



Dawg Tales

Newsletter



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From the Helm

Fellow Salty Dawgs, we are coming to the end of our most challenging year ever as an organization. And, it was certainly very challenging for our members and subscribers personally. January and February started out fairly normally for us in planning activities for 2020. But that changed in March as we had to respond to the challenge for sailors caught in the Caribbean, many needing to take on an offshore passage they had not planned, or with less crew than desired. Our Homeward Bound Flotilla with a team of 24 volunteers rose to the challenge and supported any vessel that need to make the passage. And, all made it safely to the US. Then pulling off the Rally to Maine, with quarantine and testing of participants, safely making it to Maine, enjoying cruising Downeast Maine, and no positive cases.



We had to cancel all of our planned Rendezvous events, and the Annapolis and Hampton Seminars. But we rolled out a comprehensive series of webinars, with 25 individual talks, and took on the Fall Rally to Antigua and the Bahamas with 50 vessels participating, and 180 sailors – all doing a quarantine before departure, exercising extreme care in their preparations, and then testing before going offshore. A testament to these efforts – we had no one test positive, and all arrived safely at their destination with no Covid symptoms surfacing offshore – kudos to all the volunteers and participants. A few boats that delayed along the way are working with Chris Parker to still catch up with Salty Dawg friends in the islands – we wish them safe sailing. All of these activities were a big effort with many volunteers pitching in, and accomplished with a typical Salty Dawg can-do attitude with sailors helping sailors.

We are beginning to look ahead to 2021, with our Spring Rally back from the Caribbean, some webinar-type activities for the winter season, then looking ahead to summer rallies (look for our coming survey for input on those), maybe having some rendezvous events later in the year, seeing if we will have the Annapolis Sailboat Show and nearby activities, and then and of course planning our Fall Rally to Antigua and the Bahamas. Stay tuned for further news as we all try to move back closer to normal.

Last, I have to offer a salute to Linda Knowles, who passed away earlier this month. She was one of our founders, and a bundle of energy in getting the Salty Dawg Rally and organization off the ground. Please register and participate in the Celebration of Life Dec 5th, with her family and other Salty Dawgs.

Happy Holidays! Hank George, President, SDSA





In memory of our beloved friend and Founder Linda Knowles

Obituary

Knowles, Linda Marie (Barrett), 71, of Vero Beach, FL.

It is with profound sadness that we announce the sudden passing of Linda Marie Knowles. Linda died unexpectedly of a heart attack in her home in Vero Beach, FL on November 14, 2020. She was 71 years old.

Born in Buffalo, NY and raised in Eden, NY, Linda was preceded in death by her parents James Barrett and Helen Bartus Barrett, as well as her brother Donald Barrett.

Linda was a devoted wife of 36 years to her husband William P. Knowles, with whom she spent the last 20 years living on their sailboat *Sapphire*, cruising from the Northeast to the Caribbean each year. During this time they founded the Salty Dawg Rally in 2011, eventually growing to over 800 members, where she served as Vice President since 2013. The ocean became their home.

Linda had a successful career in finance, working for several different companies over the span of her career. Settling in Barrington, RI, she retired and took to the sea.

Linda loved to cook and spent hours in the kitchen while making the most delicious meals. Each meal was an event where we spent hours talking, laughing and cooking. Every Christmas we all looked forward to her huge variety of cookies that she would bake and share with family and friends. Trying to replicate those recipes will definitely be a challenge. Over the years, she amassed over 6 large bookshelves of cookbooks.

She also loved reading and it is no surprise that the magical, mystical Harry Potter books were among her favorites.

Linda is survived by her loving husband, William P. Knowles, and sister Kathy Evers and husband Ken of Atlanta, GA.

Linda was a devoted and beloved mother to her sons; Dan Graovac of Newburyport, MA, Kevin Graovac and wife Diane of Centennial, CO; daughter Jeneen Masih of Spain, and her stepsons; Russell Knowles of Deale, MD, Alex Knowles and wife Susan, of Eden, NY.

Linda also leaves behind eight grandchildren she adored: Jack and Lucie Graovac, Katherine and Beatrice Masih, Danae, Alexander (Zan), Abby and William Knowles.

