

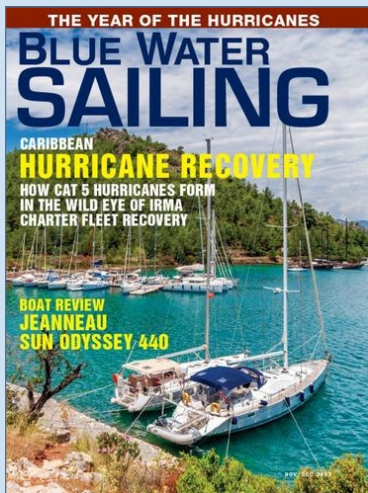
Dawg Tales

Newsletter

Salty Dawgs Arrive Antigua!



Founding Sponsors



From the Helm

Greetings fellow Salty Dawgs,

At the October Annual Meeting of the SDSA Board, I had the honor of being elected to serve as President of this special organization, succeeding Bill Knowles whose term was expiring. I would like to introduce you to my fellow Board Members and the responsibilities they will carry over the coming year.

But, first let me say a few words about Bill. We all know how hard Bill has worked toward creating and growing the Salty Dawg Sailing Association, and his efforts have paid off. We are all immensely appreciative of his efforts during his term as President. And, I am happy to report that Bill has agreed to continue to support the organization, serving on the Board as Director of Development – an area he knows quite well.

The Board also elected Linda Knowles to continue as Vice-President; she will also serve as Director of Membership. Rick Palm will serve as Treasurer and Director of Rally Management. George Day will serve as Secretary. Bob Osborn will serve as Director of Education, and Dutch Dresser as the Director of Rendezvous. We welcome any volunteers to help in these various program areas. This organization has depended heavily on many volunteers, and our success is a direct result of the many volunteers who have contributed over the years.

I'm sure we all are looking forward to another fun and adventurous year with our Salty Dawg family. On behalf of the Board, I wish all Members and friends a Happy Holiday season, and your best sailing ever in the New Year.



*Cheers - Hank George
President, SDSA*



Destination Antigua

by Bob Osborn, s/v Pandora

[See More Pics Here](#)



It was a few days before we were scheduled to leave Hampton, VA, to head to Antigua and anticipation was high. Pandora, my Aerodyne 47 sloop, was as ready as I could make her and my crew was excited to get underway. We'd been listening to Chris Parker and his forecast of extremely light wind and discussed how we'd make it the 1,500 miles to Antigua without running out of fuel.

After my experience of making the run to the BVIs in January with nearly five days of gale force winds, the prospect of a light air run was appealing. However, as port captain for Antigua, I had to arrive as soon as possible to be sure that when the fleet arrived, they'd have a good time.

We made it to Falmouth, Antigua, with plenty of fuel to spare and were one of the first boats to arrive. I tied up at the Antigua Yacht Club Marina where I stayed nearly a week awaiting arrival of my wife Brenda. I rarely tie up at a marina, but the convenience of just stepping onto the dock is pretty intoxicating, I'll admit.

As organizing all the activities for the fleet came together in an alarmingly short month, I was focused on making sure that everybody had a great time and would not question why they had come all the way to Antigua.

I was a Dawg with a mission. A mission to make the landing in Antigua the best I could manage. Scheduling was complicated by the fact that nearly a quarter of the fleet decided to divert to Bermuda to refuel because of the light winds while others opted to wait in Hampton for better wind. That meant that the fleet's arrival would be spread out over a long period with nearly 1,000 miles between those who left on the 2nd and those who delayed their departure or stopped stop in Bermuda.



The Admiral's Inn

So how did it go? From my perspective, we had a great time. We had several events at the Admiral's Inn, located in Historic Nelson's dockyard, as in "THE Lord Nelson". Our arrival dinner was held at Boom, poolside overlooking the Dockyard. What a spot that was. We also enjoyed a "tot" of Pusser's Rum with the Antigua and Barbuda Royal Navy Tot Club, Yes, there's a club for everybody, in Nelson's Dockyard at the Copper and Lumber Inn. For those who might decide to join the Tot Club, it involves drinking a lot of "tots" and plenty of memorization, two activities that don't necessarily go well together.

And let's not forget the remarkable reception we received from the Antigua Yacht Club. Even the Minister of Tourism Charles Fernandez and AYC Commodore Franklyn Braithwaite joined us for a wonderful reception.



