

February 2019



SisterShip

women on the water



SOUTH PACIFIC

TONGA, VANUATU

NEW CALEDONIA, NEW ZEALAND

Kayaking in the Gulf of
Carpentaria

CEIBA: A wooden
boat build

Women take the
helm in Sweden

COVER: Dave May on board *High Voltage* in the Karori Rip, Cook Strait, NZ. Dave is co-owner of *Swallows and Amazons*— a Young 88, and has been sailing forever in Lyttelton Harbour (Viki Moore).

Contents

Features

- 7 Vava'u
- 12 Ambrym Magic
- 16 The Two of Us
- 25 Gourmet Guide to Noumea
- 29 The Marlborough Sounds, NZ
- 36 Yoga: Australia-Bound and my Constant Life Support
- 41 South West Pacific
- 46 *ChardonNay*, Kayak Circumnavigation
- 53 Solo the Wrong Way Around the World: 2
- 62 *Ceiba*: Wooden Boat Build
- 68 Woman, Take the Helm!
- 72 NYE Sydney harbour: Photo Essay



Lockers

- 3 Page 3 Girls
- 4 The Bowsprit: Editorial
- 5 Message in a Bottle: Letters
- 20 My Galley Rules: Pacific Islands
- 57 Flat Bottomed Girl: Barge Boats
- 74 Art Feature: Linda Frylink Anderson
- 76 Shero: Stephanie Burgess
- 77 Pearls of Wisdom: DIY Boat Cards
- 78 Watercolours: Photos
- 80 Book Club
- 81 Service Directory



Published by: SisterShip Press Pty Ltd.

ACN 623079587 ABN 46623079587

Editors: Jackie Parry and Shelley Wright

Postal Address: 59 Bellemount Lane,
Brogo, NSW 2550, Australia.

www.sistershipmagazine.com

Email: editor@sistershipmagazine.com

SisterShip Magazine is published online six times a year. Contributions are welcome. Please contact us for contributor guidelines.

©copyright 2018. SisterShip Press Pty. Ltd. Original editorial and advertisements in this magazine are copyright and exclusive property of *SisterShip* Press Pty. Ltd. Reprinting of any material in whole or part requires the written permission of the publisher. Comments and opinions expressed within this magazine are not necessarily those of the publisher or editors.

SisterShip Magazine is a participant in the Amazon Services LLC Associates Program, an affiliate advertising program designed to provide a means for sites to earn advertising fees by advertising and linking to amazon.com.

Page 3 girls!

Celebrating real women on the water



Send your 'Page 3' photos to
editor@sistershipmagazine.com

LEFT: DEBORAH HUNTER at the helm of *Back Friday* on Twofold Bay, NSW, AUSTRALIA.

BELOW: MERCEDES VILLAR LOPEZ diving on Jake seaplane, PALAU.



The bowsprit



Welcome to the February issue of *SisterShip*!

Here at *SisterShip* our thoughts often turn to tropical islands (one editor in particular is somewhat preoccupied with them) so it was certainly no hardship to run a South Pacific Islands feature. This issue brings you a taste of the western Pacific with its diverse cultures, landforms, wildlife, climate, and food. We realise, however, that we have barely scratched the surface and would love to hear about your favourites.

The largest ocean on the planet, the Pacific Ocean is not always kind. As most readers would know, Susie Goodall experienced its full fury in the high latitudes between NZ and South America where her boat was dismantled and damaged severely. The *SisterShip* team are in awe of all the Golden Globe Race competitors and our thoughts are with Susie.

Speaking of solo women sailors, in this issue we bring you the next instalment of Melanie

Piddocke's preparations for a solo, west-about circumnavigation as *Lorelei* finally leaves the boatyard. We also wish to congratulate *SisterShip*'s favourite solo sailor, Lisa Blair, on her record-breaking circumnavigation of Australia! Anyone who has sailed this coast knows it is no mean feat and we can't wait to hear her plans for future adventures.

Tropical islands and circumnavigations are not restricted to sailboats and we include a wonderful story from Lyn Battle who kayaked around Sweers Island in Australia's remote north for a good cause.

And of course, boating is not just all exotic island paradises, as our contributors from the northern hemisphere remind us!

Whatever your location and choice of water sport, we hope you continue to voyage with us as *SisterShip* continues her global odyssey.

Shelley Wright
& Jackie Parry



Message in a bottle

Send your letters to

editor@sistershipmagazine.com

Editors' note.

When we relaunched *SisterShip* magazine in 2018, the magazine's founder, Ruth Boydell, gave us a box of papers dating back to 1989. It was with great excitement that we dived into these treasures. We are in the process of tracking down as many of the original *SisterShip* correspondents as possible and are delighted that we can share some of the results so far.

In this issue is the tale of a letter and cheque dated 1988 from Peter Heathwood, father of well known sailor and freelance writer Petrea McCarthy. When a friend of Petrea's attended a recent *SisterShip* Coastal Navigation course at Lake Macquarie, it was



the perfect opportunity to surprise Petrea and her father with the original letter and a set of 1988/89 *SisterShip* back copies. The following is Petrea's account...

Hi Shelley and Jackie,

I was surprised when Karen handed me the parcel from *SisterShip*. But I was absolutely astonished when I saw it contained my long awaited *SisterShip* magazines, plus Dad's original letter and cheque for a Christmas gift subscription.

I'm looking forward to catching up with all the news from 1988. I've already browsed issue #1, in which *SisterShip* founder Ruth Boydell published several letters of encouragement for the concept of a magazine for women on the water. One of those letters was from my sister Tania, who met Ruth while cruising in Brazil. Tania and Ruth also cruised in company in the Caribbean, from where Tania continued westwards, and (I believe) Ruth headed for the USA.

Issue #1, published in April '88, shows how recently women began to be accepted into the marine industry. Mandi Swan had lately become the first female sailmaker in New Zealand; Newcastle Tech had just started teaching navigation to women; and less than 1% of students at the Australian Maritime College were female.

Kay Cottee was about to become the first woman to circumnavigate non-stop and unassisted, Jessica Watson was not even thought of, and Cathy Hawkins was in the midst of her successful short-handed ocean racing career. Multihulls were still considered radical and unsafe, and banned from most ocean races. In December 1987 I had joined Cathy and partner Ian Johnston on their 12 m trimaran *Verbatim* to race unofficially in the Sydney-Hobart. Although starting well after the fleet, we were just pipped by line

honours winner, the maxi-yacht Sovereign.

The *SisterShip* photo of Cathy sailing *Verbatim* must have been a few years old, as it shows her wearing a pair of PVC wet weather pants tied up with string. By 1988, state of the art wet weather gear was the new, soft PVC Dorlon gear. Still only available in men's sizing, it was far more comfortable, if just as sweaty.

Issue #1 also featured an article on sexism, showing how some things have not changed enough. Another article pleaded with us not to release balloons, an ongoing issue today.

While the original *SisterShip* may have been too far ahead of its time to continue, the present version shows that the idea of women afloat in their own right is now very powerful. A lot has changed in thirty years, but one thing that remains the same is *SisterShip's* subscription price. If that's not good value, I'll eat my PVC sou'wester!

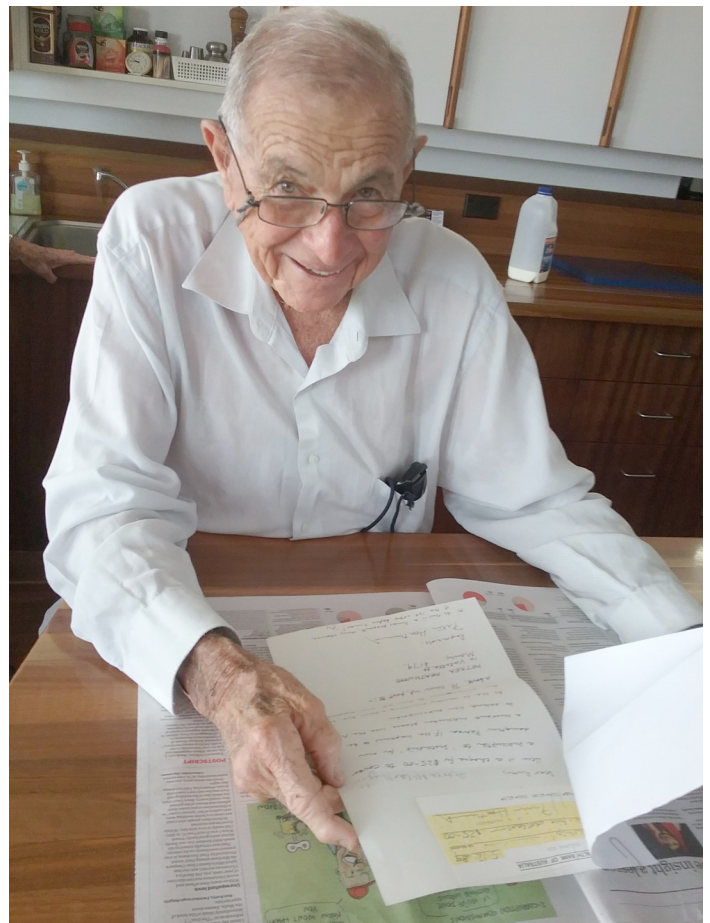
Cheers,

Petrea McCarthy



ABOVE: Petrea McCarthy receiving her surprise parcel.

BELOW: Peter Heathwood reading the letter he sent to *SisterShip* in 1988.



Vava'u

Vaka Eitu anchorage.

I awaken as the engine under my head fires into life. I don't have to look to know where we are, as I can feel it – the waters are calm beneath me, as if we sail in a lake. After only 40 hours of sailing since leaving Niue, this calm tells me we've arrived into Tonga.

We've arrived into the islands of Vava'u, the most popular Tongan island group for visiting cruisers. The entrance to Neiafu is wide and well-marked, with plenty of room for us to follow the markers into the harbor. We press on towards the islands without hesitation, even with a scheduled arrival in the wee hours of the morning. With a five-minute warning, I'm at the helm as my husband, David, pulls up the mooring ball in Neiafu and secures our lines. As a harbor, Neiafu is deep. It's better suited for picking up a mooring ball than anchoring. Confident that *Starry Horizons* is secure, we head back to bed as there are still a few hours until customs opens.

