



Merry Christmas!!!



Salty Dawg™
SAILING ASSOCIATION
CELEBRATING 10 YEARS OF SAILORS HELPING SAILORS

Issue No. 40, Nov-Dec 2021



Dawg Tales Newsletter



SV Karma
Salty Dawg Rally 2021

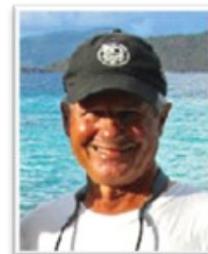
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From the Helm



As my second 2-year term as SDSA President comes to a close, with 7 years in total on the Board, and 2 years prior to that of doing Salty Dawg rallies and volunteering for various Salty Dawg activities, it is interesting to reflect on the changes that have occurred in the organization over that period. I think that change can be measured in many different ways. Let's start with one of the most important – our volunteers that numbered about a half dozen in the early years with Bill and Linda Knowles at the core, to numbering now well into the 50's or 60's each year, with several functional area managers gluing it together, all devoted to excellence in what they do.

And, the range of activities that started as a Fall Rally to the Caribbean, gradually growing and expanding, and then blossoming in recent years to include several rallies, many rendezvous gatherings, and dozens of virtual webinars.

What involved a few dozen friends on close to 30 boats cruising together in that first rally (the year before Seale and I joined), has expanded to a full Sailing Association, with close to 1,200 members, thousands of subscribers and followers, skilled and friendly staff, activities still mostly volunteer-run, hundreds of articles and papers published for sailors' benefit, many awards received and recognition articles in the sailing press, well-respected in the cruising community and known by most cruisers, lives saved, communities aided, and sailing skills improved for many.

And, the amazing flexibility of the organization and volunteers to shift gears and help the sailing community in ways not seen before COVID – creative and dedicated, respectful and responsive to evolving local government restrictions and requirements, a can-do attitude; responding to emergencies offshore, dealing with unusual off-season weather patterns, and many other examples. Continuing to help sailors, finding ways to safely run our rallies and other events, shifting to virtual training from in-person seminars - no challenge was too big during this pandemic period, now closing in on two years.

No one person did it all: we have to recognize the leadership of the 24 volunteers who have served on our Board of Directors since founding, the management team, the financial support of our sponsors and Members, and the many volunteer contributions. I feel privileged to have seen it over these past 9 years and played a supporting role to the passion that has gone into this endeavor. So, it is time to pass the baton to the next President. Bob Osborn has been involved in the Salty Dawgs for many years and is a worthy leader for the organization. With his management team and the Board of Directors, we are in good hands.

Hank J George, Former President,



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Cruising Articles

Fall Rally to the Caribbean



78 Sailboats!

21 Bahamas Bound



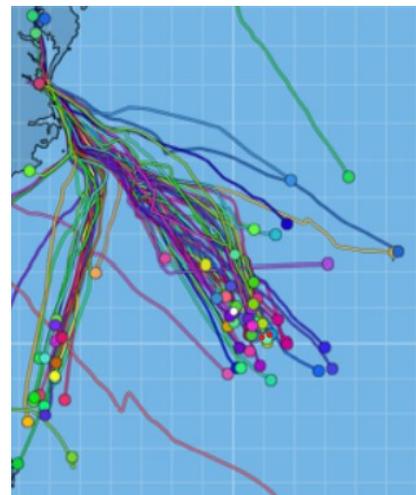
52 Antigua Bound



& 5 others

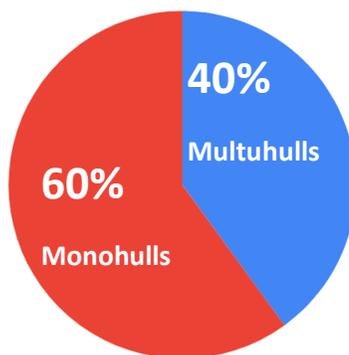
The Salty Dawg Fall Rally was an exciting and successful sail to the Caribbean in which 78 boats participated, including 13 foreign flagged vessels. Departure activities began long before the rally with educational and inspirational webinars available to all Salty Dawg members. Topics included passage preparations, weather routing, food management, and a host of other topics designed and delivered to assist first-time and experienced sailors. 290 total sailors participated, and they ranged in age from 8 to 80 years old.

