



Dawg Tales Newsletter



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From the Helm

I want to call your attention to the special recognition registers on our website - the World Class and Ocean Class Salty Dawg Registers. Members who have completed a circumnavigation, or have completed 15,000 nm of longer ocean passages (over 650 nm each) qualify to be recognized as World Class Salty Dawgs. Those who don't qualify for the World Class Register can qualify for the Ocean Class Register- as Ocean Class Salty Dawgs -if they have completed a non-stop ocean passage of 1,400 nm or more. Go take a look at these Registers at [Ocean Class and World Class](#), and when you see these Salty Dawgs at events, be sure to congratulate them for their accomplishment. And, be sure to file to have your name added to these impressive registers when you achieve these milestones.



We are in the middle of our Summer Webinar Series. They are informative, with great speakers and a wealth of information. They are free to Members, whether live or as a recording, and can be viewed by non-Members for a nominal fee.

Shortly we will be kicking off our DelMarva and Downeast Rallies. Be sure to register for these fun events if you haven't already. Continued border closings with Canada, and difficulty in fitting in reasonable COVID protocols for the limited window most folks would have for the Bermuda Rally, led to cancellation of the Maritime and Bermuda Rallies.

Later this year we are still hopeful that the Annapolis Sailboat Show will be back on the schedule, and that we can hold our Annapolis Rendezvous. We will have to see how things unfold, and learn what local restrictions may be in place. We expect to run our annual Caribbean Rally this fall, but what restrictions may be needed to meet local requirements and to ensure our participants are safe offshore, will be developed as that gets closer. Check our [website](#) regularly for event updates

Enjoy this issue of Dawg Tales!

Hank J George, President, SDSA



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Cruising Articles

Music on the Water

by Kelly & Ralf Provant, S/V Iolair

 something for everyone

"What do you do with a drunken sailor?" While sitting in your cockpit enjoying sundowners, have you heard this song in the distance coming from a nearby boat? Maybe a guitar, a banjo, or different voices? The scene on that boat is a 'jam session,' a group of sailors pickin' and grinnin' and having fun. It is an experience, I've found, that everyone enjoys and ends up playing a special part.

A wonderful and comforting aspect of cruising life is knowing fellow sailors are nearby, sharing similar adventures and challenges. Every sailor has something unique to offer-from "how to fix" ideas to weather projections. And whether you're young or old, experienced or a newcomer, there's always more to learn.

It's the same with music. When the chores are done and the sun goes down, it's a great time for music. What's more fun than gathering in a cockpit with friends, creating music, and sharing a few laughs? At this gathering, there are usually a few musicians that have played since they were young, like my husband, and are thrilled to now have the time and the opportunity to play again. These folks often help lead the 'jam session' since they know the easier songs that everyone can join in and sing. And all the musicians I have had the opportunity to meet are open and excited

to help and support a sailor learning a new instrument. For example, I once asked a fellow captain for permission to board around 4:00pm for sundowners and a jam session, but he noticed I had not brought my instrument. Sensing my hesitancy to play with more talented musicians, he shared a few words of encouragement and sent me back to my boat to retrieve my mandolin. A wonderful evening of learning new chords, gaining a bit of confidence, and creating fond memories followed.

And for those that don't see an instrument in their future, the voice is one of the best, most unique, instruments that exists. And we all have a voice to share. I've enjoyed the surprises when a group



gathers and the singing begins. Who knew 'ol Charlie had a booming voice? And sweet little Anne grew up singing in the church choir. And there was Joe, the quiet one for the first hour, barely tapping his foot to the music. One verse into "Alice's Restaurant," Joe confidently steps forward and proceeds to sing all the lyrics, which no one else could remember since the song is 18 minutes long!

The beauty of music is it can be shared by one and all from all walks of life. I recall when an hour or so into a jam session in a remote cove of St John, a dingy arrived beside the hull. A father and young son, with tentative but hopeful expressions, explained they had heard the music and were curious. We quickly made room for them around the trampoline of our hosts' gorgeous catamaran. There's a special joy in watching kids, tanned and tousled from a day on the island, learning the bongos and enjoying a bunch of old sailors.

With music, there is something for everyone. It can be peaceful: an acoustic guitar with its owner composing a song about that special anchorage "On the Windward Side of Mayreau." Or it can be lively: a guitar playing "Duelling Banjos" from the cutter rig's deck, echoed by the banjo, coming from the center cockpit of the sloop, anchored just 20 meters away. And the music can be found in every corner of the cruisers' lives. From cockpits to sandy beaches around a fire, to the local



Kellie & Ralf, S/V Iolair



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Pics & Fun



Cruising Articles (continued)

shanties and bars. The warm welcome received, from musicians that are both from the islands and those that have moved to the islands, is memorable!