Boom Restaurant

Of course, what would Thanksgiving be without a turkey dinner with all the fixings? Again, hosted for us by the Antigua Yacht Club. I even got a peck on the cheek from Angie, who organized and ran the whole evening, when I presented her with a rally flag.



Bob Osborn, Charles Fernandez, Franklyn Braithwaite

As this was the final "formal" event celebrating our arrival in Antigua I couldn't resist asking everyone, and in a loud voice, "are we coming back to Antigua?" And the Dawgs roared in response "YES!". It was just what I wanted to hear. That's it, Mission Antigua accomplished!

But wait, there's more... s/v Exodus, was fortunate to have a "royal encounter". Prince Charles, yes the real one, was touring the island, made a visit to the Dockyard and struck up a conversation with Michael and Ronna, who were tied up to the dockyard.



Prince Charles Greets Salty Dawg

We had a great time and if you were there, I hope you did too. However, if you missed the fun, there's always next year and I GUARANTEE that it will be even better. And it better be, as I'll have a year to work on it. I've already started planning. Hint: It will involve some really great events in the heart of Nelson's Dockyard.



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Perhaps I'll leave you with this, the view from Shirley Heights, overlooking Nelson's Dockyard and Falmouth Harbor. It doesn't get any better than this.



Well, at least not until the sun sets. But it's not setting on the Salty Dawg Fleet as the season is young and there are so many islands south of here to enjoy.



Did someone say "mid winter rendezvous"? Yes indeed, stay tuned, there's plenty more fun just over the horizon.

All and all, I could not have been more pleased with the reception that we received and with the Dawgs that decided to come to Antigua. We are having a great time.

It's not too early to mark your calendars. November 2018. Salty Dawg Rally to the Caribbean. Be there.

Three Months at Sea

by Macduff, s/v Stealin' Time

Mom told me it was only 13 days, but I should have remembered that humans have no sense of time.

I'm going to start this tail, sorry tale, with my time in Hampton, VA. I met a sweet brown babe named Chloe and two other fun dogs, Schooner and Zoe. Their humans (Tim & Jules, Don & Ann, and Linda & Bill) were nice and let us play together while mom was busy helping other humans in the Dawg House. I also found a cool place to sleep while mom and dad listened to other humans talk about preparing for the voyage.



I made some new human friends, including Ken & Beni who joined us on the journey to help as crew, and I had a chance to reconnect with other friends I met on the Rally to Maine, Alan & Donna and Mary & John. Hampton was great fun and there were many nice people and events. There was even a pizza/movie party and a Halloween costume contest! But maybe I should have listened more to those presentations instead of sleeping and playing because it didn't prepare me for the voyage at all. I guess I wasn't really paying attention when they said I wouldn't see land for months.

We left Hampton on Sunday afternoon, November 5th. I had time to train Ken since I had to mind him on Friday/Saturday while Mom and Dad went to a wedding. He wasn't as free with the treats as I would have liked, but he took me for lots of nice walks and we met more neat friends. Beni came on board before we left, but I'd met him before and since he didn't mind me licking his face, I figured I'd have him trained pretty quickly.

Mom packed a nice assortment of goodies for me and the crew, and I kept a close eye on where all the important things were stowed so I could remind her and the rest of the crew later. You never know when an emergency treat might be needed. In addition to my usual fare, I remembered Mom doing lots of cooking and freezing before we left home; the house smelled so good and I drooled for a week. So, I was looking forward to getting my fair share of that stuff. Unfortunately, that was not to be. Beni liked Mom's food so much he kept having seconds and thirds and barely leaving any residue on the bowl for me to lick; he even tried to eat my food sometimes. Ken wasn't much better, especially when it came to Mom's lasagna which just happens to be my favorite. Luckily, Dad wasn't feeling so great the first few days, so there was always a little extra in his bowl.



Mom & Dad Eating a Delicious Dinner

I won't lie, the first couple of days weren't great for me either. Everyone kept taking turns walking me on deck to my green pad and saying, "do your business" but I could still smell land, so I thought I could hold it until we got to a decent patch of grass. By the beginning of day 21, (that's day 3 for you humans)



Annapolis Education & Fun



I realized my folly and started training them to walk me on deck with my proper walking leash and tether, at sunrise and before sunset. I even conned them into giving me treats and rubs after each walk.

