of the ABC's finally opened with 2 weeks quarantine on the boat at anchor upon arrival. Aruba wasn't our first choice, but we had never been there! Then, better news, starting July 1st no quarantine was needed if you had a negative Covid test. We watched the last Salty Dawg flotilla leave without us and the USVI was mostly empty of cruisers now. We were alone and we wondered if we made the right choice.



On the Dock after a Dive

Sailing to the ABC's from the leeward's is pretty nice with the winds and waves on the quarter. After 3 days we were rounding the southern point of Aruba. The customs dock is not a great welcome for a cruiser that has been up all night and the offshore wind at 25 knots made docking a real challenge. A wrecked boat was close-by reminding us that this is not a good time to foul a prop with a loose line! Our friends, Dennis and Karen, had already docked their catamaran and offered some help with lines. The customs officials were very professional and friendly. They gave us a medical form to fill out and took our temperature. They looked at the Covid test we had taken just before departure in USVI and said "Welcome to the Happy Island!"

A quick motor north and we found the entrance to the Renaissance Marina and Resort. We docked stern to, plugged in the boat and took a nice nap.

Aruba's slogan "The Happy Island" proved to be right on target. The culture here is tourist driven and smiles are everywhere. The entire town cheered as the first US plane landed after lock down. We typically stay on anchor and don't pursue the fancy shopping malls and restaurants, but here you can't help it. It's the Las Vegas of the ABC's. We found ourselves wandering to the pool bar happy hour after a day of diving or touring. Hardware and grocery stores are bountiful. The surroundings are well manicured with plenty of places to explore within walking distance. We arrived July 1st, and here we are in the middle of September! I might be becoming a local. Bon Dia!



The Pool Bar

Now, talk of sailing North is creeping into conversations. "Are the islands going to open up?" The adventure continues....

### Some Aruba cruising info

- Renaissance Marina gives you access to the private island, pool bar and all of the Marriot properties. Dockage is \$18 month/ft. for monohulls. Electricity is .71cents/KWH. Water is very cheap.
- There are 2 free anchorages, one just south of Renaissance, the other in front of the high rise hotels on the north end of the island. Dingy access to the island is easy from each anchorage.
- Haulouts and slips are available at Veradera Marina for Cat's and Monohull's.
- Customs & immigration was free, they do confiscate spearguns to be returned on departure.
- Flights in and out are easy with many direct flights to major US cities available
- The locals are typically fluent in 4 languages; Papiamentu, Dutch, English and Spanish. English is preferred by the younger generation.







## Antigua Rolls Out the Red Carpet for the Dawgs

by Bob Osborn, S/V Pandora

As so many in the US are dreading what life will be like as the weather cools and brings increased risk of infection, the Salty Dawg Rally to Antigua aims to help the Dawgs voyage to a better place. And, as in past years, the government and businesses of Antigua are rolling out the red carpet.

One of the best parts about making landfall in Antigua is that the island is the most easterly in the chain, so the rest of the Caribbean is within reach on a reach (pun intended). The island's location and protected harbors are why the British Navy choose English Harbour as their base of operations for over 100 years, and beautifully restored [Nelson's Dockyard](#) is still the perfect place to make landfall.

Antigua has been very successful in keeping the virus at bay so far, with very limited cases and no significant community outbreaks. Brenda and I were in Antigua aboard Pandora during the lockdown last spring and we felt a lot safer there than when we returned to the US.

And, fun and sun awaits when the Dawgs arrive with more than a week of great events planned, including pool parties, great food, meet and greets, along with social gatherings on the beach, appropriately distanced, of course.

All events will be outdoors or under cover in the ever-present trade winds, designed to keep everyone safe. Wearing masks and social distancing is serious business in Antigua, helping to keep infections low. Dawgs are encouraged to berth at historic Nelson's Dockyard, at an amazing rate of about \$1/ft.



Events kick-off with the arrival of the fleet, probably by Sunday the 15<sup>th</sup>. Roberto, manager of [English Harbour Slipway](#), will host a reception featuring complimentary beverages, rum punch, wine, beer and snacks. They are located directly across from The Dockyard in English Harbour, perhaps the best "hurricane hole" in the Caribbean. This event will be repeated the following Sunday.

The Dawgs will also have at least two BYOB events on the beach in both English Harbour and Falmouth Harbour along with some informal hikes along the many trails in the area.

[The Admiral's Inn](#), one of our biggest supporters, will host three events, a pool party, meet and greet and everyone's favorite, the arrival dinner overlooking the Dockyard and their beautiful infinity pool. They are also offering special discounted room rates for anyone associated with the rally that is looking for a bit of luxury shore time.

Andrew Dove, owner of a number of North Sail Lofts in the Caribbean, will again host the Dawgs. Last year's event featured crab races keeping everyone in stitches. It will be fun to see what Andrew has planned for us.

