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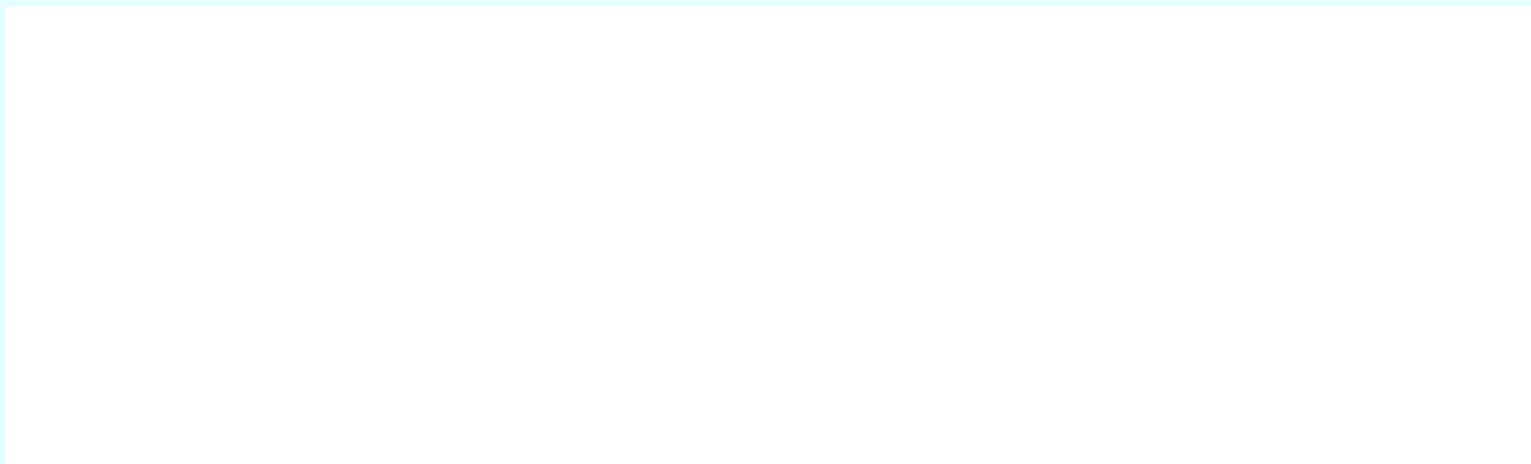
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Dinghy Drift

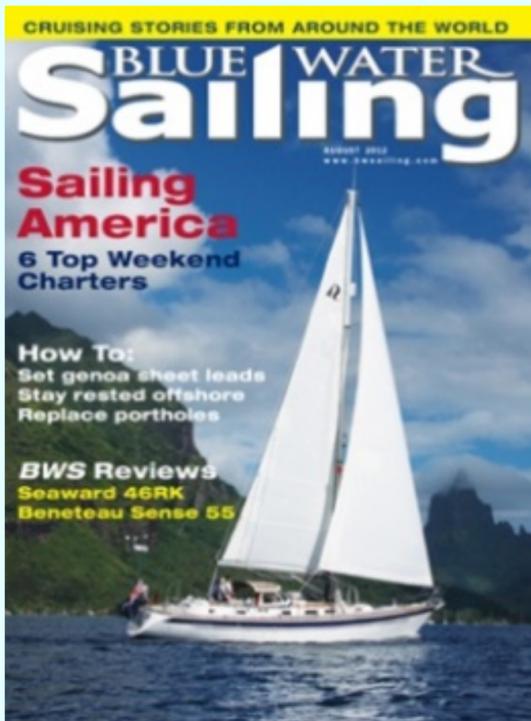
Dawg Tales

Number 2 -- April- May 2015





Salty Dawg Rally Founding Sponsors



Words from the Helm

It is hard to believe that in just a short time, we will be leaving the islands to head North for another summer! We have enjoyed reading the posts and blogs from all of you this past winter. It has been wonderful to see how many of the Dawgs are gathering for Happy Hours in harbors all up and down the island chain. Looks like everyone has had a fantastic winter. We know that friendships were made as Dawgs that will last a lifetime!

