



North Sound kite boarders show off in front of *Sapphire*, *Blue Sky* and *Charmed Life*

# *Dawg Tales*

*Number 3 July-Aug 2015*

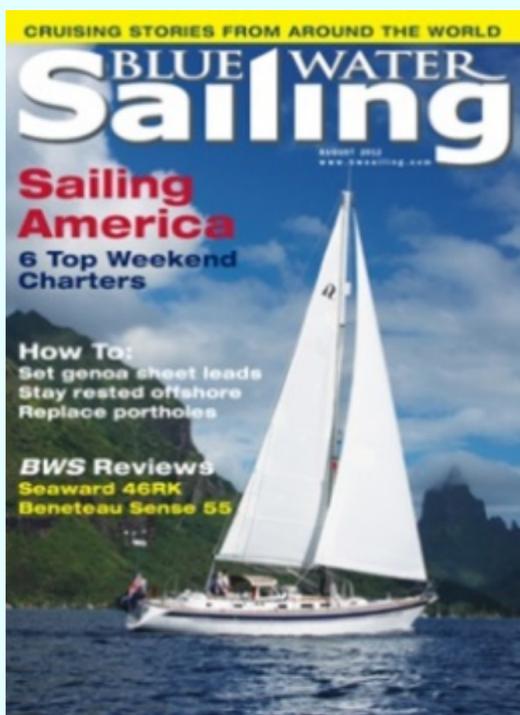


**Salty Dawg Rally Founding Sponsors**



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

It's hard to believe that the 4th of July is over and summer is in full swing! Before you know it, fall will be here. Speaking of fall, this year there will be a full day of [seminars](#) on Sept.16, the day before the



opening of the Newport International Boat Show. If you are going to be in the Newport Area, don't miss this. Registration is free but space is limited. Just send an email to [linda@saltydawgrally.org](mailto:linda@saltydawgrally.org) with the number of people who will be attending. Don't forget to stop and see us at our booth, Tent A-4. Next we turn our thoughts to Annapolis and the Sailboat Show. Mark your calendars for our full day of seminars at Mears Pavilion on Oct. 7 and our Annual Rendezvous Party at Mears on Oct. 8, right after the close of the Show. Registration for the Seminars is free, but space is limited so reserve now by sending an email to: [linda@saltydawgrally.org](mailto:linda@saltydawgrally.org). Stop by and see us at our booth G2-A. We will have Salty Dawg burgees, hats and shirts available at both the Newport and Annapolis Boat Shows.

Not doing the Rally this year but want to stay involved? We are growing and really need help! If you have some time to spare, please consider volunteering. We have lots of opportunities. Especially if you have done the Rally in the past, we can use land based people. Look below at some of the volunteer opportunities. Just send an email to: [volunteer@saltydawgrally.org](mailto:volunteer@saltydawgrally.org) and tell us how much time you can give and what your interests are!

[Registration](#) is now open for the Fall Rally. If you are planning on joining the Rally, register early to help us plan the events in Hampton!

Those planning on participating in the Fall Rally should prepare their boats as much as possible before you get to Hampton to enjoy all the [seminars and events](#) we have planned prior to departure. The one complaint we hear every year is: "I wish I had gotten the boat ready sooner so I could have attended all the seminars and events!" So what are you waiting for? Start planning now!

**Hope to see you all soon!**  
**Linda, Bill and Zoe**

## Dawgs Off Leash

### Greetings from French Polynesia



Here's a note we received from Craig White, on *IL SOGNO*.

"Greetings from French Polynesia. A bunch of us who have participated in past SDRs have gathered in Moorea for the Tahiti to Moorea Sailing Rendezvous run by Latitude38's Pacific Puddle Jump. We all agreed we are a long way from the SDR in miles only. The boats represented were *Lady, Continuum, Georgia, Anahata, IL SOGNO, and Manureva II*. *Eye Candy* is in the area, Marquesas also, but not able to attend. *IL SOGNO* won the big boat monohull division of the Tahiti to Moorea race. We all hope that our gathering serves as inspiration to all Dawgs thinking of wandering toward the South Pacific. The scenery is gorgeous, the people are truly lovely. After doing the SDR, you will love the downwind trade wind sailing."