There just isn't space here to cover everything planned, except to say that Antigua offers something for everyone, and if you are unable to join the rally this year, we will work hard to keep you safe and make sure that next year is even better.

Planning to stay in Antigua during the holidays? The Antigua Yacht Club is hosting a Thanksgiving dinner that would make your grandmother jealous, and at a low price that won't strain your cruising kitty. And if you plan on being on-island for the duration, join others at the Club for a wonderful Christmas celebration.

Perhaps the best part of spending the holidays in Antigua is the New Year's Eve fireworks over the fort in English Harbor. There is just no better way to ring in the new year than watching fireworks from the bow of your own boat. Truly amazing!

As port officer of Antigua, contact me with questions about what the island has to offer. While Brenda and I are not able to be there with the Dawgs this year, we will be there next season. Until then, I am sure that the arrival of our fleet will be great fun.

Questions? Contact me, Bob Osborn, [bob@saltydawgsailing.org](mailto:bob@saltydawgsailing.org)



# ANTIGUA







## The Benefits of Volunteering for the Salty Dawgs

by Mindy Piuk, S/V Rockhopper



I became a Member of the Salty Dawgs in 2016 and found myself doing a little volunteering by being one of the SSB Radio Net Controllers for the Fall Rally. I wasn't particularly comfortable speaking on the SSB prior to the rally, but by the end of the passage I had a new hobby. The Salty Dawg Sailing Association is a volunteer-run nonprofit charitable organization, so clearly we all rely on Members to actively step up into various roles, both large and small. I was certainly trying to help the club with the volunteer roles I eventually filled, but each time my takeaway was so much greater than what I gave.

In 2017, I volunteered in the SDSA booth at the Annapolis Boat Show. This gave me a free pass into the show, but it was also so much fun bragging to strangers about the benefits of joining the SDSA. In 2018, I volunteered in the Dawg House (sailors conference area) during the pre-rally activities in Hampton, VA giving me insight into more aspects of the rally process and enabling me to get better acquainted with many of the participants. Volunteering for the rallies has made the rallies an even better experience for me. I also signed up to be a SSB Radio Net Controller in 2018, but Rockhopper departed a week after the bulk of the group, and I couldn't fill my role. Luckily, another volunteer stepped into that position while underway when he realized the net had lost its controller. It is wonderful to have back-up volunteers ready to go when things go a bit sideways.



Sometimes the cruising life feels like a full time job, but other times I find myself missing my old workplace. Last year, after we sailed Rockhopper to Europe and I was longing for my SDSA friends, I was asked to be part of the Fall Rally's Shoreside Coordinator Team. This was a busier role with a couple weeks of hands on work. I hadn't realized how much I missed the team-work and sense of purpose that having a job brings. It was interesting collaborating with the team using platforms I had not been exposed to in my retirement. I rejoined the Shoreside

Coordinator Team for the Homeward Bound Flotilla which ended up being an intense couple of months work. There were several of us working together and forwarding urgent situations to other teams. We all had such a sense of camaraderie and accomplishment each time a boat arrived in the US. It was demanding, exhausting, and profoundly rewarding.

I've so enjoyed my rediscovered work ethic that I was excited to join the SDSA Sponsor Program as one of the Client Managers. This role fits me well as it involves writing a few letters every couple of months and following up with some of our SDSA sponsors. It is a good role for someone in a different time zone with sporadic internet. It requires me to hone my rusty writing skills, and keeps me in touch with my SDSA friends while we are far away from everyone.

There are so many ways to help the SDSA, and many different levels of commitment which could fit your lifestyle. One thing I realized while writing this article is that I never offered to help, but happily replied "yes" when I was asked. I realize I've been putting the burden on the SDSA board to hunt down volunteers rather than contacting the club to see how I could help. If I have convinced you of the wonderful benefits of volunteering for the SDSA, please send an email to [info@saltydawgsailing.org](mailto:info@saltydawgsailing.org) and let them know what time or skills you have to offer.



## Coming Events

### Rendezvous & Seminars

#### 2020 Rendezvous



We normally schedule a series of Rendezvous events for sailors to get together through the year. With the issue of COVID-19 and difficulty in holding events with a large group of people, we will not be able to conduct such social gatherings until this pandemic is resolved. On our Rally to Maine, participants found opportunities to do small group social gatherings, with folks at a distance, or with those who had tested negative for COVID-19. Such informal gatherings with appropriate self-controls will make sense until we have a vaccine for the virus.

We are currently conducting a series of educational and social webinars to temporarily replace our social gatherings. These cover topics usually addressed in our Annapolis Seminar around the time of the Boat Show and those addressed in our pre-departure seminars in Hampton during our Fall Rally activities. Some of these Webinars are free and some have a nominal fee, for which Members receive a discount. Here is the [schedule of webinars](#) happening now. Don't miss out on these valuable sessions!