We have been extremely busy this winter putting a new system on our website for Registration, Membership, etc. Those of you who have signed up for the Spring Rally will have noticed the differences. We have also been working hard setting up an online store, which will be up and running soon! Check the website often. Now you will be able to purchase hats, shirts, etc. anytime. We use the word "We" rather loosely and should give credit where credit belongs! Tatja has been doing the majority of the work! Our hats off to her. We can't thank her enough.

Most of you have noticed that there are changes going on with BVI Customs and Immigration. The amount being charged seems to change from day to day and port to port. We know this has been extremely frustrating. Bill has been involved with the BVI Government and I have been involved with BVI Tourism to figure out what is going on. Right now, Soper's Hole seems to be charging boats \$20 entry fee, while other ports are still charging \$1 per foot. As soon as we hear anything official, we will post it on our [website](#) and also on our [Facebook Page](#). We have passed on anything we have heard from our participants to the appropriate people in the BVI Government and BVI Tourism.

Summer will be here before you know it. Mark your calendar for our Annual 4th of July Celebration in Bristol, RI, which hosts the longest running 4th of July Celebration in the Country. Check out their [website](#) for details. There are free concerts for two weeks prior to the 4th. We will have lobsters and steamers, a barbecue and a clambake. Look at our [events](#) page on the Salty Dawg Rally website for all the details. If you are planning on being in New England this summer, you won't want to miss this. The Ocean Cruising Club (OCC) is planning on joining us on July 4th to watch the parade. Come and celebrate with us from July 2-4, under the tent at our friend Mary's house!

*Have a great summer,
Linda, Bill and Zoe*

Accolades...



The Salty Dawg Rally applauds the crew of *Continuum*, Fall 2013 SDR participants, for their heroic efforts in assisting fellow cruisers in the Pacific. According to a message they sent out on 4/8/15 they found "*Nirvana Now*, at 9am in difficult seas and brought on board 2 new passengers, Randy and Dawn". Learn more [here](#).

On the Horizon




Bamboushay Pottery Road Town Store
 Art Studio & Flagship Store 109 Main Street
 Nanny Cay, Tortola Road Town, Tortola
 284.494.0393 284.494.7752



BVI Painters, Nanny Cay, Tortola, BVI.

BVI (+1)(284) 494 4365

email: picasso@surfbvi.com



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North Sound

The next event for the Salty Dawgs is the Spring Rally when we sail north to various locations. See all of the details on the [SDR events page](#) but as a heads up the current schedule is:

May 1 - Assemble in North Sound at the Bitter End Yacht Club and enjoy free moorings until May 12, happy hours, a scavenger hunt and other activities. See [Benefits](#) page for details about BEYC benefits that SDR members get.

May 6 - We'll be at Leverick Bay to watch Michael Beans perform on the beach

May 8 - Enjoy "**ALL YOU CAN EAT BARBEQUE**" at Leverick Bay and watch the Mocko Jumbies.

May 11 - Departure Dinner at the Bitter End Yacht Club

May 12 - Head for departure location in Nanny Cay

May 13 - Chris Parker starts live weather broadcasts, evening event at Nanny Cay

May 14 - Evening event at Nanny Cay

May 16 - The Dawgs will depart from the BVI to head north to various locations on the US East Coast and Bermuda, weather permitting.

NOTE: [Register](#) for the Rally and participate free. If you join the Salty Dawg Spring Rally as a [Member](#) you will be eligible for added [benefits](#).

Want to join now and enjoy the benefits? First register for the Spring Rally, join as a member and then send an email to linda@saltydawgrally.org for instructions on where to get your burgee and start enjoying the benefits of membership.