### Donna Lange is Setting off on 2nd Circumnavigation





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Donna Lange was an integral part of the Salty Pup program in the Fall of 2013. She is about to set off on her second solo circumnavigation. Read all about it in this recent [Providence Journal article](#).

And here is a summary of Dawg wanderings that we've heard about:

**Tahiti/Moorea**

*Lady*  
*IL SOGNO*  
*Anahata*  
*Continuum*  
*Manureva*  
*Eye Candy* (or somewhere in the Pacific)  
 Phil Worrall and Judie Levenson from *Rum Runner* (visiting *Continuum*)

**Fiji**  
*Evenstar*

**Portugal**  
*Agua Dulce*  
*Pixie Dust*

**UK**  
*Ruffian*

**Denmark**  
*Capibara*

**Grenada**  
*Kalunamoo*

**Carriacou**  
*Somewhere*

**Bonaire**  
*Skylark*

**BVI**  
*Tovarisch*

If we missed you and left you off the list, write us ([newsletter@saltydawgrally.org](mailto:newsletter@saltydawgrally.org)) and let us know where you are!

***On the Horizon***

## Signs of Dawgs Everywhere



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



Crawl Pub, BEYC



Beans Stage at Leverick

## Dawg Gatherings



### 2015 Fall Seminar Series

The Salty Dawg Rally has released information on its Fall 2015 seminar series. This seminar series is the largest and most comprehensive ever offered by the Salty Dawg Rally. Seminars will be held at the major Sailboat shows in Newport and Annapolis, and in Hampton, Virginia prior to the departure of the Salty Dawg fleet to the Caribbean. The seminar series objectives are to further sailors' knowledge and skills for safe offshore blue water passages, and to better experience the joys of long term cruising.

Although these seminars are free to all Salty Dawg participants as well as any other interested blue water sailors, the Newport and Annapolis seminars require reservations due to limited seating. To reserve a seat contact [linda@saltydawgrally.org](mailto:linda@saltydawgrally.org).

The series kicks off with a day of free seminars at The Edward King House in Newport, RI on Wednesday, September 16, 2015, the day before the start of the Newport International Boat Show. This is the first seminar program hosted by the Salty Dawg Rally in Newport. The historic Edward King House is located at 33 King Street, close to the Tennis World Hall of Fame. The Newport seminars are sponsored by Dufour Yachts and Northpoint Yacht Sales. Talks will be offered on topics valuable to cruisers, including blue water passage preparations by George Day of *Blue Water Sailing Magazine* and *Multihulls Quarterly*, bottom paint selection and characteristics by Mark Andres of Sea Hawk Paint, offshore sail repairs by Dave Flynn of Quantum Sails, selection and performance of different types of sailing lines by Skip Yale of Bainbridge, steering and pump systems by Will Keene of Edson International, and selection and care of emergency equipment by Jim Connors of LRSE.

