



Unite & Stand Strong!

# Dawg Tales

## Newsletter



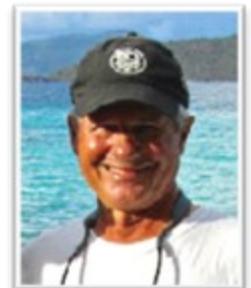
Salty Dawg  
S/V SAORSA

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### From the Helm

It is amazing how fast things change. We are all in the middle of a major challenge for our families, country and the world. We all need to do our part. At the moment we have several Members, along with a host of other sailors, wrestling with leaving their boats in the Caribbean for the summer as planned, and then trying to fly home, or changing plans and heading for the US. Others planning to cruise until summer and then sail home are having to decide to hoof it home now. Many plans are changing in light of warnings from the US State Department for Americans travelling abroad to get home now or face uncertainty on being able to do that later.



Our Spring Rally, set for departure May 12<sup>th</sup> from the BVI will not and cannot take place as planned. The BVI have now closed their ports to visiting boats. To accommodate the desire by many sailors to head for the US as soon as possible, we have decided to host the **Salty Dawg Homeward Bound Flotilla** back to the US. The plan is to allow boats to leave in groups, with a group each week, from early April to mid-May. We will provide the usual Salty Dawg pre-departure guidance, offshore communications, tracking and shoreside coordinator support. And, we will provide help and advocacy with US Federal agencies to smooth the re-entry path as much as possible. In keeping with health advisories, we will not plan any pre-departure or arrival socials. Lastly, as to be as inclusive as possible, we are not establishing a fee for the Flotilla, but are encouraging individuals to make a donation if they can afford to do so. If interested and you have not done so already, send an email to [info@saltydawgsailing.org](mailto:info@saltydawgsailing.org). More details are being placed on our [website](http://www.saltydawgsailing.org).

Please follow all the medical advice experts are giving us. This is a serious illness. Be safe!

Hank J George  
President, SDSA

Realize Your Sailing Dreams!



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## Cruising Articles

### Homeward Bound

#### How COVID-19 is Affecting Cruisers

by Bob Osborn, SDSA Rally Management Team, S/V Pandora

*Together  
We will Overcome!*

It's late March and Brenda and I are leaving St Lucia to begin heading north and home to the US with Pandora. We have spent the last week buying provisions for a month and getting Pandora ready to be sure that everything is in its place, not knowing when or if, we will be able to get more provisions.

In a normal year, we would be heading to Antigua to enjoy all of the fun surrounding the Classic Yacht Regatta. In late April, crew would fly in, Brenda would fly home, and I'd be heading back to CT with Pandora. But this isn't a "normal" year by any definition. When we arrived here in St Lucia two weeks ago to get a new refrigerator installed, the marina was bustling with shore-side restaurants full of customers, cruisers and locals enjoying themselves. Our most pressing goal was to find out which of these eateries were the best and enjoy eating out with friends.



Well, everything has changed since then as COVID-19 rages around the world. So now, a short two weeks later, everything has changed, both here and at home. Within the last week, even though there are only a handful of cases recorded on the island, we have stopped going out in public spaces, began washing our hands obsessively and moved our occasional evening gatherings out in the wind, "sundowners" onto the dock with only a few friends, always keeping a safe distance from each other.



Most of the islands in the Caribbean have put in place increasingly tight restrictions, that change nearly every day. Martinique and Guadelupe announced that only EU citizens and their boats would be allowed to clear in and they are enforcing a "no sail zone" within 15 miles of their coastline. Between us and the American Virgin Islands, where we are headed, Antigua is the only island left

where we can stop legally, even to anchor for the night. Many restrictions could be imposed by the time you receive this newsletter.

Many cruisers were hoping to head south to Grenada and Trinidad for the summer. These islands are generally safe from summer hurricanes, but as of last week both islands are closed to arrivals, so some are waiting it out with the hope that things will open up soon.

