



Dawg Tales Newsletter



SV Kalli

Platinum Sponsors



Gold Sponsors



From the Helm

Being prepared isn't always enough.

Registrations for the fall Rally to the Caribbean are running well above any year in recent memory and with the addition of a planned departure from Newport, we are expecting a very strong turnout. Everyone involved in the rally - SDSA shoreside support, skippers, and crew - are very focused on preparing for a safe and fun passage. Recent events, however, remind us that regardless of how well prepared we are, things sometimes go terribly wrong.

You may have heard about the recent tragic loss of SDSA members, Annemarie and Frank of SV Escape as they made their way from Bermuda to Nova Scotia this spring. They had hoped to participate in our Homeward Bound Rally from the USVI in May, but mechanical issues kept them in St Martin.

After making the run to Bermuda, they met crew for the run to Nova Scotia. Facing a narrow weather window they departed, well prepared with the experience and crew needed for such a passage. As conditions deteriorated and they prepared to reef, the mainsheet parted, allowing the boom to thrash wildly. Annemarie and Frank attempted to bring things back under control, and both were seriously injured. As they were so far from land, it took time for the USCG to reach them. Everyone aboard were rescued, yet both Annmarie and Frank succumbed to their injuries during the evacuation.

This spring, as I made my way back to the US with the Homeward Bound Rally, everyone aboard Pandora came down with Covid. Our infections proved manageable as we were all fully vaccinated, a good thing, being so far from shore and isolated from medical support.

SDSA is committed to safety at sea and to fostering community within the blue water cruising community. The loss of Annemarie and Frank reminds us that while tragedies like theirs are rare, there are still risks, and we all need to continue to do everything we can to ensure that when we head to sea we are as prepared as we can be with the knowledge that sometimes being prepared just isn't enough.

SDSA made a donation in memory of Annmarie and Frank to the USCG foundation. They will be missed.

Bob Osborn, SDSA President



Silver Sponsors



Bronze Sponsors



Contributing Sponsors

[A&F Sail and Canvas](#)

[All at Sea](#)

[Admiral's Inn](#)

[Antigua Slipway](#)

[Antigua National Park Service/](#)

[Nelson's Dockyard](#)

[Antigua Yacht Club Marina](#)

[Clamp-Tite](#)

[Club Sushi, Antigua](#)

[Covent Gardens](#)

[DAN-Boater](#)

[Duration Health](#)

[Enterprise Car Rental](#)

[Hampton Marina Hotel](#)

[Jolly Harbour Marina](#)

[Latitudes & Attitudes Magazine](#)

[Mantus Anchor](#)

[Marina Puerto Bahia, DR](#)

[Maritime Medical Guides](#)

[Medjet](#)

Cruising Articles

A Bahamian Wrap...Up

By Shiera Brady, s/v Gémeaux

As we prepare to explore a new part of the planet, I find myself steeped in memories of the "old hood," already missing the familiarity of The Bahamas. Initially, I lacked enthusiasm for these islands, certain they would be overrun with tourists making the short hop from Florida. There were indeed anchorages where boats dropped the hook for the entire season, creating a busy civilization for hundreds of cruisers. But with 700 islands in this archipelago, there were more places that remained completely undiscovered.



Shiera Brady & Allen Roberts

We first sailed these turquoise waters on a test sail from Florida and still talk about the weather lesson we got on that trip when a squall ripped our main sail from the mast. Our first true season in The Bahamas, however, was in early 2020 returning to the U.S. from the Caribbean. Faced with two options



for sailing north in this island chain, we chose the path less travelled and immediately discovered the raw beauty of the mostly uninhabited Ragged Islands. I fell in love with the sea and snorkeled every day, discovering fields of live sand dollars and cushion sea stars larger than my head. When a remora threatened to end my snorkeling career, I spent more time in the shallows, discovering nurseries of every species. The Bahamas showed me my first sea horse and taught me how to find the elusive octopus. On one of my final snorkeling adventures in the Exuma Land and Sea Park, I quietly watched an enormous Hawksbill turtle swim within arm's reach, giving me a lasting memory of how marine life can thrive when they're protected.