Next in the Salty Dawg series is a full day of free seminars at Mears Pavilion in Annapolis, Maryland on Wednesday, October 7, 2015, the day before the United States Sailboat Show. The pavilion is located at Mears Marina, 519 Chester Avenue, in the Eastport neighborhood of Annapolis. As with the Newport seminars, the Annapolis seminars are sponsored by Dufour Yachts and Northpoint Yacht Sales. Talks will be offered on a broad range of topics of interest to offshore sailors, including offshore sail repairs by Dave Flynn of Quantum, bottom paint selection and characteristics by Mark Andres of Sea Hawk Paint, offshore communications including use of SSB and Sat Phone, interpreting weather routing by Chris Parker, offshore cooking with a pressure cooker by Joan Conover, steering and pump systems by Will Keene of Edson International, characteristics and uses of various lines by Skip Yale of Bainbridge, identification of rigging issues by Steve Madden of M Yachts, and offshore boat preparation and communications by Lt. Commander Eddie Lesane, USCG. Last in the series of Salty Dawg Rally hosted seminars are the talks and demonstrations that take place over five days prior to departure of the Salty Dawgs from Hampton, Virginia to the Caribbean. These begin on October 27 and run through October 31, 2015. The talks and demonstrations will cover a range of very interesting topics, including joining the Seven Seas Cruising Association and the Ocean Cruising Club, identifying rigging issues, offshore cooking with a pressure cooker, blue water sail trim and emergency sail repairs, fitting and tuning electronics and SSB systems, experience of a freighter's rescue of a sailing crew, offshore medical emergencies, weather briefings and Gulf Stream report by Chris Parker, offshore boat preparation and emergencies, BVI Customs and Immigration protocols, and BVI provisioning, cruising and SDR activities.

Don't delay - sign up early, e-mail [linda@saltydawgrally.org](mailto:linda@saltydawgrally.org). For details see the SDR website [events page](#).



**Greg and Zoe hanging out at the Fat Virgin**



**Blue Sky, Ariana, White Star and Adagio at the BEYC spring departure dinner**



**Mike and Sharon enjoying Nanny Cay**



**Want To, Sapphire, Charmed Life and Chassuer at the BEYC Spring departure dinner**

## 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

## 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 us an e-mail at [volunteer@saltydawgrally.org](mailto:volunteer@saltydawgrally.org).



**Want To took this great sunset shot while in Deshais, Guadeloupe.**

## **SALTY DAWG FALL RALLY!**

**RALLY DATE:** 2 Nov 2015

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

**DEPARTS:** Hampton, VA and other locations on the US East Coast; For more info on the Rally go to [2015 Fall Rally](#) .

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



Presenting Esther a SDR Burgee at Fat Virgin



Birthday celebration at the Crawl Pub



Chasseur leaving the BVIs



Charmed Life enjoying a sail in the BVI

## **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!

## **Dawg's Log**



White Star waving to departing Dawgs



Middle Ground Lighthouse



Salty Dawgs at Michael Beans



Fall Dawgs will be hanging out here soon

## Lighthouse Tour

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 Gwyn Wagschal, s/v *Blue Sky*

The fun with the Salty Dawg Rally doesn't stop when the rally ends. Read on to find out what we did when we all got to port at Blue Water Marina in Hampton.

Our cruising friends, Jackie and Dan (sv *Chill*), are share owners in a lighthouse near Hampton, Virginia. When we arrived from BVI they asked us if we would like to come out and see their lighthouse. We're definitely not going to say no to that, since we missed the opportunity last year arriving a day after they did the annual tour.

So the day after all the Dawgs arrived, Jackie took 6 of us in her brother-in-laws van to another marina/work dock, where Dan would pick us up in their transport boat. Meanwhile, Dan took another 8 of the Dawgs out to the lighthouse. We took Charlie along in his car carrier, knowing we'd need to put him on our back to climb the ladder up into the lighthouse.

Here's the boats that joined in on the fun filled day: *White Star*, *Charmed Life*, *Zipporah*, *Adagio* along with us.



Having never been to a lighthouse and seeing this one was really special. Jackie and Dan and family and friends spent 4 years reviving this lighthouse to it's current glory. Every space was so inviting and well put together. I just can't imagine all the work that went into this. When they bought it through a US Government Auction it was run down and was a regular home to birds. The coastguard still maintains the light, but the rest of the lighthouse is a delightful useable space for friends and family. Thanks Jackie and Dan, for the tour and the lovely lunch. It truly was a joy.

Later that same evening, *Chill* held a happy hour aboard their boat. *White Star* and *Sapphire* brought over some infused vodka. I was skeptical at first, but once I tried it, I was hooked. I'll be making some of my own one day.