I know lots of humans complain about the night watches, but I found them quite enjoyable. As long as it wasn't raining I decided to stay in the cockpit to give each of the humans time to admire me while I sniffed the air, stared at stars and looked for flying fish or other intruders, such as that small bird. I often snuggled down under the helm to keep my belly warm on human feet. When squalls came, Dad eased his "down off the bed" rule to let me cuddle up with Mom, or if she was on watch, Beni would let me sleep with him; I told you I'd get him trained pretty quick. Too bad we didn't have more squalls, but some guy on the radio named Chris kept telling us to avoid them.



I especially liked it when we finally turned that noisy engine off, and the squeaky autohelm broke. Those sounds were really starting to give me a headache. For some reason, though, the humans seemed really upset about the autohelm, but after they played with this thing on the back of my boat that they called "Monitor", they seemed much more relaxed.



Anyway, I kept a good look out and spent more time on watch than any of the humans and I was the first to alert them to land when we got near some place called Puerto Rico; but they decided to keep going and it was almost another month before they pulled up to a dock and I got to go on land again. If they'd listened to me, we would have been on land much faster. Mom says a special thanks is due to the mobile vet clinic in Hampton and Don, Schooner's dad, for making sure all my friends were allowed back on land; but I still think they should have given me more treats for all my work.

Overall, the 3 months at sea gave me lots of time to sleep and play with Ken and Beni, and the smells, sights and cats in Jolly Harbour made it all worthwhile. Upon arrival, I made more friends and I even learned how to swim at the beach! But I still expect a treat for writing this tail, sorry, tale.

Editorial Note

Thank You United States Coast Guard!

The Salty Dawg Fall Rally captains and crew in Hampton were able to meet Geoff Pagels of the USCG Rescue Coordination Center in Norfolk. Geoff is an avid fan and partner of the Fall and Spring Salty Dawg Rallies. In Hampton Geoff explained how he and RCC staff monitor the SD rally fleets using our OCENS SnapTrack Map, which they display on a large monitor in the RCC Control Center during the course of the Rally, continually keeping an eye on our fleet. As the Rally drew to completion with vessels arriving at their destinations in Antigua and the Bahamas, Geoff sent us this message:



"We tracked the fleet as they journeyed South. We need to keep this going. I believe that we are taking all of the correct measures to ensure the fleet is safe on their transit. You guys are exceptional hosts (ed., in Hampton when we come to speak). I deeply appreciate the time and attention you give us."

Just so you know - the USCG is paying attention and keeping an eye on us, already a step ahead to respond immediately if the call goes out. It's a great partnership and we owe them a big THANK YOU!

From the Log of...

[See More Logs Here](#)

Gemeaux, 2017 Fall Rally

Day 10: Thursday, Nov 9
Weather: Scattered clouds, unlimited visibility, squalls east
Noteworthy: SQUALLS! become squalls, 355 miles away from Antigua! A bird!



"Having weathered about five squalls in the past 24 hours, we have downgraded SQUALL! to just squall. Allen has perfected the navigation through these brief but powerful storms. I'm working on perfecting the art of bread-making & managing a galley in rough seas. Fishermen will be pleased to know we caught another mahi-mahi; animal lovers will delight that we threw the little critter back to grow into adulthood. On this 11th day at sea, spirits are high as we close in on our destination now only 355 miles away."

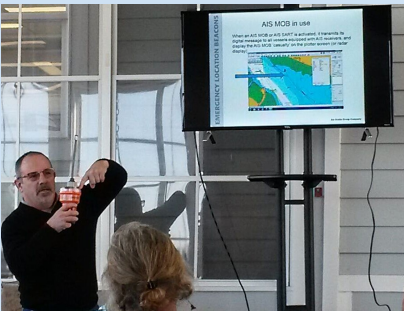




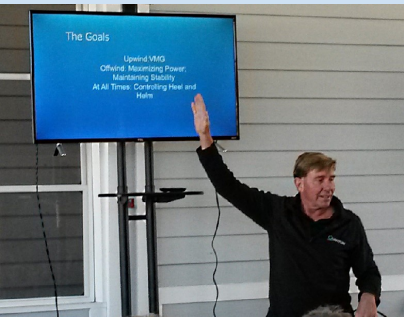
Women's Round Table Sessions



USCG Search & Rescue Services



McMurdo EPIRB & AIS/MOB Advances



Quantum on Sail Performance



Tidewater Marine on Rigging

Downwind Sails for the Cruising Sailor

by Dave Flynn, [Quantum Sails](#)



"Here's what you need to know about downwind sails before you talk to your sailmaker"

With a little luck and patient scheduling, the majority of extended cruising miles should feature plenty of off the wind work. While standard working sails are fine when the wind is forward of the beam, they are less than ideal at wind angles greater than 90 degrees apparent. Small size, heavy construction, and the fact that they get blanketed behind the mainsail, make them less than ideal tools for the job. Fortunately cruising sails to optimize downwind performance have come a long way in last decade or so, and cruising sailors now have a range of options. Let's take a look.