We were at a small harbor in the northern Abaco islands when the pandemic brought the world to a screeching halt. While Covid forced most people to stay home, our



44-foot oasis gave us the sea as our backyard. Still recovering from the wrath of Hurricane Irma, the locals were no stranger to disaster and they maintained a warm and hospitable environment as we watched so many others around the planet become combative. We stood together in long lines for our turn at the market and when food was scarce, they brought us produce from their gardens. At Christmas in the Raggeds, the local matriarch prepared a dinner of ham, potatoes, and fruitcake to feed us all in the anchorage. Throughout our time in The Bahamas, we found locals consistently friendly, but the attitudes during a stressful time like a pandemic proved to be the truest testament to the genuine kind nature of their culture. We signed up for two more seasons to explore and host family and friends in a place we had come to love.



We swam with schools of fish, fevers of eagle rays, and even a drove of pigs for the brave souls who wandered into the water. We snorkeled an underwater piano, airplane wrecks, and a rare stand of pillar coral; then, climbed Boo Boo hill for panoramic views (and a bar of cell service when guests panted for an internet connection). We cooled off in the lazy river at Shroud Cay and played in Rachel's foamy bubble bath. We learned how to catch bone fish in the shallow waters but avoid poisonous lionfish and poisonwood. We fed

Contributing Sponsors

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

Pics!



Cruising Articles cont.

lounges of lizards, watched octopus eat conch, and let sting rays tickle our toes in the water. We walked miles and miles of beaches with sand as fine as powdered sugar or pink from crushed coral. We watched lightning storms and funnel clouds, green flashes and birds with turquoise bellies that matched the color of the sea. We drank Kalik beer and Goombah Punch when the rain subsided and the sun left us parched. We dined at our favorite restaurants on Highbourne Cay and Fowl Cay and just with the chef and his wife at the Beacon. We ate cracked conch and conch fritters but preferred to watch Queen conch alive and well crawling on the sea floor. We found blue holes and blow holes and dry holes of fresh vegetables, lugging bag after bag of groceries from the Blue Market, the Pink Market, Island Prime Meats, and eventually from the docks once we mastered ordering groceries via the mailboat. We rescued our little boat cat from the [Ada](#)



[Slaight animal shelter](#) on Harbor Island and made lifelong friendships with the devoted staff at the [Exuma Animal Clinic](#). The Thunderball Grotto at Staniel Cay remains forever a special place where I proposed to the captain and he said yes.

Our journey continues aboard Gémeaux, leaving behind a country that felt like home but armed with thousands of photos to keep the memories alive. [Click here](#) and scroll to the bottom of the post for a slideshow of our favorite times!

Technical Articles

Offshore Communications: Device Choices and Safety Considerations

Tim Metcalf, Manager, Safety, Communications and Tracking

The Salty Dawg Sailing Association emphasizes personal responsibility and decision making. Nonetheless, we have a few firm requirements, and a strong recommendation, regarding communications. These include:

- A fixed-mount VHF Radio
- A handheld VHF Radio
- Two offshore communications devices

One device needs to be capable of sending and receiving emails or text messages. While long form email is not required, it is strongly recommended. One device must be capable of communicating with our shoreside team, either directly or through one of our SSB nets. One device must be capable of sending the vessel's position at least four times daily, either automatically or manually

These requirements ensure that our rally participants can communicate with nearby boats, receive routine communications from ashore, such as weather forecasts, and receive effective assistance in the event of a problem or emergency. There are many devices capable of meeting these requirements. This article will focus on the devices best managed by our communications and shoreside coordination teams, and supported by PredictWind, our tracking partner.