The Crew

Working behind the scenes for the Salty Dawg Rally is the Board of Directors. The Board Members stay ultra-busy as the Salty Dawg Rally continues to grow and prosper. They rely on the wisdom and vast experience of the members of the Rally to continue the extraordinary growth the Rally has experienced. The Board Members are:

Bill Knowles: President & Chairman of Development Committee

Linda Knowles: Vice President & Chairman of Rally Management Committee

George Day: Treasurer

Patrick O'Donnell: Chairman of Education Committee

Ron Marchman: Rally Management

Hank George: Chairman of Communications Committee

OFFSHORE PASSAGE
OPPORTUNITIES

www.sailopo.com

Volunteer Opportunities

The Board Members of the Salty Dawg Rally encourage you to Get Involved!

The SDR offers you a number of unique and challenging volunteer opportunities to support the SDR committees. Rewarding and FUN experiences, the opportunity to connect with others are key results of volunteering! Here are opportunities within a number of committees where volunteers would be appreciated.

- **Development** - Working with current sponsors and attracting new sponsors
- **Communications** - Website content, Facebook, Media experience -help prepare articles for publication and work with the SDR Facebook page to make postings etc.
- **Facebook Call-out to all Salty Dawgs:** Share your fun! Need pictures of your impromptu gatherings in your cockpit, on the beach, the local bar or restaurant, etc. Send along with a caption to Lisa Smith at svchasseur@gmail.com and you will see it all in print in the next issue of Dawg Tales!!
- **Education** - Supporting seminars for the Rally.
- **Event Management** - Each Rally needs support from cradle to grave: seminars, boat shows, Rally events, parties, management of crew lists, net controllers while on Passage, etc.
- **Membership** - Support plans to increase membership
- **Newsletter** - Want to help find interesting and fun items for Dawg Tales
- **Rally Management** - Support necessary details of all passage events
- **Merchandising** - Help sell SDR items (shirts, hats, etc.) at boat shows, Rally events, etc.

NOTE: To become a volunteer send us an e-mail at volunteer@saltydawgrally.org.

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SAIL DESIGN GROUP

West Marine
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Signs of Dawgs Everywhere



Look for the SDR sticker on the phone booth at Leverick.



Crawl Pub, BEYC



Beans Stage at Leverick

Dawg Gatherings



Kalani and Bon Bini in Deshaies



Jam Session aboard
Blue Sky



Flash enjoying Bonaire



sv ANAHATA captured by sv Sea Tiger

SALTY DAWG SPRING RALLY!

RALLY DATE: 16 May 2015

REGISTRATION: Sign up now on the [Registration](#) page.

DEPARTS: From BVIs to various locations on the US East Coast and Bermuda; For more info on the Rally go to [2015 Spring Rally](#) .

JOIN AS A MEMBER: Join on the website, link to [Membership](#)

SDR Membership Update

Membership in the Salty Dawg Rally is constantly growing! And we anticipate even more growth as the success of the Rally gets around the sailing community! The grape vine is alive and well and we rely on it! All of the information pertinent to membership is on the SDR website and is constantly updated as benefits expand. Membership money enables the Rally to pay for our Web Designer,

accounting firm, lawyers, etc.

We ask each of you to **Spread the Word!!** Yes, we need your help! A personal recommendation to join is a powerful thing. It would be great if all Salty Dawgs, when meeting fellow sailors who are not Salty Dawgs, would talk about the Rally and recommend these fellow sailors join and participate in the Spring Rally returning to the US. Or they may have interest in the Fall Rally from the Chesapeake to the Eastern Caribbean or Bahamas. New members are always needed to keep all of these activities healthy.

Member Benefits:

Behind the scenes members of the SDR Board of Directors are working to add on new sponsors and expand the benefits to the SDR sailors and it is working! We are proud of all the benefits we can offer our members due to membership and sponsorship support.