We sailors have our love of the ocean in common; we share a quest for adventure; and we'll always have the music, whether it's a keyboard, a voice, or a set of spoons. Any combination of this on the water will end well.

Just show up and join in!



Prepping for Passage - The Boat

by Ed Chamberlain, *SV Contigo*

The responsibility of the Captain of a blue water vessel is to assure the safe completion of the voyage, no matter the conditions encountered. This responsibility might seem overwhelming, but with a systematic approach to passage preparation, risk can be minimized.

At sea, the boat is a life support system for surviving an inhospitable environment. If the boat is kept afloat, the mast up, the keel and rudder attached, and the crew aboard and healthy, a successful landfall will be made.

On our Valiant 42, Contigo, preparation of the boat really begins at the last haul out. It's easiest to inspect the hull, keel, and rudder for issues during this time. Have you had a recent hard grounding? If the boat has an externally attached keel, inspect keel bolts and the seam between keel and keel stub for widening. Is there water in the bilge? Is the rudder weeping rusty water days after haul-out? This is a good time to inspect the prop, shaft, cutlass bearing and the shaft stuffing box. Consult an expert if you are unsure about these items.

Water leaks above the waterline don't usually sink a boat but they can cause misery below deck. Check that hatches, portholes, and deck fittings don't leak. Use a high pressure stream of water to simulate conditions at sea. Correct any issues to ensure a dry cabin. Companionway hatch boards should be used when waves threaten the cockpit and secured to the boat so they cannot be lost overboard. Be sure bilge pumps and high water alarms are operational and the bilge is clean.

For the standing rigging, it needs to be up to the task of daily stress at sea. Experts say to renew the rig every 10 years, but the mileage on the rig and conditions encountered are a better indicator of wear. Always go up the mast before a passage to inspect the fittings, spreaders, and attachment points for signs of wear or missing parts. It is a good time to inspect halyards, sheaves, and mast head equipment and lights. If you are in doubt, hire a pro to do a rigging inspection. It is no fun to be in storm conditions with suspect rigging. Running rig should be in good condition without chafe. Reefing systems should be robust, simple and easy to use. 🐾🐾🐾



Ed & Jodi, SV Contigo



A boom preventer is important for an offshore sailing vessel. The best set-up is run from boom end to a block near the bow and back to the cockpit. There are good illustrations of this on the internet. An accidental jibe can cause major damage to crew and boat.



A whisker pole to set the jib and main, wing on wing, will make downwind sailing easier. Set up correctly, the jib can be reefed or rolled up without touching the pole or its control lines. Pre-measuring and marking the control lines and prior practice makes this procedure easier at sea.

Self steering is a critical system on an offshore, short-handed sailboat and prevents hand steering hour after hour. A wind vane is a good option if appropriate. They are proven and dependable, use no electricity and steer a good course in most conditions. A robust auto-pilot is a good back-up. If an

auto-pilot is the primary self steering a second system or replacement parts would be a belt and suspenders approach.

On a boat with wheel steering, inspect the steering system for wear and repair as needed. There should be a provision for an emergency tiller in case of steering failure, which should be installed prior to departure to be sure it fits and will steer the boat. Typically these tillers are short and difficult to use in heavy weather. Preplanning a mechanical advantage to assist the helmsman is a good idea.

An emergency method to steer the boat should also be available in case the rudder is damaged or lost. There are a variety of methods to do this, using a drogue trailed behind the boat or building a rudder with a spar and plywood are a couple of common examples. Some wind vanes can act as a back-up rudder. These options should be engineered prior to departure.

More information later on passage planning!

Editor's Note – be sure to check out the Salty Dawg "Comprehensive Pre-Offshore Checklist" for further suggestions in this area.

Technical Article

Ocean Fishing

by Kevin Ferrie, FearKnotFishing

Fishing From a Sailboat

Fishing from a sailboat can be as simple or complex as you can imagine, from one handline to multiple fishing rods fishing at various depths. Regardless of what works for you, there are a few key tips that can help shift luck in your favor. Follow these tips and you'll impress your cruising friends when sundowners arrive, as you'll be there with fresh fish at the ready.



Offshore Fishing is a System

It is important to consider your approach as an entire system, and not a series of individual lines being pulled through the water. It starts with your boat. Many people believe fish are scared of the boat, but in fact many species are attracted to it. Fish that are deep may see a shadow that resembles a school of bait and come to investigate. When fishing multiple lines, consider staggering the distance they are from the boat. Not only will this prevent line tangles as your boat turns, it creates a spread for fish to investigate. If a fish bites and misses a bait close to the boat, there is a good chance it may bite a bait fished farther back.

