



## Dawg Tales Newsletter



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### From the Helm

On April 28th, Bill Knowles, co-founder of the Salty Dawg Sailing Association passed away. Bill's passing following Linda's several years ago, marks the end of an era.



It is fitting that the 2022 rally next November will usher in the beginning of the second decade of SDSA rallies to the Caribbean and Bahamas, helping aspiring Blue Water Cruisers make a voyage that of which most can only dream. Bill and Linda, along with small group of dedicated volunteers, launched the Salty Dawg Rally while aboard Bill and Linda's "Sapphire," giving birth to what is now the Salty Dawg Sailing Association (SDSA).

As SDSA enters its second decade, we now reach thousands of cruisers with dozens of educational webinars, newsletters, and the rallies for which the group is famous. The Homeward Bound Flotilla, which helped nearly 200 cruising boats return home during the pandemic, exemplified what Bill and Linda had imagined, "sailors helping Sailors." The results of that effort, and subsequent tremendous expansion of the educational efforts of SDSA, has allowed our group to help more cruisers than ever before.

Registrations for our spring Homeward Bound Rally, the Down East Rally, Maritime Rally and next fall's Rally to the Caribbean are running well ahead of prior years and are expected to have record participation, especially the November running of the Salty Dawg Rally to the Caribbean.

For those of you that have participated in a Salty Dawg Rally, are members, or are just learning about what the group has to offer, the best that we can all do to celebrate what Bill and Linda have done for the cruising community is to join a rally, participate in a webinar or go to an event. Better yet, tell a friend about SDSA and volunteer to help out. Be a part of What Bill and Linda envisioned and pay it forward. You won't be disappointed.

Bob Osborn, SDSA President



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## Cruising Articles

### The ABCs!

By Brian Stork, s/v Aria

Hello from S/V Aria in the ABC's!

The ABC's have always been a great stop-over for cruisers on their way west. They also offer an alternative for those not wishing to sail back north or to Grenada & Trinidad for the hurricane season. The ABC's are located under the hurricane belt, and most insurance companies allow you to keep your boat there for the season. The passage to the ABC's is an easy downwind sail from just about anywhere in the Eastern

Caribbean. When the hurricane season ends in November, sailing back north to the Leewards, Puerto Rico, or the Dominican Republic is a sporty couple of days but much easier than a 10 day passage from the east coast, and you will never need foulies! If you decide to stay south this season, perhaps the Dutch ABC's can provide a nice alternative. Here's a little about each of the three islands that comprise the ABC's.

#### Aruba



foodie vibe with all the comforts of a resort city.

#### Bonaire

Bonaire is the Eastern most of the ABC islands. Bonaire is the "divers paradise" due to the wonderful reefs surrounding the island and the very protected leeward side of the island. As part of the conservation effort, there is no anchoring allowed in Bonaire. There are 50 first come first served moorings or, if you prefer, the Harbour Village Marina has slips available. Be warned the dock electricity is 50hz, many pumps and appliances are only 60hz so come prepared. The mooring field tends to fill up fast so if Bonaire is on your list, it is recommended to get a reservation at the marina as a backup.



Shelly & Brian Stork—& Moses!



Noodling in Bonaire





[North Sails Antigua](#)  
[Spinlock](#)  
[Winslow Life Raft](#)

Pics & Fun



Curacao



1st Mate Moses Enjoying the Architecture

Curacao (pronounced "Cure ah sow") is the middle island of the ABC's. It is the largest of the ABC's and the most populated. Curacao is a favorite vacation destination for the Netherlands and the island architecture is very appealing. Since Curacao is the big city of the ABC's and you can get anything you need here, it is recommended to get a rental car as there is not much in walking distance. Curacao Marine is an excellent yard that has two large sleds and can haul any boat. They also have a bonded yard for those who need to leave their boat for an extended time. There is an extensive

anchorage in Spanish Water Harbor and you can also find berthing at the very pristine Seru Boca Marina.

