



*Salty Dawg Rally™*



*Thanksgiving in the BVIs - November 2014.*

# ***Dawg Tales***

*February-March 2015*

***Dawg Tales Dedicated to all Salty Dawgs.....***

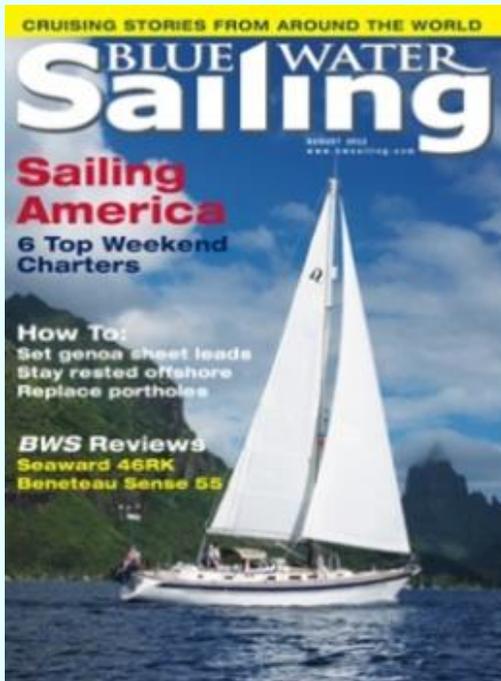
**Salty Dawg Rally Founding  
Sponsors**



**Bitter End Yacht Club**



***November In The Sun***



## ***Words from the Helm***

Welcome to Dawg Tales, the official newsletter of the Salty Dawg Rally! Nancy O'Malley, Editor and Publisher of Dawg Tales along with input from the staff and you, will produce the newsletter every other month to keep you up to date on all the latest news from and about the Dawgs and the Rally!

The Rally has grown beyond our wildest dreams!! It is because of the support of all of you and all our Sponsors that have helped us achieve this remarkable



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adventure. Without you, we wouldn't be here today. Never did we think that sailing to the Caribbean with a few friends would turn into the largest Rally in the United States. Over the past 3 1/2 years, 340 boats have participated in the Fall and Spring Rallies. Sponsors took notice. Benefits grew. A membership was formed. Our first newsletter is issued and we are working on a database to streamline the workload. And this is just the beginning.

This year, in addition to the Seminars in Annapolis and Hampton, we will be adding a day of Seminars in Newport, Wednesday, September 16, the day before the opening of the Newport International Boat Show. Even Salty Dawgs can learn new tricks.

Over the past few years we learned the importance of more than one form of communication, the value of extra fuel on board, as evidenced by this Fall's Rally, the fun of Happy Hours, and much more. We have learned to become friends and we know that some of you have made friendships that will last a lifetime. We hope we have created much more than a Rally. We hear stories of sun downers up and down the island chain and even into the Pacific with Dawgs meeting in every port. The camaraderie shared among the Dawgs is the biggest benefit of all.

As we reflect on the past years, all we can say is: "What a Ride!" [Salty Dawg Rally](#)

*Thank you all so much,  
Linda, Bill and Zoe*

## ***On The Horizon***

The next BIG BIG event for the Salty Dawgs is the Spring Rally when we sail north to various locations. See all of the details on the SDR website but as a Heads Up the current schedule is:



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### *Life at the Bitter End*

**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. Flyer coming soon with all the benefits while at the BEYC.

**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

**May 16** - The Dawgs will depart from the BVI to head north to various locations on the US East Coast and Bermuda, weather permitting. Registration for Spring Rally will be available starting the second week of February 2015.

Want to join now and enjoy the benefits? Join as a member and then send an email to [Linda@saltydawgrally.org](mailto:Linda@saltydawgrally.org) to see where to get your burgee and start enjoying the benefits of membership.



**All Salty Dawgs: PLEASE Remember!**

**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 as explained on the website under benefits. [Spring Rally](#)



## 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
- Nancy O'Malley:** Secretary to the Board, Membership Chairman, Newsletter

## 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](mailto: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 an email to:  
[volunteer@saltydawgrally.org](mailto:volunteer@saltydawgrally.org)

### ***Website and link***

The Salty Dawg Rally website continues to inform you of ALL activities and Events. We urge all of you to view the website often so you do not miss current updates. You can learn about the Rally on the site and gather: Rally info, members and membership benefits, seamanship advice, events, testimonials, learn more about getting involved and see contact info. This Link will take you there! [Salty Dawg Rally](#)