Rally participants began arriving in Hampton, VA on October 28th for the rally activities planned with COVID in mind to keep captains and crew safe before their departure. Many boats utilized local marine services for their final preparations during the day and enjoyed outside activities with other rally participants at night. Many Salty Dawg volunteers were on hand to offer free rides to stores, offer Dawg merchandise, deliver



Salty Dawg tracks to the Caribbean

Captain's bags with goodies for the skippers and crew, and also be a general resource for all participants. Many thanks to our Salty Dawg volunteers!



With constant weather advice from Chris Parker, many captains decided to depart Hampton October 30th or 31st to take advantage of a weather window to cross the Gulf Stream. Many boats kept in radio contact with other boats in VHS range to discuss strategy and of course compare successes and failures to catch fresh fish for dinner.

Meanwhile, back on shore, the Salty Dawg Shoreside Support and Emergency Response teams kept a vigilant watch on the boats and their tracks as they progressed on their journey. As usual, these Salty Dawg volunteers provided excellent support to many boats along the way. We want to give them and two Salty Dawg boats—Nobody Home and



4 Kid Boats

Lappwing— an big THANK YOU for providing exceptional assistance to another boat during the journey. They are sailors who model the foundational belief of the Salty Dawgs—*Sailors Helping Sailors*.

Eventually, boats began to arrive in the Bahamas and then Antigua. As usual, the Salty Dawgs had events planned at both locations, and captains and crew had a chance to celebrate and share stories in their new harbor.



Boat Length Range

34-61 ft



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Pics & Fun



Sunrises



Calm Days



Stormy Days



Sunsets

Caribbean Rally Pictures

Submit your photos to photos@saltydawsailing.org

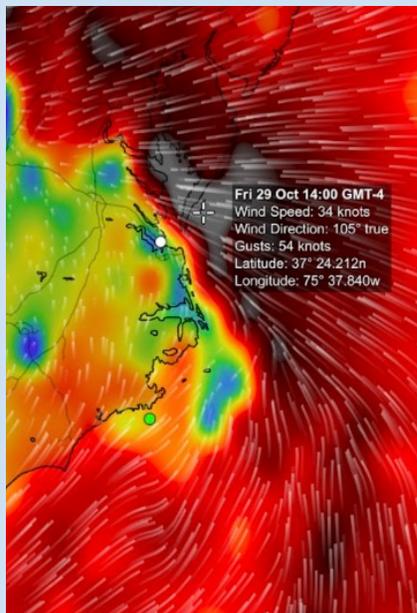


The Bahamas Boats



The Antigua Boats





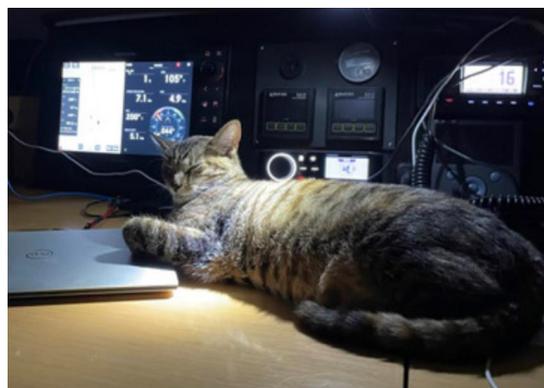
Windless Passage to The Bahamas

By Shiera Brady, SV Gemeaux

If my theme for the 2020 Salty Dawg Caribbean Rally was Mr. Toad's Wild Ride to The Bahamas, my theme for the 2021 Caribbean Rally is a dinghy drift through It's A Small World... after a few revolutions through Space Mountain.

