

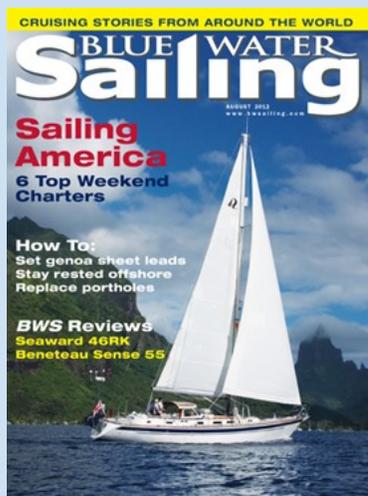
Dawg Tales

Newsletter



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From the Helm

Greetings, Salty Dawgs. We are well into another summer, and have completed our Spring Rally from the Caribbean, and two new events - a Southern Chesapeake Sailors' Rendezvous in Virginia, and a Rally to Maine. All of these events were well attended, and received very positive reviews.



In this issue you'll find some pretty neat coverage of the Spring Rally. All vessels returned safely, and were quite creative in responding to the delays caused by challenging weather. I think you'll enjoy the stories. The Rendezvous and Rally to Maine have just been completed, and will be covered in our next issue of Dawg Tales.

Now is the time to look ahead to our great lineup of Fall events. From the seminars in Newport in September, to those that follow in Annapolis in early October to the seminars in Hampton late in October. And, of course the Salty Dawg booths at the boat shows, and the Rendezvous at Mears Marina in Annapolis. And then there is the Fall Rally to the Caribbean, departing in early November with the new leg of the Rally from Bequia to the BVI to link up with the Dawgs coming from Hampton, VA. All of these events will be better than ever, and you must plan to attend. Further information on these is provided in this issue.

Enjoy the rest of your summer, but be sure to make plans to participate in these great Salty Dawg Events.

Cheers - Linda, Bill and Zoe



Spring 2016 Salty Dawg Rally

Camaraderie, Challenges and Resourceful Tactics

by Hank George as Shoreside Coordinator

My summary of the Spring Rally, from all I've heard from participants, is roughly:

"Great pre-departure gatherings – Good trade-wind sailing – Jolly conversions over radio nets – Nice light air sailing – Stalled troughs – Gales to avoid at Hatteras Some hove-to/slowed down/diverted to Bermuda – Assortment of deep sea fish caught – Usual smattering of equipment failures – Typical Salty Dawg perseverance – Once again, all safely into port – another epic Salty Dawg Rally."

18 vessels left this spring on the Salty Dawg Spring Rally from the BVI to return to different points along the US East Coast. Their departure followed several days of socializing and boat preparation at Leverick Bay, the Bitter End Yacht Club and Nanny Cay Marina. The Dawgs were well represented at the Michael Beans show when "blow hearts" Tammy Sisson (YOLO) and Paul Wagschal (Blue Sky) won the women's and men's conch blowing contest. All of this joint effort by the fleet strengthened the bonds between fellow sailors and builds the strong camaraderie characteristic of Salty Dawg Rallies.



Bitter End Yacht Club Gathering

This Spring I had the opportunity to serve as the Shoreside Coordinator for the Spring Rally. I was able to do this since Seale and I had arrived home with *Flash* from Bonaire May 1st, well before the planned departure for the Spring Rally.



Happy Arrr at Leverick Bay

It was a very interesting experience for me, Chris Parker and all those in the Rally as abnormal weather for the spring set in. Effects of an El Nino weather pattern caused stalled low pressure troughs to sit along the East Coast of the US for several days, before

drifting off to the northeast. A few days of settled weather created a brief opening to cross the Gulf Stream and get up into the Chesapeake or other ports before the next trough settled in and stalled. And, these stalled troughs caused vessels to have to delay offshore until that brief opening appeared. Below, I summarize a few varying tactics employed by Salty Dawgs to deal with the weather situation, and a few incidents that occurred offshore.

