

Dawg Tales

Newsletter



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From the Helm

Bill and I hope that after a successful passage to the Caribbean, all those who did the Fall Rally are enjoying the beauty of being here. And all the rest of the Dawgs are safe, enjoying their cruising, or staying warm back home with family and friends.



Sailing to distant lands or unfamiliar islands has its challenges. We all take for granted the wonderful healthcare we enjoy at home. Healthcare is very different here. That is why we go home each summer to do our annual check-ups. We always want to make sure that we are healthy before we go because obtaining good care can be difficult in the Caribbean. Annual check-ups are one of the most important things you can do for yourself before you go cruising each year. We always hope for the best, but occasionally we find something show up on a test. But isn't that why we have the tests, to catch things early?

This year, as most of you know, I was diagnosed with breast cancer. It was caught early and I am told 100% curable. The worst thing was, I missed all the events in Newport, Annapolis and Hampton, which means I missed getting to know each and every one of crews on the Fall Rally. I would like to thank all who volunteered to help run each event in my absence and for all the notes and best wishes I received while in treatment.

We have a lot planned for this winter. Read on to see what events you are able to attend. Bill and I look forward to seeing all of you. And don't hesitate to stop by and say Hi when you see us, and please give us your name and boat name. Before long, I will recognize you!

See you soon,

Cheers - Linda, Bill and Zoe



The 2016 Salty Dawg Fall Rally Arrives in the Caribbean

by Hank George, s/v Flash

[Fall Rally Photo Gallery](#)



In the 2016 Salty Dawg Fall Rally to the Caribbean, 81 vessels departed on a 1,400 mile voyage across the Atlantic from Hampton, VA with most headed to the Bitter End Yacht Club in Virgin Gorda, BVI. This was once again the largest rally from the US to the Caribbean.

Mild winds led to some sailing and motor sailing early-on for the first group of vessels that chose to leave on November 1st or 2nd. A short period of 25 to 30 knot winds from the north, followed by good winds in the teens to low 20's gave nice sailing for the fleet in the middle of the trip, and then a mix of variable winds and moderate trades for

the final couple days to the Caribbean. It was a nice weather period and overall a comfortable passage.

The second half of the fleet chose to delay departure until Saturday Nov 5th due to possible strong N and NE winds on the back side of an approaching front that slower vessels might experience. The second group of vessels experienced more consistent winds and also had a very favorable and timely passage.

Of the fleet of 81, a few went directly to the Bahamas or Florida, and four of the vessels came north from Bequia to meet the fleet from Hampton and join in the fun in North Sound.

Offshore, as always, sailors experienced some odd events. That is just part of cruising. Here is a sampling:

- ◆ Setting the Spinnaker, Underwater – Rockhopper had carefully stowed their spinnaker, lashed in its sock to the lifelines. A large wave ripped it from the lifelines and into the sea, where it promptly deployed, with the sail, sock and line trailing 150 feet aft. (Some racers call this shrimping!)
- ◆ Turning around and heading for home – In the middle of the night (of course that's when it always happens), almost to Virgin Gorda, Flash's autopilot caused an abrupt turn. As they got the AP refunctioning and recalibrated, they found themselves headed NW instead of SE. Russ, crew on nearby Archer, ever alert, called over wondering if Flash had decided to go back home. Funny!
- ◆ Live fire exercise: This will wake you up. While sailing along in stiff breezes, a block at the mast base explodes on Charmed Life – with such explosive force that one of the parts penetrated the mast – leaving a bullet hole. The crew in the cockpit was lucky! Definitely Charmed Life!
- ◆ Travelling in Class – After getting several reports from Zipporah of big seas, spray, rain, slamming through waves, Doug's daughter in a loving, sympathetic message said "That is the most expensive way to travel third class in the world." The crew promptly responded, they'd be glad to upgrade to third class.
- ◆ Autopilot: Priceless! – After hand steering most of the last 4 to 5 days with a crew of 2, and only limited relief when there was some wind for the windvane - Tanamera really appreciates their autopilot. Thankfully the AP is now fixed.
- ◆ Not your usual mid-ocean project – How about having to jump in the water when the wind died to re-rig the bobstays on your bowsprit? Pretty daring by Wreckless Faith.
- ◆ Change of Plans – How about diverting to a closer destination to offload bad crew? Unnamed boat couldn't wait to deliver crew to shore that insisted on singing opera every 15 minutes. Sayonara!
- ◆ Slow boat to China – And then there was the middle of the night exchange between Flash and Zipporah: "Doug! (pause) It is going to take you a long time to get to the BVI at 2 kts!" - Doug says "Seale! I know! But, we'll still get there."