We listened to one final Chris Parker forecast to confirm a 10pm departure—Gulf Stream conditions were projected to improve so some delay and riding the outgoing tide seemed a winner. We slipped under the covers at sunset banking zzzzs before a 5-night passage. Two hours later, adrenaline turned us into night owls and we quietly exited in the dark. Next stop Abaco...750 miles away.

We stayed alert as we motored outside the congested Thimble Shoals Channel, where four major shipping routes merge, pilot boats zip around guiding freighters, and even an occasional submarine maneuvers. We made the turn around Cape Henry just after midnight, where a more favorable wind direction gave us a swift 9k sail down the Outer Banks. We reefed just before sunrise as wind gusted to 24k, and by the time we reached Cape Hatteras midday we found tall steep waves and rough conditions. Our windless forecast required us to make tracks, but it was a lumpy ride.



The water leapt to 85° as we entered the GS late afternoon. Contrary to weather routing advice to go east and sail perpendicular to the 3-4k of adverse GS current, we continued south. Going east meant sailing dead down wind and Gémeaux only does that well with the spinnaker, which we were not deploying in the dark with 14k of wind. Instead, we made the same 5k progress on a broad reach AND were going south—our ultimate desired direction. Wind eventually diminished and shifted behind, so we began motoring with just the port

engine to conserve fuel—a critical component of this passage.

Around 1:30am on day three, my eyelids began to droop and the captain woke and sent me to bed. At 5:30am, the captain let the cat outside. I retrieved the cat, terminated the captain's shift and sat on the top deck for a 360° view of the sky and sea, only now discernable with the first glimpse of daylight.

About this time, I began thinking about my unconfirmed diagnosis of something suspicious on my mammogram. I convinced myself it was nothing and decided to press on with the passage. If it was ultimately bad news, I would return to California. Still, the anxiety of not knowing sent me spiraling down a rabbit hole. Would this 20-year celebration of being a breast cancer survivor mark its evil return? Would this be the end of our sailing life? I busied myself with cleaning and forgot about cancer.

Winds freshened to 10-12k so we hoisted the gennaker and sailed downwind until nightfall, when wind fell to a whisper and we resumed our gentle motoring. PredictWind's fleet tracker, a doodling jumble of colored lines each assigned to a specific rally boat, kept us entertained. We noticed unusual jogs in tracks and speculated—why was this boat so far east? Was that boat south enough to avoid the next front? When my solo watch arrived, I switched from audio books to



SV Gemeaux
Shiera Brady & Allen Roberts





JOIN THE FUN

movies to stay awake. The captain and I later compared notes and I learned that, by comparison, he stays awake by overlaying weather and current models in Photoshop to assess the best routes and compare actual against predicted. Nearly the same, wouldn't you say?

Day four greeted us with calm seas, sapphire blue water, and 80° temperatures. We sailed downwind with the spinnaker in a steady 12-15k of wind, but made only 25 miles due to a 2k current in a cold-water eddy. Shift changes evolved from reviewing wind and nearby vessels to the captain simply collapsing in bed saying, It's your turn. I looked forward to my watches, eager to let him sleep and resume my binge-watching sitcoms. Engines would now remain on for the remaining 70 miles to Abaco, using 85 of our 124-gallon tank (+20 on deck). Later, we would learn other vessels arrived on fumes and one rally boat even delivered a jerry jug of fuel to another in the middle of the ocean.

Get in by Thursday evening, Chris Parker had said...before nasty weather hits. At daybreak on Thursday, we entered the narrow Man-o-War Cut, where relaxed seas, slack tide, and the sun behind us made it a nonevent. Friendly staff eased us into a slip at the Abaco Beach Resort just after 8am on this fifth and final day. Over the course of the next few days, all 20 boats destined for The Bahamas would make landfall. Each evening, we enjoyed sundowners at the poolside bar, forming friendships from our roots as colored tracking lines and sharing tales of our voyages...free of drama given the windless state of our passage. And I got a brief note from my doctor...*All good. Please return in April for follow up* ☺

A Covid Silver Lining

By Alex Helfand

Two years ago, this December, our family finalized an order for a Nautitech Open 40. We planned on a Spring 2021 completion and were excited to take delivery in France and sail in Europe for the summer with a November / December 2021 crossing to the Caribbean. But before we had even purchased our plane tickets, COVID and worldwide lockdowns happened.

