



## Dawg Tales Newsletter



*Salty Dawgs at Play!*

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### From the Helm

Fellow Salty Dawgs,

We are now well into a new year, and hopefully everyone will be able to get their vaccine. As things are progressing, we have a lot going on in the organization. We are mapping out our rallies for 2021, the **East Coast Rally** (from the Caribbean back to the US and Canada in early May), the **DelMarVa Rally** (a new one for us with a circumnavigation of the DelMarVa peninsula in early June), the **Downeast Rally** (from the Chesapeake and Newport areas to Maine), the **Maritime Rally** (from Maine to Nova Scotia and up to Cape Breton Isle), and then our original, the Salty Dawg **Caribbean Rally** (from Hampton, VA and other ports to Antigua or the Bahamas). Check our website for details in about a week.



Which leads me to another major development. We are just about ready for our new association management software app to go live, with a new website. This should happen in the next week and we'll send a notice to all our members and subscribers. It will have many new features and capability that we will grow into. So standby for the announcement on that. The new website will include the schedule and details for each of these rallies, as well as many rendezvous events we hope we can begin to enjoy later this year.

And as you may have seen, we are well into our Winter webinar series, followed by a Summer Webinar series, that will have great speakers like renowned yacht designer Bob Perry, multihull guru Gino Morelli, serious experienced Salty Dawgs like Jo Barnes and Russ Owen, sponsor experts like ocean racer Dave Flynn of Quantum Sails, and rigging and refit expert Steve Madden of M-Yachts, and many more. Over 45 blue water webinars coming to you this winter and summer. Details again on our website. These great webinar activities are free to Members, targeting both seasoned Salty Dawgs as well as those developing their blue water skills.

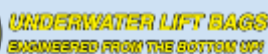
And, last - note our new Port Captain program and information on coming events. See your January Dawg Tales newsletter for the latest in Salty Dawg news – a great publication as always.

Make plans for that next great adventure, and in the mean-time, stay safe! -- Hank

*Hank George, President, SDSA*



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## Cruising Articles

### Passage Complete - Mission Accomplished

by Brian Russell, S/V Helacious

**The Proposal:** Sail nonstop 1675 nautical miles on the open ocean in stiff winds ahead of the beam, to a foreign country in a boat I built from scratch in my backyard in a town 500 miles from the nearest salt-water. What could go wrong?

**To digress:** Helen and I sail an aluminum alloy Dix 43 Pilothouse cutter-rigged sloop which we built 2009- 2016 at our homestead in west Tennessee. It is a modified fin keel design with a shallow canoe body and a powerful spade rudder designed in South Africa in the early 1990's by Dudley Dix, currently of Virginia Beach. It has excellent numbers, from the fineness coefficient to capsize stability. A number of sister ships, both steel and aluminum, have visited Antarctica and the northern latitudes so we started with a quality pedigree. I love building things, I do it professionally, so building a cruising sailboat coalesced all of my existing skills and passions, into one massive, singularly satisfying project. My blog at [odysseyyachts.com](http://odysseyyachts.com) details the entire experience. Suffice it to say that I have a uniquely intimate relationship with my boat.



One day in June 2016, an enormous specialized truck showed up to haul Helacious to the Tennessee River for launch. She floated on her lines, the engine propelled her, forward and reverse, and the rudder steered us into a slip. From there we continued to tweak and modify. Still, we didn't know how to sail on the ocean! With mast lowered we motored the sinuous 500 mile journey down the waterways to the Gulf of Mexico. The first time

we sailed out of Pensacola inlet into the powerful heaving sea is indelibly scribed into my soul. Granted, the second trip found me feeding the fish over the side... no more steak and red wine and martinis the night before a voyage!

Taking a 3 month sabbatical in January 2019, we started with our very first overnight passage, a three day crossing between Pensacola and Clearwater. We worked our way around Florida to the Bahamas, enjoying the Berrys, Eleuthera and the Abacos before returning back to Georgia. We were hooked!

Helacious performed beautifully, showing her sea kindness and keeping us safe and snug in the cockpit. The granny bars at the mast and the midline jacklines made working at the mast to reef the main secure and non-threatening. Slowly we learned what to do and not to do. When 45 knot squalls hit beam on, Helacious bowed slightly and kept right in her groove. We started cruising full time in January 2020, spending 6 months in the Bahamas.