**The Salty Dawg Gallery**

**The Dawg House - Hampton  
VA**



*Archangel*

## **SALTY DAWG SPRING RALLY!**

### **RALLY DATE:**

**16 May 2015**

**REGISTRATION:** Opens 2nd week in Feb 2015

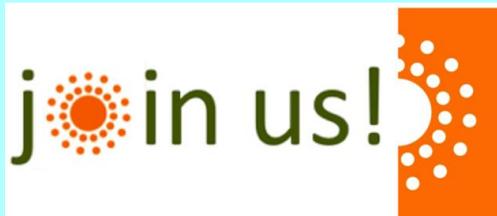
**DEPARTS:** From BVIs to various locations on the US East Coast and Bermuda; For more info on the Rally and how to become a member go to [Membership](#)

**JOIN AS A MEMBER!!!** Join on the website [Membership](#)



**Seminars - Coast Guard Demo**

## ***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 rely on it! Currently there are 146 Rally members and 16 supporting members. 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, database 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!



**Iguana Head, Guana Island**

## ***Dawg's Log***

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! For our first issue we present the following from Hank George.

**BVI Gems by Hank George, sv Flash**

***"Avoid the crowd. Do your own thinking independently. Be the chess player, not the chess piece." - Ralph Charell***

The British Virgin Islands have many features that attract sailors, and the island group is widely recognized as one of the best in the world. With islands strung parallel in a NE to SW direction a few miles apart creating the naturally protected Sir Francis Drake Channel, cruisers have numerous options for sailing. One can crisscross the channel with short, half day sails to a pleasant lunch stop, and then enjoy an afternoon sail of an hour or two to

**Salty Dawgs????**





## On The Way Nov 2014



the evening stop. Clear water for great snorkeling, mountainous islands for dramatic views, beautiful sunsets, plenty of beach bars and open-air informal dining opportunities - it is easy to fill a week or several months exploring the area.

When Salty Dawgs arrive in early to mid-November the archipelago is lightly populated with cruisers and vacationers. It is a good time to visit those well-noted spots in all the cruise guides - the Baths, the Indians, Marina Cay, Foxy's, White Bay - and the Soggy Dollar Bar, the Bubbly Pool, Cane Garden Bay, North Sound, the Dogs, Cooper Island, the wreck of the Rhone, The Bight, and the Anegada and on and on. But, what about later in the season when all those charter boats fill the mooring fields in these areas, and the excursion boats bring vacationers from ships and resorts on Tortola. The well-noted spots become quite crowded. Are you looking for the less-travelled path? Here are some anchorages Salty Dawgs can add to their winter cruising of the British Virgin Islands to avoid the crowds.

### **Virgin Gorda:**

**Eustatia Sound:** Take your boat into the Sound from North Sound, along Saba Rock or from the north passing west of Eustatia Island. Do this in good light to avoid the easily spotted reefs and shallow water. Anchor SW or W of Eustatia Island in good sand, or west of the northern or southern half of Eustatia Reef, or in Deep Bay. Snorkeling behind the reef is excellent. If you tie your dinghy to the mooring behind the north half of Eustatia reef, some old canon barrels are visible just east of the mooring. Long Bay, South of Mountain Point - Tuck up into the notch SE of Mountain Point, and anchor in 24 feet. This anchorage has a nice beach, good snorkeling just south of the anchorage and at Mountain Point, a great view of Sir Francis Drake channel to the west, and excellent island silhouette sunsets.

**Savannah Bay:** Located on the west coast of Virgin Gorda, above Spanish Town. Enter at the south end of the bay, keeping the reef to your port side, and staying well off Blowing Point. Once past the off-lying reef, turn NE to stay between the reef extending out from shore and the off-lying reef. Anchor in sand, and be careful to avoid coral heads sprinkling the Bay. Some sand bores allow access to a beautiful beach, with great snorkeling along the reef just off the beach. We've seen plenty of lobster, stingrays, squadrons of squid, and many varieties of reef fish here.

### **Tortola:**

**Buck Island:** Off Hodges Creek and Maya Cove. This is a nice anchorage with great views across Sir Francis Drake Channel. Anchor toward the sand beach on Buck Island, being careful to find sand and avoid large patches of sea-grass. When winds are to the SE, this anchorage is a bit exposed.

**Bluff Bay, Beef Island:** When winds are to the ENE or NE, this can be a good anchorage. Passing ferry boats provide a bit of wake, but other than that this



is usually fine. Anchor along the south shore of Beef Island in the area shown on the charts as Bluff Bay. Come straight in to Bluff Bay, or anchor outside the reef and rock line. The curve of Beef Island provides protection, and you are out of the flight paths for Beef Island Airport. From here you have a panoramic view of Sir Francis Drake Channel.