Since time immemorial, the classic approach has been to add a "cruising spinnaker." But what is a cruising spinnaker? Traditionally it was a relatively heavy nylon sail (usually 1.5oz), with a foot length between 1.65 and 1.8 of the "J" (foretriangle length from base of mast to forestay), and a mid-girth (width halfway up the sail) of 90-95% of the foot length. Shaping was usually pretty much like a symmetrical spinnaker with the leech shortened so that the sail had a distinct luff and leech and was designed for the tack to be set at a fixed point on the bow. This got rid of the pole, and voila, the asymmetric spinnaker.

The modern world of "asymmetric" spinnaker design opens up a range of options. Sizing and shaping have become much more sophisticated. The basic concept is this; a spinnaker that is larger and has more shape is better at broad angles. A sail that is smaller and flatter is happier at close angles. Everything in between is possible. The mid-girth measurement is a key guide. A runner will have a mid-girth equal to or even greater than the foot. A moderate reacher maybe 90%. A code zero 60-70%. To support girth you must add depth or the sail will just flutter, so bigger equals deeper.



The other design issue is how the area is balanced between luff and leech, and specifically how much is placed forward of the straight line luff. Asymmetrics for running have plenty of positive area forward of the straight luff which can rotate around to weather of the centerline when the sheet is eased and allow the sail to project from behind the mainsail. Optimize for closer reaching angles and this area is reduced. A Code Zero or Screacher (multihull version of the Zero) might have virtually none and be essentially straight or even hollow like a genoa.

There is also the simple issue of size. On a cutter with a big foretriangle ("J"), using 180% as a multiplier to determine foot length gets you a big sail. Maybe too big to handle conveniently. Conversely, on a boat with a small "J" (fractional rigs and modern mastheads) the bigger multiplier may be required to give the sail enough power to be worth it. Many cruising boats are adding bowsprits which open up options even further. With a sprit the only limitation on size might be the "aspect ratio," or height versus width. Usually you don't want to get too tall and skinny, or too wide and stubby. A balance is important to the sail's performance.

Another consideration is boat speed. The higher the speeds a boat is capable of, the further forward it pulls the apparent wind. Longer boats go faster. Some modern designs, especially on the cruising multihull side of the equation, are getting quite fast. This means that smaller, flatter designs will work well. On a typical moderate displacement design of medium size, the apparent wind angles are usually wider, so there is more need for bigger and fuller.

Finally, what does the rest of the inventory look like? If a big, overlapping genoa is the primary working headsail, then closer reaching angles up to a beam reach and even a little aft will be covered. If the primary working sail is a small, non-overlapping jib or self-tacker, the boat is going to need help as soon as the sheets are eased.

So, what flavor do we need? Well, there is no free lunch. It comes down to the apparent wind angle you want optimize for. Most cruising sailors want simplicity. One sail to do it all.



Rally Fun & More



The middle road means apparent wind angles of 80-140. Moderate overall size, keeping in mind the size of the "J." Girth in the range of 90-95%. Moderate depth and projection forward of the straight line luff. This is what in many sail makers vernacular is an "A3" all-purpose reaching sail.

Want to optimize for broad reaches and apparent wind angles of 110-155? Go bigger and consider a sprit. 180% foot length and 100% mid-girth with lots of shape and luff projection. Often described as A2.

Fabric weight is boat size dependent, but one can assume that the typical cruising sailor will not be using the sail in more than 20 knots apparent so lighter weights makes sense for an A2 or A3. Lighter fabric will also help the sail fly in the target range and make the sail much easier to store and handle.