Early on, I did have to square away a few communication issues, such as accounts not set up with OCENS prior to departure, and send reminders to a few boats to submit twice daily position reports. But, after that first day, the entire fleet did very well in consistently reporting their positions.

The stalled weather systems, with gale to near gale conditions from frequent low pressure cells spinning up the East Coast, made things challenging for this year's Spring Rally fleet. Here is a re-cap of some of what occurred:

- ◆ Most all vessels reported excellent reaching sailing the first several days out of the Caribbean. But, that changed as vessels heading to the Chesapeake found as



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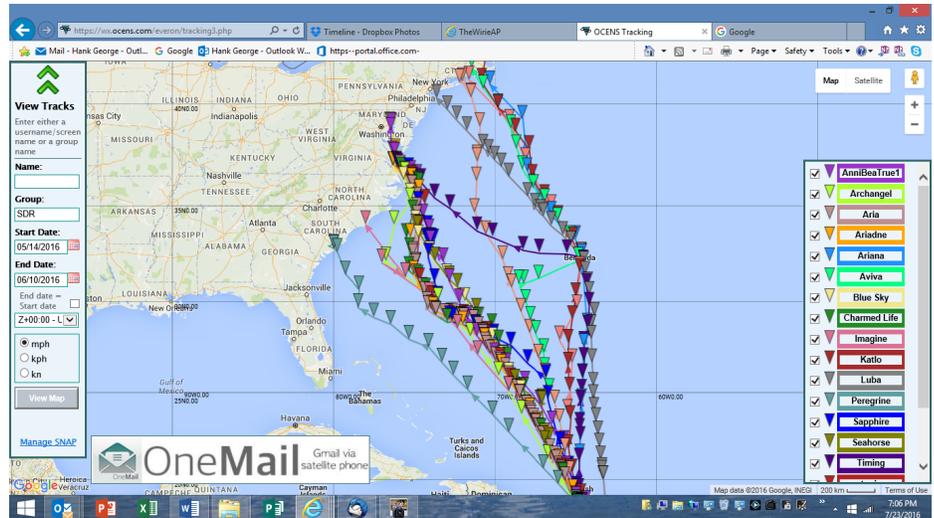
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they approached the Gulf Stream, and as vessels heading for New England found as they approached Bermuda.

- ◆ Six vessels diverted to Bermuda, mostly to avoid the nasty weather north of there that would be encountered on a passage back to New England (See Dorothy Mammen's article in this issue of Dawg Tales). They had a grand time in Bermuda, thanks to Paddy & Hannah on Trunk Island.
- ◆ Seahorse, at Chris Parker's suggestion, slowed down south of the Gulf Stream to let some adverse weather move on. The challenge after drifting for a day was to fight boredom. Captain Jeff Jones cleverly devised some entertainment, including a Bermuda Triangle full-moon party with crew in appropriately silly dress. Another night they did movies with popcorn. One day, they shot a music video, acting out the theme "come sail away." The crew was very entertained by that. And, a special dinner of lamb shanks, cooked from scratch all day added to the crew's contentment. Very creative, indeed!
- ◆ Blue Sky left ahead of the pack, pushing for the Chesapeake to accommodate some business demands. Ahead of the Gulf Stream they flew their Parasailor, and made great time, only pulling it in when winds approached 25 to 28 knots. They also reported a pod of 30 dolphins escorting them into the Gulf Stream. They successfully avoided the gale or near gale systems off Cape Hatteras, but still fell off a wave in the Gulf Stream and had to slog to windward up the Outer Banks to get in to the Chesapeake ahead of even nastier weather. They reported a very rough ride.