Cooper Island: Haulovers Bay - At Cooper Island you can pass by the boats on moorings, and go south around Cistern Point to Haulovers Bay. Anchor in the lee of the notch on the island that splits the two halves of the island. The wind will funnel through here - it keeps the bugs off.  
Peter Island

### **Peter Island:**

Deadman's Bay: Tuck up as close as you can in the SE corner of the bay inside Cabey Pt. and anchor in sand. Good snorkeling is found at Cabey Pt. and along the SW shore of the bay. Deadman's Bay Beach Bar is open to cruisers.

Little Harbour: You won't exactly be by yourself, as off-duty crewed charters hang out here, but you get away from the charter crowd. Drop a hook and back stern to shore in the NE corner of the bay, or along the S shore. Take a line to shore with the dinghy or snorkel gear and tie to a large boulder or tree. You'll have attractive close-in views of island vegetation and rock scenery off your stern.



The BVIs



*Photo is Key Cay*



**Key Cay:** This small anchorage is at the SW corner of Peter Island at Key Pt. Come in with the sun high or after noon, passing between the clearly shallow bars north and south of the anchorage. There is room for 3 or 4 boats at most, but you are often on your own. A neat short hike and great view can be had from the hill NE of the anchorage, accessed from the gravel and sand beach. Photo is Key Cay 2007.

**White Bay:** On the S side of Peter I. Eyeball your way in to the NE corner of the Bay, and anchor in 25 to 30 feet. You are often back-winded here, so drop the hook far enough out to allow swinging room toward shore.

**Norman Island:**

**Benures Bay:** Located on the north coast of Norman Island. Anchor in 15 to 20 feet in the NE corner of the bay off the gravel beach. **Kelly's Cove:** Located just N of The Bight, and out of view of large fleet in The Bight in high season. Only 5 or so mooring are here, and one should not be surprised to be back-winded. But the views of rocky cliffs off your stern and sunsets are dramatic. Excellent snorkeling can be had along the north shore of the cove. Photo is Iguana Head, Guana Island , BVIs.

**Little Jost Van Dyke:** Green Cay - Anchor in sand at 12-15 feet. You can dinghy to either Green Cay or Sandy Spit. You'll usually have a couple boats with you here, but it is much less crowded than the moorings off

**Foxy's Taboo:**

**Great Camanoe:** Lee Bay, off SW corner of Great Camanoe. Rarely visited, but well protected other than in northerly swells. **Guana Island:** White Bay at the SW corner of Guana I. is very attractive, also rarely visited, and good holding in sand in 15 to 25 feet. Guana is private. Nearby **Monkey Point** is more frequently visited as a day stop, with National Park moorings - Monkey Point has good snorkeling. Salty Dawgs have a great opportunity to enjoy the more popular BVI spots in early winter, and these Gems in the busy winter season. Take advantage.

**Enjoy these Gems!**

PLEASE share with us and send your stories to Nancy OMalley at: [nsomalley@verizon.net](mailto:nsomalley@verizon.net)

**Ask Your Sailmaker**

*With David Flynn from the Quantum Sail Design Group*

[dflynn@quantumsails.com](mailto:dflynn@quantumsails.com)



**How Long Do Sails Last? And the corollary: What Can I Do To Take Care of Them?**



**Dawg Fun in Francis Bay - Jan 2015**

**Good Times - Leverick Bay**

The first is a loaded question. Let me start with the politic answer, the one every cruising sailor wants to hear from their sailmaker: why forever, of course. Well, maybe not forever, but for an awfully long time!

In reality, the answer has two parts. The first is from a structural standpoint, or, how long will it remain intact as a triangle? The second half of the answer relates to sail shape. How long will the sail function as a critical airfoil, capable of driving the boat well and being effective upwind? This is the tougher part of the answer. As a triangle, sails will last for a surprisingly long time. It is not uncommon to find sails still in use that are 10-15 years old. Structurally, they gradually lose their integrity over time, principally as the materials and stitching fail under the influence of the sun. UV causes woven polyester materials (referred to generically by the trade name Dacron) to gradually lose tear strength. If you can take an existing tear and easily extend it by pulling with moderate pressure, it's over. You can fix the tear with a patch, but it will just keep on tearing in other places, often at the edge of any repair. Likewise, if you can run your fingernail across the stitching and pick it off easily, the sail needs re-stitching. It is normal for the stitching to rot before the material in the sail, so it can be re-stitched, and should be periodically during its lifetime.