See more great photos of this adventure at [Blue Sky's blog](#).

# Ask the Experts



BEYC scavenger hunt



Salty Dawg gathering at Nanny Cay

## Downwind Sails for the Cruising Sailor

by David Flynn from Quantum Sails; [dflynn@quantumsails.com](mailto:dflynn@quantumsails.com)

With a little luck and patient scheduling, the majority of extended cruising miles should feature plenty of off the wind work. While standard working sails are fine when the wind is forward of the beam, they are less than ideal at wind angles greater than 90 degrees apparent. Small size, heavy construction, and the fact that they get blanketed behind the mainsail, make them less than ideal tools for the job. Fortunately cruising sails to optimize downwind performance have come a long way in last decade or so, and cruising sailors now have a range of options. Let's take a look.

Since time immemorial, the classic approach has been to add a "cruising spinnaker". But what is a cruising spinnaker? Traditionally it was a relatively heavy nylon sail (usually 1.5oz), with a foot length between 1.65 and 1.8 of the "J" (foretriangle length from base of mast to forestay), and a mid-girth (width halfway up the sail) of 90-95% of the foot length. Shaping was usually pretty much like a symmetrical spinnaker with the leech shortened so that the sail had a distinct luff and leech and was designed for the tack to be set at a fixed point on the bow. This got rid of the pole, and voila, the asymmetric spinnaker.

The modern world of "asymmetric" spinnaker design opens up a range of options. Sizing and shaping have become much more sophisticated. The basic concept is this; a spinnaker that is larger and has more shape is better at broad angles. A sail that is smaller and flatter is happier at close angles. Everything in between is possible. The mid-girth measurement is a key guide. A runner will have a mid-girth equal to or even greater than the foot. A moderate reacher maybe 90%. A code zero 60-70%. To support girth you must add depth or the sail will just flutter, so bigger equals deeper.

The other design issue is how the area is balanced between luff and leech, and specifically how much is placed forward of the straight line luff. Asymmetrics for running have plenty of positive area forward of the straight luff which can rotate around to weather of the centerline when the sheet is eased and allow the sail to project from behind the mainsail. Optimize for closer reaching angles and this area is reduced. A Code Zero or Screacher (multihull version of the Zero) might have virtually none and be essentially straight or even hollow like a genoa.

There is also the simple issue of size. On a cutter with a big foretriangle ("J"), using 180% as a multiplier to determine foot length gets you a big sail. Maybe too big to handle conveniently. Conversely, on a boat with a small "J" (fractional rigs and modern mastheads) the bigger multiplier may be required to give the sail enough power to be worth it. Many cruising boats are adding bowsprits which open up options even further. With a sprit the only limitation on size might be the "aspect ratio," or height versus width. Usually you don't want to get too tall and skinny, or too wide and stubby. A balance is important to the sail's performance.

Another consideration is boat speed. The higher the speeds a boat is capable of, the further forward it pulls the apparent wind. Longer boats go faster. Some modern designs, especially on the cruising multihull side of the equation, are getting quite fast. This means that smaller, flatter designs will work well. On a typical moderate displacement design of medium size, the apparent wind angles are usually wider, so there is more need for bigger and fuller.

Finally, what does the rest of the inventory look like? If a big, overlapping genoa is the primary working headsail, then closer reaching angles up to a beam reach and even a little aft will be covered. If the primary working sail is a small, non-overlapping jib or self-tacker, the boat is going to need help as soon as the sheets are eased.

So, what flavor do we need? Well, there is no free lunch. It comes down to the apparent wind angle you want optimize for. Most cruising sailors want simplicity. One sail to do it all. The middle road means apparent wind angles of 80-140. Moderate overall size, keeping in mind the size of the "J." Girth in the range of 90-95%. Moderate depth and projection forward of the straight line luff. This is what in many sailmakers vernacular is an "A3" all-purpose reaching sail.