[Members Benefits](#)

Sponsors:

The Rally has many sponsors some of whom, in our first year, became the founding sponsors. These sponsors continue to support the Rally and its participants. See the logos of all founding sponsors in this newsletter and see the website to note ALL of our sponsors. Keep in mind, this newsletter is for our sponsors too. We cordially invite all our sponsors to send us an informative article to be incorporated into our newsletter. Please contact us if you know of a sponsor that you would like to recommend. See ALL Salty Dawg Rally Sponsors on this web site: [SDR Sponsors](#)

Seminars:

Our Rally Seminars have been extremely successful to date and we want to continue the trend. They are successful because of the diversity of the subjects, the method in which the information is presented, and the interest shown by those who attend. The Seminars are for all Blue Water Sailors. If you have a topic that would provide interesting, educational information for a seminar, let us know!



Dawgs exploring a spice market in Pointe-a-Pitre



Kalani and Kalunamoo at Sint Maarten YC



Full moon party, Jost van Dyke



Dawgs @ Lagoonies



Mike on *Glory* longing for the other half

Dawg's Log



Sailing in Sargassum everywhere

Sargassum Blues

Each *Dawg Tales* issue will share the experiences of our Salty Dawgs. There are many "tales" to be told. We want to capture as many of your stories, events and adventures as we can. We urge you to share!

by Bill Woodroffe, s/v *Kalunamoo*

We saw huge clumps (rafts, islands, clods??) sailing down from Hampton to the BVI's in



My Way and Oystermist on Chasseur



Sapphire and Il Sogno bracing for a squall



Spring Dawgs will be hanging out here soon



Nigel is ready for Happy Hour in St. Marten

November. It prevented any serious trolling as the lure would be constantly fouled by this sea weed. And weed it is!

When we were in the BVI's, the weed had already invaded many beaches since the previous year. At Trellis Bay, back hoes were needed to clear the beach for their monthly Full Moon party. Sailing down island, we continued to see the weed between islands and in harbors and beaches. The people we talked to confirmed that it has not been as invasive as this for years.

Other than the trolling problem, it has not bothered us that much. If it accumulates on the beach and starts to rot, there is a distinct smell that cannot be considered the Romantic Caribbean Beach Aroma (that usually involves rum). You cannot dinghy thru it as it will quickly bog down the motor. It did not stop *Kalunamoo* at all, even when motoring thru large patches of it. Until yesterday.

We motor sailed from Anse Mitan south to Pointe du Diamant with an easterly breeze (and squalls) to the southwestern corner of Martinique. We then turned east, directly into headwinds of 15-20 knots to go the 10 miles to Ste Anne. Going around the "corner" of any of these big islands compresses the trade winds, seas and currents and is not unlike going around Cape Horn. Well, not as bad, but you get the picture. A large rock pinnacle, Rocher du Diamant (BTW- the French have a word for everything. Unfortunately it is not in English) is also off the corner. And some shoals.

Well, to make a long story short, we dropped our sails to motor the 10 miles upwind against wind, tide, and current to try and pass the Rocher quickly. I noted that our speed dropped from about 5 knots to 3. Maureen noted that the engine noise changed (not a good sign) and that we were going nowhere fast. Our speed dropped to about one knot and I knew something was wrong. I quickly checked the engine which seemed ok, no smoking transmission; checked the propeller shaft, still turning at speed. I could not understand what the problem was. Did we still have a propeller? In any case we unfurled the jib which gave us steering ability and then raised the main to keep us off the Rocher.

We called our friends on *Wahoo*, who were sailing with us and told them that we will eventually get to Ste, Anne but we will be tacking back and forth. Roy suggested that the prop may be fouled and try to put it in reverse to clear it. I did try that and it seemed to work, sort of. We continued tacking and did get to Ste. Anne and anchored off the town. The motor was working so as a squall came by we were able to motor to the anchorage. I dove to check the prop and sure enough a clump of weed was around the hub.