Before we go to clear in, we tune into VHF channel 26. Channel 26 is repeated throughout the island group, and the morning net is well organized. The extenders allow boats up to 40 miles offshore to

communicate with the island group. Each day of the week has a different net controller, many of whom are expats from Canada or the States.

After clearing in and grabbing fresh provisions, the first stop is one of the most beautiful places I've ever seen: Port Maurelle. The visibility in the water isn't great, but snorkeling is not why you come to Port Maurelle. You come because the water is electric blue. There are no buildings in sight, yet it's seven miles to the services in Neiafu Harbor. The beach is the perfect place to host morning yoga or a beach bonfire. It's paradise and the perfect place to wind down after a passage.

While anchored in Port Maurelle, we team up with friends to snorkel Swallow's Cave. The cave mouth stands at the point of the peninsula and it's easy to spot. Tour companies offer trips to Swallow's Cave to snorkel with the bait ball of fish that play in the entrance. Our tender, *Little Dipper*, bobs in the water while we snorkel with the fish and sea snakes. Abandoning our snorkel gear, we climb up into the cave. Squeezing through a small opening, we find a large room with a



Kayak in Port Maurelle.

natural oculus in the ceiling. The King of Tonga used to hold feasts in this room.

On our dinghy ride back to Port Maurelle, we question our plans for the next day. Our goal was to dive Mariner's Cave, which is even further away. The dinghy ride to Swallow's was almost two miles, and we were beating into the waves. We aren't exactly sure where Mariner's is located. Would taking the dinghy be a mistake?

Mariner's is the most popular scuba dive in Vava'u, although it can be accessed by a good free diver. The cave itself is hard to find, and the cliffs form a steep drop off into the deep waters. Changing our plans, we load up dive gear onto *Starry Horizons*. There are six cruisers coming, and we're the least experienced divers in the bunch. We weigh anchor and motor *Starry Horizons* over to the supposed entrance of Mariner's.

There are two entrances, both completely underwater. I let the engines idle while we send our friend Kyle in for a reconnaissance mission. Shortly, Kyle's head popped up. 'I see the entrance!'

The men suit up first and plunge into the water. Given the "all okay" signal, I motor *Starry Horizons* a safe distance and cut the engines. We drift for 40 minutes, switching on the engines if we float too close to the cliffs. When the divers pop up and signal for a pick up, I maneuver *Starry Horizons* stern-to, and we perform a switch.

With Kyle's wife Shelley as our lead, Jessie and I submerge. We find the cave entrance about three meters under the swell. A second entrance lies twelve meters down. The hole is large, an easy pass through, and once clear of the entrance I turn up to surface inside the cave. Our three heads bob with the swell as it pushes and pulls the water. The light from the sun reflects through the depths and up into the cave, like blue pool lights at night. Each push compresses the air inside the dome of the cave, forming a fine mist over the water. Our giggles bounce against the cave walls and echo around us.

We lift our regulators back into our mouths and descend once again, exiting the cave and turning left to explore the wall. The coral and marine life is interesting, but the real show is purely audio; the humpback whales serenade us as we swim.

After a few more days of relaxation in Port Maurelle, we head further out to Vaka Eitu. This small anchorage has the best snorkeling we've seen in Vava'u. The trick is to maneuver over the shallow water in your dinghy without capsizing or scraping the coral. Patience is required while waiting for high tide. Once on the other side, you swim among dense, vibrant reef with the occasional turtle darting along. Again, the soundtrack for our swim underwater is whale songs.

We leave Vaka Eitu and head back to Neiafu. Through VHF channel 26, we coordinate taking part in of Vava'u's big attractions: swimming with humpback whales and a Tongan feast.

The biggest tourist activity in Tonga is the humpback whale migration. Tonga is one of the few places in the world where it is legal to swim with humpback whales. We book our trip with Beluga Dive and arrive bright and early at the dock for our excursion.

Companies like Beluga Dive are certified



Up close with humpback calf.

through the [Tongan Whale Swim Operator](#) program. This program regulates the industry to protect the humpback whales. In a small community like Neiafu, everyone knows everyone, and self-policing keeps the tour companies in line. Our boat carries five tourists onboard and two guides. As the boat leaves the safety of the islands, we pitch up and down in the ocean swell. Our new friends, not being boaters themselves, look a bit green around the gills.

Whale spotting leaves us no time to be sick. ‘One spout over here!’ someone calls. ‘A mom and a calf out to port,’ a shout from the other side. No shouts are necessary when two whales pop up 20 feet from our beam. Through all this activity, the guides watch the whales for clues. If the whales are on the move, there is little point in diving into the water, as we can’t keep up.

We watch and wait for the right moment, and eventually it arrives: the water breaks right in front of our boat as a 20-foot calf breaches.

‘Go! Go! Go!’ We dive in with our snorkel gear and fan out on the surface.

The water is deep here – over 500 feet, deep

blue, and the light beams cut through the depths around us. About fifty feet below, sits a full-grown whale, the mother of the calf. Even further below her, another adult whale relaxes vertically, floating in the water as if it were air (just seems odd to say it is floating). This male whale is fulfilling the role of an escort. Escort males travel with the baby and mother, protecting them in the hopes of breeding with the female next season.

The main show is the whale calf. In a rambunctious display of energy, he breaches again and again in front of our little group. From our perch on the water’s surface we watch him dive down to his mother. As he points back up to the surface, his tail pumps harder and harder, propelling him up to break the surface. He launches out of the sea, his fins splay out, a personification of joy.

Our little group is ecstatic. The whale calf’s body splashes down, our roar of excitement is muffled by our snorkel gear.

We continue to watch, even when the show is over. The calf swims down to his mother and parks under her body to rest, shielding himself from our view. Every few minutes

the calf surfaces to breathe. Every ten minutes or so, all three whales surface together for air. By now, other tour groups have joined us and we take turns. There's never more than five people in the water; four tourists and a guide. It is always amazing to see whales on the water's surface from our boat, *Starry Horizons*, but the spectacular show the whales puts on for us while we swim with them is a once-in-a-lifetime experience.

Our day is not over. Our dive boat anchors in a protected bay for lunch and a snorkel before returning us to the dock in the early afternoon. We hustle back to *Starry Horizons* to prepare for the evening festivities.

For our feast, we pick 'Utulei My Tongan Home' and meet the shuttle boat at the dock in Neiafu. It is a short ride across the water to the home, where plumeria (frangipani) flowers and beverage service are offered upon our arrival.

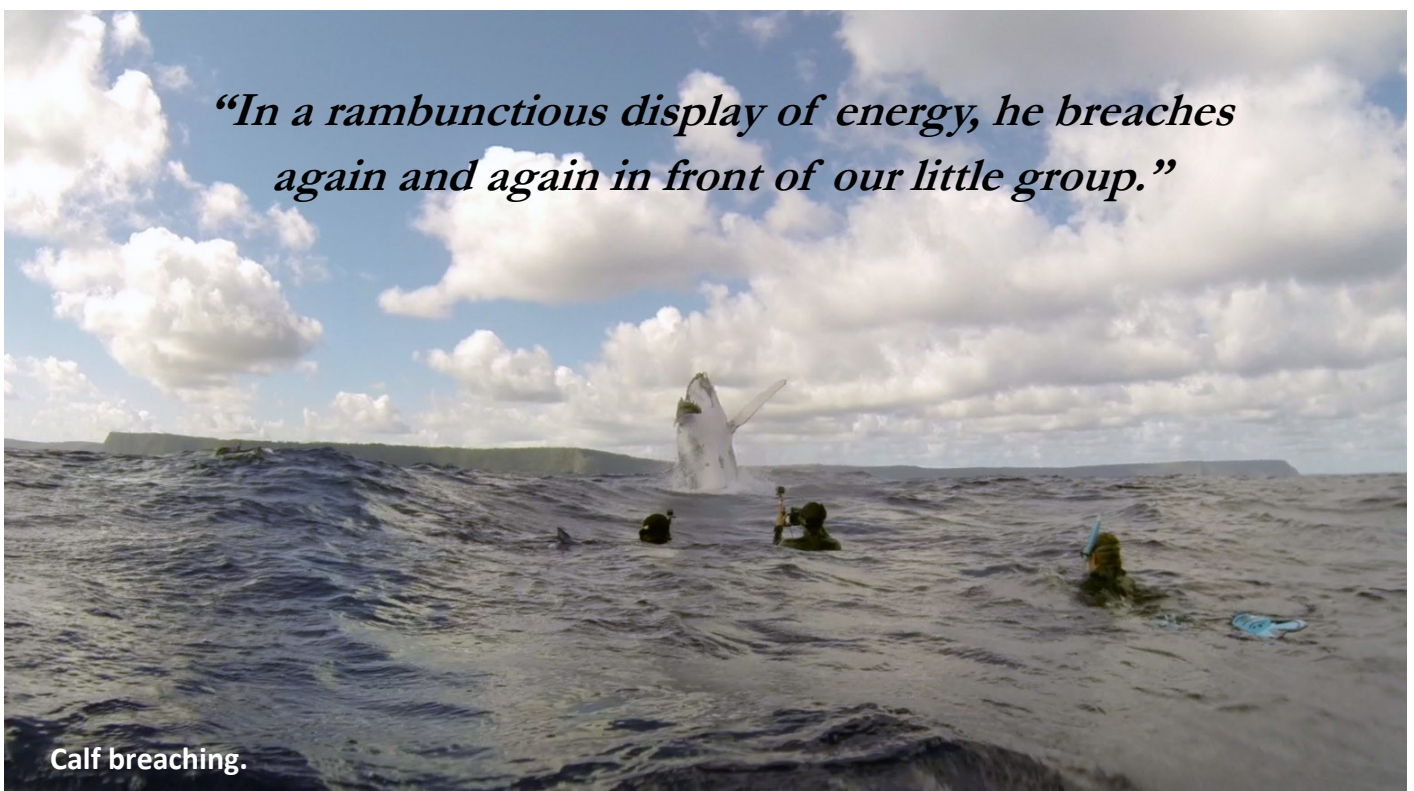
Before dining, there is a series of dances. Young girls dance in traditional outfits and skin slick with coconut oil. Their knees bend and their hips sway, but most of the movement is through the arms. In contrast,

the men dance with a wide stance, stomping their feet, clapping their hands, and yipping. They perform a distinctive head snap with the music. The dancers encourage the guests to join them, which leads to laughter as the music runs faster and faster.