How long this process takes is obviously heavily influenced by how much sunlight, and how strong the UV is to which they are exposed. Other factors come into play, including amount of breeze in which they are used, how much flogging, chafe, and other abuse. Ultimately, a better way to think of the structural life of a sail is in terms of hours of use. A reasonably well-treated woven polyester sail that has been maintained regularly will last 3500-4000 hours. This means that if you are the average New England cruising sailor, who each year uses their boat two weekends each month of a five-month season, with an additional two full weeks of cruising thrown in, for a total of roughly 240 hours per year, your sails will last for 16 years! At the other extreme, live aboard your boat and cruise the Caribbean extensively and you might use your sails as much as 12 days per month (12 hours per day) all year round, for a rough average of 1728 hours a year, and you will be replacing sails every 2.5 years. Do the math and you'll get the idea.

The shape-life of a sail is more problematic, since it deteriorates gradually with every hour of use, and the effect on performance is much harder to judge than that of a sail which won't stay in one -piece. Sails which stretch too much, become too full, and will not retain a critical airfoil shape (with a distinct rounded entry and flat, straight exit), cost you in more subtle ways. Let me read your mind; I know what you are thinking. "I'm just a cruising sailor, I don't care about performance." Actually, you do, it's just that "performance" is based on a different set of criteria. Yours is not the quest for another tenth of a knot of boat speed or one degree of pointing. But it is critical to control heel. Full, stretchy sails, rob power in light air, but more critically, they create heel and weather helm just when we want control. Also, lets face it, at some point,



we all have to sail upwind; (usually at the least convenient moments). After all, a bathtub with a sheet can go downwind. One of the real luxuries of a good cruising boat is the ability to go upwind when necessary, and for most cruising boats this goes against the grain of much of their design criteria. If sails are not shaped properly, and their materials and structures are not designed well enough to resist stretch, the boat will not be able to go upwind effectively.

Unfortunately, shape-life degrades more rapidly than structural life. Sails will be triangles long after they cease resembling anything like a critical airfoil. Shapelife is very dependent on harshness of use, but good sail shape can only be expected to be only half to two-thirds of the structural life of a sail. How much deterioration you are willing to accept is largely a subjective matter. Periodic recutting helps. As long as the material is in decent condition, excess shape can be removed and an airfoil shape restored. The good news is that relative to much of the gear on your boat, sails last a long time. They do not, unfortunately, last forever. However, you will be pleasantly surprised when you replace them. Your boat will come alive as dramatically as if you had put a new engine in your car. There will be spring in her step. When the wind is up there will be a greater sense of control, and going to weather might just be fun again (at least for short periods of time).

**To help protect your investment, here are a couple of thoughts:**

- Protect your sails from unnecessary exposure to sunlight and heat
- Avoid prolonged luffing and flogging
- Motor with your sails down unless they can be filled
- Never back a genoa against the spreaders when tacking
- Use the correct halyard tension. Halyard tension changes as a function of apparent wind velocity. Add (just enough to remove horizontal wrinkles) tension as the apparent wind increases. Ease when the apparent wind velocity drops.
- Protect from chafe. Make sure spreader and chafe patches are on and in the right place.
- Take sails off the boat when not in use or out of the water for any extended time period.
- Periodically rinse with fresh water. Annual professional servicing and washing is recommended.
- Store sails dry.
- Be sure roller furling sails are well secured when leaving the boat.



Camanoe Island

## In The Galley

The following February recipe is compliments of Seale George, sv Flash! It has been a favorite of family and guests foThe best cooking in a boat's galley is quick, with minimal prep and clean-up. Safety is very important when out on a boat, as the doctor may be some distance away. Cooking may be accomplished without prepared foods or electrical appliances, while the boat is on motion and with limited ingredients that store well on a boat. Yes, boat cooking is different but the greatest of meals can be prepared in the galley. Over the years, our Salty Dawgs have whipped up hundreds of meals while cruising, so they know first-hand the challenges of cooking in a tiny-or non-existent-galley. So each month we will share mouth-watering dishes, include tips for stocking your galley and recipe substitutions and variations to address diminishing supplies-a common issue at the end of a long trip. We will offer you a library of other proven galley cooking tips along with recipes that we know work!



Reggae Chicken

**Reggae Chicken:** The colors of green, red, and yellow are seen throughout the Caribbean and are frequently associated with Bob Marley and his reggae music. This recipe reflects these colors, and highlights the island tastes of curry and chutney. It's an easy, tasty dish that uses available ingredients. Great for serving to invited guests or offshore crew, or for taking to potluck dinners. Serve over rice, noodles, mashed potatoes or couscous. This is a colorful and tasty dish. Enjoy!

