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Blue Pearl making it look like a lot of fun!
See below for photos of other Fall 2015 participants.

Dawg Tales

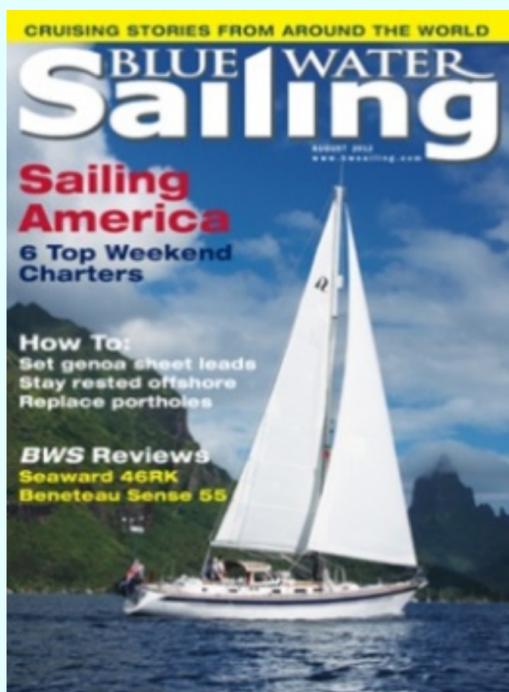
Number 4 Sept-Oct 2015



Salty Dawg Rally Founding Sponsors



Words from the Helm



We can't believe we are starting our fifth year! Where has the time gone? The success of the Rally is due to all your support and the support of our sponsors! Do remember that each year the benefits each sponsor provides is renegotiated. Benefits can and do change from year to year. So be sure to check our Benefits Page at: <http://saltydawgrally.org/benefits/>.

Fall is rapidly approaching and we are in full Rally mode! Registration is still open for the Seminars in both Newport and Annapolis. Send an email to linda@saltydawgrally.org to make reservations. If you are planning on going to the Newport International Boat Show or the United States Sailboat Show in Annapolis, stop by our booth to say Hello! It's always nice to see a familiar face! Go to our website at: <http://saltydawgrally.org/events/>. to see all the details. And don't forget our 4th Annual Rendezvous at Mears Pavilion right after the close of the first day of the United States Sailboat Show. Hope to see you there.

Before you know it, we will be in Hampton for a week of seminars, parties, provisioning and last minute preparations before departure on November 2, weather permitting. We encourage you to get your boat as prepared as possible BEFORE you arrive in Hampton. One regret we have heard over the years is of not being able to attend more seminars and events due to preparing your boat.

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

Are You Ready for the Rally?

Understand Your Boat

by Hank George, s/v *Flash*



While sailors often think first of checking the condition of all the gear on their boat, making sure they have all the latest gadgets, checking weather, going through checklists, and thinking of storm tactics and emergency procedures, there is another step that should be taken. That is to make sure you really know your boat, and how it will behave offshore. I will run through some of the basic functions you should pay attention to.

Boat Speed - Let's start with the speed of your boat. You have sailed her in nice conditions around the Chesapeake

for years, or around Long Island Sound or Penobscot Bay and along the coast. You have even been caught in some thunderstorms or squally conditions with some 3 or 4 foot waves, and thought you had seen pretty rough conditions. In most of your sailing you have found your boat has sailed to windward at a pretty good 6 knots, on a broad reach at 7 and downwind at a nice, lazy 5 knots. Maybe add a few knots if you have a faster boat. You are now planning your offshore passage from the Chesapeake to the Caribbean, and Chris Parker suggests that boats could leave tomorrow if they can make 7 knot boat speeds to get across the Gulf Stream before the winds turn NE against the stream. No problem, you think.

But do you really know your boat speed offshore? I am sorry to break the news that the speeds you saw on the Chesapeake, or Long Island Sound, or Penobscot Bay will not be reached routinely offshore. Residual waves from different directions, counter-currents, building seas ahead of a storm, all have a dramatic effect on your speed. Count on seeing boat speeds a good bit less than what you have experienced in your coastal cruising. Plus, the forecast can call for favorable winds, but in reality local weather effects, or changes in the forecast (it is not an exact science) could cause you to experience an adverse wind direction or less supportive wind speed, and thus lower sailing speeds. So be conservative in planning what speeds you will attain. Be realistic.

Fuel Range - Invariably in an offshore passage, a weather system moves through followed by a light period as a high pressure system settles in. In your coastal cruising you may have gotten into the habit of firing up the diesel auxiliary when the winds lay down. On a long offshore passage you need to know very precisely how much fuel you have available and how much you burn just motoring, or motor sailing. Figure out your burn rates while doing your coastal cruising. You need to have this information when looking at the overall forecast for your passage route. It is always best to try to do as much sailing as you can early in your passage. Put up light air sails. It is OK to go slow - save that fuel!

If along the way there is very light air and you feel your fuel supply is good, try motor sailing with the engine going slow at 1,600 to 1,700 rpm. You'll find your burn rate is one-third to half of what you'd burn motoring only at cruising speed. I often hear boats on the radio running short of fuel. In summary, know your capacity and burn rates under different conditions, use the fuel sparingly early in the passage - go slow, and motor sail at lower rpm to stretch your supply.