- ◆ Anni Bea True diverted to assist Sapphire southeast of Cape Hatteras to repair the raw water cooling pump, and help get their engine working. Will Stout of Anni Bea True did an open ocean dinghy ride over to Sapphire (fortunately in mild conditions) to effect the needed repairs, and also took jerry jugs of fuel from Sapphire to ensure Anni Bea True could motor the rest of the way to the Chesapeake. Just another example of what happens in a rally, and the frequent acts of aid and assistance offered by Salty Dawgs.
- ◆ Turning Point had to wait in St. Thomas for autopilot parts, and left 9 days behind the rest of the fleet. But, after the autopilot was operational, they had an uneventful passage for Long Island, NY. By then the pattern of stalled low pressure troughs had abated. Sometimes waiting works.

Going offshore always presents unanticipated challenges. But, being prepared and creative, sailors once again responded in true Salty Dawg fashion and stepped ashore after the passage with renewed respect for the sea and their fellow Salty Dawgs, and with fond memories of challenges met. Another successful Salty Dawg Rally is in the books.



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Pics and Fun



Bermuda Diversion

by Dorothy Mammen, S/V Aviva

Due to a vigorous low moving east off New England at just the wrong time, six boats from the Spring 2016 Salty Dawg Rally chose to divert to Bermuda, to stay a few days and give the weather a chance to improve. Yolo, Katlo, Ariana, Luba, Timing and Aviva, variously bound for New England, New York, and Hampton from the BVI and USVI, all arrived in Bermuda right around May 19 and spent 3-4 days enjoying an unexpected stop at this beautiful island, which some had never visited before.

Fred Dunnington of s/v Aviva, said, "We'd sailed within a few hundred miles of Bermuda 3 times but had never stopped ... we figured the weather would take us there at some point, and this spring it did."

Paddy O'Donnell, SDR Board Member, and his wife Hannah generously hosted a social gathering for the SDR boats on Sunday afternoon, May 22, at their historic home on Trunk Island in Harrington Sound. The owners and crew from four of the diverted SDR boats were able to attend – Aviva, Katlo, Ariana, and Luba. Some of us had not met each other previously due to being unable to attend the pre-departure social events; it was wonderful to connect with each other as well as to enjoy meeting Paddy and Hannah, themselves former cruisers, now spending part of each year in their Bermuda home.



We all met up with Paddy behind the Bermuda Aquarium, Museum and Zoo (BAMZ), and he ferried us over to the island in two trips. There we were treated to a delicious lunch of curried chicken, home-made bread still warm from the oven, a primavera salad, and brownies ... all wonderfully complemented by Dark 'n' Stormies, a cocktail that is not only Bermudan, but as we learned from Paddy and Hannah, trademarked. It is properly made with Gosling's Black Seal rum, also Bermudan – and that is just how we had it, pumped right out of a gallon jug.

After socializing and sharing stories over cocktails and lunch, Paddy took us for a short tour of Trunk Island. The O'Donnells are engaged in a joint project with BAMZ, which also owns part of the island, to eradicate the invasive plants on the island – a labor-intensive and slow process that will take years to accomplish. We saw areas where invasive species had been painstakingly removed, as well as the facilities for BAMZ's summer camps for children, which focus on a variety of conservation projects as well as snorkeling for fish identification.

Since a couple of boats were leaving that very evening, the time to thank our hosts and head back to our boats came all too fast. It was a wonderful visit, and I'm sure we all hope to visit Bermuda, and visit with Hannah and Paddy again, some day. Having enjoyed a small taste of Bermuda, maybe next time we'll plan for it and build in more time.





Bermuda Diversion



Aviva



From the Log of Peregrine

by David Cross, May 21, 2016

Shortly after the report from Yesterday we entered some squalls. At times the wind came up and at times the rain was heavy so the boat received a needed fresh water shower. We went through 3 cycles of sailing with engine off that were short lived so the engine came back on. By 1600 the squalls were gone the skies were getting lighter and the wind came up to 12 knots from the SE (directly astern). The Genoa was set sheeted out to main and we were able to shut down engine and sail at 4 to 5 knots. Wind improved later to 13 knots and our speed to 5.5 knots. Just before dark we decided to head more west and put the boat on a broad reach with both sails (normal sheeting) making 6 knots. Conditions improved over night and now we are sailing 7 plus.