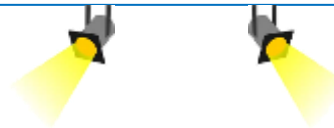
At the other end of the spectrum are the small, flat, genoa-like sails like the Code Zero. These are really big reaching genoas as much as anything else. Foot lengths will be shorter, 150-165% of J, girths will be in the 55-70% range, shape will be flat and luff projection minimal. Optimum apparent wind angles will be 50-120. Fabric weight will need to be stronger and more genoa like as well. These sails often require specialized composite materials. Nylon has too much stretch for the loads they see at close apparent wind angles.



Handling systems come down to a choice between spinnaker socks and top down furling systems. Socks are simple and work well particularly on spinnakers with big girths. Top down furlers work but can struggle as the girths get bigger. They work well on smaller, flatter sails. Big width up high is still tough to get furled tightly and reliably. Top down furlers also need clearance between headstay and furled sail. A sprit really helps. A proper torsional rope is critical. Expense is higher.

So what would my dream, no budget inventory be for downwind sailing? I'd have a big A2 runner in a sock for broad angles. For reaching, a Code Zero on a top down furler. The Code Zero would take the place of a big overlapping genoa allowing me to use a small, easily handled and more versatile headsail for upwind work. Both would set on a sprit.

Sponsor Spotlight



New England Ropes

New England Ropes offer you a broad array of running rigging, dock and anchor line products that combine superior quality and durability with unsurpassed reliability and value. For products that work harder, smarter, and better, count on New England Ropes. Thank you New England Ropes for being a Salty Dawg Sponsor!



Mazu

We want to welcome Mazu to the Salty Dawg family. Thank you for becoming a Salty Dawg Sailing sponsor! Mazu provides a variety of global solutions for navigation, communication, weather and boat monitoring. See more about Mazu [here](#).



Recipe

Hot Clam Spread

by Linda Knowles, s/v Sapphire

Ingredients

- 2 Cans minced clams plus juice
- 1 Medium onion -- chopped
- 1 Lemon, zest and juice
- Dash Pepper
- 1 cup Bread crumbs (approximately)
- 1/2 cup Butter, melted
- 1-2 tsp Oregano, or to taste
- 2 Cloves of garlic, minced
- 1 1/2 Tbs Dried parsley (or an equivalent of fresh)
- Parmesan cheese -- for sprinkling



Instructions

- 1) Mix all ingredients together.
- 2) Sprinkle with Parmesan cheese.
- 3) Bake at 350 degrees for 20 minutes.
- 4) Spread on crackers.

Cooking Tip:

Be sure to add the bread crumbs last, as more or less than 1 cup may be needed, depending on the amount of clam juice.



Coming Events

Salty Dawg Spring Rally to the USA

The Salty Dawg [Spring Rally to the US](#) departs Falmouth Harbour in Antigua in mid-May to head to various ports on the East Coast of the U.S. or to Bermuda. The Spring Rally is usually a diverse group made up of North American cruisers returning after a season in the sun and European cruisers continuing their "Atlantic Circle" and looking forward to a summer on the Eastern Seaboard.



As always, the Spring Rally is a great way to meet other cruisers, and to sail offshore in company.

This year, we are supporting a large group of cruisers who are spending time in the islands volunteering their efforts to help reconstruct the lives of islanders after the destruction caused during the hurricane season. **The Spring Rally will accommodate those cruisers who wish to join the rally and depart from an island other than Antigua.**

All rally participants will enjoy:

Weather Routing Services - Pre-departure briefings & daily updates during the passage by Chris Parker of Marine Weather Center.

On-Line Tracking - On the Salty Dawg "Follow the Fleet" web link hosted by OCENS.

Shoreside Monitoring & Coordination - Coordination & communication by an experienced Salty Dawg volunteer.

Twice-Daily SSB Net - Facilitating communication among the boats in the Fleet.

A Cruise-in-Company Support System - Veteran participants offer a daily resource to others in the Fleet.

In addition, those leaving from the primary departure point in Antigua will benefit from:

Daily Pre-Departure Briefings by Chris Parker of Marine Weather Center with group discussions.

Departure Party and Happy Hour Social Events

Discounts on dockage and marine services.

Shuttle to Grocery Stores for Provisioning

More information about pre-departure events will be published as it becomes available.

Rally Fees: SDSA Members – \$100 Non-SDSA Members – \$200

Registration for the spring Rally to the U.S. will open on January 7. Keep posted and register [Here](#).