Sail Selection and Trim - Of the sail inventory you have, select a set of sails that will give the best helm balance in moderate to strong winds. A significant issue when sailing offshore is to keep a good balance on the helm. Significant weather helm, 24/7 puts large loads on the rudder, steering system and autopilot and can lead to premature failure of those components. You can get by with some weather helm for an afternoon sail, but it can hurt you over a long passage. That oversized genoa





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QUANTUM
SAIL DESIGN GROUP

may work well in the shifting light airs of coastal cruising, but in steady winds around a front and in the trades, the steering system and boat may have to work too hard. And when leaving sails set without checking their trim over a long passage, you can again be loading up with weather helm.

So what do you do? It starts with reasonable sail selection - know on your boat what sails give you a well-balanced helm over a wide range of wind speeds. Also, know what sail trims give you a well-balanced helm. A large roached main may require you to depower the main in anything but the lightest winds. When sailing offshore, check your sail trim periodically, and just as importantly - check your weather helm indications. This is most easily done by checking the autopilot control. If it is showing the rudder has to be turned 7-degrees or more to windward to hold its heading, then you have too much weather helm. Well less than 7-degrees is even better. It is normal to have just a few degrees. Change the sail trim to get the helm back in balance.

The more you know your boat, the shape of your wake will also tell you when you have too much weather helm. More turbulence than when trimmed correctly, or a cylindrical rolling turbulence in the middle of the wake can be indicative of substantial weather helm. Know what the indications are on your boat for being incorrectly trimmed.

Of course hull shape of a monohull will cause weather helm when sailing close hauled. Don't confuse that effect with sail trim. The designer will usually allow for a small amount of weather helm when close hauled, and that should present only a moderate load on the steering system. Usually just a few degrees. But, as the wind fills in and you are pushing the rub-rail into or close to the water, if over-canvassed for the wind strength, you will get added weather helm from the hull shape. Reduce sail, straighten up, and you'll have a happier helm.

For catamarans if the leeward hull wake begins to take on the form of a small rooster tail, you are over-canvassed. As with a monohulls, you'll often find if you reduce sail area in these conditions, you sail just as fast or faster than being over-canvassed.

Also, before going offshore, make sure your rudder position sensor is accurately set for the neutral, straight-ahead position. For boats with a rigid chain and cable wheel steering system, place a piece of tape or a decorative Turk's head knot on the top of the steering wheel when the rudder is in the straight-ahead position. These will help when checking weather helm.

Sail Reefing - Before going offshore, know at what apparent wind speeds to windward and what speeds off the wind require a reef in the sails for your boat and sails. Some input for this may come from your sail-maker, keeping sail loads below what the fabric is designed for. But, knowing your boat you may find the boat sails better, more comfortably, or easier on the autopilot at wind speeds even lower than the maximum suggested by your sailmaker. Make note of these speeds for on the wind and off the wind directions, and log them in your boat manual.

Also, know how to reef efficiently when offshore. Practice this in some larger waves inshore. Try to set-up systems on your boat to ease the procedure. In rough conditions there is a lot of noise and commotion, and you are trying to get things set quickly. Make it easy. Put marks on reefing lines for a slab reefing system so you know easily when the line is set correctly, and you don't have to climb up on deck with a flashlight to check the line position.

Chafe - Chafe is the bane of offshore sailors. It is one of those things you don't plan on, often can't predetermine where this might occur and can be debilitating when it occurs. It is not practical to carry spares for every length of running rigging aboard. The best medicine is prevention. Long offshore passages with big seas provide opportunities for chafe, so be on guard. The primary materials of concern are your sail cloth and running rigging. And the conditions that most often lead to chafe problems are long periods of big seas, 24/7.

The first step is to routinely go around the rig and check - look for lines that are crossing standing rigging, reefing lines or the topping lift pulling tight against the sail, looking for conditions that could lead to chafe damage. As the sails, halyards, outhauls, topping lift or boom pump from boat motion in big seas, one creates conditions that can lead to chafe. I always check at least twice a day. Use a strong flashlight at night. And be sure to stay clipped in to jack lines if you go out of the cockpit (of course it is wise to be clipped-in when in the cockpit as well, particularly in big seas).

Adjust lines to remove the potential areas of concern. Relax non-used reefing lines or topping lift, trim in the outhaul to minimize mainsail pumping, re-tension the main or genoa halyard if there has been some stretch - looseness in these can allow pumping of the halyard.

If over the period you have had your boat, you have experienced some wear of particular halyards, topping lift, or a common problem - the mainsail outhaul, before going offshore you might do a special inspection and corrective measures to hone in on the chafe causes. Because, if wear and chafe have happened over several summer seasons of coastal or protected water sailing, it will happen over just a matter of days offshore and you will lose that halyard or outhaul. Steps you can take are: placing chafe gear at particular problem areas, going to low-stretch line for halyards and outhauls to minimize sail and halyard pumping in big seas, and adding restraints (similar to a preventer, but rigged as a downhaul) to keep the boom from lifting and pumping in big seas. This last one can be as simple as moving your traveler car to a point directly below the boom when the sail is trimmed where you want it, and tension the mainsheet well, or if that option is not available, add a restraint similar to a preventer that can tension the boom downward in big seas, and can be released under load.