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Chris Parkers' weather forecasting, courtesy of Blue Water Sailing Magazine, as usual was spot on, and the full fleet appreciated his sage advice. After arrival, owners and crew transitioned to an active Salty Dawg social calendar of regular happy hours, morning yoga, a daily morning net of Dawgs helping other Dawgs, hiking, snorkeling, a superb and entertaining Arrival Dinner November 18 at the Bitter End Yacht Club, a pot-luck Thanksgiving on the beach, and a gathering once again up at Hog Heaven overlooking North Sound.

The Fall Rally and follow-on activities once again met the high standards of Salty Dawg Rallies and events, with solid management, sound preparation, extensive offshore planning, world class weather forecasting and routing, broad communication nets, expert assistance, fun, camaraderie and best of all - lasting friendships!

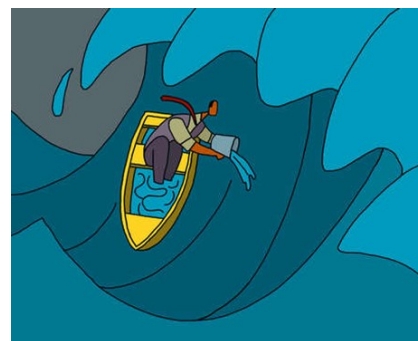
[Fall Rally Photo Gallery](#)

You Can Never Have too Many Bilge Pumps

by Brian Black, s/v Kokopelli

We left Hampton VA with the fleet early Saturday Nov 5th at daybreak as part of the annual Fall Rally to the Caribbean. We charged south with all prudent speed to arrive at the waypoint that Chris had suggested, off Cape Hatteras, to make the turn and cross the Gulf Stream in the designated window.

As night fell, we noticed the nav lights weren't working. We still had our masthead TriColor so we didn't regard this as too disabling. Maybe we can fix the deck level lights in the light of day while underway. But then we noticed that a red indicator light was on. This was for the bilge pump operation. A quick check revealed a surprising amount of water in the bilge. Fairly quickly, it was evident that our primary electric bilge pump, the source of the red light, was not really working. So, we next put our manual whale bilge pump to work and soon discovered that this one was also not working.



So, what to do next? Remember the old saying "The best bilge pump of all is a bucket in the hands of a frightened man." Problem was, there wasn't room for a bucket, so we improvised and began bailing out the bilge sump using a 1 pint measuring cup dumping into a sauce pan. This worked and the level dropped!

We bailed it down, and did some trouble-shooting. The motor on the primary pump was frozen, probably fried. All of the float switches were operational and our third high-volume electric bilge pump seemed to be working. We just weren't getting to the level where it would help. (And didn't want to get to that level). The ship's manifest confirmed that we did have a rebuild kit aboard for the manual, Whale pump. After a general discussion, we decided to press on to the islands rather than divert into Beaufort/Morehead City.

So across the Gulf Stream and into stronger conditions we went. We speculated that the water might be entering through leaky deck hatch seals on the aft lazarettes and the swim step locker. These all drain to the bilge and were not coming in too fast, but we had to bail at every watch change.



We got the Whale pump out and disassembled it when conditions eased and we became acclimated. The outlet flapper valve area was encrusted with small barnacles. So we disassembled, cleaned and reinstalled. At the next watch change it performed like a champ, but at the next jammed again. The flapper valve on the output was sticking in the outlet port. Maybe we could trim it to not catch. We also tightened the latches on the lazarettes - maybe this helped. But conditions eased, less water was coming over the decks and we were keeping up with the leak with our measuring cup bailer. And when we flopped onto port tack and a close reach to come due south down to the islands, the leak stopped almost completely.

So we've got a replacement motor for the primary pump ready to ship to us in the BVI and I may take the Whale pump apart again this afternoon. Nice to have back-ups. And even low tech manual bailing still works.



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Pics and Fun



Fun in Hampton



From the Log of...