If you decide to stay south this season, the ABC's might be what you're looking for!

Our First Rally!

By Carl Peru

You could call me Ishmael, but I fancy myself more like Queequeg.

Two years ago I crewed with a fellow Salty Dawg sailor, who raved about the organization. So this winter my girlfriend Lori and I joined and attended the Dawgs' fantastic Zoom presentations. The Downeast Rally sounded like the perfect shake-down cruise for my recently acquired 1981 Southern Cross 28. Now she's not fancy, kind of like an oceangoing Winnebago made of teak and brass, tiller-steered, with no stove and water provided by foot-operated manual pumps. (Is that an oxymoron?). She would be the smallest, oldest, and slowest boat in the fleet.



First Rally!

Departing from our home port of Noank, Connecticut, our keel nudged a rock within the first five minutes. Were we in for a bumpy ride? We fought a 15 knot headwind and three knot current as our 12 hp Westerbeke diesel strained to get us to Newport, RI., where we found the anchorage with Bennett Kashdan's expert assistance.



Rocks & Lobsters

Enroute we broke our shifter cable, so I bought a new one. No problem. But try as I might, I could not get the transmission to shift into reverse. Who needs reverse anyway? We motored on to Cuttyhunk for the delicious outdoor lobster dinner where we met Zoom celebrity Bob Osborn, who is every bit as knowledgeable and helpful in person.

On the next short hop to Mattapoisett, the fog was so thick you could stir it with a spoon. Motoring cautiously with air horn in hand, we actually found the harbor! Once in port we met a number of fellow Salty Dawgs hailing from far-off places.





## Pics



Fish Cloud



Whale!



Flying Fish at the new Saba Rock



Dawgs in Virgin Gorda



[JOIN THE FUN](#)

Off Provincetown we enjoyed a personal whale watch, which was rudely interrupted by the clap of thunder. Lightning lit up the sky and the rain began to fall... sideways. I figure the squall gusted to about 40 knots (the speed will increase with successive retellings of this tale) but we sailed through it, suffering only a capsized dinghy and a lost batten. Soon we were treated to a beautiful rainbow arching over the Atlantic.

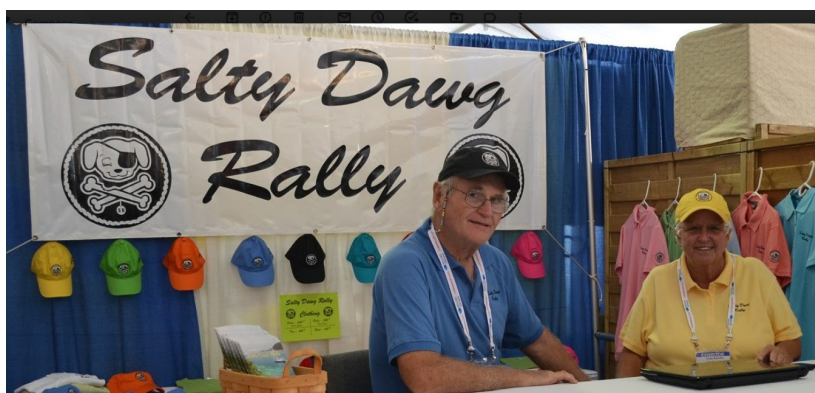
After being up for 24 hours we now had to pick our way through a nighttime maze of lobster pot buoys, rock outcroppings and unlighted channel markers. Fortunately, Bob stayed in regular phone communication with us, advising us to grab any mooring in Rockland Harbor. The next day I was so exhausted I slept for 24 hours.

So was the Westerbeke: she wouldn't start. We were towed to the Rockland Town Dock, where a welcoming committee of Salty Dawgs was upon us.



Newly arrived in Noank, I am already planning on participating in this fall's Salty Dawg rally to the Caribbean. I am hooked! Thanks to the Salty Dawgs, I have a new passion, a great group of new friends and a tremendous sense of accomplishment!