A Celebration of Life will be held virtually on December 5th. Please [contact Barb](#) if you would like to attend and she will send you an invitation link. There is no need to request an invite again if you already submitted a request.

Donations can be made in memory of Linda Marie Knowles to the Salty Dawg Sailing Association, a 501(c)(3) organization, at the following link <https://www.saltydawgsailing.org/donations/>



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Cruising Articles

Solo to Antigua

by Bob Osborn, S/V Pandora

Most boats that participate in the Salty Dawg Rally to Antigua take on crew, but occasionally, a skipper will decide to go solo. Yes, there are inherent risks in being aboard alone, but with a properly outfitted boat and an experienced skipper, the risk can be minimized and solo sailing can be rewarding. This is the story of Iain Kirkpatrick who sailed solo aboard his Shipman 63, Fatjax, from Virginia to Antigua in the Fall Rally.

Iain and his wife Jacqueline, both from the UK, sailed Fatjax to the Caribbean last fall from the Canaries, landing in St Lucia. Like so many cruisers they suddenly found themselves locked down due to the virus. With limited options for navigating the complexities of heading to the US, they joined the Salty Dawg Homeward Bound Flotilla for their run to the US. Iain and Jacqueline originally planned to stop in the BVI on their way north, and as UK citizens this seemed like their best option. But when the BVI closed their borders, they opted, as did many other stranded cruisers, to head to the USVI as their final stop before heading north.

Eventually they made their way to Newport, RI with the Salty Dawg Homeward Bound Flotilla and Jacqueline flew home to the UK, only to find that she had no way to return to the US to accompany Iain on his trip south to Antigua during the Corona Virus lockdown. After considering his options and spending much of the summer alone aboard Fatjax, Iain decided that he would make the run from Hampton to Antigua solo. Iain is no novice at ocean sailing since he has sailed nearly full time for the last 20 years, participating in many ocean races, including the Fastnet. As an accomplished racer, he readily admits that the cruising lifestyle is new to him, and to Jacqueline who is fairly new to sailing.



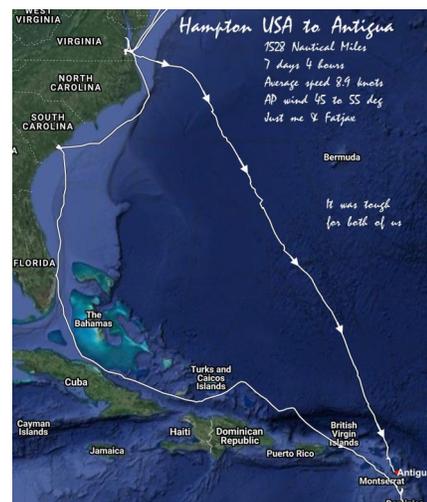
Fatjax is a Shipman 63' carbon fiber fast cruiser which was launched in 2007. She has a lifting keel that draws 11 1/2', and 7 1/2' when retracted. Iain purchased Fatjax in the Mediterranean from some neglectful Russian owners and says "she was quite a wreck", then spent the next two years refitting her, mostly by himself. Seeing her today shows that he did quite a job putting her right. She is a remarkable boat.

Sailing solo is challenging, especially in a boat that cruises at double digit speeds. As you would imagine, at those speeds the motion is jarring and the noise

deafening, especially on a close reach. Fatjax is so fast, moving to weather at about 10kts and the apparent wind just about always far forward of the beam, with spray and water flying everywhere. Unlike most cruising boats, Fatjax's flush deck design and open cockpit does not offer much protection from the weather, and when on passage Iain keeps both the dodger and bimini securely stored. After so many years as a racer, he values a clear view of the sails and surrounding conditions. He realizes that when traveling at double digit speeds, things can head south quickly.

Yes, Iain is pretty tough but admits that on this trip, close reaching much of the time, he was below 90% of the time. In order to keep watch, he set an alarm to scan the horizon and check on the boat every 20 minutes. In lower traffic areas, he sometimes pushed his "cat naps" to 40 minutes. Fatjax is fast and made the entire passage in only seven days and four hours, anchorage to anchorage, at an average speed of 8.9kts. The passage would have been under 7 days, except for light winds during the last 36 hours.