As uncertain as it is, Brenda and I still plan to head home to CT. However, the prospect of being back in the US is making us increasingly nervous given the contrast between the sort of restrictions being put in place here in the islands compared to what we are hearing about in the US, suggesting that the risk of contracting the virus is much greater at home than here. It's alarming to think that by going home we may be putting ourselves in harm's way, and given our age, over 60, that we will likely be at higher risk of severe illness.

Our cruising friends Bob and Carol picked up and took their boat to Grenada where it is to be stored so that they could return home early to be with family. As of yesterday, they were ready to be hauled out only to learn that their flight was canceled and that there was no option to re-book for the foreseeable future. Bill and Maureen, on Kalunamoo, long time Dawgs and cruising friends, usually spend summers on their boat in Trinidad, and yet that island has closed to arrivals. Will that change before hurricane season when being in St Lucia will be risky at best and their insurance likely void? So, here they sit, all the nearby islands are closed to arrivals and if they leave they can't return.

After sharing ideas with fellow SDSA Board members, it was agreed that we will conduct a more informal rally, a "Flotilla" back to the US to help many cruisers who are struggling with the details of heading home in such uncertain times. The title is the **Salty Dawg Homeward Bound Flotilla**.

Within a few days, word has gotten around about the Homeward Bound Flotilla and it looks like we will have quite a number of participating boats, including cruisers that normally stay south for the summer as they are increasingly concerned about leaving their boats here in the face of so much uncertainty.

We are still working through Flotilla detail, but the concept is that in an effort to assist as many cruisers as possible, we will relax our normal requirements and extend our service to anyone interested. In any event, this should all be an adventure and we hope to hook up with other cruisers who also wish to return home to the US. STAY TUNED FOR MORE DETAIL!

For more detail see [Homeward Bound Flotilla](#). For questions, contact [info@saltydawgsailing.org](mailto:info@saltydawgsailing.org)



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## Pics & Fun



S/V Exodus



Get Your Member Burgee [HERE](#)

## Why Rally

by Brian & Shelly Stork, S/V Aria

Below is an [All At Sea](#) interview submitted by Salty Dawg Members Brian and Shelly Stork to discuss and share the benefits of joining a Salty Dawg Rally.



### Why did you decide to join a cruising rally rather than sail alone to the Caribbean?

Shelly and I chose to sail with the Salty Dawg Rally in part because of a previous positive experience with a prior rally we sailed. We liked the laid back style and information rich atmosphere of the Salty Dawg rallies. Also, many skippers were there who had sailed this passage before and were happy to give you advice and answer your questions. The friendships made while preparing for passage and sailing were very special. Doing this alone for the first time would have been a little scary for us and very lonely.



Salty Dawgs Arrive BVI's

### For others trying to decide if a rally is for them, what would you say are advantages and disadvantages to being part of a rally?

#### Advantages

- Experienced sailors tend to help out those who are not as experienced.
- You will make lasting friendships.
- They have nice social events, you will have great weather forecasting and advice, pre departure boat checklists, many information seminars, and a radio net when on passage.
- It's not expensive.

#### Disadvantages

- Possible group mentality could get some sailors in trouble as there are many different boats and crew, some more seaworthy than others.
- Hampton may not be the nicest place to spend a week or two preparing for departure.

### Could you describe what you did in preparing for the rally and your biggest recommendations to others in the following areas: 1) making the time for a sail to the Caribbean, 2) your boat, 3) finding crew, 4) provisioning?

- 1) For those who are not retired, this can be a challenge. Tight schedules for crew who have to get back to work are surely going to be a problem, weather windows don't always cooperate. We lost one crew member in Bermuda for this reason. Four weeks should be set aside to do this passage.
- 2) We were lucky enough to have a newly fitted out Hylas 49. Still lots of details to do like dog netting, were to store jerry cans, getting the safety equipment checklist complete, getting all the spare parts you may need, etc. This took 2-3 weeks for us.
- 3) We were fortunate and had friends we had sailed with previously. Many were challenged to find good crew. There are many crew finding resources out there that people used successfully.
- 4) You cook up a storm a couple of weeks prior! We used a friends kitchen and froze 14 days of great food. We had another 2 weeks of store bought non perishable meals that we could cook quickly. Snacks are important, especially a snack cabinet that everyone can get to whenever they want. Everybody gets their own water bottle with their name on it. Staying hydrated is very important.