An alternative plan was hatched with the goal of getting the boat to the States by June 2021. I agreed to sail the boat from LaRoche to Southampton England, with a seasoned captain, and then ship the boat as deck cargo, via a major boat transport provider to Baltimore, with final commissioning to be completed in Annapolis. This would allow me to be allowed entry into France, personally take delivery and enjoy a shake-down cruise of about five days.

But, with about 12 hours to go before my flight to France, I received an email that the shipping company had cancelled our shipping date. We searched for other shipping options and came up with nothing viable. And so, the dream of sailing my own boat across the Atlantic became "the plan".

I was fortunate that the delivery company I was working with specialized in providing qualified captains to deliver boats on their bottom across the Atlantic. I was introduced to a fantastic French captain whose background melded with mine (we both love to race) and who met my insurance companies' requirements and so, delivery plan S for Sail was put into action.

I had two weeks to finalize last minute details such as delivery/packing a new Code 0 and electronic gear to take on my flight to France, ensure that all post-delivery upgrades were finished, that the boat would be "ready" for hand off on my arrival and that transatlantic crossing insurance be secured.

With Covid test and much gear in hand, I left JFK on an almost empty flight. I arrived in France the morning of April 28. Immigration inquired about my one-way ticket to which I replied that I was delivering a boat back to the



SV Compass Rose





US, and as if that is an everyday occurrence, there were no more questions and I was allowed entry. After a long drive from Paris to La Rochelle (it was suggested that I not take the train and the food at highway rest stops made the trip worthwhile), I stepped aboard Compass Rose for the first time. I was both excited to see the boat we had been talking about or so long yet sad that my family was not with me.



Skipper and crew arrived the next day and we essentially had 48 hours to provision the boat and complete a final sea trial before our departure. We had a narrow weather window to exit the Bay of Biscay before a low came barreling through. We were a delivery team of 3 and we departed Friday evening, April 30th, from La Rochelle France, bound for Lanzarote, Canary Islands. Eight days and 1465 NM later, we completed a memorable first leg with visits from several schools of dolphins and periods of downwind surfing at 15plus Kts. Compass Rose handled the seas with ease, we melded well as a crew and we were confident that the next leg would be equally enjoyable.

We re-provisioned in Lanzarote for the next leg and had some time to take a rental car tour of the island, which is predominantly volcanic ash and rock. Our captain's language skills (French, English, Spanish and Portuguese) meant he was able to easily work with the local marine specialists and we were assured dock space in Las Palmas, Gran Canarias to allow the completion of warranty engine service and sort out an electrical issue before the crossing.

We had to wait a few days Las Palmas for the electrical specialist to work us into his schedule, but that gave me a chance to shop solo for additional boat gear and try my very broken Spanish. After satisfactory completion of all tasks, we left Las Palmas on Saturday May 5, at 1000 and bashed our way around the north end of the island to start our voyage West.

We had a great crossing from Gran Canarias to Newport RI and encountered only 3 days of "sporty" (aka rough) conditions that required two or three reefs. On June 5th at about 1 AM, 20.6 days and 3121 NM later, we arrived in Newport. The last 24 hours of the trip were harrowing with light wind and pea soup fog conditions, although it was a treat to "see" (on AIS only) the Bermuda 1-2 fleet heading out. My wife and a close family friend emerged out of the fog at the marina, but could only wave hello as we waited to be cleared by customs in the morning.