Solo sailing isn't for everyone, but for this trip it was something that Iain felt that he had to do. He plans to fly to the UK in December to rejoin Jacqueline, and together they will return to Fatjax to continue their journey. Their exact plans are still a bit up in the air, but one thing is for sure: Wherever they go, they will get there faster than the rest of us. As they become accustomed to the cruising lifestyle, it will be interesting to see if Iain and Jacqueline continue to keep their dodger and bimini secured on passage. Jacqueline may have something to say about that.



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Pics & Fun



How Silver Sun Became a Salty Dawg

by Skip Carney, SV Silver Sun

I think it was February 2020 when she said "You know, we could take this boat to the Bahamas." She is Karen, my wife. The boat is Silver Sun, our new to us Catalina 387. We've been sailing together for 30+ years. Mostly coastal cruising and racing on our Hunter 27 and then our Pearson 33. Home base has always been coastal North Carolina. In 2013, I got the itch to do some blue water sailing. First we sailed our Pearson to New York from Norfolk. Then from Beaufort NC to St.



Augustine. Karen was not on board for any of those trips until we arrived at our destination, so I knew she didn't want to "sail" to the Bahamas, but I also knew I didn't want to take the ICW all the way to West Palm. So, after a couple of internet searches, I found the Salty Dawgs and it was "game on".

Believing there is safety in numbers and you can't get too much information, I signed up for the 2020 Fall Rally. We knew nothing about Antigua but quickly learned it is the preferred destination for a majority of Dawgs. So, it piqued our interest. Next, I went to the Salty Dawg volunteer crew list. The first member I talked with said, "I didn't know I was still on the list. I would love to go to Antigua, but with COVID, I am going to take a year off." An hour and a half later, we were still talking and he was sharing his insights into the joys and challenges of long distance sailing. His hot topic was battery capacity. Add that to the list.



Next, I talked with a very experienced Salty Dawg from Annapolis. He was willing and ready. His hot topic was fuel. Fuel for the crew and fuel for the boat. He spent several hours on a zoom call coaching Karen on provisioning for the passage and coaching me on the challenges of cruising on a boat with 37 gallons of fuel capacity. Add jerry jugs to the list.

I found the webinars to be a good mix of info. I also found that some didn't warrant my time while others were extremely valuable. Some were "travelogues." Some were sales pitches.

BUT, one man's sales pitch is another man's lifeline. One man's slide show is another man's treasure chest. So, I attended every webinar I could. Halfway through the webinars, we realized we were at least a year away from being ready for the trip to Antigua. While the Bahamas were still appealing, the ever-changing COVID requirements led us to decide to stay close to the states and use this year as a shake-down year for us and the boat.

With that in mind, we made plans to land somewhere between Charleston and St. Augustine and continued working on crew. Joel has sailed with me ever since he bought my old Hunter 27 back in 2000. He said, "I told my boss I would be gone for a while this fall." My second call went to another friend who operates a catamaran out of Beaufort. He said he was in. Our Salty Dawg volunteer made four and that's the perfect number for me. I like to have two on at all times. We hired an electronics guy to install AIS, Iridium Go and the InReach Mini. The AIS was very handy. The Iridium Go was good and bad. It was good that family, friends and Salty Dawgs could track us via PredictWind. It was NOT good for communications. I'm confident that it has to be user error, but I'm baffled as to what I need to do differently. A webinar on Iridium Go set up would be VERY helpful for folks with similar challenges.

Back to the crew. About 10 days before departure, two crew members backed out. I shot an email to Ken, the Salty Dawg Crew Coordinator. He sent out an email to the volunteer list. The next morning, I had calls from four potential crew. By noon, I had commitments from Craig (from Houston) and Matt (from Cincinnati). Sunday evening they arrived in Beaufort. We set out Tuesday morning with what looked like a perfect PredictWind forecast. In the next 60 hours, we sailed 14 and motored 46 and decided to pull into Savannah for fuel. Next morning, we set out for Saint Augustine, arriving 25 hours later, sailing most of the way. I had sailed into this inlet before, but doubt I will do it again. We had a rising tide and some waypoints, compliments of Boat US Captain Phil, but it was still white knuckle-time until we got past the breakers and into deep water. Two nights in the oldest city in America and we were ready to go south to Halifax Harbor Marina in Daytona.