The sun sets, and it's time for a kava circle in the dark. Each person announces where they are from and claps twice. The young girls serve the kava in coconut shells to each guest to drink. I decline to take part, but David has his first taste of kava in the South Pacific. The muddy brown water tastes like mud and leaves a small tingling sensation on his lips.

Finally, the staff open the buffet dinner. The table is laden with a wide variety of food – roast pig, fish with coconut milk, salted beef, and marinated seafood. I help myself to a little bit of everything, sampling Tongan fare, but my favorite is the fish with coconut milk, known as *ota ika*. This dish has various iterations throughout the South Pacific: in Fiji, it's known as *kokoda*; in French Polynesia it's *poisson cru*; and the Cook Islands, *ika mata*. Whatever you call it, it's one of my favorite dishes from my travels and I've adopted into my own galley. It's perfect with a freshly caught tuna.

“In a rambunctious display of energy, he breaches again and again in front of our little group.”



Calf breaching.



Starry Horizons approaching Kenutu.

With our two big tourist activities done, we're ready to leave Neiafu again. We still have more anchorages to explore. Hunga Lagoon, with its narrow entrance, offers shelter if you can squeeze through. Inside the lagoon is Hunga Haven, home to Barry and Cindy, Canadian expats who welcome cruisers to their mooring balls. They have small guest houses for rent, although taking the 'ferry' from Neiafu to Hunga is not for the faint of heart!

Sailing far out into the outer islands, we anchor off Kenutu Island. This uninhabited island connects to its neighbors during low tide. The walk around the three islands provides us with tide pools and swimming holes to explore. We identify dozens of snakefish sea cucumbers, brittle starfish, and rock boring sea urchins.

Before we know it, it's time to head back into Neiafu, to clear out.

Tonga is beautiful, but cruising Tonga can present some challenges. While we were there, Tonga experienced a fuel shortage. The new Tongan fuel ship was too big to make the turn into Neiafu, and thus could not deliver petrol or diesel. Fuel was arriving via

barrels on the ferry, and thanks to the ex-pat network in Neiafu we were able to secure enough to make it to Fiji.

With such an incredible first season in Tonga, it's no wonder we came back for a second the next year.



Amy and David have been sailing on their boat, *Starry Horizons*, for four years. They document their journey on OutChasingStars.com and on YouTube. In 2020 they will complete their circumnavigation by crossing their wake in the Caribbean.

Ambrym Magic

Cherylle Stone



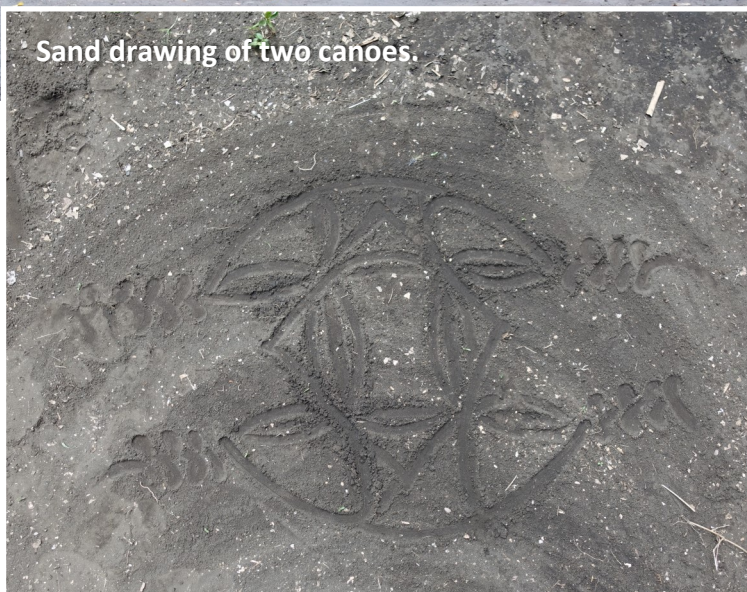
Ambrym is famous for its slit drums and tree fern carvings.

A number of communities throughout the islands of Vanuatu organise festivals during the cruising season to showcase their unique history and culture. Among the many highlights is the Snake Dance of Ureparapara, Water Music on West Gaua, circumcision and coming of age on Malekula, the Toka on Tanna, and the Rom Dance on Ambrym Island.

I had travelled to Ambrym several times but never when the Back to My Roots festival was in full swing. In 2018 the promise was three days of cultural experiences unique to that island. Most of the attendees were from the 17 cruising boats anchored at Nopul.

On an earlier visit to Ambrym in 2009, my late husband and I had sat on the beach at Ranon, watching men carve giant trees into slit drums and statues from tree ferns. We listened like small wide-eyed kids to the stories underpinning the carvings and delighted in the variety of timbres generated by the different sized tam tams.

Sand drawing of two canoes.



This time, as I sailed from the all-round shelter of Port Sandwich on Malekula Island to the northern side of Ambrym, I wondered whether the two active volcano vents on the island would be belching smoke and ash on to the anchorage and whether or not the southeast trades would be blasting down the side of the island sending bullets. Fortunately, there was no ash or smoke and the fresh breeze merely enhanced our beam reach. The anchorage at Nopul was free from bullets as the wind settled to a gentle 10 knots for the three days of the festival.

On day one the yachties piled into several dual cabin trucks for the journey a few kilometres up the road from Nopul to Olal where Chief Sekkor built a yacht club and bungalows. As we were standing about in the club house it began to shake vigorously. Rapidly we realised we were experiencing a significant earthquake and a hasty scramble by 40 people commenced to exit the building to find firmer, albeit, still shaky ground.

The quake epicentre was only 20 kilometres offshore and registered a magnitude of 6.5. The building, constructed from local materials, remained undamaged and still overhangs the edge of a 20-metre cliff.

The festival venue is set among mature trees and rainforest ferns which form a soft green background to the dancers and the tam tams. Rituals and dancing for this festival are mostly performed by men dressed in small nambas (penis sheaths) and each sporting a decorative leaf at the back. There is a token contribution from a few old women and very young girls dressed in grass skirts.

All significant events in Vanuatu commence with a pig killing. This can be quite confronting for some and I heard the parents



ABOVE: The Yacht Club at Olal overhangs a 20 metre drop into the ocean.

sitting next to me quickly reassuring their kids that this is part of the culture and survival because the pig will provide delicious kai kai (food) for all.

“Rapidly we realised we were experiencing a significant earthquake and a hasty scramble by 40 people commenced to exit the building to find firmer, albeit, still shaky ground.”

I was amused to witness a man demonstrating the preparation of lap lap, the national dish of Vanuatu, knowing most of that work falls to women. However, the bloke seemed pretty adept at the task.



The grand finale of any festival on Ambrym is the Rom Dance.

Another craft unique to Ambrym is sand drawing. The artists draw a few straight framework lines in the sand then, without lifting their fingers, create intricate pictures and patterns about one metre square which tell stories of local artefacts and events.

Children from three of the visiting boats became engrossed with magic sessions where they pulled palm fronds out of the ground, but were unable to budge its identical neighbour.

“It’s a powerful expression of ancient customs.”

They initially baulked at the offer of a ride on a flimsy looking pile of leaves but had a great time once they realised they would not be dumped on to the ground.

The grand finale of any festival on Ambrym Island is the Rom Dance. The dancers, representing spirits, are covered from neck to ankle in dried banana leaves and wear carved, brightly coloured wooden masks (rom) trimmed with grass fringing. I have seen the dance twice now and on each occasion, as they approach the performance area, stamping feet shake the earth in unison with



Carvings and basket work are on display and for sale.



Women are on the periphery of this festival.

the beat of the tam tams, strong male voices sing in harmony and my spine tingles. It’s a powerful expression of ancient customs.

Another wonderful aspect of this festival is the ample time for socialising with other



The magic leaf lift was originally used to carry wounded warriors away from the battlefield.

cruisers and forming those special bonds that endure for life times. In good cruising fashion we gathered for sundowners, sharing delicious food and interesting life stories.

Vanuatu has an abundance of fresh produce. In most locations seasonal fruit and vegetables can be purchased simply by asking someone at least 24 hours ahead of time. By day three a Ranon man had visited his gardens and supplied bananas, lemons, yam, pawpaw, sweet ruby grapefruit, and cabbage to bolster my dwindling supplies ready for the brisk downwind sail to Espiritu Santo Island where we enjoyed a few days in the

tranquil conditions of Peterson Bay before heading for the bright lights of Luganville.



CHERYLLE STONE hails from Port Stephens in New South Wales. She has spent five cruising seasons in Vanuatu on her Grainger 1250 catamaran.



Sundowners at Nopul.

www.sistershipmagazine.com

The Two of Us



Annette Hesselmanns and Sophie Snijders

Annette (Mum):

It has taken me a lifetime of sailing to reach this point. To have the confidence to sail 4,500 nm as skipper with my 20-year-old daughter Sophie and her boyfriend Jack as crew.

I do not know why it takes a perfectly experienced woman this long to believe in herself. I do know, however, that I now feel an enormous sense of achievement. I am so proud of Sophie and myself for embarking on this incredible journey: sailing our yacht, *Red Jacket* from Osaka, Japan to Townsville, Australia. Many miles and experiences have passed under *Red's* keel and I will always value sharing this experience with Sophie. I dearly hope that I have given Sophie the confidence to embark on her own journey and to believe in herself. I also dearly hope that with each female sailing accomplishment, there will be

more female sailors heading out to sea.

The sail back from Osaka is considered, for many Melbourne to Osaka yacht race competitors, to be an anticlimax after completing this incredible double handed race. For many owner/skippers, a delivery crew is organised for the return voyage.

As one of three women competing in the race, I can confirm that competing in the Melbourne to Osaka double handed yacht race is without doubt very satisfying (to say the least) and worth many a celebration on completion. For me, the sail home was the culmination of my two year 'Osaka' journey. This voyage represented all that I had been striving for and the reason for entering this crazy race: endurance, pushing myself outside of my comfort zone, gaining greater knowledge and skills; and, inspiring other women to sail. Inspiring my daughter was

beyond my wildest dreams.

Whilst Sophie has sailed many miles throughout her life, most of these have been as a toddler (swinging about the yacht like an orangutan); child (with our yacht full of stuffed horses with Sophie sitting in the cockpit in her jodhpurs and riding boots); or as a monosyllabic teenager, depleting the ships batteries and stores whilst grumbling that she would rather be at a party with her friends. Actually, despite her grumblings, I think Sophie has always had a connection with the ocean and sailing. I remember on our sail to Tasmania, when Sophie was seven, her sitting in the cockpit mesmerised by the ocean and the seabirds. It always seemed that the rougher and wilder the conditions, the more captivated she became.