*In  
Memory  
of  
Bill & Linda  
Knowles*



On Thursday April 28, William (Bill) Knowles, founder and first president of the Salty Dawg Sailing Association died after a long illness. As noted by a friend who had seen him only two days before, Bill had been up and about and had been able to join them for lunch despite his illness. Two days later he was gone. His partner and dear wife Linda Knowles predeceased Bill by two years.

Together, Bill and Linda were a force of nature. They were long-time sailors and had spent about a decade of their retirement years sailing back and forth to the British Virgin Island each fall and spring aboard their Jeanneau 54 Sapphire. In 2011, after the Caribbean 1500, the Knowles decided to break away and make the trip to the BVI with some like-minded friends. Word of this plan got out and by departure time in early November the fleet, known as the Salty Dawgs, had grown to more than 30 boats. Out of that first rally, the SDSA was born. You can read more about the ensuing history of the Salty Dawg Sailing Association here.

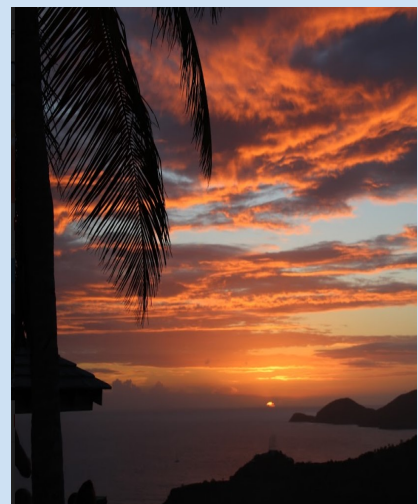
<https://www.saltydawgsailing.org/about-us>

Since 2011, close to one thousand boats and some five thousand sailors have taken part in Salty Dawg Rallies and attended the SDSA educational seminars. The sailing and cruising philosophy that Bill and Linda brought to their time at sea and to the rallies they started was based on a deep respect for the ocean and for the fundamentals of seamanship, self-reliance, and the camaraderie of sailors everywhere. Bill and Linda's legacy lies in all of the thousands of sailors who have sailed in their rallies and benefited from their example.

The Salty Dawg Sailing Association is a vibrant volunteer run organization that helps sailors develop blue water sailing skills. If you would like to donate in Bill's memory, please use [this link](#).







## Maritime Medical Guides

**By John Taussig, Paramedic**

I often state that the *'worst emergency room in the world is the one that is pitching, yawing, and rolling'* in the vast emptiness of the world's oceans. Add to that a small, cramped boat, darkness, mechanical or structural failures, and you have the ingredients for a full fledged epic.

I often experienced this type of motion in the confines of a medevac helicopter, but with a well trained crew and a plan, it made the situation mostly manageable. How does the sailor prepare for these challenges? Through training.

Sailing related injuries and illnesses have been well studied on ocean races and within different sporting categories— Dinghy, Offshore, Daysail, etc.. In total, sailing sees the highest prevalence of traumatic emergencies as lower extremity soft-tissue injuries, while medically speaking, nausea/vomiting/diarrhea take the cake. Regardless, all injuries and illnesses should be prepared for, *with an emphasis placed on prevention*. A thorough First Aid Kit and medications list should be prepared, as well as a well-trained team.

CPR/First Aid (6 hour) training is a great start, but typical programs leave the student forced to extrapolate their training program principals and apply them to the offshore environment. A short course is also incomplete when it comes to the myriad skills in which the sailor should be versed.

Wilderness First Aid training (16 hours) is the best first step to applying hands-on training in a remote, self-sustaining context. You'll gain valuable skills while allowing time to practice patient assessment and improvisation techniques.

Wilderness First Responder (72 hours) is the gold standard for guides and trip leaders in the USA. You'll practice all of your skills repeatedly, with time to learn a much wider scope of information. You'll also practice much of this in higher fidelity (and valuable) scenario training. This program gave me the inspiration to carry on my healthcare pathway through EMT and Paramedic school.