Signs of Dawgs Everywhere



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



Crawl Pub, BEYC



Beans Stage at Leverick

Fall 2015 Participants



The Wells, Adagio

In short be sure to know your boat and how it will behave offshore to better prepare for the offshore passage, to enjoy the passage more fully, and to arrive at your destination as planned. Safe Sailing!

(Hank has been an active sailor for the past 45 years, and logged over 130,000 blue water miles. He has owned monohulls from 22 to 52 feet, and now sails a Catana 471 performance cruising catamaran with his wife Seale and two cocker spaniels.)

On the Horizon



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.

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, planning your cruising sail inventory 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 LRSE and Landfall Navigation. **A McMurdo FastFind 220 PLB will be awarded to a lucky attendee via a drawing at the Newport seminar.**

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. **All attendees will qualify for a drawing for a one year subscription to Oceans Weather Net.**



Amara

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. For details see the SDR website [events page](#).

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



Archer

Volunteer Opportunities

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

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

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

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



Blue Sky



Bravo



Charmed Life



Domini



Charmed Life enjoying a sail in the BVI



Flash



A great drone shot of *Maravilha*

SALTY DAWG FALL RALLY!

RALLY DATE: 2 Nov 2015

REGISTRATION: Sign up now on the [Registration](#) page. The early registration deadline is September 15, to be eligible to win a \$250 gift certificate from Gill® North America.

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](#)

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.

A reminder to those whose Membership expires the end of October to please renew. It is especially important to Dawgs who are participating in the Fall Rally. To those who have renewed their Membership, THANK YOU!

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](#)

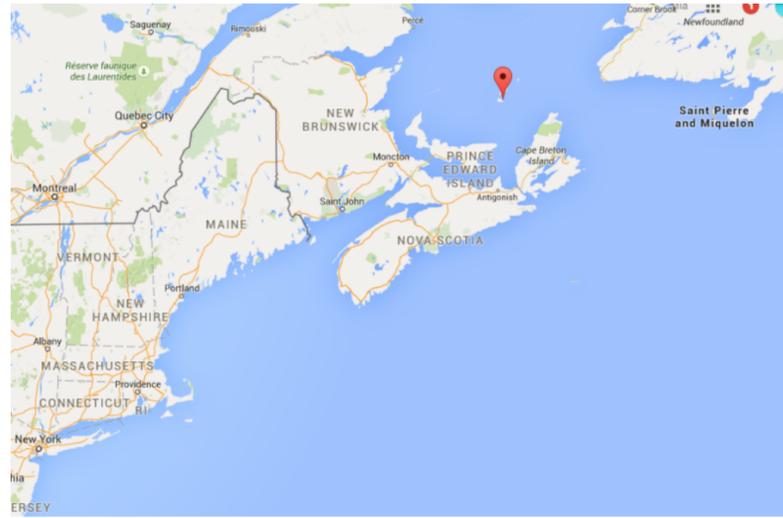
Sponsors:

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



Fall Dawgs will be hanging out here soon



Halcyon



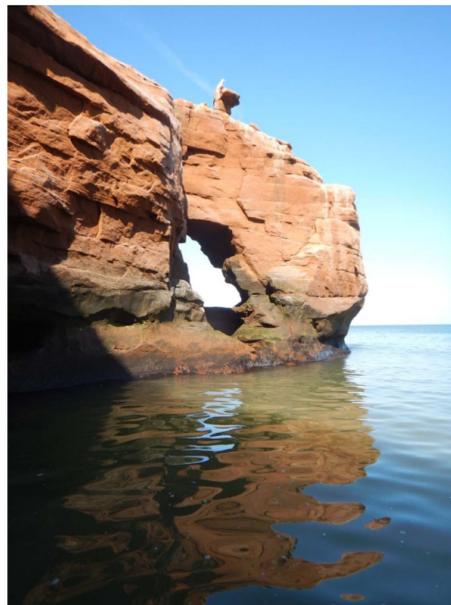
Heaven

Exploring in the Canadian Maritimes: Les Iles de la Madeleine

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 Jeff & Christina Moulton, s/v *Altera*

We have thoroughly enjoyed our time in Les Iles de la Madeleine and are really glad we made the trip. It is a very unique spot and a popular summer travel destination. We spent the bulk of our time anchored in Havre Aubert in the protected cove adjacent to the popular sandbar known as La Grave. La Grave is probably one of the the most popular spots for visitors to the island and was a great place to explore. We were treated to a few sunny days with beautiful sunsets and all but one of the overcast days cleared just enough to reveal the sun setting on the horizon.