One of the drawbacks to sailing a boat you built are the "0300 doubts", when in the dark of night the imagination you relied on so heavily to create the ship turns to scary thoughts and what-ifs: Did I weld it correctly? Did I tighten the flange bolts on the transmission? Are the turnbuckles tight enough on the standing rigging? Too tight? I feel a special burden of responsibility for literally every nut and bolt onboard. Thankfully these night terrors recede with dawn and have slowly diminished as we hit the 7000nm mark of our voyage on this latest passage. And Helen always reassures me: You have thought of everything, and if you didn't then you have enough tools and parts onboard and the expertise to fix anything. And she's right, knowing where every component is, how it's installed and that you actually have a complete wiring diagram for the 678 wires and that they are labelled on either end-these things set the mind at ease.

I am sure that my keel will not fall off. There are watertight collision bulkheads fore and aft. The concept of impeccability I relied on during the construction is the backstop. And the really beautiful icing on the cake? Helacious, heavy as she is at 18



tons, sails really well. She's not the fastest out of the blocks, nor can she point as high as a J boat. But when she smacks a wave there is a reassuring solidity there, not staggering, but punching. Her stout



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## Pics & Fun



cutter rig means we can shorten sail and keep the center of effort at the mast by reefing the jib. Being in confident control of the boat in high winds and rough seas like we encountered during the Salty Dawg Fall Rally passage to Antigua made all the difference to the two of us being able to manage by ourselves for 12 nights. We found slowing down at night kept us rested, reduced the noise and stress, both on our nerves and on the boat.

So what went wrong during this passage? Amazingly little! Some water in the anchor locker, a few small hatch leaks, and a chafed staysail sheet cover -10 days on the same tack will do that. And, twenty miles from English Harbour our Iridium Go gave up the ghost without so much as a warning.

What did we do right, in addition to spending the time, 12,000 hours at last count, to build a boat to the highest standards and methodically gaining ocean sailing experience and confidence on the water? Why, joining the Salty Dawg Rally to Antigua! The knowledge we gained by listening to the captain's calls, webinars and weather briefings was invaluable. We are surely salty sailors now! Please see our [boatbuilding website](#) for more information.



## A Newbie's First Rally

by Bryan Foulke, SDSA Crew Member

2020 was a bummer of a year for sure. Yet one event allowed me to escape the pressures of Covid for a few days and have an amazing experience with a group of strangers. That was the Salty Dawg 2020 Fall Rally.



I am not completely new to sailing but definitely have a lot to learn. I picked up the basic's thirty years ago during summers while in college but never had time to stick with it. A few years ago, I got back into sailing and took the ASA 101 and 103 courses. Then through the GoSailing app, I meet a veteran sailor who shares his Hunter 37 in Annapolis in trade for help with the maintenance.

My desire for sailing was increasing so I began to search the internet for ways to meet sailors willing to teach me more. I found the Salty Dawg website and thought I'd volunteer. I did not have a sailing resume, so I put together something and sent an email to Ken the Crew Coordinator for the Salty Dawg Crew Service. Ken was gracious enough to provide some editing suggestions and then posted it on the crew list site.

Within a few days I received a call from Matthew and Miriam Hagans. They had purchased a 2019 FP Saona 47 earlier in 2020 and planned to place the boat in charter in the BVIs. While in the BVIs, they befriended David Ruskin, the operations manager for Horizon Yacht Charters. David, a former world class racer, was in limbo with the charter business shut down, so the three of them sailed the boat to Ft. Lauderdale for some upgrades in June of 2020. Now it was time to head back to the Caribbean and they were looking for one more crew member. I passed the phone interviews and was thrilled for this adventure.



Antigua Arrival, Miriam- Matthew-Bryan-David

Friends and family thought I was nuts. "You don't know these people", "They could be crazies", "What if you don't get along with them" etc. After numerous phone calls, texts, and email exchanges with Matt, I felt that the open and honest communications provided good insight to the people I was going on this adventure with.