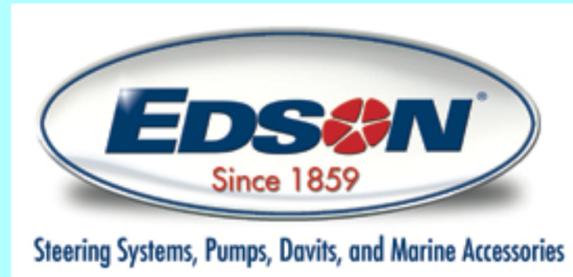
I still cannot understand how the prop became so fouled. We motored and sailed through larger clumps of this stuff without a problem. I can only imagine that the turbulence around the Rocher churned the weed so it was deep in the water column (our prop is about 4 feet below the surface) and fouled the prop. Other than that I can only remember what Mark Twain once said, "It is un-American; it's French!"

Related Articles:

<http://america.aljazeera.com/articles/2014/7/2/seaweed-invasiongulf.html>

<http://mission-blue.org/2014/10/sargassum-inundates-the-beaches-of-the-caribbean/>

Ask the Experts



SALTY DAWG RALLY SAFETY CHECK

So, you are headed north soon! Check these steering components before you go.

by Will Keene from Edson International; will@edsonintl.com

1. Make sure your steering cables are properly tensioned before you go. There should be no "sag" in the lazy cable when the rudder is turned and held hard against the rudder stop on both the port and starboard sides. If so, tension them up to eliminate sag in the lazy wire. Tension both sides evenly. Inspect wire for broken strands and replace if any found.
2. Inspect your steering chain carefully for signs of crevice corrosion. All S.S. suffers from crevice corrosion in the harsh salt environment of the Caribbean. If you see any signs of rust on your steering chain, replace it. Rust will typically show up first on the link plates where the pins are peened over. If there is rust around the peened over pin heads, replace your chain. Why? Because the rust will prevent the chain from rolling over the sprocket and when you try and force it over the sprocket using that big, round crow bar called a steering wheel, you will fracture the link plate on the roller chain, which will cause your steering system to fail. If your chain is in good shape, don't forget to lubricate it with #30 motor oil.



Focus Your Binoculars On Seabirds for the "SeaBC" Sea Bird Count



Please contribute to the "SeaBC" Sea Bird Count! The SeaBC was created to raise awareness among long-distance boaters from around the world to record their seabird observations. All data goes to eBird (www.ebird.org), a worldwide resource for scientists and conservation groups.

You don't need to be an expert to participate! We're encouraging mariners to simply take digital photos of birds seen en route and note the latitude-longitude. We'll help you identify and report them to eBird. We also have materials for kids aboard to participate.

More information is available at www.birdingaboard.org, where you can share your questions, photographs, and experiences with other birders aboard.

Please join the count and contribute much-needed information about pelagic birds. You are the "eyes on the water" for seabird conservation!

Diana Doyle
Founder, SeaBC Sea Bird Count



More reasons Dawgs spend the

3. Practice sailing your boat under auto-pilot. If your auto-pilot is installed on an independent tiller arm, this gives you an "electronic emergency tiller". Think of your auto-pilot in these terms. Make sure your rudder can be freely moved before engaging the auto-pilot. If something is jammed between the rudder and hull or within the components of the steering it will prevent the rudder from turning. If the steering is jammed you must free up the rudder before engaging the auto-pilot system. You will burn out the auto? pilot if the steering is jammed .

Have a safe and enjoyable journey .

PS: Go on line and go through Edson's steering inspection checklist for a comprehensive steering inspection prior to going offshore.



Satellite wi-fi product offerings are all the buzz these days...

by Jeff Thomassen from OCENS; jeff@OCENS.com

Most of us are familiar with, and have used, My-Fi hotspots, tethered cell phones and the like while at home or traveling around. It seems like it is about time that the satellite companies have come around and made this technology available for us to use offshore... and at prices that are more inline with our cellular plans... right?