“Sitting in the cockpit in her jodhpurs and riding boots.”

I could not have asked for a more capable, passionate, and reliable crew member. It is not an easy sail from Japan to Australia, particularly with the changing seasons marking an end to the north easterly trades and the beginning of the typhoon season. Crossing the equator, tackling the frantic shipping traffic along the Japanese coast, coping with the extraordinary heat, constant rain squalls (we could shake reefs in and out in our sleep) and the Doldrums can make a mockery out of the strongest character. Sophie took it all in her stride.

I must admit that *Red* is not the most comfortable of yachts. She is built for racing and much of her cabin is taken up with the centreboard case and central engine compartment. The galley is snug and ‘fridgeless’, the aft bunks are like sleeping in a coffin and the navigation station is wedged behind the companionway. Throw in some leaky ports and deck fittings and *Red* makes backpacking luxurious in comparison!

There is such a lot to do day-after-day on a leaky boat heading into trying conditions. Navigation, watch keeping, ensuring safe passage, entry into unfamiliar ports, food preparation, rest, and maintenance to name but a few. To the best of her ability, Sophie shared this load and I am instilled with complete faith and trust in her. She learnt quickly to read the AIS; understand the navigation systems aboard, and had no hesitation in waking me as requested with any concerns. Sophie could feel when *Red* was overpowered and learnt to read *Red*’s ‘personality’. We shook reefs in and out together; raised and lowered the Code Zero



Breaking the ice with the locals, Elato Is, Micronesia.



Annette - Elato Is, Micronesia.

in fickle winds; negotiated the entrances to coral atolls; dealt with grumpy warships off Saipan, and thought of creative ways to use our meagre rations and copious bunches of bananas. Of course, there were a few mother and daughter tiffs, but these were quickly forgotten.

“To be perfectly honest, Sophie was far more mature than me. I recall sulking on the cabin top after getting grumpy when we were overpowered by a rain squall whilst Sophie was on watch.”

I revelled in Sophie’s excitement at entering a foreign port; I cherished ‘happy hour’ together listening to her chatter and enthusiasm for life; I shared in Sophie’s awe at the endless sky and clouds; the beauty of the sea and animals that joined us briefly on our journey; I proudly observed my daughter’s warmth and empathy interacting with others we met along the way; I felt her disappointment encountering plastic waste on remote atolls and I shared in Sophie’s frustration with the relentless headwinds and heat.

We are home now, and so much richer for our experiences; both having such a sense of accomplishment. I certainly am feeling extremely satisfied with our achievements and no longer feel like obliged to prove myself. I hope Sophie never feels that she has to prove herself either.

Sophie is now living aboard her own yacht, *Nakama* and plans to sail the oceans whilst trying to save the planet all at the same time.

In the meantime, I have entered Red into the Melbourne to Hobart yacht race with an all-female crew. Of course, Sophie will be a valued member of the *Red Jacket* Hobart team. I will continue to do everything I can to encourage other women to believe in themselves and strive for whatever it is that

they wish to achieve.

Sophie (Daughter):

The Melbourne to Osaka had been the talk of the house for two years, first the excitement of entering and looking at potential boats, then the stress of realising the chosen boat needed lots of work, and then the anticipation of the departure date. Mum had her eyes and her whole existence set on the race and nothing would get in the way of her and the start line. Her life mission is to set an example and inspire other women to get out onto the water in confidence. I believe those close in association to Mum felt moved by her ambition and motivated by her sense of adventure. Few had to remind her what she was doing wasn’t “crazy” as she quite often put it but “amazing”. Through all the stresses, achievements, and preparation of the Osaka Mum held it in her stride and made it to the start line with my dad as her team mate.

It was one thing for Mum to compete in the Melbourne to Osaka, but when it edged nearer to the departure date, the talk of the return trip was thrown around. My mum always provides me with opportunities that one couldn’t imagine. My dad too, of course, but we are talking about Mum here. Only recently have I been taking more interest in sailing so organising the return trip, Jack (my boyfriend) and I, somehow put our hands up and before we knew it the 4,500 nm Japan to Australia journey lay before our eyes. Having my dearest mumma guiding the way of our young souls she threw us quite literally in the deep end, but it couldn’t have been better.

Mum often dragged me to the boat when I was little, my brother and I would scream in the car ride all the way there, “I don’t want to go to the boat! I hate the boat!” Poor *Sago*, our family cruising yacht, must have felt so offended. As I look back, I realise we were nothing more than spoilt brats. I was more distracted by chatting the boys and jealous

that I didn't go to the party all my friends went too. I felt like I was missing out on all the "cool" things. But once again looking back I was doing the "cool" thing.

The return trip on *Red Jacket* was a sail I could not miss out on. *Red* would sail to Japan first but I knew with Mum's determination nothing would stop her from reaching the finishing line. The alternator tried to stop her when it literally had a 'melt down' in the Solomon Sea. Mum was prepared to sail the rest of the way hand steering and with skeleton power but thankfully, Mum and Dad managed to fix the alternator keeping *Red's* power supply going until it was replaced in Osaka.

Leaving Osaka, I was so impressed with Mum's capability. She really did have some serious guts to take Jack and I, two fairly inexperienced crew, out into the unpredictable ocean (even with Predict Wind) on such a long journey. I don't think many other people would be brave enough or would put absolute faith in two young people. You have to admire Mum for this alone. This sail was mentally challenging as well as physically demanding. At times I didn't know how Mum did it, as she was the person we would wake at night when a boat popped up on AIS or a light appeared that wasn't on AIS. We would wake her for sail changes (potentially multiple times in a night) or for a scary squall. Mum took the weight off us when we were down and drained, she would bring positivity to the most difficult times.

Mum and I shared accomplishment and relief when we went through the coral atoll pass without running aground; we marvelled at the beauty of land and ocean; we wondered of the depth and creatures that lurked beneath *Red*; together we admired beautiful sunsets with vibrant colours; and we felt overwhelmed and defeated by the prolific amount of plastic pollution. Mum thrived when she helped the small inhabited island in Micronesia with her nursing skills and limited

first aid equipment, even giving our small provisions away because she will always put others first. People cherished her effort and rewarded her with their generosity. I lived for her enthusiasm to interact with locals or other anchored boats; I enjoyed our worldly chats with whatever we had left to drink in our small depleting alcohol department.

Mum safely navigated us home, through multiple seas, changing seasons, and negotiating new places. We shared the last sunrise together off Townsville, our great 4,500 nm journey was coming to a close.

"Our hearts were open with gratitude, happiness, and excitement for a hot shower."

The Melbourne to Hobart race is our next time together on the water. Two other experienced women sailors will join us onboard.

I believe my mum is one very strong, resilient, and beautiful woman. And I think she is very much succeeding in her mission to encourage women to believe that they are capable. I know I wouldn't be able to do it without her courage.





With Karen Oberg

Discovering People and Culture through Food - The Pacific Islands

There are many reasons why travelling and food go hand in hand. You can't truly experience a new place without tasting the local favourite dish. I believe that when you travel, there's no better way to connect with people than through food. No matter what culture or country you're from, or wherever you choose to travel, the one thing you and I have in common is that food is a huge part of our lives.

As seafaring travellers, we don't just get the 'entrée', we get the main course as well. What I mean by this is we experience the local markets where food is traded and learn to cook with new ingredients that we have never seen or eaten before. Sailing through remote parts of the world where you seldom find, what we refer to as a supermarket, is a refreshing change. The Pacific Islands of course have supermarkets these days but in many remote areas the local market is where you will discover the true food culture and its people.

Seafood, particularly fish, has long been the primary source of protein for Pacific

Islanders. If you are a keen fisher (woman) you will be delighted to know there are over 300 species to catch. Fish is typically eaten raw, poached, or grilled. The markets will be full of the freshest seafood available and caught only hours before. Other protein sources found throughout the islands are pork, chicken, and beef.

The coconut, a common fruit in tropical regions, is a main dietary staple. Nearly all Pacific Islanders use coconut milk as their primary cooking ingredient. One of the best things about cooking with coconut is its versatility. It can balance sweet, savoury, spicy, salty — you name it, coconut can handle it. Here are a few ways of cooking with it, whatever its form.

Seafood and coconut milk are a match made in heaven. Seriously, it's a major love affair — the kind that spans ceviche and curries, noodles and stir-fries. Combine it with curry paste and use it to steam mussels.

Coconut milk on its own might make a pretty unmemorable dipping sauce but add in some sweeteners or savoury spices and it's a different story. We like it simmered with red curry paste until thickened and then livened up with lime juice, soy sauce, ginger, honey, and fish sauce. This makes a great dipping

sauce.

Or change tack entirely and boil it up with sweetened condensed milk, butter, and a pinch of salt for a sticky-sweet sauce perfect for drizzling on any sweets.

We all know about Piña Coladas, but coconut milk's great for so much more. Try it as an invigorating breakfast shake sweetened with maple syrup.

Have a juicer or blender? Throw in ginger, lime, mango, and pineapple. Mix that with coconut milk and ice for a summer drink.

The starchy fruit of the breadfruit tree is another Pacific Island's staple. When it is cooked, it has a texture like bread (which is how the tree got its name). It can be peeled and eaten whole or mashed into a paste that is dipped into warm coconut milk. Root vegetables and tubers, such as taro, sweet potatoes, and yams, are also central to the diet of the region.

A wide variety of tropical fruits are eaten in large quantities. The islands are also blessed with plants perfect for fantastic salads in amazing combinations. A range of vegetables and herbs are available with influences from the many cultures that have migrated to the region over many centuries.



Wherever you are sailing this coming season try some of the local recipes, using foods that you have never experienced before. People are only too willing to help you discover their traditional cuisine. It will start a conversation that will lead to an understanding of another culture.

Bananas and Sweet Potatoes

Ingredients

Serves 6

3 tbsp butter or margarine, or as needed

6 ripe but firm bananas, peeled and cut into 4 cm chunks

4 sweet potatoes

Let's get Cooking

Clean the sweet potatoes. Place them in a large saucepan, cover with water, and simmer until soft (about 20 minutes). When cool enough to handle, peel the sweet potatoes and cut into 4 cm thick pieces. Set aside.