Want to optimize for broad reaches and apparent wind angles of 110-155? Go bigger and consider a sprit. 180% foot length and 100% mid-girth with lots of shape and luff projection. Often described as an "A2."

Fabric weight is boat size dependent, but one can assume that the typical cruising sailor will not be using the sail in more than 20 knots apparent so lighter weights makes sense for an A2 or A3. Lighter fabric will also help the sail fly in the target range and make the sail much easier to store and handle.

## 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](http://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](http://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 winter in the Caribbean...



Michael Beans show



BEYC



Leverick Bay



Phillipsburg, Sint Maarten

At the other end of the spectrum are the small, flat, genoa-like sails like the Code Zero. These are really big reaching genoas as much as anything else. Foot lengths will be shorter, 150-165% of J, girths will be in the 55-70% range, shape will be flat and luff projection minimal. Optimum apparent wind angles will be 50-120. Fabric weight will need to be stronger and more genoa like as well. These sails often require specialized composite materials. Nylon has too much stretch for the loads they see at close apparent wind angles.

Handling systems come down to a choice between spinnaker socks and top down furling systems. Socks are simple and work well particularly on spinnakers with big girths. Top down furlers work but can struggle as the girths get bigger. They work well on smaller, flatter sails. Big width up high is still tough to get furled tightly and reliably. Top down furlers also need clearance between headstay and furled sail. A sprit really helps. A proper torsional rope is critical. Expense is higher.

So what would my dream, no budget inventory be for downwind sailing? I'd have a big A2 runner in a sock for broad angles. For reaching, a Code Zero on a top down furler. The Code Zero would take the place of a big overlapping genoa allowing me to use a small, easily handled and more versatile headsail for upwind work. Both would set on a sprit.



## Choosing the Paint for Your Vessel

by Mark Andres, SeaHawk Paints; markandres@seahawkpaints.com

Hello Salty Dawgs! Good news from SeaHawk Paints- we will be continuing our bottom painting informational seminar at Annapolis this October, and we have added an additional seminar this year at the Newport Boat Show as well. See SDR website [events page](#) for details. As many of you know; there are a lot of choices in the market place when it comes to antifouling coatings. Choosing the correct paint for your vessel and location can be a daunting task. I will help guide you through the process to make a choice for your optimum sailing efficiency and pleasure.

Questions to consider to bring with you to the seminars;

1. Where do I do most of my sailing/cruising? Tropical, sub tropical, mid Atlantic, Northeast etc.?
2. Do you race? are you a serious racer or a Wednesday Night racer?
3. Do you haul out for any extended period of time?
4. Do you dive on the bottom or pay a diver for cleanings?
5. How long do you stay in the water between haul outs?
6. What are your expectations from a bottom paint?
7. How do I know when it is time to strip my bottom clean?
8. Can I apply a barrier coat, or is this a professional's job?

Please bring any and all questions with you. I enjoy a good challenge!

A few of the topics to be covered include: Types of paints, Biocides, Wear and release rates, Bottom prep and application, compatibility, Barrier coats and much more. Last year we had a great turnout and are expecting the same again this year. Thank you all for coming out! I look forward to seeing you all and some new faces this year. Please feel free to email me if you have any questions ahead of time. Safe travels.



## Getting The Most Out Of Your Communication Gear

by Curtis Morris, WDF 6155 and K7KNM; c.morris@charter.net

Those prudent captains who venture offshore spend lots of time preparing crew and vessel. Most vessels host a modern communications suite consisting of an EPIRB, AIS, radar, digital selective calling (DSC) VHF radio, or DSC high frequency SSB voice radio (possibly e-mail equipped), and a satellite phone and /or texting device. These devices are wonderful aids to ensuring a fun and safe passage.