We spent a few days in Newport recuperating, enjoying the town and sorting out connecting my French boat to US shore power (just needed the right adapter). We especially enjoyed visits from SDSA Members Bob and Brenda Osborn, who introduced us to the special "tot" ceremony and Bennett Kashdan and his wife who welcomed us to Newport.

Three days later my wife, skipper crew and I sailed from Newport to Pelham NY and introduced Compass Rose to her float at the New York Athletic Club YC on June 8 at 0930. Happily, both captain and crew accessed COVID tests and vaccinations and were able to enjoy tourist time in NY before heading home to France. Of course, we all would have preferred that Covid hadn't caused (and continues to cause) worldwide havoc, but we were able to savor a memorable trip – and a dream come true—that happened, in large part, because of the pandemic.

Post Script: Since arriving in NY, Compass Rose has put another 1000 NM under her keel, participating in the Salty Dawg Down East Rally and cruising up and down parts of the NE Coast with plans to participate in the 2021 Salty Dawg Caribbean Rally.



Alex back with Ellen





Awards & Recognitions

Presidential Leadership Award

Hank George, Former President of SDSA



Incoming SDSA President Bob Osborn presents Outgoing President Hank George with the Presidential Leadership Award.

During our Caribbean Rally festivities in Hampton, Virginia, Hank George was acknowledged for his outstanding leadership activities during his four-year tenure as President of the Salty Dawg Sailing Association. Hank's term as President will be expiring in December and Bob Osborn has been approved by the Board of Directors as the next President.

We salute Hank George for his invaluable contributions to the Salty Dawg Sailing Association. Hank's leadership, dedication and organizational skills have led the



SDSA through a tremendous growth phase during challenging times. There isn't enough space to detail all of the accomplishments the SDSA has achieved under Hank's direction, but we can say that Hank can be credited for the leadership in assembling an organized and structured sailing association with a passionate set of volunteers to support our sailing community.

Hank has served as a leader, mentor and friend to many, and he has brought many people together to realize their sailing dreams. So, thank you Hank for your contributions to the SDSA and the sailing community!

See the Zoom presentation: [Hank's Award](#)

We salute Hank George for his gracious leadership of Sailors Helping Sailors - Salty Dawg Sailing Association

The Faithful and Meritorious Service Medal-Gold

Bob Osborn, Incoming President of SDSA



Paying it forward.

Sometimes there is a moment when you look back and say "so, this is where it has all been leading." For me, that moment happened recently in Antigua.

Sailing had always been a big part of Brenda's and my lives, beginning in the late 70s when we purchased our first boat, a tiny 20' Cape Cod catboat. Decades and many boats later and Brenda and I have cruised from eastern Maine,

south on the Intra Costal Waterway, four seasons in the Bahamas, several months cruising much of Cuba and most recently the eastern Caribbean, from the Virgin Islands south to Grenada.

Over the years we were mentored by many others that helped us find our way. This support inspired me to do what I could to "pay it forward," volunteering to help others as they transitioned from weekend sailing to cruising long distances, and the Salty Dawg Sailing Association has been central to that effort.





Six years ago, the rally changed its destination to Antigua following the devastation of the BVI by hurricane Irma in 2017, where I became very involved as port officer, responsible for the arrival of the fleet in Antigua, putting on dozens of events each season, celebrating the arrival of the fleet, most recently filling Nelson's Dockyard to near capacity.

A few days after my arrival in Antigua this year, Brenda and I were invited to go to St John, the capital of Antigua, to meet the Governor General, Sir Rodney Williams, the Queen's representative (yes that Queen) to

Antigua and Barbuda to be recognized for my work in bringing many boats to the island over the years.

Under the category of "I wasn't expecting this," I was awarded with a special medal, The Faithful and Meritorious Service Medal-Gold. I won't go into detail here except to say that to be recognized by someone who is referred to as "His Excellency" was quite an experience.