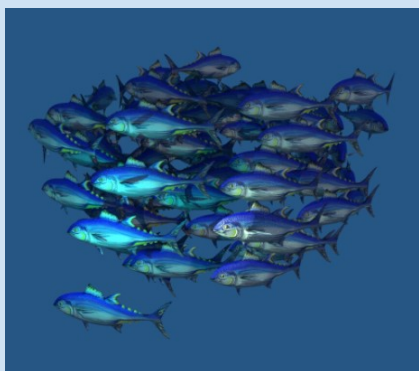


This happened to me while sailing through the Grenadines. A fish bit one of our lures close to the boat but did not hook up. Several seconds later, we hooked and landed a wahoo on the lure further back. When I took the hook out, I noticed lure-hair the color of the first lure in its teeth.





Mahi Mahi



Tuna Tornado



Red Snapper



JOIN THE FUN

Understand your commitment level and set expectations based upon it.

When you decide you want to fish, don't immediately run out to the tackle store and ask the "expert" what gear you need to catch a trophy offshore sport-fish. You'll walk out of the store with shiny new gear, no idea how to fish it, and you'll be a lot lighter in the wallet. Instead, take time to consider what type of cruising/ fishing boat you'll be. Does the thought of burning diesel to beat upwind five miles to a ledge (area that goes from shallow to deep) in order to be on good fishing grounds excite you or appeal to you? What about tacking while en-route to a destination to cross over a ledge several times to increase your odds of success? Or does the "throw a line out and see what happens approach work for you?" It is important to be honest with yourself and set your expectations for success based on commitment. It's important to design a fishing system based upon how serious you are ,or you'll be left frustrated by the useless gear the "expert" sold you.



Freshly caught fish in Bequia

Understand your tackle and its limitations

Most cruisers use handlines, fishing rods, or a combination of both. Aboard our sailboat, a full fishing spread consists of two handlines and two fishing rods. If using fishing rods, it's important to have a properly sized reel and rod. Fishing rods should be appropriately sized with adequate line capacity and a smooth drag. If a bigger fish hits a sailboat while sails are up, it can take several hundred yards of line before the boat is slowed and the fish stops running.

Handlines have the advantage to not allow the fish to run, but the downside is that it is a battle of strength and any weak point in your system will be exposed. We have lost several fish due to hooks that have actually bent straight under the load on a handline. We could use stronger hooks, but then the leader may break and more lures would be lost. We have caught fish up to 60lbs on a handline so the strategy works for us.

Bait Presentation

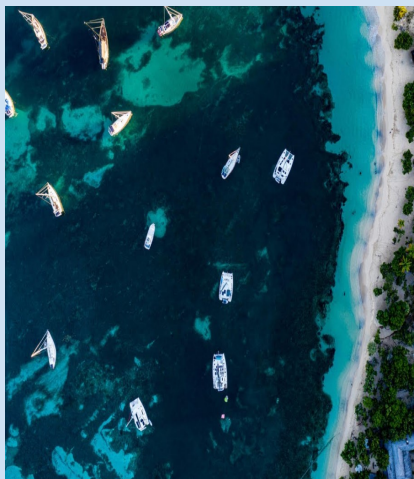
When I wrote this, my favorite online fishing tackle retailer had 446 different trolling lures for sale, and each one of those lures comes in many different colors. To say the choices are intimidating to an inexperienced cruiser is an understatement. It doesn't have to be this complex as most of the choices are variations on each other with creative marketing angles. What is important is that any lure you decide to use needs to have good action that will entice a fish to bite.

Good action is dependent on a few key factors. The most important is boat speed through the water. We've caught fish sailing at speeds as slow as 3-4 kts, but I feel 6 kts is about as slow as I like to go when we are serious about catching fish. Most sail boats can't go too fast. Tournament wahoo fisherman fish at speeds north of 15 knots. What's most important is that the lures look good!



If you have proper boat speed, then it is important to understand how the lure is supposed to work. Those lures with a bullet shaped head are designed to stay mostly under the water, while lures with square, slanted, or cupped head are designed to break the surface every 5-10 seconds. The second key factor is the angle the line is entering the water at the lure. If your bait is jumping out of the water too much, reduce the angle of the line entry. You can do that by letting more line out or by lowering the tip of the rod or by using flatline clips, clips that hold the line at a lower angle but release when a fish bites.





Rendezvous

Southern Chesapeake Rendezvous - Hampton, VA, July 7th

A great gathering of Salty Dawgs, friends, and interested sailors. Sailors trade sea stories and talk about their upcoming cruising adventures. Downeast Rally participants will be there as well.