However little understood is the range of capabilities the DSC function brings to virtually all very high frequency (VHF) radios and the latest high frequency (HF) SSB radio models such as the ICOM 802. DSC signals are the digital communications medium used by the USCG Rescue 21 System. This system is the Coast Guard's advanced command, control, and direction-finding communications system which was created to better locate mariners in distress and save lives and property at sea and on navigable rivers. DSC VHF and HF signals can also be used by sailors for non-distress digital contact with other vessels and land-based radio stations similarly equipped.

To use your DSC VHF or DSC HF SSB radio to send a simple distress message to the USCG (and any DSC equipped vessels in your vicinity), the red protective cover is raised and the button underneath is pressed for 5 seconds. This sends out a digital message containing your position and MMSI number encoded in the radio. The number is associated with your vessel and contact information (this assumes you applied for and received a number on line at [www.fcc.gov](http://www.fcc.gov), and that you, or a technician programmed it in the radio). When the message is received you can then cancel the DSC function and talk to your rescuer on voice.

The ICOM 802 will similarly send its simple distress signal on the 8 Mhz band instead of a VHF frequency. If properly programmed the ICOM 802 can send distress signals on multiple bands (8, 12, 16, 2, 4, and 6 Mhz) over a 25 minute period thereby enhancing the likelihood you will be quickly heard. This said, the 802 must have a separate whip, or long-wire antenna attached to the DSC antenna jack on the rear of the transceiver whether used for a simple or multiple frequency distress.

DSC radios can also be used for automatic Pan-Pan, or Safety Calls. A group of vessels can also digitally contact each other through a Group Call which uses the MMSI number system. Position Requests can also be digitally made to vessels in a group. Test Calls can be sent to the USCG.

Since DSC radio menu systems are not standard, sailors need to consult their individual radio manuals for programming. My newly published communications guide "Marine Communications for Day Voyagers and World Cruisers with Practical Checklists, Tips, and References" covers DSC and a number of devices: VHF; SSB / e-mail; Satellite Phones / Satellite Wi-Fi / texting devices; AIS; with special focus on the ICOM 802, and tips on how to get your signal through using various equipment. Installation and operating checklists and tips are included. It is written in simple English intended for sailor operators of modern communications gear. The guide is recommended for Salty Dawgs and other sailors.



## History of Blue Water Divers

by Keith Royle from Blue Water Divers; [bwdbvi@surfbvi.com](mailto:bwdbvi@surfbvi.com)

In 1977, Michael and Keith Royle were living in the Bahamas and working as commercial divers, when Mike was offered an opportunity to work as a dive instructor for Windjammer Cruises on its 310' sailship *S/V Flying Cloud* based in the British Virgin Islands. Mike accepted the offer and one year later acquired the diving concession aboard the ship. He asked Keith to join him and together they taught hundreds of passengers to dive. In the process they gained tremendous experience and knowledge of the local waters and islands. Life aboard the *Flying Cloud* was an adventure that introduced many future residents to the BVI, including Mike's wife Cheryl whom he met while she was a passenger. Mike and Cheryl now have a teenage daughter, Aja, who was born on the main island of Tortola and who will soon become certified. In 1980 Mike and Keith began looking for an ideal location on Tortola to open a dive center and found the perfect spot in the friendly village atmosphere of Nanny Cay Marina. Nanny Cay's central location overlooking the Sir Francis Drake channel positions it within easy reach of many of the most popular dive sites. During the latter part of 1980, Blue Water Divers officially opened its doors for business with a staff of three - Michael, who had been given the nickname of "Muffy", Keith, and his then girlfriend Becky Lee. Mike and Keith handled all the diving and Becky ran the shop, handled the paperwork and kept the troops entertained.



Sarafina's French Bakery in Marigot, St. Martin



Sign at St. Croix restaurant



Diving in Bonaire



By 1986 Blue Water Divers had grown enough to warrant a custom-built dive boat, and they took the chance on a small company out of Ft. Meyers, Florida to build a 47' catamaran, which Blue Water Divers named *Cat B'lue*. Not only was *Cat B'lue* the first dive catamaran in the BVI, it was originally designed to run on jet drives, which made the passage down from Florida a real adventure for the motley crew that made the trip. The jet drives have given way to traditional engines, but otherwise *Cat B'lue* remains the perfect dive boat.