Another project yesterday afternoon was to fill the main tank and measure how much fuel has been used so far. Calculation was 15.8 gallons but we found the actual usage was 13.8 gallons. All good. Since we have been sailing when we expected to be motoring we are within range of Charleston now under engine alone. Fuel management has now faded as issue that will need close managing.

This sailing is very comfortable with a gentle motion. Last evening was the best sunset. Full moon for all of the night. It does not get any better than this!

This morning our first fish! Frank hauled in a Mahi Mahi of 33 inches (measured – no fish story) Frank cleaned the fish and David cooked so we all had very fresh fish for breakfast. There are 2 more meals in the freezer. The line is back in water. Come on fish!

Improper Mooring Line Attachment

by Steve Wann, S/V Tonic

(Steve had written in the Feb-Mar-Apr issue of Dawg Tales about an incident where a charter boat dragged anchor into him in a squall this past winter in Dominica. Well, not long after that incident he had another in Dominica. - Ed.)

Having had a charter boat drag anchor and smash into my boat in a squall in Dominica, I wondered what could be worse? How about having a 57' Oyster break its mooring line and drift into me? In the same anchorage!

Yes, this really did happen. Like the old saying: "If I didn't have bad luck, I'd have no luck at all."

Here's what happened: the Oyster picked-up a mooring about 40 yards off my starboard beam, and maybe 10 yards to windward of me. The owner evidently only led one line through the eye on the mooring, which he ran from one side of his bow to the other. We all know not to do this, right? Bringing the line back to a different location (from port bow to starboard bow) allows the line to take up slack and chafe on the mooring eye as the boat swings on the mooring. As a cat owner, I lead one line from the starboard bow through the mooring eye or ring and it back to the starboard bow, and one line from the port bow through the ring and back to the port bow. That way each line takes up slack evenly, with equal pull on each portion of the two lines. And no abrasion of either line.





Yolo



Timing



I wasn't aware the owner of the Oyster had only one line deployed off his bow. At about 8 o'clock at night I was awakened by a "Crash! Bang!" on my boat. I was sure I had somehow dragged anchor and had hit another boat downwind of me, even though there was less than 15 knots of wind at the time. I was wrong.

My girlfriend Rosana and I were on deck instantly, and we couldn't believe what we saw: there was the bow of the big monohull smashed into our starboard hull, about 6 feet abaft the bow. It was perpendicular to our boat, and making sounds of destruction on our rail. I got my spotlight and my loud horn out and used them both to try to awaken any person aboard the mono; it turns out there were none, despite the boat being lit up here, there and everywhere. With great difficulty, Rosana and I were able to push the Oyster off of our deck. I got on the radio and announced that there was a boat adrift in the harbor and I launched my dinghy. By the time I was able to get into my dinghy a member of PAYS (Portsmouth Area Yacht Services) was in his powerboat heading after the drifting Oyster, as were two yachties in their dinghy.

The PAYS member - Don, I believe - got onto the Oyster only to find that he could not get into the cabin to start the engine nor could he operate the electric windlass, and the boat was headed for the rocks at the base of the fort at the north end of the bay. Later I heard that he was able - with great determination and effort, to lay out enough anchor chain by hand to get the anchor to hold, within about 50 feet of the rocks, as I recall. He saved that Oyster from substantial damage.

The owner finally got back to his boat, and the next morning admitted he had only one line through his mooring eye. I showed him where Chris Doyle says never to do this. He claimed he had never - in his 30 years of sailing - heard of this happening, and claimed it was the fault of the mooring. I don't expect he got very far with that excuse.

What did I learn from this? Well, I guess I could say that I should look at how boats beside me, and to windward of me, have attached their mooring lines.

I was surprised to see just how well a monohull "not under command" was able to "sail" with no power. This boat drifted about 120 degrees off the wind, maybe less.