Melt 3 tablespoons butter or margarine in large skillet over medium heat.

Add bananas and fry, turning often, until well coated and heated through (about 5 minutes).

Add sweet potatoes, toss carefully to coat, and heat through, about 5 minutes. Serve as a side dish with roast pork or grilled meat.

Papaya Chicken and Coconut Milk

Ingredients

Serves 4

8 chicken skinless, boneless thighs, cut into cubes

1 ripe but firm papaya, peeled, seeded, and thinly sliced

1¾ cups coconut milk

1 onion, chopped

¼ cup coconut oil

Let's get Cooking

In a frying pan, heat the olive oil and cook chicken cubes over high heat until they are almost cooked (about 5 minutes).

Add the chopped onion and cook until the onion becomes clear, about 5 minutes.

Add the papaya slices and cook for 5 more minutes.

Remove mixture from heat and add the coconut milk.

Serve with rice.

Mango Chicken Curry

Ingredients

Serves 4

2 mangos diced and puréed

1 tbsp olive oil

1 kg chicken breast or thigh fillets, sliced

1 brown onion, sliced

2 garlic cloves, crushed

1 tsp finely grated ginger

2 tbsp of Curry Powder

400 ml coconut milk

To serve

Steamed basmati rice

Steamed vegetables

Lime wedges

⅓ cup coriander leaves, optional

Let's get Cooking

Place the mango in a blender and blend until pureed.

Heat half the oil in a large frying pan over medium heat. Cook the chicken in batches for 5 minutes or until browned. Remove to a plate.

Heat remaining oil in the same pan over medium-low heat. Add onion and cook for 3 mins. Add garlic and ginger and cook for a further 2 mins. Add Curry powder and cook stirring for 2 mins or until aromatic. Stir in coconut milk and pureed mango. Bring to the boil. Add chicken. Reduce heat to low and cook covered for 20 mins or until chicken is cooked through.

Serve curry with steamed basmati rice, vegetables, lime wedges and topped with extra coriander leaves.



Fijian Ceviche

Kokoda (pronounced kokonda in Fiji) is also known as 'Coconut Ceviche' and is a delicate, delicious South Pacific favourite.

Ingredients

Serves 2

½ cup coconut milk

200 g mackerel fillet

6 cherry tomatoes

1 red Asian shallot

1 long red chilli

Juice of 1 lime

pinch salt

To Serve

Lime leaves micro sliced

Let's get Cooking

Prepare the fish by removing all the skin, bone and bloodlines from the fillet. Cut into thin strips across the grain, cut into bite size cubes, then refrigerator until ready to serve.

Cut the tomatoes into quarters. Finely slice the shallot. Halve the long red chilli lengthways, then remove and discard the seeds and membrane. Thinly slice the chilli then cut into small cubes.

Now you are ready to put the dish together. All the previous steps can be done in advance but once you've combined all the components you must serve the dish straight away.

In a bowl, mix the fish with a pinch of salt and 2 teaspoons lime juice to partially cook the fish, then add the remaining ingredients

including ½ cup coconut milk. Stir to ensure everything is mixed well — add a little more salt or lime juice if needed.

The flavour should be sour, salty, hot and rich from the coconut milk. Serve immediately in a small bowl, garnished with micro slices of lime leaves.

Mango Salsa

Ingredients

Serves 4

1 ripe mango

1 cucumber

1 tomato

1 jalapeño (with ribs removed)

½ red pepper

¼ cup red onion diced

2 limes

¼ tsp finely chopped cilantro

2 tbsp olive oil

Salt and Pepper to taste

Let's get Cooking

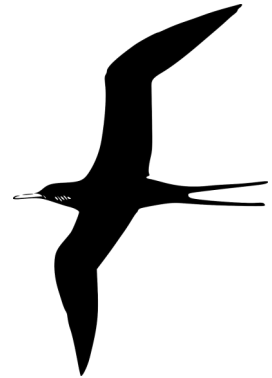
Begin by dicing the mango, cucumber, jalapeño, red pepper tomato, and red onion into a bowl.

Next add the zest of one lime and the juice of both limes to the mixture.

Add the cilantro and olive oil to the bowl, salt and pepper to taste.

Allow the salsa to sit and marry together for at least 30 to 45 minutes prior to serving.

Serve with fish, pork or chicken.



Green Papaya Salad

Ingredients

Serves 4

1 1/2 tbs grated palm sugar or brown sugar

1 tbsp fish sauce

1 tbsp lime juice

1 tsp sesame oil

1 long red chilli, seeds removed, finely chopped

1/2 green papaya shredded

250 g cherry tomatoes, halved

2 cups bean sprouts, trimmed

2 tablespoons fresh mint, chopped

2 tablespoons fresh coriander, chopped

Let's get Cooking

Combine the sugar, fish sauce, lime juice, sesame oil and chilli in a bowl, stirring to dissolve the sugar. Place the remaining ingredients in a separate bowl, then pour over the dressing and toss to combine.



KAREN OBERG shares the helm with her husband on their 42' Ketch *Our Dreamtime*. They have sailed many parts of the world, including Asia and the Mediterranean. She has written four books on *Cooking in a Galley* and writes two blogs; one on their life aboard and one devoted to her passion for cooking. Karen states, 'We eat very well on *Our Dreamtime* but I'm not about slaving away in the galley for hours to feed the crew. I would rather be sitting with a sundowner in hand with everyone else than spending hours at the stove top. Let me share with you how I go about just that and include plenty of tips and easy recipes all of which I have cooked in our galley.'

www.dreamtimesail.blogspot.com.au/

www.dreamtimesailourgalley.blogspot.com.au/

Stay sun-safe in a SisterShip sun-shirt

Sizes 10 to 20

UPF 30 protection

Breathable

Quick dry

Moisture wicking

Available now!

Order online

www.sistershipmagazine.com/store



Gourmet Guide to Noumea



Denise Lowden

Baguettes at market.

On our travels on *SV LUKIM YU*, I endeavour to maintain our previous levels of culinary delights. The endless eating out of cans and simply existing on food is not for me. Travel has always been a multifactorial experience. I need to see places, meet people, try new foods, and explore cultures. And while trying new local foods I also like to continue to expand my own culinary repertoire. It is with this in mind that I collated this information about my personal quest to obtain ingredients, find great local produce, and food outlets.

To start with of course this is essentially France, so a great baguette is a no brainer. We found two wonderful locations. The local



market (*1) near the marina sells baguettes on Fridays-Sundays. If you have a baguette craving on a different day, I suggest Le Petit Choux (*2) which also sells amazing patisseries both sweet and savoury.

While you are in this area there is a wonderful coffee shop called The Barista Cafe (*4).

Noumea map.

Noumea map.

1. Port Moselle Marina and Noumea Markets
2. Le Petit Choux
3. Casino Johnston
4. Barista Cafe
5. Cote De Asie
6. Moroccan spice store
7. Chocolate Specialty Store
8. Yellow Cab Hot Dog
9. Au P'tit Café
10. Motor Pool Wine Store
11. Casa Italia
12. Wok and Grill
13. Lemon Bay Cafe

have anything extra to warrant the walk though. There is a super-sized Carrefours out of town (at Dumbea, you will need a car for this) it's almost Aldi sized and is much cheaper, however a lot of their stock is Carrefours branded and although we shopped there twice, we ended up going back to the Casino stores as the quality and range was better. Carrefours was good for buying up big of the basics and their alcohol range was good.

A large pile of crabs, many of which are secured with black straps, likely for transport or display. The crabs are mostly brown and green, with some showing signs of being cooked or prepared. The straps are black and appear to be made of a durable material, possibly plastic or rubber. The crabs are piled together, filling the frame. The word "Crabs." is written in white text at the bottom left of the image.

The Motor Pool Wine store (*10) also sold a range of specialty patés and foie gras and had a better (and thereby more expensive) range of wines and spirits.

I spent an obscene amount of time searching for spices and Asian ingredients (sauces etc) and I scored two big wins. The Côte de Asie (*5) and a store that seemed to sell kitchen equipment to chefs which had a Moroccan Spice (*6) section inside. I never did figure out what the name of the store was. If it is chocolate you desire, there is a great little specialty shop (*7) where you can watch them make chocolates and patisseries.

As far as restaurants go, I only have a few recommendations. The best French food experience by far was Au'Ptit Cafe (*9) which varies its menu every week, only serves a few dishes, and gives you a great authentic French food experience. For good Italian food (and amazing pizzas) head to Casa Italia (*11), and for American Junk Food, The Yellow Cab Hot Dog Cafe(*8) serves burgers, hot dogs, and American fried chicken. We didn't have a lot of luck with Asian food, the best we found was Wok and Grill (*12), near Lemon Bay Cafe (*13) which also sold pleasant coffee.

It probably goes without saying that the local markets at Port Moselle (*1) are AMAZING. Excellent quality produce, huge range, and great herbs. You do need to remember that you are only going to be able to buy what is currently seasonal, so adjust your provisioning requirements appropriately. I would even suggest going to the market for a look first and then consider what ingredients you have to cook with. Fresh coconuts (which they will grate for you), Vietnamese and Italian basil, coriander, lemon grass, rosemary and dill are all available. If you are looking for an excellent recipe for fresh coconuts, check out the recipe for Coconut Symbol (a great curry accompaniment) on my website – lukimyu.com.au. Be cautious with your chilli usage, surprisingly they are VERY



hot (think Habenero or Jalepeño). The markets are not open at all on Mondays but more stores open up as the week goes by, with the full range on Friday through Sunday. The fresh seafood is fantastic and reasonably priced.

All in all, I was very impressed with the availability and range of produce that (with considerable research and a lot of walking) I was able to source. Hopefully I can save you a few kilometres with this guide... and as the French say *Bon Apetit!*



DENISE LOWDEN is a registered nurse who has spent the last 12 years as a plastic surgery practice manager and CEO. A PADI Staff Instructor (lapsed) and wanna-be-chef, Denise (and husband Jamie) cast off in January set to explore the world both above and below the water.

<https://www.lukimyu.com.au/>



BROADEN YOUR HORIZONS WITH THE DOWN UNDER RALLY

Whether you are westbound on a circumnavigation and considering your options for cyclone season or you are already in Australia and looking to make your first offshore voyage, the Down Under 'Go West' or 'Go East' Rally can assist.