Blue Water Divers continued running dive tours and certification courses to local residents and visiting yachtsmen. And as Nanny Cay grew they also catered to its hotel guests and worked closely with the charter boat companies at the marina and elsewhere. Over the years, the company gradually increased its number of staff and dive boats but still focused on offering a relaxed yet professional approach to diving. A second shop was eventually opened in Hodges Creek Marina, but in November 2001 this shop was relocated to the more active Sopers Hole Marina at West End, which is home to numerous shops and restaurants and hosts a number of charter boat companies.

Today Blue Water Divers has locations at Nanny Cay Marina and Sopers Hole Marina and operates four dive boats - *Cat B'lue*, a 47' catamaran, *Blue Runner*, a 40' monohull, *Delta Blue*, a 31' monohull, and *Aja Blue*, a 24' rib. The staff now includes seven instructors and Blue Water Divers is certified as a PADI Training Facility and a PADI International Resort. The company is also an SSI and Universal Referral Center, and is a dealer for Dacor, Sherwood, Cressi Sub and other quality equipment.

**Stay tuned for Keith's next installment *The Five Best Dive Sites in the BVI!***





## ***In The Galley***



### **Faux Croissants or the Best Darn Loaf of Bread Known**

Recipe by Joan Conover, sv *Growltiger*

- 1 tablespoon yeast
- 1 cup warm water (I add 1/4 c of sea water for nutrients--clean offshore water of course)
- 1 and 1/2 tsp of salt (1 tsp if sea water used)
- 1/3 cup sugar
- 1/4 cup melted butter or margarine (if you must)
- 1 egg
- 4 cups of flour
- 1 cup of butter

1. Make a slurry of 1 tablespoon yeast, 1 cup warm water/sea water, 1 and 1/2 tsp of salt (1 tsp if sea water used), 1/3 cup sugar, 1/4 cup melted butter or margarine and 1 egg by putting the non-seawater water into the bowl, add yeast and let still for 5 minutes. Then add the rest of ingredients. Mix this together, beat a little as this is the only mixing you will really do.
2. In separate bowl, mix 4 cups of flour, and 1 cup of butter. Leave chunks of butter the size of kidney beans. I chop the butter up with a little of the flour to keep the butter pieces separate. When mixed into flour evenly, stir in the liquid mixture from step 1. Stir until all flour is just moistened, it should be soft and little sticky. Put in refrigerator overnight.
3. In the morning take out of fridge and cut into four chunks. Roll out each quarter to a flat 17 inch diameter circle (looks like a pie circle). Cut into 8 pieces. Roll up from wide end to tip and put on baking sheet. Let rise for 2 hours. Brush with a whole beaten egg (an egg wash) before baking to give that great golden color to the crusts! Bake in 325 degree oven for 30-32 minutes.

Notes:

DO NOT PEEK or open oven to check in the last minutes--otherwise the flaky rolls can collapse! OR make a bread loaf..this is delish too--or cinnamon rolls! Just bake longer..and 350

degrees F for 40 minutes.

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



### **YouTube Videos**

Attention Salty Dawgs. Any YouTube videos you have shot related to the Salty Dawg Rally are wanted. We are building a library of these. They do not need to be professional - informal is great. Subjects can be pre-departure parties and dinners in Hampton or the BVIs, weather briefings from Chris, seminars, boat preparation, offshore chronicles, videos of the departing fleet, post-arrival gatherings, at the Boat Shows, or just meeting up with other Salty Dawgs as you are cruising anywhere in the world. Just email the YouTube link to Hank George at [hank@saltydawgrally.org](mailto:hank@saltydawgrally.org).

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

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