### What did you enjoy best about finishing the rally in the Bahamas or Antigua?

Actually, we made landfall in BVI last year. We travel with a dog, so BVI had some advantages vs Antigua. We did spend a lot of time in Antigua later in December. It was a magical island and next time we would make landfall there.



Arrival in BVI's



Salty Dawgs Arrive Antigua





Dawgs in Dominica



S/V Skylark



Arlene & Glenn Kickin' Back after Fall Rally



A Mid Passage Swim

## Salty Dawg Dominica Rendezvous

by Shelly Stork, S/V Aria



With all the cancellations going on these days, it is amazing that the Salty Dawgs were able to pull off the Dominica Rendezvous. But it did. Hank George, President of the Salty Dawg Sailing Association, said "I am very proud of the energy and organizational skills Brian and Shelly Stork, our leaders for this Rendezvous, exhibited in the challenging conditions in the midst of the COVID-19 concerns."



The Rendezvous ran from March 15<sup>th</sup> to 22<sup>nd</sup>. Although the PAYS (Portsmouth Area Yacht Services) Group had to cancel their large evening gatherings, for obvious reasons, Brian and Shelly were able to change the planned Salty Dawg activities during the week, and organized low key, smaller group activities with appropriate social distancing. And they did a wonderful volunteer project, the 4th year the Salty Dawgs have done this type activity in Dominica.

Shelly reports "The Salty Dawgs enjoyed the Rendezvous in Dominica. We received free moorings from PAYS and great island tours. We kicked the week off with a dinghy raft up. On St. Pat's Day, we had a beach pub crawl. It was an honor to paint the dining room and repair tile as our service project at "Feed My Sheep Children's Learning Center and Shelter Dominica." A teenage resident learned the skill of laying tile, and everyone's spirits were lifted. The week ended with movie night, a waterfall hike and an open air BBQ."



## Technical Articles

### Getting on Plane while Protecting your Prop

by Dale MacDonald, President, Hydro-Shield



A common issue all boaters have is getting their power boat on plane quickly, and this is especially true for rigid inflatables and dinghy's, as they tend to be very light with most of the weight placed on or near the stern of the tender. Taking off at speed leads to "bow rise" which decreases forward visibility and greatly diminishes fuel economy as the boat plows water until enough speed is achieved to get up on plane. Several products have been developed over the years to alleviate this issue, but according to testing by Annapolis Inflatables' Nic Stark, nothing has been found to be as effective as the Hydro-Shield.



The Hydro-Shield is a patented skeg mounted hydrofoil that not only gets a boat up on plane faster, but allows a boat to stay on plane at lower speeds and rpm settings. The Hydro-Shield also improves a boat's handling and fuel economy while protecting a boats propeller from damage due to underwater impacts against rocks, coral, oyster beds and sand bars.



The newly designed version launched in 2017 has found a loyal following in the cruising community, alleviating the problem for getting dinghy's on plane quickly, and protecting the propeller when in shallow water situations. The product also greatly enhances the handling of a dinghy, and tightens turns. The regular size Hydro-Shield fits engines 8.9-100hp, and is intended for RIBs and boats up to 17 feet long. A larger version is also available which generates lift up to 540 lbs for engines 100-350hp, and boats over 18'.

Details on the product can be found at [www.hydro-shield.com](http://www.hydro-shield.com)

"In the absence of Hydro-Shield, we have been hard-pressed to find another that works well. Yes, we found good fins that would do very well getting our boats on plane faster and easier, but nothing works all the time or takes a corner like the Hydro-Shield."

**Nic Stark – Naval Architect & former manager – Annapolis Inflatables**





S/V Szel



S/V Mojito Hoisting the Colors



Abandoned Life Pod at Sea



S/V Lucky Cat

## The Rationale for Rescue Beacon Selection

by Russ Owen, SDSA Director of Education, S/V NEXUS

Many of our members who are embarking on longer distance blue water passages have questions about the different and various Emergency Personal Locator Beacons available on the market today, and what we would recommend they carry on our blue water rallies.