2017 Go East Participants 'Gadji' - New Caledonia
Image Credit: Luke Ludemann - DIY Sailing

GO EAST

CRUISERS RALLY
AUSTRALIA TO NEW CALEDONIA

If the adventure of sailing to and cruising in new countries appeals to you but you would prefer to make the voyage in the company of likeminded people then the **Go East Rally** can help turn your cruising dreams into reality.

Each year the **Go East Rally** departs Queensland for the 780nm voyage to New Caledonia.

The **Down Under Rally** believes that New Caledonia is the best-kept secret in the Pacific.

Cruising in New Caledonia offers the opportunity to sail and explore literally hundreds of miles of sheltered waterways inside the largest barrier reef fringed lagoon in the world. The lagoon is truly a sailor's paradise and offers those who cruise there clear blue water, pristine coral reefs and literally hundred's of uninhabited island and atolls and just as many uncrowded anchorages.

The **Down Under Go East Rally** can help you prepare for the voyage, make the voyage and enjoy the destination.



Sailing, Sydney NSW
Mandatory Credit: Tourism Australia
Photographer: Hugh Stewart

GO WEST

CRUISERS RALLY TO AUSTRALIA

To sail halfway around the world and not visit & spend time cruising in Australia is simply a travesty, yet year after year many international cruising yachts choose to do just that! Why?

In years gone by, Australia earned the reputation of not being 'cruiser friendly' and this came about as a result of a few poor experiences that were caused by a lack of readily available information about what to expect and how to prepare for arriving in the country by yacht.

The **Down Under Rally** has remedied this situation and in the past 3 years more than 100 international yachts have joined the rally and entered Australia without a problem. They have then gone on to tick off many bucket list items, such as sailing under the Sydney Harbour Bridge and being on their own boat and witnessing the spectacle of the world famous Sydney New Years Eve Fireworks.

The vast majority of the East Coast of mainland Australia and the spectacular coastline of Tasmania offers the visiting cruising yacht the opportunity to sail by day and anchor at night, as well as experience some of the most diverse and spectacular locations you will ever find, in a relaxed and convenient manner.

Find out more at: www.downunderrally.com



Sail South Pacific Cruising Guides

Up to date, innovative and easy to use.
Produced by cruisers, for cruisers.

- Sail Tonga
- Sail Fiji
- Sail New Zealand

Routes & Waypoints
Anchorages & Cautions
Activities and Features
Aerial Video - "Sky View"
and a whole lot more!

sailsouthpacific.com



App based cruising guides for iPad and Android

A photograph of a sailboat's deck and rigging in the foreground, looking out over a deep blue body of water towards a range of green, forested mountains under a clear blue sky with some light clouds. The boat's white hull and metal railings are visible on the left side.

Viki Moore

The Marlborough Sounds

Tucked away at the top of the South Island, New Zealand, the Marlborough Sounds is an idyllic cruising destination. Boasting over 1,500 km, or approximately one fifth of New Zealand's stunning coastline, emerald green bush-covered hills drop steeply in to the deep inky blue waters, creating hundreds of coves and bays ripe for exploration.

The best time to visit is during New Zealand's spring, summer, and autumn – October to May. This also coincides with the Pacific cyclone season, when many cruisers choose to sail south from the tropics to either New Zealand or Australia. While most yachts choose to stay in the beautiful Bay of Islands in the north, those who sail further south can be rewarded with stunning and secluded cruising, inaccessible to those on the otherwise well-beaten tourist track.

There are four major areas in the region. Queen Charlotte Sound on the eastern side is the most populated. Kenepuru Sound, in the middle, has shallower turquoise coloured waters. Pelorus Sound, on the western side, and the Outer Sounds boast many beautiful

remote islands and native reserves. Many parts of the region are only accessible by boat.

To reach the Marlborough Sounds you must first face Cook Strait. This narrow body of water separates the New Zealand's North and South Islands. The terrain of the islands forces the wind to funnel through the gap. With high tide on one side being at the same time as low tide on the other side, and submarine canyons forcing the current upwards, you can understand why this intimidating stretch of water is often referred to as “unpredictable”, “a formidable gauntlet”, or “a violent body of water”. Perhaps this is what puts people off sailing south? However, if you pick your weather window and coordinate the tides, it is possible to enjoy a relatively smooth, fast trip across to the shelter of the Marlborough Sounds.

Queen Charlotte Sound can be accessed via Tory Channel on the Eastern side of Cook Strait, or through the wider entrance at the top between Cape Jackson and Cape

Koamaru. The tidal stream through Tory Channel can reach up to 7 knots as the tide ebbs and flows through the narrow entrance, so it pays to check the predictions (which can be found on www.linz.govt.nz website). Keep an eye out for the large vehicle ferries that also use this body of water for transporting people, vehicles, freight, and even trains, between the North and South Islands. All small boats must give way to the ferries, which are restricted in their ability to manoeuvre in the narrow channel.

Cook Strait is of course named after Captain Cook. He visited the Marlborough Sounds five times over his three voyages to the Pacific. Cook's favourite spot was Ship Cove. It was here that he careened the *Resolution* and *Endeavour* and re-provisioned. In November 2019, New Zealand will commemorate the 250th year since Captain Cook arrived on New Zealand's shores. His arrival was to forever change the future of New Zealand and the other Pacific Islands he visited.

Today, Ship Cove remains a favourite destination for sailors and tourists alike. The Cove is the start (or end) of the Queen



Cook Strait.

Charlotte Track, and water-taxis drop off hikers to the jetty to begin the 70 km, four-day walk back to Anakiwa at the southern end of the Sound. A large monument on the beach marks the spot where Cook landed. Cheeky weka birds run along the beach and, if you don't fancy a four-day hike, there is a short walking track in the other direction leading to a pretty waterfall.

Across from Ship Cove is Moturoa Island, a native bird reserve. Rats were eradicated from the island in 1992, and with their removal the native forest has regenerated, creating an inviting environment for many endangered native bird, reptile, and insect species. Take the walking track to the top and you'll find a cairn commemorating the spot where Captain Cook erected his flag. A small spring on the island is a great place to stop and watch the birds gather for a drink and a wash. There is a protected anchorage tucked in at the southern end of the island, which is a short dinghy ride to the landing jetty.

Further south, Long Island, Pickersgill, Blumine, and Allports Islands are also native bird reserves and open to the public to visit. There are a number of islands in the Sounds which are closed to visitors because they are either dangerous to visit or because their native residents are so fragile and rare that the Department of Conservation seeks to do all they can to protect these important endangered species from any further threats.

With the mountainous terrain of the Sounds,



Raft up.



Ship Cove – Cook Monument.

VHF radio coverage can be patchy, as a result the Marlborough-Nelson Radio Association was formed. This membership-based, volunteer organisation has privately owned VHF channels in the area which utilise repeater channels, creating a comprehensive area of coverage across the top of the South Island. The volunteer radio operators also provide monitored trip reports, daily weather reports, navigational warnings, and all sorts of local assistance and advice. Recreational membership is \$88.00 per annum and is well worth the investment if you are spending some time in the area.

Another extremely useful tool for visiting sailors is the Marlborough Cruising Guide. You can purchase the comprehensive handbook, or alternatively download their app or look up info on their website. More information can be found on www.cruiseguide.co.nz.

Further into Queen Charlotte Sound is Endeavour Inlet, home to one of our favourite watering holes – the legendary Furneaux Lodge. The lodge has a number of moorings available for visitors, and they will even come and pick you up in their water taxi. They have coin operated showers, basic grocery supplies, onshore accommodation, and a bar and restaurant.

Other great stops for drinks and fabulous food include Punga Cove, Bay of Many Coves Resort, and Lochmara Lodge – all located in secluded bays along the western

shore of Queen Charlotte Sound. Water taxis also make regular visits to these resorts, making them a great place to pick up or drop off visitors if you aren't ready to come in to the marina.

If you need more comprehensive supplies, you'll need to head for Picton. This little bustling town has two marinas. One located at Waikawa and the other in Picton itself. Waikawa is the larger of the two marinas and has refuelling facilities, laundry, a haul-out yard, showers, and a variety of boat repair facilities. Sounds Marine have a fantastic service utilising their travel-lift and experienced boat builders and engineers. Hurricane Rigging can assist with any rigging related requirements. If you need anything from a lifejacket to a dinghy, then head over to see the team at Oddies Marine. As keen local sailors themselves their experienced and friendly team will go out of their way to assist you.

The Picton Supermarket is a five-minute drive, or 4 km walk, from the marina. The walking track through the forest is more



Secluded bays and bush covered hills.

scenic than the road if you are on foot and the supermarket offers to deliver you and your groceries back to the boat. Give them a call in advance to let them know you are coming and ensure that they have someone available to help you.

Picton itself has a number of lovely cafes and restaurants, a post office, book shop, fuel station where you can get gas tanks refilled, a dive shop, and other souvenir shops.

If you are in Pelorus or Kenepuru Sounds, then the main town to visit is Havelock. A very narrow channel must be navigated carefully to reach the marina. Once you are there though, this small town has re-provisioning supplies for stocking up before you head back out exploring.

Visiting sailors can also expect a very warm welcome at the Waikawa Boating Club. They have regular racing during the week followed by drinks and meals on the sunny deck overlooking the marina. Their Women's Regatta in September each year is extremely popular, as is their New Year Regatta. These events attract boats and sailors from all over the country, and they also have a cruising division. You can join the Club with a temporary membership allowing the use of the many club moorings around the Sounds. With the deep waters, sometimes picking up a mooring can be easier than trying to set an anchor on a steeply sloping bottom. Be prepared to raft up with other members in busy times. Decent sized fenders, loose bow and stern lines, and tight crossed fore and aft stretchy spring lines between the boats are the key to a successful raft up. If you are anchoring, then it is often easier to set the anchor in deeper water and reverse in – taking lines ashore from the stern to stop the boat swinging and un-setting the anchor. The water can be quite deep right up to the shoreline, but of course check the chart and cruising guide before you tuck yourself in close and out of the wind.



If the weather dictates another night in the marina, then I recommend teaming up with some other sailors and either organising a guided tour or calling a taxi company and hiring a mini-van in to the Blenheim Wineries. Blenheim is a larger town about 30 km south of Picton and is home to the famous Marlborough Sauvignon Blanc. There are a number of wineries scattered about the region, and you can enjoy tasting their array of different wines for a small fee – which is often deducted if you make a purchase. Some of the wineries have fabulous restaurants where you can enjoy a long lazy lunch.