In December, we'll continue south, hoping for the opportunity to jump over to the Bahamas for a month or two. Next spring, we'll be back home and planning our next Salty Dawg adventure. Depending on how "she" feels about it at that time.





Mr. Toad's Wild Ride to the Bahamas

by Shiera Brady, S/V Gemeaux

We should have been sitting on an Italian terrace drinking a fine bottle of Chianti, but a global pandemic tends to alter one's plans. After another summer of sailing up the Eastern seaboard and exploring our favorite state of Maine, we decided to return to The Bahamas for the winter. There were hundreds of Bahamian islands still to discover and while we wanted to remain in our offshore *Covid pod*, we also wanted to be within striking distance of the US in case the world really fell apart and we had to return to land. We registered again for the annual Salty Dawg Rally—it was wild and unpredictable from the start.

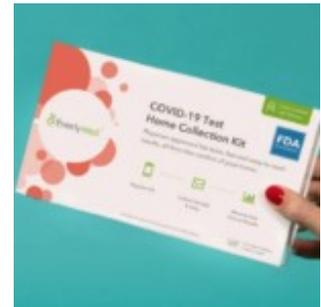


Salty Dawg Halloween 2019

Like most things this year, the 2020 Salty Dawg Rally was remote. There were no Halloween festivities (although plenty of masks!), no evening social hours, no live discussions swapping stories and forming bonds. Friendships were made across the bows of our boats and lectures were presented via Zoom. Each morning, the fleet of 30 captains would appear in their little boxes on computer screens as weather forecasts, fishing advice, and safety tips were relayed virtually. Also different this year were the new protocols for traveling during a pandemic. As Covid rates continued to soar, countries dependent on tourism struggled to balance attracting visitors with keeping their own residents safe. The Bahamas had a three-step requirement with some tricky timing for those of us traveling by sea.

- 1) Submit a negative Covid test to obtain a health visa (valid for 7 days).
- 2) Present a negative Covid test (within the past 5 days) upon entry into the country (replacing the previous requirement of a 14-day quarantine).
- 3) Test negative one final time 5 days after arrival at a Bahamian health clinic.

Sounds reasonable if you're flying to The Bahamas. But if it takes about five days to sail to The Bahamas, how can you produce a negative test upon entry when you've been at sea all that time? And what happens if weather delays either your departure or travel time so that the 7-day health visa expires after your arrival? Tricky, right?



Three weeks before our expected departure, we decided to visit our families since we expected Covid would derail any holiday travel plans AND it would give us a chance to experiment with a home Covid test. We took a deep breath, put on our masks, flew West for some wonderful family time, and let out a big exhale when we returned and tested negative for Covid. The *Everlywell* home test was deemed easy to use, and most importantly, returned results in a quick 48 hours. Two weeks before our departure, boat repairs and provisioning kicked into high gear, as we planned for possible quarantine or at least remote living in the islands. We rented a car and ran errand after errand—our cupboards with luxuries from Costco and Trader Joe's, and filling every nook and cranny with a lifetime supply of ramen and marine-grade toilet paper. We painted *Gémeaux's* bottom and wrapped her sides in a sleek gray. We cleaned and scrubbed while fresh water was plentiful, repaired sails and rigging, installed a new anchor, and ran the laundry continuously. At the end of each day, sweat dripping from our brow, our land neighbors would appear on their patio with an evening martini, signaling that it was time for us to shower up and toast a shrinking To Do list.



As usual, weather was driving the exact date to leave. From Hampton, Virginia, we needed that 5-day window of favorable weather to reach the Bahamas. Consistent with the 2020 chaos, weather was erratic. Hurricane Zeta had just passed through the East Coast and tropical storms were still brewing in the Atlantic. We were keeping a close eye on newcomer Eta that would ultimately strike Nicaragua as a Category 4 storm and re-emerge...location and temperament TBD. We decided to do an overnight passage to Beaufort, NC to get one day closer to The Bahamas, wait a few days while the next storm passed, and then depart for the islands when our weather router and crystal ball predicted just barely a 4-day weather window before yet another system moved in. We bid farewell to the other Rally boats who all planned to start their journey from Hampton and submitted our Covid tests for the health visa. ...Continue Reading, [click here](#).