I wrote about this amazing day in one of my most recent blog posts, in a series of more than a thousand that I have written over more than 13 years, with too many to count about my time with the Dawgs. Follow this link:

[The best ataboy of all time!](#)

Quite simply, had it not been for the Salty Dawgs, I doubt that I would have ever headed south in the first place and discovered what I have grown to love about Antigua and the eastern Caribbean.

Yes, I am thrilled to be recognized in this way but it's safe to say that without all the Dawgs choosing to head to Antigua, there would not be anything to celebrate.

My sincere thanks to all the Dawgs that have helped put Antigua on the map for more cruisers than ever before.



Coming Events

Announcing Our New Webinars!

Increase your blue water knowledge by enrolling in our 2022 educational webinars.

Join us immediately after each session for an informal chat and social time with fellow participants. Can't make the live event? All webinars are recorded, and everyone who has registered will receive the link to review the recording.

Free for Salty Dawg members!

Non-members \$25 for the entire series or \$12 per webinar or join the SDSA to take advantage of all membership benefits including FREE webinar

[Register for Webinars](#)

January 7-2021 Caribbean Rally Weather Recap with Chris Parker

January 11-What to Look for in an Offshore Cruising Boat with Behan and Jamie Gifford

January 13-Cats Big and Small: Getting the Most from Your Cat Offshore with Gino Morrelli

January 18-Sails: Your Boat's Engine with Dave Flynn

January 20-So You Want to Buy a Boat with Josh McClean

January 25-Boat Insurance with Morgan Wells

January 27-Ask the Experts with our January Panelists



Cruising Photos from SV Odyssey



Water in the Fuel Tank



A Salty Dawg Dinghy Drift



Worth it!

Salty Dawg Ship's Store
 SDSA Members receive 20% off!
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 All with the Salty Dawg logo
www.SaltyDawgSailing.org/ships-store

Ships Store



[Please Support our Non-Profit Organization.](#)
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The Tale End

Member Equipment for Sale

We have just upgraded various systems on our boat and have used equipment for sale that could be very useful for the Caribbean Rally participants.

Contact jreschke1@gmail.com



Salty Dawg Volunteer Spotlight

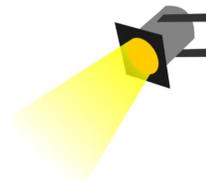
Tim Metcalf

Home Port: Detroit, Michigan

Boat: 1984 C&C 41 sloop on the Great Lakes

Volunteer Years: Since Day 1 of the SDSA!

Interests: Sailing, Marine Electronics, Woodworking, & SDSA



How do you volunteer with the Dawgs?

I am a Board member and Manager of Safety, Communications, and Tracking. My responsibilities include:

- *Reviewing key safety equipment carried by participants, in particular things such as fuel capacity and EPIRB registration
- *Reviewing and approving each participant's communications devices
- *Collecting participants' information required to communicate while offshore
- *Ensuring that each participant is on the Fleet Tracking Map
- *Recruiting technical support to give hands-on instruction on device usage
- *All aspects of Shore Coordination

Our Sponsor Highlights



Special thanks to [Hylas Yachts](#) for sponsoring the Salty Dawg Rendezvous at the Annapolis Yacht Club. This sold out event featured a beautiful venue, wonderful dinner, and an entertaining speaker - Bobby White from Sailing Doodles. Thanks to all who attended, especially our Salty Dawg volunteers who helped make the event another great success!



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BLUE POWER

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switches, battery monitors and more.



BODY GLOVE

Inspired by all things water, California lifeguards and watermen Bill and Bob Meistrell constructed the first function wetsuit, the "body glove." Now, with decades of product innovations and the philosophy of doing what you love, [Body Glove](#) remains dedicated to supporting people's passions in and out of the water.



[PredictWind](#) provides the top ranked forecast models globally. These leading models are only available through PredictWind, giving unparalleled weather data. For High Resolution coastal forecasts the PWG & PWE proprietary

models offer unparalleled forecast accuracy, complemented by the regional NAM, HRRR, and AROME models.



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Thank You for Your Participation!



Instagram



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