Listed below are excerpts from various log entries during the 2016 Fall Rally. These log entries were submitted to our website for public viewing. We encourage you to share your interesting experiences with your fellow Dawgs by submitting a log entry [here](#).

Onapua

Nov 11, 2016

This last 100 miles has really knocked the gloss off this voyage. Motoring into headwinds is like riding a bucking bronco and I just had a squall to deal with. I have bruises all over my body from banging into things on this trip. My chin hurts, my left shoulder and in particular my hands from holding on so tightly... [read more](#).

Willow

Nov 11, 2016

Yesterday was a good example of why we head out to sea. A gorgeous sunrise started our day aboard Willow; how many of our land friends get to spend an hour watching it develop from a glow until the first dazzling limb peeks over the horizon? All day we chased rain clouds, looking for a fresh water rinse to get the salt caked an inch or two thick off the boat. ... [read more](#).

Onapua

Nov 6, 2016

Slept for 2 hours and woke up just in time for a squall. Lots of rain and wind and the windvane handled it with ease. Now the boat is back on track doing 5Kn. I was dozing when my AIS alarm went off & outside was a huge ship 0.5Nm off my stern. My AIS should have warned me sooner & he said he saw no AIS from me. Weird!... [read more](#).

El Gato

Nov 6, 2016

We celebrated our "1/2 way to Paradise" mile by donning our new El Gato shirts, pouring one round of Moscow Mules, and eating the tuna we caught. Finally the wind has caught up to us! We flew Tigger, our kite, and are on rhumbline to Prickly Pear.

Timing

Nov 6, 2016

With the change of course to cross the Stream and a wind shift back to NNE, we cut the engine and enjoyed a beam reach for most of the crossing in quite benign 3' - 4' seas, although the wind was a bit fickle in strength so sometimes the sails had trouble filling and at others we were steaming along at over 9 knots... [read more](#).

Sapphire (Knowles)

Nov 3, 2016

Making great time with a non-issue Gulf Stream crossing. No fish as yet. Wind picked up mid-morning to 15 to 17 knots. Our SOG is 8 knots. Not much else, warm. Zoe been very good.

El Gato

Nov 2, 2016

After a supremely hectic week we are happily motoring our way to paradise. Currently El Gato is behind Flash and Slider and close to exiting the Gulf Stream. The weather is extremely mellow giving us time to catch our breath and relax. The fishing lines were out today but so far no luck. That's ok because we have so much food on board we are always full! Tonight the menu was melt in your mouth carnitas with Spanish rice and black beans. We toasted our happy crew and look forward to see what this big bad cold front is going to serve us. We rest in preparation and look forward to sailing!

Cheers from the cat people!

Do you have an interesting log entry that you would like to share? Please send [here](#).



"Three weeks into passage and still nobody visits me"





Full House at Surf Rider Grill



Education in Hampton



Coast Guard Rescue Demo



More Dawgs Having Fun



Salty Dawgs to the Rescue!

by Hank George, s/v Flash

Dead Engines on Arrival

The morning of November 13, 2016, Salty Dawgs tucked safely on moorings at the Bitter End received SSB contacts that two Salty Dawg vessels, Integrity and Serendipitous, would be approaching North Sound, Virgin Gorda near sunset without engines available. They would need a tow to get them to moorings. Regular satellite tracking device reports kept the crews in North Sound apprised of the status of the vessels in need.

So several volunteer dinghies were outside the Sound as the two vessels approached, stayed alongside as they sailed into North Sound, and then took the vessels in tow to get to moorings. After securing to moorings, the tow dinghies told the crews to grab beers – they were just in time to join a Salty Dawg dinghy drift, with appetizers ready. In fact the dinghy drift had already started, so the crews of Integrity and Serendipitous were shuttled into the middle of a floating, bobbing, cheering mass of dinghies well into libations. The timing was perfect for the happy crews to join such a special welcome party.

The Rest of the Story

The next day Serendipitous was successful in jury-rigging a cap to replace a cracked bronze cap on the fuel return line that had caused the leak offshore and the loss of use of the engine. The jury-rigged fix held for a time, and a new part was sent in to fix the problem. But, Integrity's transmission was another problem.