## Rallies

### The Fall Rally to the Caribbean

Yes, the Caribbean is open and we are moving full-steam ahead with preparations for our Fall Rally! We have established safety protocols and precautions to make it a healthy, safe passage for everyone involved.



Our Fall Rally to the Caribbean is the largest organized flotilla of cruisers leaving the east coast for the Caribbean and is scheduled to depart on **November 2nd**. We currently have a large group of boats registered for their passage to the beautiful island of **Antigua** or gorgeous Harbour Island, **Bahamas** or **Key West**. We want you to join us, so get your registration in now before it closes on October 15th!



The Rally includes weather routing by The Marine Weather Center, position tracking by PredictWind, and an extensive level of shoreside communication, advice and support from veteran Salty Dawgs before and during your passage. Pre-departure services will be provided in Hampton, VA and educational and social [Webinars](#) are in process now! Further activities are now being planned for

welcome arrivals and our hosts in the islands are standing-by with open arms. We are excited that things are coming together very well and we look forward to supporting another successful Fall Rally. And don't forget to fly your Salty Dawg colors and connect with fellow Dawgs while cruising the Caribbean.

All Salty Dawg rallies and events are led by seasoned sailors who volunteer their time and knowledge to help cruisers realize their sailing dreams. The Fall Rally opens the door to new friends and experiences while cruising safely.

[Register Now](#)

[More Information](#)

[Contact Us with Questions](#)

[See Who is Open](#)

#### Some Fun Rally Stats

- Destination: 70% Antigua, 30% Bahamas or Key West
- Rally Participation: 63 % Have Not Participated in a Past Rally
- Boat Size: 38-59 Feet
- Boat Type: 70% Monohulls, 30% Multi-Hulls
- 5 Boats with Children
- 9 Foreign Flagged Boats



Follow the Fleet  
[HERE](#)  
after November 1st

## The Tale End

### Captains & Crew Wanted

We have expanded our crew service to become a Member Benefit available to captains and crew during any time of year, versus only during our rally events. What does this mean for you?

#### For Member Captains

You may use our crew service at any time for any cruising purpose. Use our service to find crew for rallies, non-rallies, local or long distance cruising or any personal passage. We have many candidates awaiting your call and you can use our service to lighten your load, to find a cruising buddy or to serve as a mentor. This service is included with your Salty Dawg Membership at no extra cost.

#### For Crew

This will increase your crew opportunities and captains may contact you for rally or non-rally requirements. This may include long distance ocean passages, coastal or local cruising. We will contact you when captains contact us. This service is included with your Crew Participation Fee.



We hope this service will be used to foster long term relationships among sailors. For details, contact [crew@saltydawgsailing.org](mailto:crew@saltydawgsailing.org).







[Dawgs & Doodles](#)



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## Welcome Aboard!

We are pleased to announce that Victron Energy has come aboard as a Salty Dawg Sponsor!



[Victron Energy](#) provides a wide range of products for mobile and other off-grid applications in recreational and commercial boating, overland transportation, land-based off-grid energy systems and in industrial settings. Their extensive product range includes sine wave inverters, sine wave inverter/chargers, battery chargers, converters, transfer switches, battery monitors, batteries, solar panels, solar charge regulators and more. Welcome aboard Victron Energy!



## Fall Rally Auction

We are conducting our annual Hampton auction of great boat gear and more, but this year it is On-Line and open to Members as well as Fall Rally captains and crew. Notices have been sent to Members and Rally Participants. For those who are not Members, this is another great reason to join! This Salty Dawg Treasure Chest Auction offers a Body Glove Inflatable SUP, Victron Inverter Charger, free nights at choice locations in Antigua, large inflatable fenders, offshore rods and reels, foul weather gear, and much more. Get onboard now and start realizing your Salty Dawg Benefits. To join as a Salty Dawg Member please go [HERE](#).

## Member Boats For Sale

### 2000 Hylas 49

We're upgrading! Almost everything on this sought after yacht is new and upgraded. We can Email the full list and specs. S/V Aria, \$420,000. [bstork@charter.net](mailto:bstork@charter.net)

### 1993 Caliber 40

Located on Patapsco R. in MD, the famous blue water Salty Dawg boat, S/V RUM RUNNER. Ready to go. Contact [phil.worrall@att.net](mailto:phil.worrall@att.net)

### 1981 Hans Christian 39' Pilot House

Located in the Chesapeake Bay. Comfortable offshore cruiser. Many recent upgrades. S/V Moonstone. Contact [Lu.warnat@gmail.com](mailto:Lu.warnat@gmail.com)

### 2004 Beneteau Oceanis 473

Located in Maryland, cruise ready, fast and comfortable. S/V CHILL. [MORE INFO](#)

### 2015 Discovery 58

Ultimate Blue Water Cruiser, fully prepared, lying Antigua. S/V AQUALUNA. [aqualuna@mailasail.com](mailto:aqualuna@mailasail.com)

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*Thank You for Your Participation!*



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