The Tale End

News

Dawgs do Annapolis

by Seale George, s/v Flash

With 3 events in Annapolis, the Salty Dawgs were everywhere. A full day of informative seminars presented by experts was attended by 90 sailors. Topics included boat preparation for offshore sailing, sail inventory, handling storm conditions, weather routing, offshore communications, rigging and medical emergencies at sea. It was a day well spent for seasoned sailors as well as for those new to blue water sailing.



The always popular, annual SDSA Annapolis Rendezvous is among other things, a reunion of Dawgs that have participated in one of our rallies. To others, it was also a great introduction and insight in the fun and camaraderie enjoyed by so many. This year we had [Istvan Kopar](#) speaking about his preparation for the upcoming Golden Globe race. With about 150 enthusiastic, ready-to-party sailors, it was a fun-filled evening. Thanks to [Jack Martin Associates](#) and [Pantaenius America Insurance](#) for their generous sponsorship of our Annapolis Seminar and Rendezvous.

As we have for the past several years, the SDSA promoted its activities and merchandise at a booth at the Annapolis Sailboat Show. This was yet another opportunity for sailors to learn of the varied events sponsored by the Salty Dawg Sailing Association.

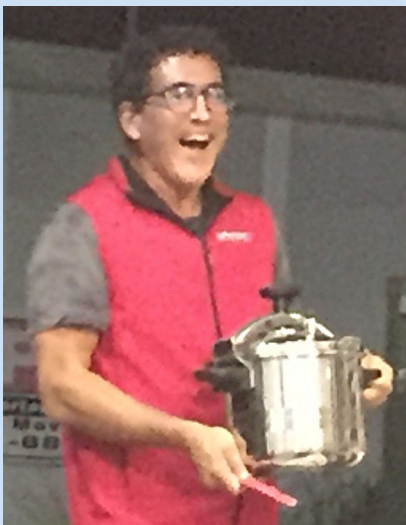
Putting on these three events is a huge undertaking and is done with our all-volunteer Salty Dawg army. Thanks to all who participated and helped!



Lucky Raffle Winner



I'm Going Fishing!



Again!!



BVI Recovery Update

by Linda Knowles, s/v Sapphire

If you are considering going to the BVI to help with the hurricane recovery, or just to cruise, here is a current update about the situation. Please remember, this will be constantly changing as recovery continues from the devastation.

****The government reopened the BVI to tourism on Nov 1st****



In **Virgin Gorda**, North Sound, Leverick Bay is making great progress with the downstairs restaurant open and construction in process on the upstairs restaurant. The Jumbies Beach Bar is nearing completion, the Chef's Pantry is open and fully stocked, the SPA and pool are open. Michael Beans will be back to perform on Dec 25. Mooring/docks are available and hoping to have water by Christmas.

Anegada had 1500 people attend their annual Lobster Fest and most restaurants are up and running with repairs on-going.

On **Jost Van Dyke**, Foxy's is open and the roof is being repaired, but they are fully functional. Soggy Dollar is now open and serving Painkillers.

On **Tortola**, in Soper's Hole, Pusser's is open upstairs and D' Best Cup is open. Nanny Cay is open with fuel and water. The beach bar and restaurant is open. Gennekars is open for breakfast, lunch and dinner and the Chandlery is open as well as the small Rite Way next to Gennakers. In early December, the first two Cruise Ships arrived in Road Town, the first since the hurricanes devastated the island.

On **Norman Island**, the small restaurant at Pirates is open and with construction in the main building.

Peter Island Resort laid off 200 employees recently and doesn't expect to reopen until late 2018.

Cooper Island Beach Club said they will reopen in April.

If you go, please [let us know](#) and keep us informed as to what is happening so we can share the word.

Thanks!

Announcements

Salty Dawg Sailing Association Raises \$30,000 for BVI Hurricane Relief

The Salty Dawg Sailing Association (SDSA) announces completion of the fundraising program to support Hurricane Irma recovery efforts in the BVI.

At the United States Sailboat Show in Annapolis, the SDSA presented a check for \$10,000 to the management of the Bitter End Yacht Club to be placed in the qualified 501(c)(3) BEYC Employees' Relief Fund. The contribution will help the employees of the Bitter End Yacht Club rebuild their lives.

The remainder of the contributed funds (nearly \$20,000) has been transferred to the BVI Rotary Clubs to fund repairs to the Ebenezer Thomas Primary School in Sea Cow Bay, Tortola.