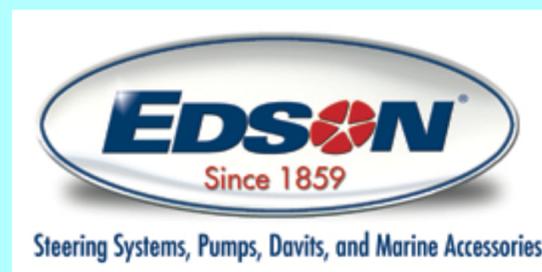


We wandered up the hill on the east side of the La Grave sandbar where we had a great view of what used to be buildings for the fishing industry. They have all since been converted to shops or restaurants which is what makes this a popular spot to visit, even for the locals. The shops are full of local artisans creations and clothing, and had we not been travelling by boat we we likely would have picked up a couple of items. The workmanship and quality was far above what we've seen in among some of the sunny south destinations.

Read more and see great photos of this adventure at [Altera's blog](#) .



Ask the Experts



Your Steering System "The Difference Between a Vehicle and a Shelter"

by Will Keene from Edson; will@edsonintl.com

If the steering system in your car was not working you wouldn't drive it. The car becomes a comfortable "shelter" with heat, A/C, typically a great sound system and reclining seats (some heated) but it is no longer a "vehicle".

Losing the steering system on your boat is an event that rarely happens when you are tied to a dock. In most cases it happens in the worst possible place and at the worst possible time - offshore, gulf-stream, at night, etc. In those types of scenarios, your boat with no steerage, can make for a dangerous shelter. A vessel in a challenging sea state, with no directional control, can throw supplies and those on board flying. A dangerous situation for everyone.

Inspection and maintenance prevent failure.

The easiest way to start an inspection is to download Edson's Steering Inspection Checklist from our website. It will lead you through a complete steering inspection; which is applicable to virtually all manufacturers of chain & wire steering systems (www.edsonmarine.com/support/checklist.php). As you work your way through the list of steering components to be inspected, note the "action" to be taken for each component. Look for metal dust, either silver or gold. Silver suggests something aluminum is chafing and gold would be something bronze with the same issue. If you see black dust on the surface of your steering compartment it typically suggests that your steering cable is chafing a hose: it could be as dangerous as a propane hose, or an engine exhaust hose, or scupper hose. Take action to replace any worn or chafed parts and take measures to ensure the problem does not repeat itself.

Tensioning your steering cables is an important and often neglected part of properly maintaining a steering system. Proper tension prevents the chain from jumping the sprocket and the steering cable from leaving the grooves of sheaves and quadrants/radial drive wheels. Proper tension is achieved by having a person at the steering wheel turn the rudder so that the quadrant or radial drive wheel is hard against the rudder post stops, with another person in the steering compartment. When the person at the wheel leans on it, one cable will be very tight, the other steering cable (the "lazy" cable) will be slack. The "lazy" cable needs to have enough tension on it, so that it runs straight from sheave to sheave, or sheave to quadrant. This cable should not be "piano wire" tight, it should simply be snug and not drooping. Before tensioning one side, have the person at the wheel turn it hard over in the other direction, so that the former "lazy" cable can be put under load, and repeat the same inspection.

When these steps are complete the steering cables should be tensioned evenly, if necessary, using take-up eye nuts. Take a few turns on one wire take-up eye and then a few turns on the other, until your steering cables are snug. When you think you have it right, turn the wheel hard against the stops and check wire tension on both sides. The person at the steering wheel should feel a smooth but responsive feel to the wheel. As soon as the wheel moves the rudder should also move. The person in the steering compartment should see no sagging in the lazy cable with the rudder hard to port and hard to starboard.

If your wheel starts to feel squishy, and there is play in it, (i.e.: when you turn the wheel the rudder doesn't move), it is time to tighten the steering cables again.

It is important to use proper steering cables. Rigging shops have rigging wire, which is great for rigging but not for steering. Steering cables are pre-stretched to 60% of breaking strength and made of 305 stainless steel (this carries strength advantages over grade 316, and corrosion and magnetic benefits above grade 304).

The last and most important component to check is your rudder. If you haul your boat for the winter, check the ground under the boat in the spring. Rust stains below your rudder are a sign of crevice corrosion happening inside your rudder. A tapping hammer can be used to listen for dead/wet spots, or you can hire a surveyor who does thermal imaging (this can show you visually what is going on inside your rudder).

Over the years many fiberglass rudders were made like a sandwich, clamping around the rudderpost that had stainless plates welded to it. Micro balloons were typically used as the filler. Micro balloons, over time, will break down and absorb and hold water. This leads to crevice corrosion inside your rudder. This is probably the number one cause of rudder failure. While rudder failures are not common, you still need to be vigilant. A rudder failure puts you at the mercy of Mother Nature. Knowing your boat and the equipment on board can be invaluable to regaining directional control of the vessel. Most, if not all, vessels headed offshore are equipped with autopilots. The vast majority of those installations have the autopilot on a separate tiller arm, making it independent of the primary steering system. This allows the crew to engage the autopilot in order to regain directional control of the vessel.

Think of an independent autopilot as your "electronic emergency tiller." In fact, it is always a good idea to keep your autopilot "on" in standby mode. That makes the switch from a failed primary steering as simple as pushing a button.