Emergency Medical Technician (120-200 hours) are programs that will give you the knowledge required to be a professional responder. The Wilderness EMT program adapts a "front country" focused EMT program towards the intricacies of extended care, improvisation, and environmental emergencies. Some W-EMT programs include higher level topics like IV administration and antibiotic use.

Finding a course geared specifically towards sailors is difficult. My organization - Maritime Medical Guides— is a non-profit that hosts online and in person: 2 day 9 harbor) Advanced First Aid and CPR for mariners and a 6 day (flotilla) : Wilderness First Responder-Maritime. The Offshore Emergency Care program is hosted by WMA at the Annapolis Boat Show.

Your training works well when you retain the information, and retention studies show that "skill loss" happens quickly, sometimes in just a few months. Revisiting curriculum and attending refresher trainings is the best way to stay fresh on the material. Practicing procedures onboard helps refine your plans and makes for a more prepared ship offshore.

John Taussig is the Executive Director : [Maritime Medical Guides](#)

### Member Boats for Sale

**Marlow Hunter MH40 -2014.** Two staterooms, two heads, 54 hp Yanmar, new electronics 2019. AB dinghy with 9.9hp Yamaha. \$240,000. John Robbins, Tampa Bay, FL 813-928-4746

**White Hawk 1979 Tartan 37** White Hawk is a well-cared-for Tartan 37. She has cruised from Maine to the Bahamas, and is ready to go again now! \$62,500 Contact John at 410.570.1500. For full details, please visit [www.WhiteHawkSailboat.net](http://www.WhiteHawkSailboat.net).



## The SDSA Sponsor Program—A User’s Manual

*By David McKay, SDSA Sponsor Director*

We are very fortunate to have a remarkable group of world-class organizations and trusted brands who participate in supporting the Salty Dawg Sailing Association and its members through our Sponsor Program. They support our organization with both direct contributions helping to promote our educational mission and keep membership dues and expenses low, and through preferred pricing of their products and services for the benefit of our members. Even better, in most cases they are sailors and cruisers too and get what it is we do. We know many of you interact with our sponsors and discovered that they are a delight to work with and learn from. They are pros at what they do and are trusted partners. Sponsors, thank you!

So how might the SDSA evolve our existing Sponsor Program to directly support the educational element of our mission and simultaneously make it easier for our members to best evaluate, select, and access products and services that are critical to support their offshore sailing and cruising goals? How can we better use our collection of sponsors, just by the way they are organized, to anticipate what additional products and services best compliment your needs and more effectively answer your questions?

To address these and other topics, we are in the process of creating a new tab in the Sponsors section of the SDSA website entitled “Sponsor Solution Center” that will organize our sponsors into logical groups related to specific offshore sailing and cruising subjects. The first two groups that are ready to go are: The Offshore Emergency Medicine Group (a group you will hear from in the upcoming Offshore / Cruiser Service webinar on Jun2 at 1400 EDT which will introduce several of our new sponsors), and The Emergency Response Sponsor Group representing products and services likely featured in your vessel’s safety plan. Each sponsor listed in each group will have a link to their website and their specific offer to Salty Dawg Members. We trust this will be useful and a positive development for both our members and sponsors.

Stay tuned and, once live, check the Sponsors Solution Center often for new sponsors and new solution groups. We are adding new sponsors every day. If you have any ideas for new sponsors we can approach and for sponsor groupings that will benefit our association, please let me know. I’d love to hear from you!

[dlmckay207@gmail.com](mailto:dlmckay207@gmail.com)



## Salty Dawg Webinars

Increase your blue water knowledge by enrolling in educational webinars.

**Free** for Salty Dawg Members

Non-Members - \$25 for an entire series or \$12 for an individual webinar.