Accessing an accurate weather forecast can be a challenge. We tend to use www.metservice.co.nz and check the coastal sea area forecast for Cook. The wind in the Sounds is usually around 10 knots less than that predicted for Cook Strait. You can expect to experience some strong winds during your visit, and our favourite place to head is down into the Grove Arm. Flipper Bay on the north western side is a cosy anchorage in northerly winds, and just across the Arm in Governors Bay is a gorgeous golden sandy beach and a great spot to shelter in a southerly storm. There are club moorings in both bays but also plenty of space to anchor with lines ashore.

If you enjoy fishing, make sure you check out the local fishing regulations first. There are strict laws relating to what you can and can't catch, the sizes of the fish, and the time of



the year you are allowed to catch them. There are a number of marine reserves where all fishing is prohibited. You can download an app called NZ Fishing Rules to help you with the rules in each area and fish identification. Our favourite is blue cod. This delicious white fish literally melts in your mouth. We have also caught gurnard, kahawai and kingfish in the Sounds, and snapper in Pelorus. Collecting scallops is currently forbidden, but you can free dive (no tanks permitted) for paua (abalone). Crayfish can be found, and there are salmon and mussel farms mainly located in Tory Channel.

Keep an eye out for the local playful dolphin population, stingrays cruising along the sandy shallows, orca, and seals. We have spotted larger whales cruising along in Cook Strait.

If you are an experienced diver, the Mikhail Lermontov wreck located in Port Gore is a popular dive site. In 1986 this Russian cruise ship carrying 743 passengers and crew hit the rocks off Cape Jackson while under the command of the local pilot. There is much controversy and conspiracy theories surrounding her sinking. She now lies in 12-38m of water in Port Gore. The local dive store runs guided trips to the wreck, or you

can explore on your own.

If you love dramatic landscapes, crystal clear water, secluded bush-covered coves, friendly local people, fabulous food and wine, interesting history, stunning walks, native wildlife, access to great boating facilities and repairers then come to the Marlborough Sounds! We would love to welcome you to our part of the world.



Currently based in Lyttelton NZ, VIKI MOORE enjoys racing and cruising her Young 88. She is on the board of Yachting New Zealand and is the President of the Little Ship Club of Canterbury. She blogs about her adventures at

<https://astrolabesailing.com/>



Marine Equipment Specialists



When your Marine Equipment does the unforeseen, visit the team at Oddies Marine, Waikawa Marina, Marlborough Sounds, New Zealand.

Phone: 0064 3 573 8369

Email: info@oddiesmarine.co.nz

"Supporting Women on Water"

SAILING, GREAT FOOD AND WINE.
JOIN US FOR A TASTE OF ADVENTURE.



Mud House Wines Women's Regatta 14 -15 September 2019

Waikawa Boating Club, Beach Road, Waikawa, Marlborough
events@waikawaboatingclub.co.nz - 03 573 6798
waikawaboatingclub.co.nz
#MudHouseSailing



Enjoy Mud House wines responsibly



MARLBOROUGH SOUNDS
MARINAS
Picton | HAVELOCK | WAIKAWA

Picton

HAVELOCK

WAIKAWA

A home in the heart of your playground

e: service@msmarinas.co.nz t: 03 520 3312
www.marlboroughmarinas.co.nz



**WAIKAWA
BOATING CLUB**
Marlborough, NZ

Home to premier yacht racing
and cruising in the beautiful
Marlborough Sounds. Be sure
to make the Waikawa Boating
Club your first port of call.

We offer:

- ✦ 100 safe and secure moorings
throughout the Sounds.
- ✦ Crew Opportunities.
- ✦ Yacht Race locally or exciting
offshore destination racing.
- ✦ Cruise in sheltered waters and
experience our wildlife.

Plus so much more....

0064 3 573 6798

office@waikawaboatingclub.co.nz

 waikawa boating club

www.waikawaboatingclub.co.nz

RACE TO TARAKOHE
MARCH 1 2019
2 & 3 HANDED DIVISIONS
ENTRIES OPEN NOW

 **DDIES**
Marine Equipment Specialists
PH 03 573 8369

 **HURRICANE**
RIGGING

SAILING, GREAT FOOD AND WINE.
JOIN US FOR A TASTE OF ADVENTURE.

 **MUD HOUSE**
NEW ZEALAND



Mud House Wines Women's Regatta
14 - 15 September 2019

Waikawa Boating Club, Beach Road, Waikawa, Marlborough
events@waikawaboatingclub.co.nz • 03 573 6798
waikawaboatingclub.co.nz

Costa! Enjoy Mud House wines responsibly #MudHouseSailing

 **LAWSON'S DRY HILLS**
MARLBOROUGH

NEW YEAR REGATTA
11 - 12 January 2020

*Making a day on the water
even better*

Lawson's Dry Hills
www.lawsonsdryhills.co.nz

WINEWORKS
MARLBOROUGH

Wine Race



Australia bound and my constant life support “Yoga”



Leanne Hembrow

I've become quite familiar following this rhumb line to my home port, Australia, each year. Another cruising season over we begin our migration home for the cyclone season, 19-20 knots of wind blowing from the east, seas short and choppy, we sail through Utope pass New Caledonia quite quickly, the swells have us moving, shaking, slapping and rolling!

After years of being self-employed and working crazy hours, I never really had time for me. In the midst of preparing for our sailing adventure I found myself with time and options. Walking along Manly Queensland jetty I discovered a sign that read “Yoga Studio.” This is where my love of yoga began!

Our Ocean Catamaran *Songlines* is our home, we travel to Pacific locations yearly and are now accompanied by our Down Under Rally participants, covering approximately 4,000 + nautical miles each season and many more coastal miles from Bundaberg to Sydney. Prior to this familiar route we purchased a boat in the USA and crossed the Pacific after leaving Australia in 2009, sailing in excess of 30,000 nautical miles.

To flow is the balance of life!

Travelling this many miles each year Yoga has always been my constant on the ocean to keep me balanced, focused and free from stiff joints. Eventually leading me to Bali in 2013 for yoga teacher training. I am known as Yoga4Yachties, I teach a Vinyasa Flow Yoga to sailors and like-minded souls during my travels.

Dispel illusions

Allow me to dispel the illusion that living on board your boat and cruising throughout the world you are very active – well with the exception of passages, the odd tweaking of sails, and when the weather allows us to enjoy our ocean life below us and land around us, living as a cruiser is quite a different story. We have embraced the pirate lifestyle well, 'ah another rum me hearty!'

We left Utope Pass in company with one of our Down Under Rally vessels Mahalo off our starboard beam thousands of seabirds were surrounding us and feeding in a frenzy, a spectacular site to see.

The moon was full and beaming aft of us, as the sunsets on our first evening. I watch from our saloon bed before my eyes start to close, I open them once again to see the moon so brilliant with a tinge of pink surrounding, content I fall asleep.

I'm awake at the helm, seas have calmed and wind consistently blowing us with good strength and Songlines is averaging 8.2 knots. Misty cloudy skies blanket the stars, but visibility bright from the moon. Mahalo has slipped away from us wave by wave, just us and the ocean sounds once again.

A cruisers life for me

Many cruisers have come from owning their own businesses or various hard-working occupations to choose this lifestyle for travelling. We are a social bunch and love our sundowners and lounging around on deck or below reading numerous novels in idealistic locations, something we savour as quite the change from slaving away in our previous lives.

Women Who Sail

One of my first Yoga4Yachties Australian events was the inaugural Women Who Sail

Australia gathering in Port Stephens in 2016. Seven students attended. At the same event in 2018, up to 25 students joined in each day. This past pacific season, where I have taught sailors and crew since 2013, I had the pleasure of teaching in excess of 600 students.

It is now not uncommon for me to wake in an anchorage and see someone practicing on the bow of their boat. Ten years of cruising



and I am now a 52-year-old yogini. I am proud to say since teaching and promoting Yoga4Yachties through my sailing community and social media, many are seeing the benefits and incorporating yoga into their cruising lifestyle.

Back On Board

With Mahalo over the horizon, tiredness starts to envelop me after two hours on watch, I move more, walk around, scan the horizon and practice some yoga poses. The wind has eased, we are slower and starting to wallow, I adjust course to gain a few knots. I find myself staring at the instruments silently wishing it would maintain speed without the slapping under the hull – but it continues to go lighter and then increase making the boat's movements and noises inconsistent, I start to become crossed-eyed staring at instruments, I check the time, my watch nearly done, time for me to slide into the warmth of the saloon bed.

As described above, cruisers are social beings, not only that, we sit for many hours on our boats, watching the world go by whether it be

on watch or ashore in various anchorages sharing a pot luck around the fire with our like-minded friends. On the other hand, if we are not socialising, and the weather allows, we are surfing, kiting or enjoying some form of water sports, and when the fun is over we are twisting and contorting our bodies into some crazy small space to maintain our boats.

A yoga mat for many sailboat owners is becoming a required item to have on board, but keep it safe – I have heard stories mats go missing, only to discover it's a non-skid surface and has proven handy to load greasy parts to carry out boat maintenance!

I walk around and take in the 360-degree view, a complete circle of ocean, I feel small sailing in the middle of such an expanse of water. Scanning the horizon for vessels, not a light – not a sound – no other souls to see – the VHF radio quiet – the only noise is the ocean lifting our hulls and pushing us along with the help of the breeze accompanied by the odd ting from the boom, I move from side to side and stretch my legs and reach high and touch the cockpit roof.

One consolation on calm passages is they



allow me to practice more yoga for longer periods, a variation vinyasa flow keeps me energised on my watches. I stand at the helm and position my legs in warrior poses for a few breaths. Over the years I have adapted my practice to utilise the boat as a prop to allow me to hold a pose safely and balance at sea.

Reluctant Sailors are the Best Students

Enjoy your lifestyle, you deserve it, but please move more and lengthen your muscles so you continue to enjoy the freedom of movement during your life. Sailors who give it a go reluctantly, turn out to be my best students.

On board, I'm at the helm and the waypoint says Bundaberg 30 nautical miles, the sky is heavier tonight with patches of dark clouds blanketing the moon. I hold onto the handrail and look up at the twinkling city. It feels surreal I am almost back in Australia once again. Relief sets in we have managed another uneventful passage.