Practice driving your boat under autopilot and get used to it. You must make sure that your rudder is turning freely before you actually engage your pilot. If your steering failed because of a "jammed" rudder the autopilot will not overcome it and will result in an autopilot failure.



Kalani



Loon



Nemetona



Onyx



Pandora



Rum Runner



Sapphire



Second Wind

The next piece of equipment that is vital to have on board, and in a readily accessible place, is your emergency tiller. Many tillers require a deck plate to be removed. If this is how your boat is set up, make sure you can remove the deck plate. Salt deposits can settle into the threads, making it virtually impossible to remove. Tape or secure the deck plate key to the emergency tiller, so it is where it should be when needed. Make sure all on board know where the emergency tiller is stowed. If you are headed out on a passage, do an emergency tiller drill so everyone is familiar with how it is rigged and what it is like to steer your boat using her emergency tiller. It is not easy or the same on all boats, each have their own idiosyncrasies.



Offshore Satellite Communications

by Jeff Thomassen, Ocens; jeff@ocens.com

Looking for a communications solution in preparation for your next trip? Confused by all the different satellite options that are available today and what you should expect from them? Let me toss out some basic information on the various systems to at least get you thinking in the right direction. Let's look at the top three satellite network providers, what they offer for basic hardware and service options, and point out the primary features that each brings to the table.

Globalstar:

The Globalstar network is designed around what is called a "bent pipe" architecture. This means that to complete a call the satellite must be able to see your phone as well as the ground station. Calls go from your phone to the satellite and are then relayed directly back down to the ground station. Calls do not transfer between satellites. This design results in coverage that is limited to areas relative to where the ground stations are. This is why there is no coverage in areas such as the middle of the ocean. Globalstar can be a good low-cost option for you if you are cruising primarily the Gulf of Mexico or just up and down the coasts (no south Pacific or southern Caribbean coverage). There is however good European coverage once you get there, but you will have a short gap in service mid ocean.

The current handheld phone is very inexpensive and in some cases free with qualifying plans, airtime is around \$1 per min, and the docking stations are inexpensive as well. The Globalstar network supports data speeds up to 9600 baud (about 72kB/min, in other words, you can transfer a 72 kilobyte file in about 1 minute of airtime) which is great for routine email and weather. Still a bit slow for any real internet surfing even with compression services.

Globalstar does have a Wi-Fi add-on module available for wireless data access between your handheld phone or docking station setup allowing data connections between your smartphone or computer. This is a great option and is HIGHLY recommended as it greatly simplifies the setup configuration and provides more reliable modem connections. There is also a stand-alone Wi-Fi/satellite phone (SatFi) available as an alternative to the fore-mentioned hardware. The SatFi is the wireless router and the satellite phone all in one unit. Keep in mind that you must have a smartphone or a computer to communicate with the SatFi for making voice calls.

Globalstar also has the SPOT Tracking device. This is a nice low cost tracker that will give you a way to share your position with others back home. SPOT can also be used with other third party group tracking services. Another great feature is a handy SOS button that when pressed can send a message to emergency coordinators letting them know that you need help and provides them with your position.

Iridium:

The Iridium network is based on satellites that are in low earth orbit like the Globalstar satellites, but the Iridium ones are able to transfer calls between satellites. This allows Iridium to have 100% coverage around the world. All of the calls are routed and land in Arizona no matter where you are. Iridium's equipment is a bit more expensive with the handheld phones starting at around \$1,000. Docking stations, small fixed external antennas, Wi-Fi adapters and such are available as well in a few different configurations. Iridium also offers a lower cost standalone Wi-Fi satellite device called the Iridium GO! This small, portable satellite phone device provides a Wi-Fi hotspot that you connect your smartphone or computer to for voice and data communications (same as with the Globalstar SatFi mentioned above).

The latest Iridium phones also include GPS position reporting. This is great if you want to share your position with others, post it to a website or use the SOS feature for alerting emergency services. With the Iridium handheld phones, airtime is going to run you about \$1.49 per min for voice or data calls. If you are looking at an Iridium GO there are even unlimited data plans - keep in mind that the speed is still only 2400 baud.

The current Iridium network is capable of data speeds around 2400 baud (about 18 kilobytes per minute). Way too slow for web surfing, but usable for email and weather when using services that are designed specifically for satellite communications networks.

Inmarsat:

Lastly, let's look at the Inmarsat system. The Inmarsat system is based on three GEO stationary