After quarantining and taking two of those not so fun Covid tests, we departed Ft Lauderdale on the afternoon of Wednesday, Nov 11<sup>th</sup>. We put the sails up and headed northeast towards Bermuda, just as Chris Parker suggested, to get far enough east before turning south. On a practically brand-new boat, loaded with provisions, spare parts and experience, what could possibly go wrong.

Twelve hours into the trip I began to get sea sick (even





though I was wearing a Scopolamine patch). Whenever I looked at a screen or tried to read, my stomach would let me know that I pushed it too far. Then the water maker didn't work, after which the auto pilot failed, then the asymmetric sail tore, one of the winches began to come apart and finally the roller furler got stuck. Plus, rough weather at night in the pitch black made for some white-knuckle sailing. We overcame every one of these obstacles and that is exactly why I volunteered for this trip. I wasn't along to work on my tan. I wanted to learn what it takes to sail the open ocean, what preparations are needed and what things can go wrong.



The vast majority of the trip was uneventful but never boring. We shared stories, listened to music and audiobooks. The food was delicious and we even caught some fish.

Overall, we spent 11 days at sea and traveled just over 1,700 miles from Ft Lauderdale to Antigua. I cannot begin to thank Matt, Miriam and David for the experience and new friendships. Of course, none of this would have been possible without the Salty Dawg Sailing Association.

### Cruising Martinique, A Gem in the Windward Islands

by Robert J. Osborn Jr., s/v Pandora



In 2018 when I decided to do the Salty Dawg Rally to Antigua, I was particularly excited about exploring the Windward island chain south from there. A particular draw was the fact that my good friend and fellow Dawg, Bill from Kalunamoo, told me that "Antigua and south is where the REAL Caribbean begins." The short distances between islands, variety of cultures punctuated by the fabulous food of the French islands, illustrates why so many cruisers return year after year.



Along with visiting many of the islands between Antigua and Bequia, we spent a good deal of time in Martinique visiting a number of harbors. In particular, we spent quite a bit of time in St Anne near the southern end of Martinique. St Anne is a small coastal village that is very popular with cruisers and "oh so French," with quaint shops and restaurants as well as a busy bakery that churns out a dizzying selection of pastries and breads from sunrise to sunset.



Church at St. Anne



Parisian Library in Fort-de-France

Here a day isn't complete without a visit, or two, to enjoy something right out of the oven with the surf gently lapping at the back of the building where cruisers congregate for a morning espresso and croissant while using the free WIFI to catch up on what's going on back home. Fortunately, for all of us who are "addicted" to The Web, it's fairly easy to stay connected. However, when everyone is trying to get online, it will remind you of the "good old days" of CompuServe and dial-up.

Some 300 cruisers are anchored off of the beaches, some visiting for a day or two and the others staying for the entire winter season. Nearby Le Marin, home of the largest marina and mooring field in the Windward chain, has over 1,000 boats visiting or permanently ported there at any given time. A mooring for 47' Pandora was astonishingly inexpensive at about \$125/month, about the same price as two days in Vineyard Haven, MA. As an added bonus, Norwegian Air flies from Martinique with direct flights to New York, Providence RI and other destinations for a very reasonable \$250 round trip. If you want to take a "break" from cruising to visit Family, or have them fly in to join you, Martinique is a great place to use as your cruising base.



Martinique is very mountainous with its highest peak over 4,000 feet, rising abruptly from waters nearly two miles deep close to shore. Mt Pelée, currently quiet, violently exploded in 1902 killing everyone in its path except two, one a prisoner in a strong jail cell in the coastal city of St Pierre.

With near constant clouds on the tops of the mountains and strong moist trade winds blowing from the east, rainfall is abundant, feeding rivers, streams and lush rainforests. Agriculture has always been a big part of Martinique with the largest crop being sugarcane since the 17<sup>th</sup> century, and unlike the English islands, nearly the entire production is still consumed in the making of Rhum Agricole, rum made from cane juice as opposed to molasses, the byproduct of sugar production, more typical of the English islands.





During our nearly one month stay on the island we visited a number of other distilleries, enjoying what might be called the “Martinique rum crawl.” It’s worth the effort since there is so much fascinating history to enjoy as you make your way from estate to estate.