**Or join the SDSA now to take advantage of all of the benefits of membership including FREE webinars**

**June 2:** Offshore / Cruiser Services: Join Bennett Kashdan and representatives

**June 7:** Skippers in Search of Crew/Crew in Search of Boats

**June 9:** Suggestions from the Boat Galley Podcast Team on Getting the Most out of your Cruising

**June 14:** Boat Prep for an Offshore Cruise

Can't make a live event?

All webinars are recorded, and everyone who has registered will receive a link to view the recording.



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# RALLY



### DOWNEAST RALLY

The SDSA Downeast Rally has departure locations from the Chesapeake Bay and Narragansett Bay areas. The departure from Hampton is on July 3 (weather permitting) and Newport July 8 with final landfall in Rockland, ME July 10.



### MARITIME RALLY

The SDSA Maritime Rally departs from Provincetown, MA on July 15 and Rockland, ME on July 16 for points in Nova Scotia. Explore Cape Breton and Bras D'Or Lakes until July 23 with the rally!



### CARIBBEAN RALLY

The SDSA Caribbean Rally departs the US East Coast on November 1, weather permitting. This rally goes to the Caribbean and the Bahamas. A crossing to Antigua usually takes 10-14 days. The crossing to the Bahamas 7-8 days.



## Follow us!!!

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Use the #saltydawgsailing when you post.

## Send Your Pics & Posts



# Nautical Notes!



## “Loose Cannon”

When wooden warships carried cannons, the sailors lashed the cannons to the deck to prevent them from causing serious damage to themselves and the ship. Hence, the phrase “loose canon” became a way to describe a dangerous/unpredictable person or thing.



Visit the [SDSA Ships Store](#) for all your SDSA gear!



[Please Support our Non-Profit Organization.](#)  
[Your Donation is Tax Deductible](#)

## Salty Dawg Volunteer Spotlight

*Alex Helfand*



Alex Helfand

**Home Port:** Annapolis, MD

**Boat:** Compass Rose, 2021 Open 40 Catamaran

**Volunteer Years:** 2

**Interests:** sailing, snowshoeing, reading, & being retired

### How do you volunteer with the Dawgs?

There does seem to be a theme around my volunteering, which is that it enables me to share what I know about most things sailing related, and I also enjoy finding ways to share information from others with the sailing community. The webinar series for the Salty Dawgs, organizing the Maine Rally, and helping with other rally related activities.

I would add that giving time and energy to the Dawgs and participating in Dawg events has expanded the number of cruisers that we know and has enabled a lot of sharing of information, expertise, and opportunities. Sailors helping sailors.

## Our Sponsor Highlights

### New SDSA Sponsor!!!



**Maritime Medical Guides** is the seafaring branch of Backcountry Medical Guides, a 501(c)3 non profit. We believe that core knowledge is key, but with the unique and dynamic challenges that the marine environment presents, sport and activity-specific guidelines are essential. Our goal is simple: to reduce hardships and save lives offshore.

### New SDSA Sponsor!!!



**Duration Health** sells an urgent care in a bag. You talk with our doctors online before your next adventure, and we prescribe and ship the medications you're most likely to need in an offshore emergency, like antibiotics or EpiPen. We ship an all-in-one custom Rx Med Kit to your door before you leave. It's an urgent care, anywhere.



**Hydrovane** has been steering dreams for over 50 years. Whether it's ten miles or thousands of miles, Hydrovane will steer you safely. For ease of use, versatility, and reliability, Hydrovane surpasses all other systems



**M Yachts:** Two Annapolis based businesses in one, M Yacht Services provides quality workmanship and attention to detail for all your Electrical, Electronics, Plumbing, Carpentry, Fiberglass & Paint, and Systems Projects. M Rigging is your expert source for Boom Furlers, Architectural Fabrication, Rigging & Spars.



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*Thank You for Your Participation!*



Instagram



The Salty Dawg Sailing Association is a non-profit charitable and educational organization made possible by Volunteers, Members, Contributors and Sponsors. To make a charitable Contribution, please [Click Here](#).