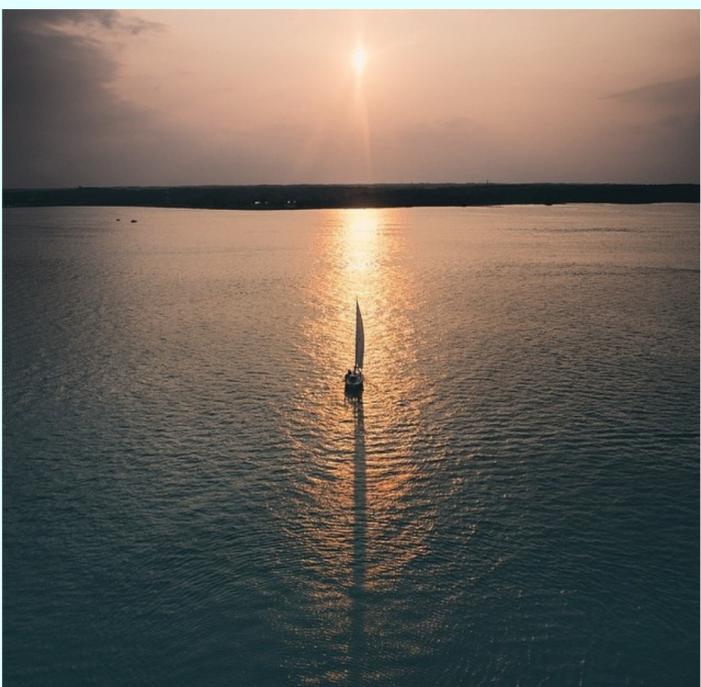
Silver Penny



Simplicity



Starburst



Stormy Weather

satellites that are about 22,000 miles up, one covering each major ocean region. This configuration gives you coverage anywhere in the world between about 70 degrees North and 70 degrees South latitude. You also need to make sure that your satellite phone can see the satellite. If it can't see the satellite, you need to move to a different location or remove any obstruction so that you can see the satellite rather than just waiting for the satellites to move like with Iridium and Globalstar systems. This is also why the high speed terminals that Inmarsat offers have small domes with stabilized antennas, so it can keep the dish pointed at the satellite while you are rolling around or changing directions.

Inmarsat offers a range of equipment options including a handheld phone called the IsatPhone Pro. This is great for voice communications and "ok" for very limited data. The data speed is only about 2400 - the same as the Iridium - but we have found that it typically runs slower than the Iridium. Thus at the typical \$1 per min airtime, your downloads end up costing more.

The other more popular Inmarsat systems are the Fleet Broadband terminals. These consist of a small dome antenna (about 11 inches in diameter) and a below deck unit about the size of a laptop. These units support data speeds from 100kbps to almost 300 kbps depending on the terminal you purchase. The systems cost anywhere from \$3500 to almost \$10,000, depending on maximum speed and the coverage area it is provisioned for. Airtime for these units can run from about \$5 per megabyte to around \$20 per megabyte (note that data is billed per megabyte where the Globalstar and Iridium systems mentioned above both bill data calls in minutes). You will need to look at the plans available for the Fleet Broadband systems in detail as the much better rates typically mean you are buying into a higher usage / yearly contract or the plan may have real limitations on coverage or duration of the prepaid plan. Because of the high speeds, you will need to have tools in place to protect from expensive runaway data that can run up your bill very fast (such as background software updates for example).

This a very quick look at some of the basics, but I hope it is a helpful start.



What to Consider When Buying Boat Insurance

by Morgan Wells; Jack Martin & Associates Insurance, Morgan.Wells@jackmartin.com

There are many different types of corporate entities that sell boat insurance. There are "agents" and "brokers" and you can also buy insurance direct from various insurance companies. So when you contact an insurance provider it is useful to ask what role they play. Do they sell insurance for one company, do they broker for one or a few companies, or are they an independent agent that is looking to provide you with the best combination of pricing and coverage from many insurance companies. In any event, ask for the name, country of origin, and rating of the issuing insurance company that would pay any claim. You should only consider quotes that are secured by insurance companies that are "A" or better rated and that have proven years of experience in the yacht insurance market. The written quote should provide this information, but if you are not sure ask for the rating and a link to the company's web site. The company's web site should provide rating information by AM Best Co., Standard & Poors, and/or Fitch's rating services. However, the financial rating of an insurance company does not provide information about a company's "willingness" to pay claims. Be aware that yacht insurance for blue water / international cruisers is relatively unregulated and that there are companies, usually not domiciled in the USA, that through inexperience, fraudulent intent, or poor financials, that can make the claim experience difficult or impossible. So ask others, including your insurance person, about their claims experience with a particular company.

Every company has different underwriting guidelines and capabilities. Out of dozens of yacht insurance providers there are only several that meet the above requirements AND that have the ability to underwrite coverage outside of the coastal USA and Bahamas. Even fewer companies provide insurance for trans-oceanic voyages. Ask other cruisers for referrals to a proven insurance professional. Contact the top 2 or three names that are referred most often.

Start the process early. Don't wait until the last weeks prior to departure to start looking for insurance. You can and should start the insurance process several months in advance so that you develop a relationship with your insurance person, can plan a budget, and become familiar with insurance conditions and requirements.

Be prepared when you request insurance quotes. You wish to show the agent and underwriters that the vessel is very well prepared for her intended voyage and has a capable crew. In addition to the basic data and vessel specifications, you should be able to provide a good summary of your prior vessel ownership and experience and for that of your crew as well. Preparing a sailing resume detailing prior voyages can be helpful. A recent Condition & Valuation Survey may be required and information regarding the age and condition of the rigging and or the last Rig and Rigging Inspection is helpful too. Any other summary of vessel refit / voyage preparation will show your diligence. You should also be able provide a general anticipated itinerary for your first policy year and likely future cruising. We do know that plans may change, they usually do, but it is important to know what your likely long term plans are. Hurricane / Cyclone Season location and vessel Storm Plan preparation is



Tonic



Vanishing Point

a very important factor. Give this some thought and discuss various hurricane Season locations and plans with your insurance person.