GREAT NEWS! Iridium, Inmarsat, and Globalstar all now have Wi-Fi enabled devices that work with your smartphone and/or computer to give you nearly global phone service... and in most cases data as well! What... "in most cases"? As you might expect, that new satellite Wi-Fi device just may be too good to be true. While these new devices sound great in theory, and in marketing - we need to take a closer look at what these really are and what they are really capable of.

Let's start with the Iridium GO! This is a nice, very compact and portable, device. There is very little to the unit itself. It has a small antenna that rotates up, doing double duty as the power switch. It has inputs for an optional auxiliary antenna and a mini USB port for power only, and an SOS button to quickly send a position report to emergency contacts. There is a small screen for viewing the terminals status such as signal strength, battery strength, and call status but it does have a rather cumbersome menu system and only two buttons for navigating that interface.

The primary control is done via the Iridium GO! app that you must have installed on your iOS or Android device. This app is required for making voice calls or sending SMS messages. Connection between the Iridium GO device and your smart phone is done via Wi-Fi, but just because this connection is Wi-Fi, it does not mean that you are also getting a open data connection for your device to use.

You will need dedicated apps and services for such things as email or weather. These 3rd party apps are required to have been approved by Iridium to support the functionality of the GO, have the coding to start and stop the data calls and ideally provide managed data services to make the most of the still only 2400 baud data connection. Now I know the marketing says that "Now you can now use your Smartphone anywhere in the world." While that is technically true... The Iridium network is only capable of data speeds up to 2400 baud (or 17 KBpm - another way to look at this is one 17KB file will take 1 minute to download). This is not fast enough for you to connect your smartphone and be able to do what you normally do or fast enough to use the standard apps or other services that you most likely have on your phone.

Next up is the Globalstar Sat-Fi. This is very similar to the Iridium GO in overall functionality and limitations but is ever so slightly different. First, the hardware is not as compact. You have a box that is inside the vessel, antenna cables and a remote antenna that you have to mount outside. The unit requires a 12vdc power hookup as it does not have an internal battery. The only user interface on the device is a single round power button with an LED indicator. Like the other device, you must have the Sat-Fi app installed on your smartphone for making calls and sending SMS. You also will need additional apps and services for things like email and weather.

What really sets the Globalstar device apart from the Iridium is that the Globalstar network supports data speeds up to 9600 baud (or about 50KB per minute). This is quite an improvement over the other network but still not enough to browse the web or use the standard apps on your device.

Lastly, Inmarsat has a new terminal out called the IsatHub. This is a small, portable device, about the

winter in the Caribbean...



Michael Beans show



BEYC



Leverick Bay



Phillipsburg, Sint Maarten

size of a mini laptop, that you would set up on a table outside and point at the closest Inmarsat satellite. This also has apps that you will need to have installed for making calls like the others but with this service you can get data speeds up to 240kbps! Not quite what you have at home with your cable modem but faster than dialup and fast enough to actually use your full device and its native apps. You do however need to keep in mind that you are paying per megabyte for your data via the Inmarsat network and the IsatHub rates run around \$6 per megabyte depending on the exact plan you go with.

This is by no means an exhaustive comparison of these new devices but hopefully will give you a more realistic starting point of how these devices might fit into your overall communications plan.



Chris Parker's Weather Primer for the Trip North

by Chris Parker from Marine Weather Center; chris@mwxc.com

E CARIBBEAN TRADES:

We've enjoyed (and at times endured) E-component Trade Winds this Winter. Our Trades are driven by relatively-higher pressures which tend to lie between 25N-40N Latitude.

This area of relatively-higher pressures takes different forms, including an often-persistent Azores-Bermuda HI, or a weaker/flatter RIDGE which may tend to lie a bit farther S than Azores-Bermuda.

WEATHER PATTERNS:

In many weather patterns, this HI/RIDGE will tend to gradually settle S-ward and decay over time, then is either strengthened or re-formed by the next HI following a ColdFRONT exiting US E Coast.