"On behalf of the people of the BVI, we thank you and the donors for the efforts that you are making to help with the restoration of lives in BVI following the devastation caused by the hurricanes and floods this year," said Rotary District 7020 Past District Governor Vance Lewis.

"After years of support from the BVI for our events in the islands, we were pleased to be able to give back in their time of need. We sincerely hope that our contributions will make a difference." said SDSA Vice President and Founder Linda Knowles.

Salty Dawg Fall Rally to Antigua

Seventy-one boats participated in the seventh annual Salty Dawg Fall Rally to the Caribbean. The rally departed from Hampton VA in early November for one of two destinations: the Bahamas or Falmouth Harbour, Antigua.

The boats were diverse and crews ranged from couples to groups of four or five. The smallest boat was a Caliber 40 and the largest a Hylas 70. About 40% of the boats had participated in a previous Salty Dawg Rally. There were approximately 55 monohulls and 16 catamarans.





...then delirium set in

[Click Here to view more Fall Rally Photos](#)



The challenge for the 71 boats was to find wind and conserve fuel. With very little wind in the forecast, about 40% of the fleet, consisting of larger boats with greater fuel capacity, departed on November 2nd. Remaining boats waited up to a week to depart in hopes of more favorable conditions.

Adding some interest to the run south was a persistent trough lying perpendicular to the course. A large windless area stretching hundreds of miles was punctuated by a band of squalls with winds spiking up to 30 knots.

After about 1500 miles and more than 10 days at sea, 55 boats came together for up to 10 days of celebration and camaraderie in Falmouth Harbour, Antigua. "The destination was a first for the Salty Dawg Fall Rally," said Rick Palm, Director of Rally Management, "Our usual hosts in the British Virgin Islands were not prepared to greet the fleet this year due to damage caused by Hurricane Irma."

Fleet Captain Bob Osborn coordinated happy hours, dinners and special events for the fleet which were hosted by Antigua Yacht Club, Nelson's Dockyard and other special locations.

"We had cocktail parties, a welcome dinner and cookouts on the beach with something going on nearly every day and sometimes two events in a single day. New friendships were forged and old friends reunited." said Osborn.

Many boats from the Fall Rally will gather with other Caribbean cruisers to participate in the Salty Dawg Spring Rally back to the U.S., leaving Falmouth Harbour, Antigua in mid May. Keep an eye on our [Spring Rally](#) website link for updated information coming soon. Please join us!



SDSA Member Drawing Winner!

JASON & JOY HEDGES of s/v DRUMBEAT are the lucky Salty Dawg winners of our bi-monthly Member Drawing! Jason & Joy won a \$100 gift certificate from our sponsor [LANDFALL NAVIGATION](#). Landfall Navigation has been providing top quality equipment to boaters since 1982. Thank you Landfall Navigation for your contribution and for being a Salty Dawg sponsor!



Our next Member Drawing will occur on January 15th and the prize will be a \$50 gift certificate from [FAWCETT BOAT SUPPLIES](#). The winner will be announced in the Jan/Feb edition of the Dawg Tales Newsletter. Keep your eyes posted as you could be the Lucky Dawg!



This bi-monthly drawing is conducted on behalf of our sponsors and the SDSA in appreciation of members for making this organization a success. Thank you! If you are a Salty Dawg Member, you will be automatically entered to win a gift. If you would like to become a Member, please [join here](#).

Give the Gift of Membership and a Burgee A Great Christmas Gift!

If you know someone who would like to become a Salty Dawg, consider giving them a Salty Dawg membership! The advantages are well worth it. Go to [Membership](#) to learn more and sign them up. It's only \$75.

All members are eligible to show the colors and purchase a Salty Dawg Member Burgee. Whether in the Caribbean, the US, the Med or the Pacific, fly your SDSA burgee so other Salty Dawgs know you are a Member. Look for these as you are cruising and you have an instant friend when you drop anchor. All proceeds support our non-profit sailing association.

Go to [Burguee](#) to learn more and purchase your Salty Dawg Member Burgee.



Thank You!

Thank you for making the Salty Dawg Sailing Association a success. Thank you Members, Sponsors, Volunteers and Contributors. It is your participation and contribution that makes this possible. Let's keep it going!

We hope you enjoy the newsletter and welcome your contributions and suggestions.

[Contact Us](#)

Happy Holidays