Device Alternatives

SSB Radio

Single Sideband (SSB) was once the workhorse of offshore communications. It offers worldwide communication between radios. With the proper modem it is possible to send email over SSB, albeit slowly and limited to text and GRIBs. The technical challenges of installing and using SSB has significantly decreased the use of SSB by our members in recent years.



Tim Metcalf



Pics !

Icom IC-M802 SSB Radio



Iridium GO!



Garmin inReach Family



SPOT Family



Satellite Messengers

These devices use either the Iridium or Globalstar satellite networks to send and receive short emails and text messages. Some devices support free form messages and recipients; others limit the user to a few fixed messages sent to pre-identified recipients. Some are two-way, others support send only. The devices typically enable automatic position reporting to a proprietary tracking map. All these devices require a subscription plan.

Satellite Phones

Several providers supply satellite phones, which can be purchased or rented. These phones use one of the satellite networks to provide voice and, sometimes, text, email, and/or position reporting. As with satellite messengers, satellite phones require a service plan.

Which Devices Should I Select?

While the choice of device is personal, there are a few devices that we are most familiar with and are popular with our rally participants.

Iridium GO!

The Iridium GO! does it all. It provides voice, text, long form email, position reporting, and one-button SOS in one easy to use device. It uses the Iridium satellite network, offering worldwide coverage. When equipped with an external antenna, the device can be permanently connected to ship's power and located belowdecks, out of the weather. Iridium GO! tracking is supported by PredictWind; positions will be automatically shown on the rally tracking map.

Service plans are readily available and offered by many providers. Some plans can be suspended for a nominal fee when not required.

Garmin inReach

The inReach family also uses the Iridium satellite network and provides two-way texts and emails, automatic position reporting, and one-button SOS. Texts and emails can be pre-defined or free form, and can be sent to any recipient. They are limited to 160 characters. Tracking is supported by PredictWind; positions will automatically be shown on the fleet tracking map.

Multiple service plans are available. All can be purchased annually or month-to-month.

SPOT Devices

The SPOT family uses the Globalstar satellite network. While not worldwide, this network supports the northern hemisphere with some limitations. All SPOT devices offer one-button SOS.

The SPOT Gen 3 and Gen 4 allow one-way transmission of a small set of predefined messages to predetermined recipients. The SPOT X offers two-way free form messaging, limited to 130 characters.

SPOT position reporting is not supported by PredictWind. Spot position reports must be sent to our shoreside coordinators, who manually post the position to the fleet tracking map. Position reporting is not automatic, so the user must remember to send a position report.

SPOT service plans must be purchased annually and cannot be suspended.

There is a known soft spot in Globalstar coverage south and east of Bermuda that has affected some of our participants. For this reason, we do not encourage SPOT usage, although the device is supported.

What About Starlink?

The Starlink satellite cloud looks very promising. At present, marine coverage is only coastal. The promised Maritime coverage appears to focus on commercial vessels and superyachts. It is currently priced at \$10,000 for the equipment and \$5,000 per month.

(cont.)





Joining us for the
Caribbean Rally in Hampton?
Want to be a volunteer?

Contact

kathyk@saltydawgsailing.org



Why “Long Form” email?

“Long form” email is email support that is not limited to 160 characters or less. Long form email allows more complete messages to be both sent and received. Two examples of where long form email is an advantage are:

Problems and Emergencies

Rally participants sometime encounter problems that will benefit from outside consultation, such as engine trouble or charging issues. The ability to compose a complete description of the problem is invaluable, as is the ability to receive detailed resolution suggestions. The same holds true for real emergencies. Our Emergency Response Team can have complete, detailed conversations with the crew, as can rescue authorities if required.

Weather

Long form email recipients will receive a semi-custom weather forecast from Chris Parker, our weather provider. With satellite messaging (not long format), the user needs to ask Chris Parker specific questions.

Sending an SOS

There is a significant difference between sending an SOS from one of these devices and activating an EPIRB. The signal from an EPIRB goes from the device to a SARTSAT satellite and then directly to a government Rescue Coordination Center, the USCG in waters covered by the US.