First and foremost, it is a personal choice indeed and cost and risk tolerances are significant factors in the decision. I'm going to start from the assumption that the Captain/Owner of the vessel has an up to date and properly registered Emergency Position Indicating Radio Beacon (EPIRB) installed on the vessel, which either automatically deploys or a responsible crew member has been assigned to deploy it in an emergency situation. I'm also going to assume they take the 10 minutes or so to update their emergency contacts and rough float plan online before every significant voyage. If this not the case...do not pass GO... return to basics and ensure this is in place. The reason for this is that an EPIRB signal gets a much higher priority and credibility assigned to it by the first responders, because it involves a vessel and crew and is less likely to have been set off by accident. The EPIRB emits a stronger signal on both 406MHz and 121MHz frequencies and continues to transmit longer. The 406MHz sends your pre-programmed distress call and GPS position through the satellites to the coastal monitoring stations where they deploy resources to help you, the 121MHz is a locator beacon signal that helps those resources pinpoint where you are when they get in the vicinity. This device and process has a global reach.



So, you've got the basic "air cover" in place, now you are looking at the scenario of recovering a crew member who's gone overboard. There are several devices that address this, so let's take them "top down" from a global reach perspective.



The Personal Locator Beacon (PLB) is essentially a mini-EPIRB which you manually deploy the antenna and activate. It does essentially the same things the EPIRB does but at a much lower power and shorter duration. If you have properly registered it with your emergency contacts, and taken 10 minutes to update your plans and the vessel name online, it adds credibility to the emergency signal by accessing your contacts, and is especially credible if the vessel has set off their EPIRB at the same time (an MOB IS a MAYDAY situation). So this will help set the process in motion of the land based responders researching your situation, and deploying appropriate assets to try and find you. This will take some time, and it is completely independent of the vessel you fell off. This device and process also has a global reach, but no direct communication with nearby vessels.

The next layer of beacon is the Automatic Identification System (AIS) beacon. This is essentially a small low power VHF radio that, when activated, sends an AIS distress signal and location to vessels and radios in the area, which will place a man overboard alarm and icon on the chart plotters of vessels so equipped, and VHF radios that receive AIS transmissions. Since VHF transmissions are line-of-sight, if you hold it up out of the water, you might be able to reach any vessel within approximately 3 miles or so of your location, and potentially longer ranges if you have unusually long arms and a great life vest on. This device and process is only local.



The last line of defense is a very local signaling device, some are wrist bands that act like an AIS/MOB beacon on your vessel alone, some are simply whistles and strobes, but the idea is to immediately attract the attention of a vessel you can see around you, preferably the one you fell off of minutes ago.

So with these various layers of technology available, there is a multi-layer security strategy available if you have the funds to buy the state of the art equipment. And the state of the art is advancing rapidly as several manufacturers are working to introduce devices that do many or all of these things in one small package. They are all relatively expensive and last ...



*Alone we do so little,  
Together we do so much.*



Fishing Aboard S/V Adagio



A Bahamas Picture Window



Dawg Gone Fun in the Bahamas



about 5 years before you need to replace or service them. For me, it's nice to have them all in a small and light weight package, just to know I've done everything I can to preserve the life of my crew. However, if I had to make choices, I would favor the AIS/MOB beacon approach, because your first and best chance of being rescued lies in being quickly recovered by the vessel you fell off of. The odds of the Coast Guard finding you by yourself in the water, without a boat or life raft nearby, with a PLB is fairly slim. I view the PLB as either backing up the EPIRB in the life raft or stricken vessel, or simply the last ditch signal I can send if I found myself alone in the water at sea and I was out of options.

However, as I said before, it is a personal choice. Of course, your first and best option is to wear your life vest harness, clip on, and stay on the boat!

I hope this is helpful. Fair winds. Capt. Russ Owen

## Coming Events

### Homeward Bound Flotilla

**\*\*\*CALLING ALL SAILORS SEEKING TO GET BACK TO THE USA\*\*\***



In light of the Coronavirus crisis, the US State Department has issued a notice requesting all US Citizens to return home immediately, or expect to stay where you are for the foreseeable future.