Mike is proud of his new transmission installation

After removing the transmission, another Salty Dawg, Windarra, took Mike and crew Steve from Integrity aboard, with the old transmission, to go to Road Town from North Sound and have the transmission inspected by a mechanic. The inspection found the transmission was damaged enough it was beyond repair. So they looked into options, which primarily involved having a new Hurth transmission shipped in from the US. That would take a week or two, but a mechanic in Road Town said wait a minute! Rummaging around on some shelves of old stuff, he had a brand new Hurth gearbox still in its original box. Apparently it had been ordered for a charter boat and the charter boat left before the new transmission could be installed. It was the exact make and model. What are the chances!

So after settling up with the mechanic for the new transmission, Windarra graciously transported Mike and Steve (oh yeah, after picking up Mike's wife Cindy) back to Integrity in North Sound. Finding a Salty Dawg offering help in an emergency is great. We see it plenty of times. Kudos to Windarra's crew – well done! And as for Mike, Steve and Cindy – sometimes the stars are all in alignment - you just get lucky – accept it, enjoy it and move on.



Sponsor Articles

Yacht Insurance for Cuba Travel

by Morgan Wells, Jack Martin & Associates

In October 2015, I wrote an article for Dawg Tales regarding the availability of insurance for US Citizens and vessels in Cuba. I wrote, "Cuba is still an exclusion by all American insurance companies, but this status may change in the coming months."

Indeed the situation has changed! Pantaenius America announced this summer that they now are able to provide insurance for US Vessels and US Crew while in the waters of Cuba. This means that vessel owners insured by Pantaenius America may request a Cuba Travel Endorsement for the present maximum limit of 14 days. An additional premium of several hundred dollars or more for the Cuba travel Endorsement can be expected.



USA to Cuba start here





Raffle Fun



Please note that the United States government is only allowing US citizens to travel to Cuba for certain specific reasons and not for general tourism or a vacation. The “embargo” / the economic sanctions have not been lifted and this will require an Act of Congress. There are presently 12 categories of authorized travel and for more specific requirements on each license category and FAQs related to general licenses, visit www.treasury.gov/resource-center.



It is critical that any American citizen start planning well in advance in advance to comply with the laws and regulation for a US vessel and crew traveling to Cuba. The Pantaenius Cuba Travel Endorsement legally requires or warrants that the insured vessel and all persons on board the insured vessel must be “authorized to travel to Cuba and to be in Cuba and Cuban waters under all applicable laws and regulations, including but not limited to the U.S. Export Administration Regulations (“EAR”), 15 CFR part 730, et seq., the U.S. Cuban Asset Control Regulations (“CACR”), 31 CFR part 515, et seq., the necessary general license(s), specific li- cense(s), and/or license exception(s) issued by the U.S. Treasury Department Office of Foreign Assets Control (“OFAC”) and the U.S. Commerce Department Bureau of Industry and Security (“BIS”), and other U.S. federal and state laws and regulations and foreign laws and regulations.”

As a helpful summary, and this may change, of the required documents for a vessel and crew to apply for travel to Cuba are as follows:

-US Coast Guard Form 3300: a vessel of the United States requires a permit from the United States Coast Guard to enter Cuban territorial waters. See [Cuba Permit Application Process](#). Please note that the Application for Permit to Enter Cuban Territorial Seas requires the entry of all persons aboard the vessel and that they are made aware of this form, regulations and the US Embargo. My understanding is that any change in crew aboard the vessel going to and coming from Cuba requires a new Permit.



Office of Foreign Assets Control: OFAC/US Treasury Dept. for individuals: this is required for each and every person aboard. Each person must document and specify the category for visitation of Cuba. See: [Submitting Application for Specific License](#) and [Frequently Asked Questions About Cu- ba_](#)

-Bureau of Industry and Security: BIS US Dept. of Commerce for vessels: “[Temporary Sojourn License Applications for Aircraft and Vessels to Cuba](#)”: *On October 17, 2016, the Department of Commerce’s Bureau of Industry and Security (BIS) and the Department of the Treasury’s Office of Foreign Assets Control (OFAC) announced that it will take additional coordinated actions in support of the President’s Cuba policy. At the time of this writing it is not clear what changes this will make, if any, to this requirement.

Due to regulatory / legal compliance, many cruisers may wish to consider participating in an organized rally or other event or consult with a Cuba Travel expert which may offer an easier process for regulatory compliance!