1 lb chicken breasts or tenders, cut into 1" chunks

- flour for dredging
- 1/3 cup green pepper diced
- 1/3 cup onion, diced
- 2 Tbs butter
- 1 tsp curry powder
- 1/2 tsp thyme
- 1 can stewed tomatoes
- 2 Tbs raisins or currants
- 1/4 cup toasted almonds (optional)
- chutney

Send Dawg Tales Send us your pictures!

a smooth sea

*never made a skillful*  
SAILOR

photo by  
RECCA 2008

### The Religion of A Sailor

A sea captain when he stands upon the bridge, or looks out from his deck-house, thinks much about God and about the world. Away in the valley yonder among the corn and the poppies men may well forget all things except the warmth of the sun upon the face, and the kind shadow under the hedge; but he who journeys through storm and darkness must needs think and think. One July a couple of years ago I took my supper with a Captain Moran on board the s.s. Margaret, that had put into a western river from I know not where. I found him a man of many notions all flavored with his personality, as is the way with sailors. He talked in his queer sea manner of God and the world, and up through all his words broke the hard energy of his calling.

- **William Butler Yeats**

### The Celtic Twilight

The pessimist complains about the wind; the optimist expects it to change; the realist adjusts the sails.

- **William Arthur Ward**

I just thank God I don't live in a trailer.

- **Jimmy Buffet, Son of a son of a sailor**

The house was built on the highest part of the narrow tongue of land between the harbor and the open sea. It had lasted

Sprinkle chicken with salt and pepper, then dredge chicken in flour. Heat 1 Tbs butter and saute chicken until it is light brown. Remove chicken from pan.

Add 1 Tbs butter, green pepper and onion to the pan and saute.

Add chicken, curry, thyme, raisins and stewed tomatoes to the pan.

Cover and cook for 20 minutes over low heat, stirring occasionally.

Serve over rice.

Sprinkle with almonds and serve chutney on the side.

Note: add hot pepper for a spicier dish, or olives for a more Mediterranean taste.

**February Recipe Number 2 comes from Bob Hawkins s/v Kukulkan:**

***This one is proven as a galley favorite and is EASY!***

### Rasta Pasta: One of Bob Marley's favorites



3 tablespoons olive oil

2 cloves garlic, minced

1 large onion, sliced

2 yellow and/or red peppers, cored, seeded and cut in lengthwise julienne slices

1 pound fettuccini

1 tablespoon olive oil

2 cups cooked drained black beans

2 cups cooked broccoli flowerettes (just the top portion of small broccoli)

¼ cup chopped fresh basil or 1 teaspoon dried

2 teaspoons fresh chopped oregano or ½ teaspoon dried

Parmesan cheese

#### METHOD / DIRECTIONS:

Heat oil in a large skillet and sauté garlic, onions and peppers just until limp.

Add drained, cooked black beans. Cook fettuccini in rapidly boiling salted water just until cooked. Drain and toss with olive oil.

Combine cooked pasta with pepper mixture, broccoli and seasonings.

Sprinkle generously with freshly grated Parmesan cheese.

through three hurricanes and it was built solid as a ship.

**-Ernest Hemingway**

Sailing is just the bottom line, like adding up the score in bridge. My real interest is in the tremendous game of life.

**- Dennis Conner**

**Attitude is the difference between ordeal and adventure**

**- Bob Bitchin**

***And one last quote, to linger on the edge of your thoughts:***

Let your boat of life be light, packed with only what you need: a homely home and simple pleasures, one or two friends, worth the name, someone to love and someone to love you, a cat, a dog, and a pipe or two, enough to eat and enough to wear, and a little more than enough to drink; for thirst is a dangerous thing.

**- Jerome K. Jerome**

## **Dawg Tales**

There are two great ways to gain sailing knowledge aside from teachers and publications: your own personal experience and the experience of others. Articles written by sailors like the **Dawgs** can provide a great wealth of information about boats and sailing experiences. Sailors can learn much about how to outfit or upgrade their boats, about cruising destinations and experiences, about how to live aboard well and comfortably, or how to simply enjoy reading a wide variety of sailing stories.

## **DAWG TALES Needs Your Input!!!!**



***To make our newsletter a success we need your input! Let us hear from you!! Please send suggestions, articles, pictures, etc. to: [nancy@saltydawgrally.org](mailto:nancy@saltydawgrally.org)***