Newport Rendezvous - Dutch Harbor, RI, July 12th

Newport area Salty Dawgs gather for the annual *Newport Rendezvous*. Dawgs come by land and sea to enjoy a seafood fest and the camaraderie of like-minded cruisers. Members in the Downeast Rally will join us here before departing for Cuttyhunk on their way to Maine.

Downeast Rendezvous - Rockland, Maine, July 16th – location and time TBD.

We are finalizing details with the host and caterer. Notice will be sent to all subscribers. So hold the date and look for that notice to register.

Annapolis Rendezvous by Hylas— October 14th—Annapolis Yacht Club Clubhouse, 2 Compromise Street, Annapolis, MD 21401

Our 9th annual event is open to all those interested in blue water sailing and will begin at 1700 hours. Join us for a Happy Hour, buffet dinner, speaker, and lots of fun with the Dawgs. This year the speaker will be the engaging Bobby White of *Sailing Doodles*. You won't want to miss this event!

Hampton Pig Roast - Bluewater Yachting Center, Hampton, VA, October 30th

Come to our Annual Pig Roast, sponsored by the Hampton Convention and Visitors Bureau. A scrumptious Pig Roast dinner will follow the costume judging. Winners will be announced of the Silent Auction of valuable marine products and services donated by our sponsors! Open to all SDSA Members, Caribbean Rally participants and their guests. Tickets will be sold on-line.

Rendezvous

Hylas

Please also check our [website](#) for updates.

The Tail End

Education

For 2021 we have planned an exciting and informative **webinar series**, with great speakers, new topics, and a perfect mix of technical webinars by industry experts, as well as informative webinars by seasoned sailors. All webinars are free for Salty Dawg Members, but you must register. Non-members can register for a nominal fee. Join as a Member for \$75 and get all webinars and recordings for free.



[Information & Registration](#)

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Announcing Our New Website!

We are pleased to announce that we have released our new website and Members now maintain access to their own personal Salty Dawg account. Use our website to access your Member Benefits, renew your Membership, register for rallies, events and seminars, review and edit your profile, connect with fellow Dawgs and much more. Check out our new website at www.saltydawgsailing.org. Members may access their account by utilizing the Member Login section on any website page.

Crew Service

Salty Dawg Member captains may now use our Crew Service at any time for any sailing requirement. Utilize the crew service for all of our upcoming rallies or your personal cruising needs. The service is free to Members who may access the Crew List by logging in to their Salty Dawg account. Crew may also log in to join or indicate availability and review/update their resume and Profile. Contact our [Crew Service](#) for assistance if required.



Want to be a Salty Dawg Volunteer?!!



**Volunteers
are our
success!**

Did you know that the Salty Dawg Sailing Association is a non-profit charitable/educational organization managed by volunteers?

From our shoreside communications team, to our rally coordinators, Ships Store, Board of Directors and much more, we are all volunteers.

Our success in supporting fellow cruisers is directly related to the dedication and passion of our volunteers. We are grateful to have such a fine team!

Interested?
kathyk@saltydawgsailing.org



[Ships Store](#)



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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, island culture, tow boat services and more. Please contact [Member Services](#) for more information.



Member Boat for Sale

Oyster 46 for sale - WILLOW is a fast sailing, solid blue water boat, well maintained and fully equipped for long distance cruising. Currently cruising Bahamas headed to Newport in June. See listing for full details. [Full Details](#)

The Value of Membership

We've been working hard to provide more membership value and your family membership for only \$75 provides many benefits. The most valuable of these are the lifetime friendships and camaraderie shared among a group of people who maintain a passion for sailing. Other key benefits include numerous educational and support resources to assist you in realizing your sailing dream. Please [Click Here](#) to explore and utilize your Member Benefits. It is also a great time to join if you want to jumpstart your education and broaden your sailing network.

Our Sponsor Highlight



Quantum Sails: "The Official Sailmaker of the Salty Dawg Sailing Association," Quantum is your "go-to" place for all new sails, repairs, and advice. SDSA Members receive free sail inspections and 15% off any Quantum new sail or repair at Quantum lofts. To access this special benefit, go to "[Accessing Member Benefits](#)" section of the SDSA Website. Contact Dave Flynn (dflynn@quantumsails.com) for all SDSA/Quantum questions.



MWXC: Marine Weather Center's Chris Parker provides high-value-added forecasts, briefings, and personalized routing guidance for all our rallies, all included in your Rally fee. MWXC can also provide these forecasts outside of the rallies, on an economical Annual, Monthly, or per-forecast basis, and by the communications method(s) you prefer, including SSB Voice, email, phone, or fax.



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