PredictWind Media Release

www.predictwind.com



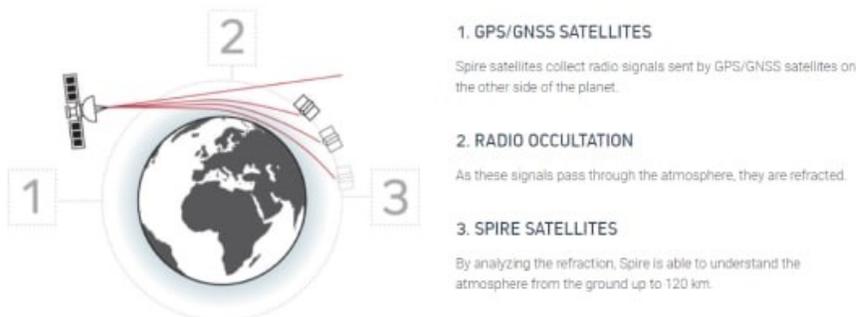
November 20, 2020

PredictWind is very excited to partner with SPIRE & UKMO

PredictWind's goal is to deliver the most accurate forecast data available. Having access to the world's top forecast models enables users to be assured of the best possible forecast.

The 2 new global forecast models (SPIRE & UKMO) are market leaders. PredictWind has proven the accuracy of these weather models in extensive validation studies against weather stations and buoys around the world.

Spire is a truly innovative company with the largest nano satellite network in space. Spire uses a unique technique of measuring the earth's atmosphere with 3x more radio occultation data than any other commercial entity. This gives an advantage in forecast accuracy for remote locations. The PredictWind validation report proves that the Spire model is #1 for wind speed and direction accuracy using data from offshore weather buoys. It is #2 behind the ECMWF for land-based weather stations.



The UKMO model, otherwise known as the "Unified Model" by the UK Meteorological Office, has a long reputation as a market leader in forecast modelling. The validation study shows the UKMO has very similar accuracy to the ECMWF model offshore, and slightly behind the ECMWF & Spire models for the land-based weather stations. The UKMO model is used by the following Met Offices around the world, and some of the biggest weather companies in the world:

- US Air Force
- Bureau of Meteorology / CSIRO (Australia)
- NIWA (New Zealand)
- KMA (South Korea)
- Met Office (UK)
- ICM (Poland)
- MSS (Singapore)
- MoES / NCMRWF (India)
- SAWS (South Africa)



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Spire Related Video: <https://www.youtube.com/watch?v=5kpw5WeR5V4>

UKMO Related Video: https://www.youtube.com/watch?v=r1Or7_KZDKs

For any further press information or questions please contact:

Nick Olson, nickolson@predictwind.com



Coming Events

Rendezvous & Rallies

Rendezvous Events

With Covid-19, we have not scheduled any Rendezvous events. Several, like our Dominica Rendezvous, Southern Chesapeake Rendezvous, Newport Rendezvous, Essex Rendezvous, and Downeast Rendezvous have been a staple each year. But they do not make sense with Covid-19 risks and local restrictions. We are hopeful that we can hold some Rendezvous events this Fall, including our Annapolis Rendezvous. We'll have to see how things progress as we go through the early part of 2021.

Annapolis Seminar and Sailboat Show – We are also hopeful these can be run this year, as we have done in years prior to this year. We will see how things develop as the year progresses.

Spring and Summer Rallies

We are planning to run our Spring Rally as we do every year, with boats gathering in Antigua in late April to early May, and then moving to the USVI for the jumping off point to Hampton, New England and other points on the east coast. We will firm things up as that gets closer and based on interest.



Rallies to Maine and Nova Scotia, a possible Delmarva circumnavigation Rally, and a possible Rally to Bermuda have been suggested by several Members. We will be distributing a survey shortly to determine interest in these. Please give us your input.