So not only do we have to worry about boats upwind of us dragging down on us, we also have to worry about boats abeam us breaking free and sailing into us! That's all we need: more things to worry about!

Sponsor Articles

Picking the Right Anchor for Your Boat

by Greg Kutsen, Mantus Anchors

What is the Best Anchor? After reading scores of opinions, reviews and tests done by manufacturers, magazines and government organizations, the subject remains very confusing, not only for the average consumer but for many experienced cruisers as well.

We believe setting ability is the most important aspect to consider when choosing an anchor. Most often the reason boats drag is due simply to the fact that the anchor was never set properly in the first place. A boat should never drag on an appropriately sized and well set anchor of any design or efficiency when the winds are 25 knots. Yet in many situations this is precisely what happens; boats drag when they shouldn't. Thus optimizing setting ability was our primary design objective.





Alberio on Outer Banks

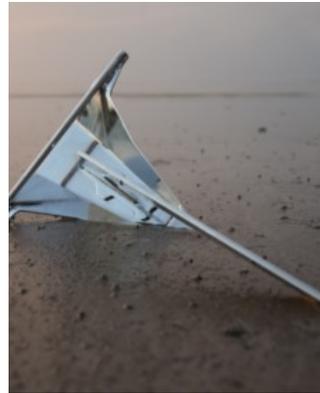


Ariadne



The relative holding of different anchors has been well tested and written in multitude of publications, but the results are confusing and often not reproducible. The reason for this is BOTTOM. It turns out anchors behave differently in different bottoms.

For example, in soft silt we found a Danforth or a Fortress design offers the best holding (due to its relatively large surface area for a given weight of anchor) and the discussion of setting is irrelevant because all anchors will set in such soft conditions. In thicker (more viscous) bottoms a Danforth design will often fail to set, it's blades will skip across the surface, but Spade might have an excellent performance, diving deeper than all others. In really hard clay/sand the same Spade might experience difficulty in finding a bite, as its large heavy nose cannot dive deep in the really thick clay.



This explains why one time an anchor can test excellent and the next the results are disappointing. Further, even in the same locations, the bottom conditions change with varying weather, salinity etc. This often translates in drastic differences in anchor performance. In our usual testing grounds in Galveston Bay, there are days that our test anchors, a 10lb Manson Supreme and 9 lb Rocna set immediately and there are days they do not; while using the same rode, the same technique, and identical location.

Given these plethora of variables, any individual test can only be viewed in the greater context of all that were performed previously and the tests of the future. If viewed as a conglomerate, these tests do suggest certain patterns that agree with the experience of many in the cruising community. Rocna, Manson Supreme, Spade, Ultra (new generation anchors) do offer more reliable performance than Danforth, CQR, Delta, Bruce. Therefore, the perfect anchor will set in the widest range of soil bottoms (including thick clay or grass) and have enough surface area to provide adequate holding power even in soft soils.

With Mantus we strove to push the envelope of setting ability even further compared to the competition, thereby guarantying the likelihood of a set in even the most challenging bottoms – hard-packed clay/mud and grassy/weedy areas. We extensively tested the Mantus with all its competitors and documented these findings on our YouTube channel (*you can find the link on mantusanchors.com*)

Aside from anchor choice, there are several factors a captain needs to consider to assure safety at anchor, such as: length/type/size of rode, use of a properly sized snubber, anchoring location and local knowledge. We hope in the future to expand on these topics and share more of what we learned.

News

Southern Chesapeake Sailors' Rendezvous

This event on July 9th at Indian Creek Yacht & Country Club in Virginia was quite successful with over 90 people in attendance, including a popular Open Boat session, followed by an evening of socializing with other sailors and hearing from an expert cruising panel about steps to prepare for cruising and offshore sailing.

Rally To Maine

This Rally was completed July 19th, with an Arrival Dinner at Rockland Yacht Club. Participants continue to cruise together along the coast of Maine. Both the Sailors' Rendezvous and the Rally to Maine will be covered with articles and photos in the next issue of Dawg Tales.