Most distilleries include beautifully restored historic plantations, and to visit any of them is to glimpse a way of life that produced unimaginable wealth for a lucky few.



Plantation Gardens

Gone are the days when wind and water powered the equipment. Today’s operations are modern and highly automated, but adjacent there is often a beautifully restored manor house which was once home to the owner and his family. Oh yeah, and all have a tasting room where you can try any and all of the wares at no charge.

No visit to Martinique is complete without a drive through the rainforest with its crystal clear, cool streams and nearly impenetrable forest. There are a number of fabulous botanical gardens and national parks with miles of perfectly manicured pathways winding through tropical forest, with tree ferns towering 40’ overhead and orchids, bromeliads and ferns clinging to every branch.



## Technical Article

### Right of Innocent Passage

by Bruce Rabun

*During our Homeward Bound Flotilla in 2020, the SDSA coordinated 155 Right of Innocent Passage requests with Bahamian authorities to assist participating vessels get home safely during the COVID Pandemic. Bruce Rabun sheds light on the subject of Right of Innocent Passage in his article below. Thanks Bruce!*

Historically, sailors have always had the right to pass through the territorial waters (12 nm boundary) of other countries, with certain limitations. This is commonly referred to as the “right of innocent passage.” What does “innocent” and “passage” mean though? The United Nations Conference on the Law of the Sea (UNCLOS) defines passage as traversing the territorial sea without entering internal waters or calling at a roadstead or port facility outside internal waters; or, proceeding to or from internal waters or a call at such roadstead or port facility. Passage is to be continuous and expeditious, but passage also includes stopping and anchoring, but only in so far as the same are “... incidental to ordinary navigation or are rendered necessary by *force majeure* or distress or for the purpose of rendering assistance to persons, ships or aircraft in danger or distress.” UNCLOS III, Part II.



UNCLOS provides no guidance for when stopping and anchoring are incidental to ordinary navigation. If unsafe conditions exist such as impending storms, or if visibility is restricted by darkness or fog, or a shorthanded crew are fatigued, is this incidental to ordinary navigation? If a vessel is no longer in “passage” the captain must comply with the reporting requirements and proceed to a port of entry.

Sailors returning from the Caribbean to the US through the Bahamas however enjoy the guidance of the Bahamas Maritime Authority. Kenneth Carey, a Technical Officer with the Bahamas Maritime Authority has approved the following:

“The Bahamas Government currently recognizes the right of innocent passage as defined in UNCLOS III through its territorial and archipelagic waters. The Bahamas recognizes this (stopping and anchoring incidental to ordinary navigation) to mean stopping (anchoring only) is only permitted to avoid navigation in the dark or for the required rest for a shorthanded vessel. Stopping is also allowed for minor repairs so long as no one leaves the vessel. Anchoring is permitted so long as all environmental laws are observed and no damage occurs to the seabed or reefs. Stopping is also permitted as rendered necessary by weather and sea conditions which are unsafe for safe passage and navigation or for the purpose of rendering assistance to persons, ships or aircraft in danger or distress. If a vessel is need of provisions or fuel to complete their passage, they may go to a dock or marina for such purposes, but they shall remain on the vessel, and avoid any interpersonal contact with other persons while having the fuel or provisions delivered. Upon refueling or provisioning, the passage shall resume.





[View a Salty Dawg Whale Rescue](#)



For any stop where persons leave the vessel to land for any reason, including pleasure, mechanical or health reasons, normal immigration and customs protocols must be followed including strict compliance with the current COVID protocols, including testing and quarantine. See, [Bahamas Protocols](#).



Any exceptions to the above must be approved in advance by application to the Government in writing by e-mail.

Non-US flagged vessels should know that even though the United States has not ratified the UNCLOS treaty, Capt. Timothy Brown, the Chief of the CG Office of Law Enforcement Policy has stated the US Coast Guard also supports the rights of innocent passage as outlined in UNCLOS. They view the right of innocent passage as customary international law and Coast Guard practices are in line with this right as outlined in UNCLOS. These rights though need to be understood along with the requirements of the US Customs and Border Patrol. See [Procedures for Entering the US](#).