Due to many port closures and restrictions, many cruisers are searching for a way to get back home to the USA. To assist cruisers with this situation, we are in process of planning a Flotilla from the USVI to the USA beginning in early April through mid-May.

Please click [Salty Dawg Homeward Bound Flotilla](#) for more detail and to get registered.

### Rallies

**Register Now For Our 2020 Rallies**

#### Spring Rally to the US

Due to the worldwide Coronavirus crisis, this year's Spring Rally has been canceled and is being replaced by our Homeward Bound Flotilla described above.

#### The Salty Dawg Rally to Maine

Our Rally to Maine departs from two locations: the Chesapeake Bay on **July 10**, gathering in Hampton on July 8, or from Dutch Harbor, RI gathering July 13 with a planned departure on July 15. It will be a terrific Downeast Adventure! [Read More](#)

#### The Salty Dawg Fall Rally to the Caribbean

Pre-departure events will begin on **October 26** in Hampton, VA and departure is scheduled for Nov. 2. Choose your destination – Antigua or the Abacos in the Bahamas. The Fall Rally opens the door to new friends and experiences while cruising the Caribbean. [Read More](#)

Registration is as easy as **A-B-C-Departure!** Questions? Contact Tatja at [tatja@saltydawgsailing.org](mailto:tatja@saltydawgsailing.org)



### Rendezvous & Seminar

#### 2020 Rendezvous

We've got some great social and educational Rendezvous events lined-up for 2020! Join your Salty Dawg friends and others to share friendship and camaraderie at the following events:

- **Midsummer Rendezvous** in Hampton, VA - **July 9th**
- **Newport Rendezvous** in Dutch Harbor, RI - **July 14th**
- **Downeast Rendezvous** in Rockland, ME - **July 19th**
- **9th Annual Annapolis Rendezvous**, Annapolis, MD - **October 8th**
- **Costume Party and Pig Roast** in Hampton, VA - **October 31st**

Please [Click Here](#) for more detail and to Register for our Rendezvous.

**Annapolis Seminar – Oct. 7, 2020** - Annual day-long passage-making seminar. [Click Here](#) for Info.

**Rallies \* Rendezvous \* Education**





S/V Arielle



Fishing Action Aboard S/V the Charles Edward



A Bahamas Passage



Salty Dawgs in Antigua



[Become a Member Now!](#)

## The Tale End

### COVID-19/Coronavirus Update

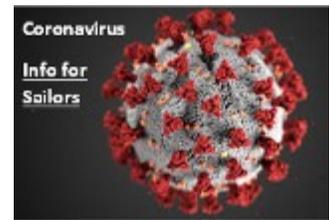
We encourage everyone to unite and Hold-the-Course during this crisis. Reach out and communicate with others during this difficult time.

Below are valuable resources for cruisers impacted by the Coronavirus:

[For International Port Closures and Restrictions](#)

[The USA Coronavirus Website](#)

[For Cruisers Desiring to Sail Home to the USA](#)



Coronavirus  
Info for  
Sailors

### Crew Service Update

We are pleased to announce that we have expanded our Crew List Service. Effective immediately, our Crew Service will become a Member Benefit available to captains and crew during any time of year, verses only during our rally events. Captains may use the service for long distance ocean passages, coastal passages or local cruising. We hope this will provide valuable benefit to find crew when needed while increasing crew opportunities. Contact [crew@saltydawgsailing.org](mailto:crew@saltydawgsailing.org) for your crew requirement.

### We Want to Hear From You!

It is especially important now to keep in touch with each other and provide support. We encourage you to use our links at bottom to communicate with each other thru Email, Facebook, and Instagram. You may also send your photos to share with fellow Dawgs to [photos@saltydawgsailing.org](mailto:photos@saltydawgsailing.org). Do you want to share a story?.. Send it to [newsletter@saltydawgsailing.org](mailto:newsletter@saltydawgsailing.org).

### Member Boats For Sale

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Located in Annapolis, yard maintained & comfortable on the bay or offshore. s/v Serendipity. [INFO](#)

#### 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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