Vanishing Point



The Call of the Dawg

The Salty Dawg Rally made Feature Story news in the June edition of [Canadian Yachting Magazine](#) when John Morris wrote an article about the 2015 Fall Salty Dawg Rally. Many thanks to Canadian Yachting Magazine who have allowed us to share this story in our newsletter.

The food in the grocery store – where does it come from? There are undoubtedly hardworking people who farm, refine, etc. and when we walk into Sobey's, there it is.

My appreciation of boats in the Caribbean has always been similarly vague. You get on the plane that in Tortola or Antigua, head down to the Cay and there it sits, gleaming and ready. The crew aboard is already sipping rum in the warm sunshine and all is divine.

Despite my decidedly myopic viewpoint on all this, the reality is those boats all came to paradise from somewhere. And that means someone brought them there. This is that story...

Please click [here](#) to continue reading the article from Canadian Yachting Magazine.



Coming Events

Salty Dawg Seminars

The Salty Dawgs will be holding their popular Fall Seminar Series again. This begins with the all-day seminars at the Edward King House prior to the Newport International Boat Show, on Wednesday September 14th. This will be followed by the all-day seminars at Mears Marina Pavilion on Wednesday October 5th prior to the United States Sailboat Show in Annapolis. The final seminars in the series take place in Hampton, Virginia at Bluewater Yachting Center October 26th – 31st. See the website saltydawgrally.org for more details.

Boat Shows



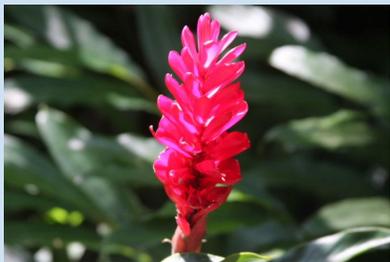
The Salty Dawg Rally will be manning booths at both the Newport and Annapolis boat shows. The Newport International Boat Show runs from September 15th – 18th. And the United States Sailboat Show in Annapolis runs from October 6th – 10th. Please stop by and say hello, maybe purchase some Salty Dawg Merchandise, and find out more about Salty Dawg developments. And, tell your friends to come by the Salty Dawg booth to learn more about the Rallies, Seminars and Rendezvous' run by the Salty Dawgs.

Annapolis Rendezvous

One of the most popular and oldest Rendezvous' run by the Salty Dawg organization is the Annapolis Rendezvous at Mears' Marina in Annapolis in early October.

We often have over 100 Salty Dawgs and sailors attend. This year the 5th annual





It's One of Those Days!



Salty Dawg Annapolis Rendezvous is scheduled for October 6th, beginning at 6:00 PM. The event includes a superb pulled pork barbecue dinner, and live entertainment courtesy of Josh Hodgson of Anchor Yachts. And, all for free thanks to the sponsorship of Jack Martin Insurance and Falvey Insurance. The event is about meeting other sailors, sharing sea stories, making plans for winter cruising, and Salty Dawgs just getting together. So put this on your calendar and plan to be there if you are going to be in Annapolis around the Sailboat Show. No reservation is required.

Fall 2016 Salty Dawg Rally

Preparations are underway for the Fall 2016 Salty Dawg Rally planned to depart Hampton, VA and other coastal locations on November 2nd, weather permitting, with a destination of Virgin Gorda or other locations of preference. Additionally, a new leg has been added from Bequia to the BVI.



The Rally welcomes all sailors with blue water sailing experience and is a great opportunity to take advantage of the safety, education, camaraderie and flexibility offered by the Salty Dawg Rally.

The Fall Rally includes extensive planning, information and social events prior to departure. Sailors typically arrive in Hampton, VA at the [Bluewater Yachting Center](#) a week before the planned departure date to participate in seminars, product demonstrations and daily weather briefings. There is ample opportunity to network with fellow sailors and partake in cruising discussions. The event is complemented with dinners, “Dark and Stormy” happy hour, a gift store and a raffle with some very good products.