The signal from an Iridium GO!, an inReach, or a SPOT goes to the private satellite, and then to a private rescue coordination center, where the message is verified and attempts are made to reach the emergency contacts. Only then are government rescue authorities contacted. This may introduce a delay in the dispatch of rescue assets.

Safety, Safety, Safety

There are steps that you can take to maximize the usefulness of your device in the event of an emergency. These include:

- If you have an EPIRB, ensure that the registration is up to date.
- Be sure that your emergency contacts are up to date, and that they know your plans. The first thing a rescue center will do is contact them. If they aren't available, or are unfamiliar with your plans, rescue delays can occur. This is true for both EPIRBS and satellite communicators.
- Preprogram emergency phone numbers and email addresses into your devices. This information can be found in the Passage Handbook.
- Familiarize the crew with the operation of your devices. At the very least, they should know how to send a MAYDAY message on the VHF and activate an EPIRB or send an SOS from a satellite messenger. While the decision to declare an emergency rests with the Skipper, everyone should know how to do it in the event the Skipper is incapacitated.
- More emergency signals are better. If the Coast Guard receives signals from an EPIRB, one or more PLBs and, perhaps a satellite messenger's SOS, the situation gets more serious.

Conclusions

When we are asked for advice, our recommendation is an Iridium GO! and an inReach. The Iridium satellite network is very reliable, and the service plans are many. The devices are simple to use.

There is much more that could be said about these devices and how to use them. Don't hesitate to contact me with questions. My email address is

Tim@saltydawgsailing.org.





[JOIN THE FUN](#)

WINDVANE ON A CRUISING CATAMARAN?

By Sarah Curry, Hydrovane International Marine

A windvane self steering system is your best crew member: steers tirelessly and quietly with no power consumption and no complaint! But does having two hulls preclude your yacht from using one?

Over the past decade there has been a growing trend for sailors to set off blue water cruising aboard multihulls.

So, it promising to know that, yes, the suitability of a Hydrovane windvane on a multihull is subject to all the same criteria as a monohull: What is her displacement? How well balanced is she? What boat speed is she sailing (relative to wind strength)?

Just like high speed racing monohulls, high performance catamarans would be problematic because of the rapid changes in apparent wind when surfing downwind. There's a reason you don't see windvanes on 22m Maxis and foiling catamarans! For any type of serious performance yacht, a self steering windvane is just not viable.



Nautitech 47



Fontaine Pajot 43

However, the reality for cruising catamarans is that most are more about comfort than maximizing speed. Cruising cats tend to be sailed conservatively and speed may average in a range similar to larger modern monohulls (7 to 10 knots).

The recommended Hydrovane location is at the end of a pontoon/hull, for optimal leverage and separation from any high superstructure. Such a substantial off set on a catamaran is possible for the obvious reason: no heeling. Many catamarans also use an Extended Heading Tube to raise the Vane pivot point, and the Extendable Vane for additional leverage and power.

Within the size/speed limitations, the benefits of a Hydrovane can absolutely be enjoyed by a cruising multi-hull: ease of use, power-free steering, complete back-up steering system/rudder, and enormous reliability!

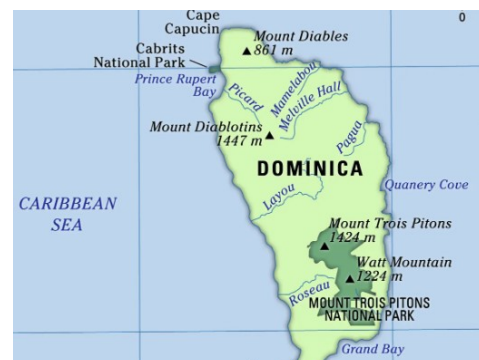
Member Boats for Sale

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.

Join the Salty Dawgs in Dominica!

Portsmouth Bay
March 12-19, 2023
In conjunction with
Yachtie Appreciation Week.
Sponsored by PAYS.