Nations may suspend the right of innocent passage if such suspension is essential for the protection of its security. A prudent sailor should always check any notices to mariners, official bulletins, websites, such as Noonsite.com, before entering the territorial or archipelagic waters of another country. If that is not possible, a quick check by radio is recommended as circumstances can change quickly due to changing Covid restrictions.

[Click here](#) for an illustrative boundary map of the Bahamas.

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### Coming Events

#### Rendezvous & Webinars

COVID has prevented us from providing large in-person social and educational gatherings, but this won't keep us down and we are moving forward with alternatives until this health pandemic is resolved.

Sit home in comfort and become educated with our Winter and Summer Webinar Series featuring more than 45 informative webinars from notable blue water experts! We have organized our webinars into four groups and you may register now and replay our webinars at any time. You don't want to miss out!



Webinars for Salty Dawg Members are free. The fee for non-members is \$12 each or \$25 per group, or pay for the entire bundle of 4 groups for \$100. An even better deal is to Join as a Member for \$75 and get all webinars for free, along with many other Salty Dawg Member Benefits!

[Information & Registration](#)

[Join as a Member](#)

#### Salty Dawg Rallies

Wow!.. What a great schedule we are lining up for you with 5 exciting 2021 rallies!

It starts with our **East Coast Rally** from the Caribbean departing St. John USVI during early May, with a farewell dinner on April 23rd at the Boom restaurant in Antigua.



Next up is our **DelMarVa Rally** beginning on May 30th and is a pleasant circumnavigation around the Delaware, Maryland and Virginia peninsula.



Our **Downeast Rally** is a great way to savor the coasts, villages and lobster of Maine on July 7-16th.



Come along on the **Maritime Rally**, depart Rockland, ME and explore Nova Scotia and the Bras D'Or Lakes, July 30<sup>th</sup> to August 11<sup>th</sup>.



End the year by participating in our flagship **Caribbean Rally** to Antigua and the Bahamas beginning on October 28th in Hampton, VA.

We are firming up schedules for all of our rallies and more information will be forthcoming. Keep an eye on our [website](#) for updates.





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## Port Captain Program

We are pleased to announce that we have implemented a Port Captain Program to assist Members in obtaining information about their destination ports. Salty Dawg Members may now reach out to a Port Captain for information about navigation, marinas, anchorages, provisions, culture, tow boat services and more. Please contact [Member Services](#) for more information.



## Crew Service

Salty Dawg Member captains may now use our Crew Service at any time. The service is free to Members, and Salty Dawg crew participants are standing by to assist captains on their short or long term passage for rallies or personal requirements. Contact our [Crew Service](#) for information.

**Got Crew?**

## Welcome Aboard Kinetic Sailing!

It is great to announce that [Kinetic Sailing](#) has come aboard as a Salty Dawg sponsor! Andy and Lisa are marine consultants and licensed instructors at Kinetic Sailing providing consultation, instruction, certification, chartering and yacht delivery services. [Contact](#) Kinetic Sailing for a free initial consultation



## Datrex

Life-rafts by [Datrex](#) at Boat Show prices for Salty Dawgs; see your [Members Only area](#) on the website for special Account Code and contact. Fine quality, made in Europe, manufactured in Spain, offshore rated for races and regattas to ISO 9650-1, packed to US specs, excellent savings purchasing direct from manufacturer.



## View our Photo Gallery, Send us your Pics and Stories!

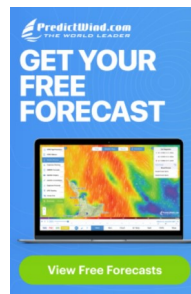
View pics of your fellow Dawgs having fun now. See our 2021 [Photo Gallery](#). Share your sailing pics with fellow Dawgs by sending to [photos@saltydawgsailing.org](mailto:photos@saltydawgsailing.org). Share your sailing story in our newsletter. We want to hear about your adventure & destinations. Send to [newsletter@saltydawgsailing.org](mailto:newsletter@saltydawgsailing.org).

## Member Boats For Sale

*"Our old boat just sold so there's no need to run the ad anymore. By the way the Salty Dawg ad is what sold the boat, Thanks!"*

### 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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