Soon after your insurance quote request, you should receive a detailed insurance quote and a sample of the policy and any endorsements that will apply. Yes, do READ the documents as you should have a basic understanding of what is and what is not covered and what your responsibilities are. Following your review you should ask questions about the policy and coverage. Call, or better yet, ask your insurance person those questions via email. Direct additional scrutiny to any section detailing policy GENERAL CONDITIONS and EXCLUSIONS and to any that specify WHAT WE PAY. Carefully review any section that describes depreciation that applies to various components of the vessel or payment of a claim on an ACTUAL CASH VALUE basis. (ACTUAL CASH VALUE is defined as Replacement Cost less depreciation.)

One of the most important sections of the quote / policy and the one that has a very significant effect on policy pricing is the NAVIGATION LIMITS, TERRITORIAL LIMITS or CRUISING AREA. The Navigation Limits of a policy are usually a policy WARRANTY or legal requirement so failure to comply- a vessel outside of the Navigation Limits, may nullify policy coverage. Make sure that those limits cover the waters you plan to cruise. Watch out for offshore mileage restrictions and note that there may be seasonal restrictions regarding the vessel location. These seasonal restrictions usually pertain to hurricane season but the dates and latitude may vary significantly from company to company. Some companies may require the vessel to be North of Cape Hatteras for June to November and some may require the boat to be North of the Florida - Georgia border, (about 30.5N) from July to November. Others may allow the vessel to stay in the Caribbean, in the waters South of 12 degrees 40 minutes North Latitude for hurricane season. The Navigation Limits of a policy can usually be changed by policy endorsement as mutually agreed, but it is important to know your options and the capabilities of the insurance company to provide coverage for where you may want to cruise well in advance.

Once you have purchased the policy keep a copy on board and a copy in a safe place on shore. Always promptly notify your insurance company of any accident or incident. Finally, to make your coverage as "strong" as possible keep good maintenance / inspection records and invoices that serve to substantiate your prudent due diligence in the care and ownership of the vessel.

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



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

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

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

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

Diana Doyle
Founder, SeaBC Sea Bird Count



Blue Water Divers Top 5 Dive Sites in the BVI

by Keith Royle from Blue Water Divers; bwdbvi@surfbvi.com

The Wreck of the R.M.S. Rhone - Salt Island

Certainly the most popular and well known of all BVI dive sites, the Royal Mail Steamer "Rhone" was the setting for the hit movie "The Deep", starring Nick Nolte and Jacqueline Bissett. The wreck itself is fascinating to explore with parts of her still in tact. The Rhone foundered during a hurricane and is lying in depths from 20 to 80 feet. She is colorfully decorated by a wide variety of corals and is home to several resident barracuda, sea turtles, stingrays, angelfish, yellowtail snappers and many other varieties of fish life visit the Rhone. This is a "must see" for all levels of scuba divers!



The Indians - Off Norman Island

Whether scuba diving or snorkeling, the Indians are a favorite for all ages and abilities! This marvelously unique rock formation, looms out of the water from a depth of approximately 10ft to 50ft and features a tunnel which divers (with scuba equipment) may pass through to the other side. There is a spectacular variety of corals at the Indians as well as an abundance of reef fish.



Rainbow Canyons - Pelican Island



This is an ideal dive site for beginners and advanced scuba divers and has a spectacular array of coral formations. Rainbow Canyons ranges in depth from 20 to 60 feet and is home to several colonies of garden eels, a huge variety of reef fish and several nurse sharks as well! Don't miss the Rainbow Canyons when you dive the BVI!!!



Angelfish Reef - Norman Island

Angelfish reef runs from 30 to 80 foot depths and is exposed to the open, Caribbean Sea. As a result, it is frequented by several large and impressive, deep water species such as eagle rays and southern stingrays. The sparkling white, sandy bottom at The reef is host to many bottom dwellers including snake eels and Moray eels.



Painted Walls - Deadchest Island

It would seem as though an artist of the impressionist era had plied their skills at Painted Walls! The walls where two, underwater valleys converge are teaming in colourful sponges as well as soft and hard corals, looking remarkably similar to an artist's pallet! The main inhabitants at Painted Walls are nurse sharks, barracuda and lobsters. This BVI dive site with depths of 30 to 50 feet is a great for beginners and advanced divers.



More reasons Dawgs spend the winter in the Caribbean...



Michael Beans show



BEYC



Leverick Bay



Phillipsburg, Sint Maarten



South to the Sunny Caribbean

by Henry E. Marx, Landfall Navigation; Landfallnav@Landfallnav.com

For those of you lucky enough to be taking your boat south for the winter with the Salty Dawg Rally, now is the time to start seriously planning and preparing:

Simple Questions:

1. Do you have an itinerary and route laid out?

- What do you need to plan the trip? Cruising Guides and small scale charts are the starting place.
- Is the desired Itinerary reasonable for the time you have set aside for the trip, your boat's capabilities and equipment, and your and the crew's experience level?