Hikes, River Tours, & Great Dinners!



Caribbean Rally to the Bahamas or Antigua!!!



CARIBBEAN RALLY

The SDSA Caribbean Rally departs the US East Coast November 1, weather permitting. This rally goes to the Bahamas and the Antigua (optional stop in Bermuda). A direct crossing to Antigua usually takes 10-14 days. The crossing to the Bahamas takes 6-8 days.



*In
Memory
of
Annemarie
&
Karl
Frank*



*Eine Reise
wie ein Traum,
aus dem sie
leider nicht mehr
erwacht sind.*

“A journey like a dream from which they have unfortunately no longer awakened.”



Salty Dawg Store News

Annapolis Boat Show attendees will be able to buy a variety of Salty Dawg Swag - hats, burgees and solar shirts - at the SDSA booth so stop by early to get the best choices and to say hi to other Salty Dawgs. Our booth location is the same as last year, Booth F-1.

We will also have a variety of items at the Caribbean Rally store in Hampton this year including burgees, extra rally flags, solar shirts, hats and t-shirts.

We're also looking for volunteers willing to host a small SDSA traveling store on their boats. The traveling store will be a canvas bag (Lands End) filled with a few burgees, rally flags, hats etc that can be available to members while cruising the Caribbean or the Bahamas. All billing will be done by email & PayPal. Interested? Have questions? Email Susan at rmeegirl@gmail.com.

Follow us!!!

[Facebook](#) and [Instagram](#)

Use the #saltydawgsailing when you post.

Send Your Pics & Posts



Nautical Notes!



“Batten down the hatches!”

When ships were at sea, the hatches were often open and only covered by a grill to allow air to pass to the lower decks. However, if a storm was approaching, the crew could cover the hatches with canvas and secure it with battens from the sails, which were probably lowered due to the wind.



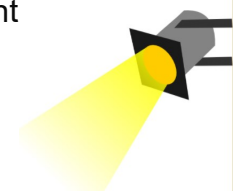
Visit the [SDSA Ships Store](#) for all your SDSA gear!



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

Salty Dawg Volunteer Spotlight

Susan Stuchell



Susan & Sheldon

Home Port: Solomons, MD

Boat: Perfect View

Volunteer Years: 3

Interests: I love cruising and am so grateful to the Salty Dawgs for making this dream much easier and more amazing than I ever imagined. Making close connections with other Salty Dawgs (you know who you are!) has been the biggest blessing of all. I love being with my family and all my cruising friends, and I love to read!

How do you volunteer with the Dawgs?

I volunteered initially on the communication team for the 2019, 2020 & 2021 Caribbean Rallies- helping fellow boaters with their Iridium Go and Garmin InReach issues. Also in 2020, I was part of Homeward Bound Rally bringing stranded boaters back to the US during COVID, and in 2021 I was Co-Rally Manager with Sheldon for the DelMarVa Rally. Since January, 2022 as the merchandizing manager for the Salty Dawg store.

I volunteer for the Dawgs because its what makes this organization work. Each of us giving back and stepping in to keep the organization operationally viable & relevant. I hate to think of a sailing world without the SDSA. We're all in this together; Sailors Helping Sailors.

Our Sponsor Highlights

New SDSA Sponsor!!!

MY MEDIC™

[My Medic](#) was born when a tragic motor vehicle accident claimed the life of a family member. Our mission is to empower people with the skills, knowledge, and supplies to save lives.



Para-Anchor.com

[Fiorentino Para Anchor](#)

Established in 1958 on the US West Coast, Fiorentino has become a world leading authority and U.S. manufacturer for underwater parachute sea anchors and storm drogues as well as other safety products and accessories.



[Victron Energy](#) is the professional choice for independent electric power. Products include sinewave inverters, sinewave inverters/chargers, battery chargers, DC/DC converters, transfer switches, battery monitors and more.



[JOIN](#)

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](#).