Support and service from the Rally does not end ashore. Daily weather briefings continue during the Rally and coordinators monitor and track daily progress of each boat while providing assistance to any issues. There is also a daily radio network conversation to share experiences or issues.

The [Bitter End Yacht Club](#), Caribbean home of the Salty Dawg Rally, provides a wonderful Arrival Dinner and many sailors continue traveling together throughout the Caribbean partaking in numerous other events.

The flexibility of the Rally enables sailors to make their own decisions about their itinerary, departure and destination while being provided the safety, education and camaraderie of the Salty Dawg Rally. Don't miss this great event!

Registration is now open for the Fall Rally and we hope you will attend. Please see our [website](#) for more information or contact [Linda](#) for questions about Registration. Please contact [Phil](#) for info about the leg from Bequia.

Recipes

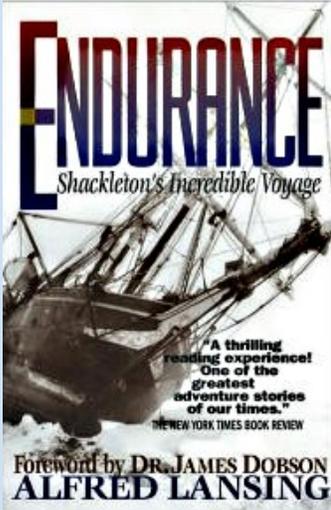
Broccoli, Cauliflower Salad

*By Kathy Brandel, S/V Simplicity
from [www.Food.com](#)*



We love this salad because it contains ingredients that are readily available in lots of places and there is plenty of ways to substitute; nuts or seeds, raisins, dried fruits, different cheeses and vinegars, etc. It goes a long way and everyone enjoys the addition of the cheese that give it some substance. I mix all the ingredients together at the same time and it's still good as a left over.





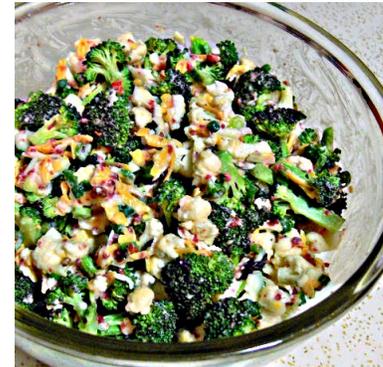
Good Reading



Ingredients:

- 5 cups broccoli (cut in small pieces the size of a nickel to a quarter. Do not use stems.)
- 5 cups cauliflower (do the same as for broccoli)
- 2/3 cup onion (or green onions)
- 2 cups cheddar cheese (shredded)
- 6 pieces cooked bacon
- 1/4 cup sunflower seeds
- 1/3 cup raisins

Prep Time:	45 Mins
Total Time:	1 Hr
Servings:	14-19



Dressing:

- 1/2 cup sugar
- 1 cup mayonnaise
- 1 tablespoon cider vinegar
- 1 tablespoon red wine vinegar

Directions:

- Mix all veggies together.
- Add the dressing.
- Add the cheese, bacon, sunflower seeds and raisins just before the dish is served or at least within an hour of serving it.
- Mix all together.

The Tale End

Did You Know?

The Salty Dawg Rally provides a Crew List Service for captains needing crew and crew searching for a boat. Crew candidates range in experience from seasoned blue water sailors to those who would like to gain more offshore experience and participate with the rally. The Crew List service is free and is available to boats that have been Registered and Accepted to a Rally and also available to anyone interested in crewing. For more info about how the Crew List Service works, contact crew@saltydawgrally.org.

Thank You!

Many thanks to our Contributors, Members, Sponsors and Readers. You make this Rally and Newsletter possible. We hope you enjoy the newsletter and we welcome your suggestions. This issue was prepared by Ken Gelao and Hank George.

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