In this sort of pattern (which we have seen the last half of March and into early April) our E Caribbean Trades tend to strengthen from an ENE direction (as the new HI exiting US E Coast builds pressures N of E Caribbean)...then we see gradual moderation as direction of our Trades veers E<ESE. Then building again from ENE with the next HI.

In other patterns, strong upper-air support maintains or even strengthens a HI N of E Caribbean. In this sort of a pattern, (which we endured a few times this Winter - most recently from mid-February into mid-March) we see relentless mostly ENE-E Trades and large, relentless seas, often for a month or more without a break.

There are many variations of these two patterns, with different locations/strengths of the area of higher pressure N of E Caribbean, and any pattern or variation can occur at any time of the year.

You may have heard of the "Christmas Winds". This simply refers to relentlessly-strong E-component Trades, driven by persistent/strong HI in Atlantic N of E Caribbean. You may remember just after you reached E Caribbean in November, I said the "2014 Christmas Winds" were instead the "Thanksgiving Winds".

Back in 2004, what may have been the strongest winds all Winter occurred in May (for about 4-5 weeks from early May thru the end of the 1st week in June), with relentless near-GALE NE-E Trades from the Bahamas thru E Caribbean, and STORM FORCE winds off Colombia.

HEADING NORTH:

FALL (October-December) can be a difficult time to move South, from US E Coast to E Caribbean. Strong ColdFRONTS packing early-season Arctic blasts of cold air move over still-warm waters off US E Coast, creating rapidly-intensifying and often severe weather.

The stronger the HI pressure systems between ColdFRONTS, the stronger the winds tend to be between ColdFRONTS.

Stalling ColdFRONTS can linger/fester, and occasionally develop late-season Tropical Storms or Hurricanes along stalled/festering FRONTS.

SPRING (April-June) is usually not as challenging for North-bound travel. Although ColdFRONTS (some of them strong, but generally not as bitterly cold) still exit US E Coast into W Atlantic waters, they move over relatively-cooler Atlantic waters, which lack as much fuel to support severe weather as warm waters in Fall.



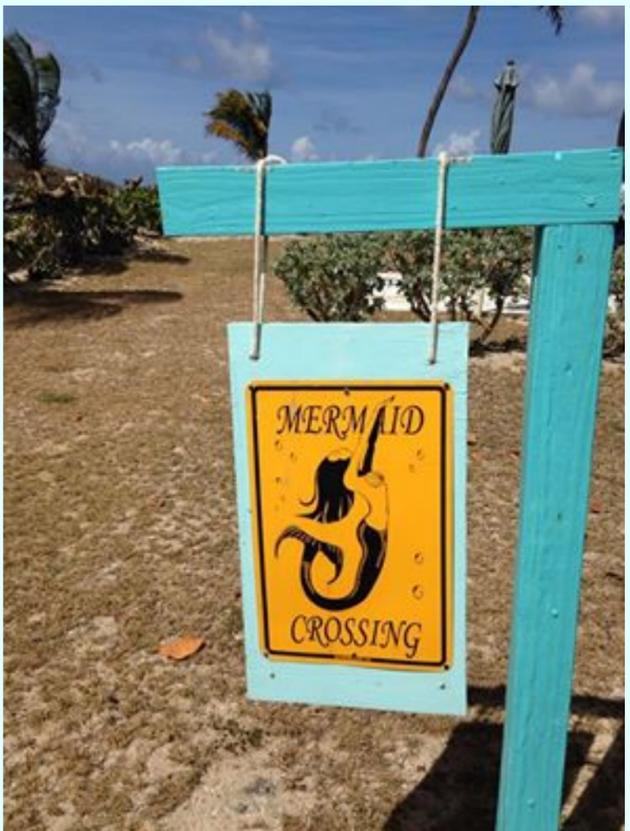
Sarafina's French Bakery in Marigot, St. Martin



Sign at St. Croix restaurant



Diving in Bonaire



But Spring has its challenges:

On average, during a 30 year period, we see about 10 or 11 Tropical Storms or Hurricanes in the month of May. These tend to develop along stalled/festering ColdFRONTS. So, on our trip North, I'll continuously probe stalled ColdFRONTS for early hints of Tropical LO formation.