The Tale End

Announcements



SDSA Board of Directors

At the Salty Dawg Annual Board Meeting on October 30th, three Directors were completing terms and have retired from the Board. They all have made significant contributions to the growth of the SDSA.

Rick Palm joined the Board in 2015, and in those 5 years on the Board served as the Treasurer, establishing a sound financial management and budgeting process for the SDSA. He also served 3 years as the Director of Rally Management, a huge job, continuing the steady improvement in our rally program. Participants learned much from Rick's encouraging input and sound advice. Rick is a circumnavigator and a recognized World Class Salty Dawg sailor. Many new sailors were taken in by his superb talks on blue water sailing, preparing for heavy weather and other valuable topics.

Russ Owen joined the Board in March 2018, and in his period on the Board managed our Education program. He elevated the quality of and attendance at our seminars, contributed several articles for our Newsletter, and gave exceptional talks at our seminars on a range of topics from basic diesel maintenance, outfitting your boat for blue water sailing, and seamanship tips. We routinely receive glowing remarks from attendees at Russ's talks. Russ also is a circumnavigator, and recognized World Class Salty Dawg sailor. Russ also led the work on our new Pre-Offshore Checklist. It is comprehensive and a fine piece of work.

Phil Worrall served one year on the Board; he was serving the remaining year of Vic Guyan's term. Phil took over the Sponsor Program and made great strides in moving us to focus on major Sponsors who would contribute larger dollars, to help us better cover use of some part time staff and ease demand on use of volunteers – a plan Vic had outlined before his departure from the Board. Phil was instrumental in bringing in PredictWind and David Walters Yachts as major sponsors.

Linda Knowles - As already covered well in the first article of this newsletter, we lost a strong supporter of the Salty Dawgs and one of our co-founders with the passing of Linda Knowles. Linda had agreed to serve another year on the Board and had been elected to another term at the October 30th Annual Board Meeting. We will miss her smiling face at our meetings. Her examples of volunteering, helping sailors and making things fun will live on as enduring principles of a unique organization.

New Directors

We are pleased to announce the election of two new Directors to the Board. Both have been involved in Salty Dawg activities, recently as well as back over several years. They are **Tim Metcalf** and **Bennett Kashdan**. Please welcome them to the Board!





Please Support our Non-Profit Organization.
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2020 Fall Rally Completion

As we close our Fall Rally, we want thank all participants. Many people came together during a worldwide health crisis to make this a successful and memorable event. A very big **THANK YOU** to our volunteers, sponsors, vendors, captains and crew! Some interesting rally specs to share with you...

- Participation: 50 Boats., 179 Captains/Crew.
- 63 % Have Not Participated in a Past Rally.
- Destination: 34 Antigua, 12 Bahamas/FL, 4 USVI.
- Boat Size: 36-62 Feet.
- Boat Type: 69% Monohulls, 31% Multi-Hulls.
- 8 Boats with Children.
- 10 Foreign Flagged Boats.

Gifts for Christmas

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Share your sailing story in our newsletter. We want to hear about your adventure & favorite destinations. Send to newsletter@saltydawgsailing.org.



Member Boats For Sale

2000 Hylas 49

We're upgrading! Almost everything on this sought after yacht is new and upgraded. We can Email the full list and specs. S/V Aria, \$420,000. bstork@charter.net

1981 Hans Christian 39' Pilot House

Located in the Chesapeake Bay. Comfortable offshore cruiser. Many recent upgrades. S/V Moonstone. Contact Lu.warnat@gmail.com

2004 Beneteau Oceanis 473

Located in Maryland, cruise ready, fast and comfortable. S/V CHILL. [MORE INFO](#)

2015 Discovery 58

Ultimate Blue Water Cruiser, fully prepared, lying Antigua. S/V AQUALUNA. aqualuna@mailasail.com



Editor's Closing Note

We will dearly miss Linda Knowles who co-founded the Salty Dawg Rally and welcomed anyone who desired to participate. She was a friend to many and created many lifetime friendships among sailors. Fun, camaraderie, friendship and goodwill were trademarks of her philosophy, and her spirit will always remain with us. Thank you Linda and Godspeed!



Thank You for Your Participation!



Instagram



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