2. For those joining the rally, your host will provide lists of required or suggested navigation and safety gear. We would suggest a copy of Chart 108, which covers the East Coast from Nova Scotia to Antigua including Bermuda, thereby showing you your route. For more details, Pilot Atlas 106 for the North Atlantic will show you Rotary Currents and Wind Roses to help you layout your courses. Again, Cruising Guides for the various islands on your itinerary are useful to study in advance.

3. Before your trip you really should go over the boat and make sure that all your filters have been changed, fan belts and impellers are in good shape etc. and that you have spares. Once you leave the continental US, these items get harder to find and more expensive!

- In my experience, be sure to carry plenty of fuel filters as the quality of the fuel you will be getting in the Caribbean or Bahamas may not be what you are used to in the states!

4. Also review, service and test where practicable your safety equipment:



Sarafina's French Bakery in Marigot, St. Martin



Sign at St. Croix restaurant



Diving in Bonaire



- EPIRBs and PLBs are within date and properly registered.
- Flare Kit is up to date and SOLAS Flares only.
- Life Raft Serviced and Abandon Ship Bag Contents reviewed and updated as necessary.
- Life Jackets serviced, lights work, PLBs registered to you and the boat.
- Medical Kit and First Aid Manual current.
- Here is the chance to take a Red Cross First Aid and CPR Course.
- Do you have adequate Prescriptions in their Prescription Bottles only? I also carry a general Muscle Relaxer, Pain Killer, and Anti Histamine, that you will need a prescription from your Family Doctor to obtain. You never know when you will need it.
- Engine, Generators Refrigeration spares onboard.
- Documentation Certificate, Ship Station Radio License - yes you need one if you leave US waters - current & MMSI Number. Also, Passports and Inoculation Records.
- What Weather Service are you going to use? Do you have a schedule worked out? Weather reports should be received and logged at least 3X per day'
- You should get your crew together before the rally and sail together for a weekend. Get to know each other and the boat.
- Where are things located? Can you find them in the dark?
- Most offshore races require that the vessel have a Laminated Equipment Location Diagram posted at the Nav Station or in the Head so that everyone knows where everything is located.
- You might hold a Test at the end of the sail and those who cannot pass - buy drinks for those who do pass. If everyone passes - the Captain gets to buy the drinks.

5. US Sailing requires the following Drills be practiced and documented before you enter any off shore race:

- Safety Equipment: Does everyone know where the Fire Extinguishers, Life Raft, Abandon Ship Bag, EPIRB, Flare Kit, Medical Kit, Life Sling/Dan Buoy/MOM are located and how to use them?
- Man-Overboard Drill: You should actually perform a few using a Seat Cushion as the MOB.
- Does everyone know how to use the Radio, Sat Phone, and SSB and how to make a Distress Call? Have you checked the coverage of your SSB Provider? Again, a Laminated Distress Calling Procedure Card should be posted by the radios.
- Does your crew know how to reef, shorten sail in the dark, set the Storm Trysail or Storm Jib?
- Damage Control: Where are the Thru Hull Fittings, Fuel and Water Shut offs, Fire Extinguishers are and how they work?
- Emergency Steering solution if you lose your rudder?
- Rig Removal Kit if you lose the Rig? Do you have a back-up Radio Antenna?

In The Galley



Quesadilla Casserole with a Kick

Recipe shared by Linda Knowles, sv *Sapphire*

Ingredients

- 2 tsp chili powder
- 1 tsp ground cumin
- 1 tsp minced garlic
- 1 tsp minced onion
- 1/2 tsp oregano
- 1/2 tsp crushed red pepper
- salt to taste
- 1 lb ground beef
- 3/4 cup chopped onion
- 16 oz of Hunts basil, garlic and oregano tomato sauce
- 15 oz can Goya low sodium black beans,-- drain and rinse beans
- 1 can corn, do not drain
- 4 1/2 oz can chopped green chilies, do not drain
- 1/2 cup jarred jalapenos, chopped
- 2 or 3 cups Mexican blend shredded cheese--your favorite corn or flour tortillas (will need 6 to 8)

1. In a skillet brown the meat and onion and then drain and return to pan.
2. Now add your tomato sauce, beans, corn, chilies and jalapenos and mix it all together.
3. Now into this stir all your spices except the red pepper and bring to a boil.
4. Turn heat down to low and simmer for about 5 minutes. When done simmering add the red pepper.
5. Now place 1/2 cup of your meat mix on the bottom of a 13x9 baking dish that's been sprayed with non stick cooking spray.
6. Top this mixture with 3 or four of your tortillas. (they will be slightly overlapped.) Then top this with half of the remaining meat mixture. Add half of the cheese and then another layer of tortillas, then meat, then cheese.
7. Preheat oven to 350 degrees and bake the casserole uncovered in oven for 15 to 20 minutes or until thoroughly heated thru and cheese is melted.
8. Allow to cool for about 5 minutes to make cutting and serving easier.

Recipe Source: [Just A Pinch Recipe Club](#)

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.

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

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