It is likely I'll identify areas which have potential to develop into Tropical LO (Tropical Depression / Tropical Storm / Hurricane) systems. Do not let this freak you out. I'll try to convey:

- how much risk of development there is
- timing of any possible development
- plausible tracks any system might take
- and I'll offer least-risk routing solutions

Even if it does not spawn a Tropical LO, a stalling/festering ColdFRONT can generate nasty squalls and thunderstorms. It is often best to cross a stalled FRONT perpendicular to its axis (you'll cross the FRONT most quickly this way).

The shape of the area of high pressure N of E Caribbean is also important. Almost all vessels carry sufficient fuel to motor 100 miles across a narrow wind-less RIDGE. Sometimes there is even a steady flow of air across a RIDGE, so vessels able to sail in light air might cross some RIDGES without motoring.

But a broad RIDGE may support a completely windless area many hundreds of miles across (often from S-to-N), and a thousand miles along the axis of RIDGE (often from E-to-W).

RIDGEs also may shift from N-to-S or from S-to-N over time. N-bound vessels should try to time transit of a RIDGE when it is relatively-narrow and shifting S.

In general, our Trade Winds on the S side of the RIDGE/HI (from the E Caribbean until you approach the RIDGE/HI) blow from E-SE, with velocity decreasing the closer you get to RIDGE/HI. Wind on N side of RIDGE/HI typically blows from SW-W, with velocity increasing the farther you sail away from RIDGE/HI.

If you are not accompanying the Salty Dawgs home in May, you might consider a voyage from E Caribbean to the US in June or even July. During June-July the Azores-Bermuda HI/RIDGE is often more-persistent and farther N, often allowing vessels to sail all the way from E Caribbean to the US Coast without having to traverse the windless RIDGE/HI.

Although your risk of encountering a Tropical LO increases in June and more so in July, my long-range risk assessment is pretty good, so you should know before you depart whether (and roughly when and where) there's a risk you might encounter a Tropical LO.

I look forward to working with the Salty Dawgs again on your trek North in May.

In The Galley



Easy English Cottage Pie

Recipe by Joy Smith, sv *Joy for All*

Serving Size : 6

- 1 Tbs olive oil
- 1 clove garlic, minced
- 1 yellow onion, diced
- 1 1/2 lbs ground sirloin
- 1 tsp salt

- 1/8 tsp black pepper
- 2 cups frozen mixed vegetables, thawed
- 1/4 tsp cinnamon
- 1 Tbs dried parsley or 3 tablespoons chopped fresh
- 1 tsp dried basil or 1 tablespoon chopped fresh
- 1/4 tsp oregano
- 2 Tbs catsup
- 2 containers Country Kitchen brand prepared-- mashed potatoes, heated and stirred
- 1/4 cup shredded cheddar cheese.

1. Preheat oven to 400 degrees and set aside a 9 x 12 x 2 inch casseroles dish. Heat the oil in a large skillet on medium heat, add the onion and garlic, saut? briefly, then cover and cook until onions are soft. Crumble in the ground beef, salt and pepper. Saut? uncovered until beef is cooked. Drain fat from mixture and return to pan. Stir in the cinnamon, parsley, basil, and oregano, and then add the vegetables. Mix well.

2. Pour into casserole; dish and top with mashed potatoes and cheese. Bake until mixture is heated through and potatoes are browned. (Cover for first 20 minutes).



***Dawg Tales* needs your input!**



Many thanks to *Chasseur, Flash, Charmed Life, Glory, and Kalunamoo* for making contributions to this edition.

To make our newsletter a success we need your input! Please send suggestions, articles, pictures, etc. to newsletter@saltydawgrally.org.

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