Finally, and as I wrote in October 2015, for those of you who may be willing to be uninsured while in the waters of CUBA, it is highly recommended that you notify your insurance agent / company of your plans. Do not assume that coverage is ONLY void while in the coastal waters of Cuba.

There will likely be changes in the insurance market and the regulations for vessels and crew visiting CUBA in the

near future!

For more information or to obtain an insurance quote from Pantaenius America, please contact Morgan Wells at 410-626-1000 or morgan.wells@jackmartin.com. Morgan Wells is an Independent Agent with Jack Martin & Associates specializing in yacht insurance for over 25 years.



Coming Events



Thank You Sponsors!



Rendezvous at Bamboushay

Dec 8th - Come to this special annual party and dinner at the Bamboushay Lounge in Road Town. Live entertainment, a great West Indian Buffett, and several BVI dignitaries who welcome the Salty Dawgs coming to the BVI. Great price. [Sign up on-line now.](#)

Francis Bay Dinghy Drift

Jan 24th - Mark it on your calendar and plan to be there - The Salty Dawg Francis Bay Dinghy Drift, St. John, USVI. This is a huge dinghy drift and cocktail party. Bring your drinks and an appetizer to pass around, and flashlights to get back to your boat. Starts at 4:30PM.

Annual Rendezvous at Foxy's

Feb 2nd - at Great Harbour, Jost Van Dyke, BVI. Come enjoy an entertaining evening with Foxy and his wife Tessa - great fun - good food - lots of laughs.

Rendezvous in Dominica

Feb 12th-19th - Come on down to Dominica to take part in this great annual tribute to sailors on the part of Dominica. This Salty Dawg Rendezvous corresponds with the Annual Dominica Yachtie Appreciation Week. With social activities every evening, and plenty of activities on beautiful Dominica, like hikes, tours to the rain forest, Carib Indian reservation, Indian River Tour, and much more.

Spring Rally to the US

Departs BVI **May 15th**. Prior to departure, plan a week long set of activities from happy hours at the Bitter End, to beach BBQ and Moko Jumbies at Leverick Bay, and a departure dinner and weather briefings at Nanny Cay. And travel in company of other Salty Dawgs with offshore communication nets, satellite tracking, great fishing, and tons of fun and camaraderie.



Fishing on s/v Vanishing Point

Recipes



Bread in Pressure Cooker

by Joan E. Conover, s/v Growltiger

Ingredients

4 c. bread flour (be sure to have 2 T of gluten flour in it)
1 1/2 cup warm water
3 T oil
1/2 c. sugar (I like it sweet minimum is 3 T of sugar) 3 T Rapid Rise Yeast

Instructions

I put all dry ingreds. in bowl and blend well.
Take 1/4 c of water, warm it, and dissolve yeast in it.
When yeast is dissolved, mix all liquids plus yeast mixture into dry flour mixture. Work it well until it forms a ball.
Knead for about 4 minutes on floured surface. If the bread mixture seems dry, add a little more water in the bowl before you knead it. You want a slightly sticky outside feel to dough.
Let rise once. Form into loaf. In pressure cooker, put down a silicone pad (or heavy layer of corn meal).



Let bread rise in cooker. Then put pressure cooker on low heat, put on lid but no pressure. I sometimes use a pot in pot for this, covering the entire bread (with rising room) with foil and with water in the cooker.

Cook in pressure cooker, without pressure for 40 minutes on low heat or in oven for 30 minutes.

I did use my 'flamer' to brown the top. Otherwise its pale.



Linda Arrives!



We Made It!...



The Tale End

Photos & Videos

Share your Salty Dawg experiences with other Dawgs, family and friends by submitting your best photos or videos to the newsletter gallery at newsletter@saltydawgsailing.org.



Dawg Tales Newsletter

Introduce your sailing friends to the camaraderie of the Salty Dawg Sailing Association by signing them up to receive the Dawg Tales Newsletter. [Sign Me Up!](#)



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Contributors Welcome

We welcome any material you can provide for this publication - a favorite anchorage - that special island - or one particular harbor - a super recipe to share with Dawgs, dinner or happy hour - and, cool photos. Send material to newsletter@saltydawgsailing.org.

Thank You!

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

We hope you enjoy the newsletter and we welcome your suggestions. This issue was prepared by Hank George and Ken Gelao.

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