A random thought pops into my head as I begin to feel a little cold and tired on this vast amount of water – what are most people in the world doing now? A small percentage the same as me, but most are curled in their beds, would I like to be as well? Sometimes, for the next three hours

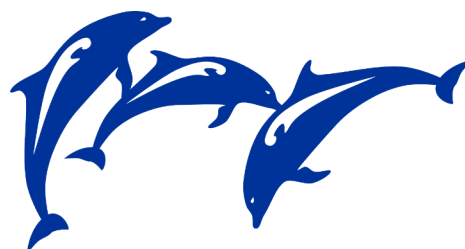
LEANNE HEMBROW'S Yoga4Yachties now holds Yoga Retreats in Australia and throughout the Pacific hoping to introduce more sailors to Yoga and to share her love of Yoga with like-minded souls.



anyway. But for now I choose the ocean life – I will never tire of watching the moon shine on the water, witness the stars peek between the clouds and the sparkles dance on the ocean, these things are what dream are made of from others curled in their beds and I am living – breathing it.

Grateful as always for this experience I call "My life".

All quotes are by Leanne Hembrow. Photo credit Odie Tremblay and Leanne Hembrow.





WHAT DO YOU WANT?

- Connect to community
- Try something new
- Feel inspired by the outdoors
- Meet new friends and Laugh!
- Learn from qualified female leaders
- Join a safe, supportive group
- Push personal boundaries
- Do something different, for you!

Australia's Leading Women's Adventure Community
Empower. Inspire. Connect.

EXPERT FEMALE GUIDES • ICONIC LANDSCAPES • VARIETY OF TRIPS



Discover your next adventure womenwantadventure.com.au

Yoga4Yachties



Hi, I'm Leanne Hembrow, John and I run the 'Down Under Rally' but I am also known as Yoga4Yachties. I have been a practicing yogi on board our sailing vessels for 10 years travelling ports of the world and a qualified Yoga Teacher since 2013.

I share my love of Yoga with Down Under Rally Participants and my Sailing Community in various anchorages from Australia to Fiji, check out my website www.yoga4yachties.com to join one of my Yoga Retreats and see my yearly class schedule. Our Catamaran Songlines displays my Yoga4Yachties Logo, please come and say "Hi" if we are anchored nearby, I would love to share a class with you.

Leanne H Hembrow

Blissology Inspired Yoga Teacher

Blissology RYT 200hr

Yoga Alliance Registration # 122921

Ph: Fiji +679 8319506 or

Ph: Aus +61 0452204322 or

Ph: New Caledonia +687 852175

Email: yoga4yachties@gmail.com

Website: www.yoga4yachties.com

SOUTH WEST PACIFIC - THE BEST HAS BEEN SAVED UNTIL LAST!

John and Leanne Hembrow

Like many of you reading this, Leanne and I have crossed the Pacific from east to west.

By the time we had arrived in Tonga we realised that there is NO WAY you can see all that the Pacific has to offer in just one season and to be honest we were getting a bit tired of all the sailing!

Fiji was our next stop so we decided to slow down and 'smell the roses' with the knowledge that Vanuatu and New Caledonia can easily be returned to from Australia after cyclone season, allowing you to experience the tranquility and uniqueness of these two countries at a much less frantic pace.

If your 'cruising clock' is ticking and returning to Vanuatu and New Caledonia is not an option for you, then it is likely that New Zealand is also not on your cruising itinerary and you will likely either be headed for Australia or maybe the Marshall islands. If that is the case, then you will really need to keep on moving if you have any chance of seeing some of Vanuatu and New Caledonia's highlights.

On the following pages you will find some information about Vanuatu and New Caledonia that we hope will help with planning your visit.

Vanuatu and New Caledonia offer some very special experiences and when you have sailed as far as you have, it is a great shame to spend only a short time cruising these locations, or worse still, sailing past!



New Caledonia and Vanuatu are destinations that deserve to have at least a few weeks dedicated to each, discovering the many unique experiences and idyllic anchorages that they offer visiting yachts.

Vanuatu and New Caledonia can easily be returned to from Australia after cyclone season and the Down Under Rally run the Go East Rally to these counties each year from Australia making it easy to return in the next SW Pacific cruising season.

The Down Under Rally organisers have made the voyage east from Australia each year for several years and they can provide you with information about the best time and place to depart Australia for this voyage.

www.downunderrally.com

Land Diving in Pentecost Island, Vanuatu.





GO WEST

New Caledonia

MUCH MORE THAN A CONVENIENT STOPOVER!

Coral mushrooms, Gadji. Photographer: Chesher (Images New Caledonia)

A world unto itself...

New Caledonia is a cruisers dream with its incredible lagoon (a World Heritage site since 2008), the white sandy beaches, the ancient forests, the untouched landscapes and the endemic biodiversity (land and sea).

New Caledonia is also a land of ancestral culture and above all, a land where tradition is still the guiding hand behind social and festive relationships.



Lifou dancers. Photographer: Chesher (Images New Caledonia)

New Caledonia, a land of traditions, also welcomes modern artists to exhibit work in the art galleries near the Noumea Museum, which houses the most beautiful collections of Melanesian tribal art (New Caledonia Museum).

The coral reef of New Caledonia is recognized by the international community as a hot spot of world biodiversity, one of the three most extensive reef systems in the world in an excellent state of preservation.

New Caledonia alone represents nearly 75% of the entire reef and lagoon surface of all of the French territories. Their inscription as a UNESCO world heritage site in 2008 is an international recognition to the richness of its lagoons.

Called the '**Paris of the South Pacific**', Noumea boasts the same ambience when it comes to Art, Music and French Gastronomy. Along with diverse activities such as surfing, kite surfing, scuba diving, game fishing, trekking, hunting...the only difficulty is choosing what to do.



Cascade de La Riviere Ya. Photographer: Chesher (Images New Caledonia)



ONE OF THE BEST CRUISING GROUNDS IN THE SOUTH PACIFIC!

Southern Barrier Reef. Photographer: Chesher (Images New Caledonia)



Make some Memories

GO EAST

GOLD COAST TO NEW CALEDONIA



REGISTRATION IS NOW OPEN- JOIN THE RALLY TO GET THESE BENEFITS!

- **FREE Professional Weather routing.**
- **SSB / HF Radio Position Reporting.**
- **Advise, individual & group support** before, during and after the passage by Down Under Rally
- **Invitation to our 'Get to know your Iridium GO' hands on seminar**
(Including PredictWind Software orientation / application demo)
- **Invitation to the Bon Voyage Dinner**
- **Free - Departure Briefing**
- **Free Outward Clearance.** We will provide all required documentation relating to outward clearance plus assistance to complete the documentation.
- **Discounts on Marina berths and hardstand fees**
- **A-Z discounts:** Special offers and discounts from our partners on everything from Antifouling to Zincs
- **20% Discount** on 'Rocket Guides' for New Caledonia & Vanuatu
- **Blue water Vessel Insurance & Travel Insurance Discounts**
- **Full Service inward clearance** (Quarantine, Customs & Immigration)
- **15% Discount** on Marina berth fees at Port Moselle Marina (Noumea) for up to 15 days
- **Invitations to attend "Bonjour les Marins" Events in New Caledonia** including:
 - Down Under "Go East" Rally End of Passage Party (Nautical Theme includes dinner & entertainment)
 - New Caledonia Culture & Customs presentation
 - Sailing & Cruising in New Caledonia presentation
 - Experiencing Mainland New Caledonia presentation
- **2 x Rally T-shirts** (Extras available by order) & **1 x Rally Flag**



For more details visit: www.downunderrally.com



GO WEST

Discover Vanuatu

A TIMELESS LAND RICH IN HISTORY AND CULTURE

Vanuatu is a fantastic cruising destination that has plenty of unique experiences to offer the visiting yachts, yet many sail passed and miss the opportunity to experience a land that is both mystical & pure, just as it was decades ago. This is a **not to be missed** destination!

Vanuatu's culturally rich, indigenous society exists in harmony amongst the stunning surrounding scenery.

The lovely people of Vanuatu are both warm and welcoming and many of those who have cruised in Vanuatu say that Vanuatu is the '**highlight of their Pacific cruising.**'

Vanuatu has two very accessible and active volcanoes, absolutely stunning natural beauty and scenery throughout the country, amazing waterfalls cascading from high cliffs into the sea, unique cultural spectacles, numerous pristine and unspoiled bays and anchorages to choose from, as well as great fishing and diving.

Those who have cruised in Vanuatu say that what they like most about Vanuatu are the outer/remote islands and communities, which offer visiting yachts experiences that truly are second to none!



Local fresh produce market in Port Vila.

BISLAMA LANGUAGE

In Vanuatu there are over 100 native languages, because of this, the people decided to make a language that everyone could understand and speak, this language is called Bislama.

Bislama is a fun language that you will not only get the hang of quickly, but also have a lot of fun doing so!



Mt. Yasur - an active volcano located on Tanna Island, Vanuatu

English	Bislama
Hello	Halo
Good Morning	Gud Moning
Good Night	Gud Naet
How are you?	Olsem wanem?
I'm ok	i oraet nomo
How much is this?	Hamas long hemia?
Do you know ..?	Yu save? (pronounced savvy)
Thank you very much	Tangkiu tumas
My name is...	Nem blong mi...

WONDERING WHERE TO START YOUR VANUATU DISCOVERY

When arriving in Vanuatu from New Caledonia or Fiji, we suggest starting in the South and making use of the prevailing SE trades. By doing so it makes it easy to visit the following islands, which will allow you to experience much of Vanuatu's diverse culture and unique locations:

1. **TANNA** - Port Resolution and the mighty Yasur Volcano.
2. **ERROMUNGO** - Dillon's Bay on the west coast.
3. **EFATE, PORT VILA** - Good place to provision, crew change, anchor in the bay, take a mooring or tie up at [Yachting World Marina](#), meet US your shore side guides, do some repairs or get any chandlery items that you may need (Port Vila Boatyard), rent a car and see some sights around the Island. There is plenty to do in Port Vila. Good restaurants, cafes, bars a new state-of-the-art cinema and much more... (www.yachtingworld-vanuatu.com)
4. **EFATE** - North coast including Havannah harbour
5. **TONGOA** - diving the Tongoa Wall.
6. **EPI** - Lamen Bay
7. **MASKELYN ISLANDS** - on the South East coast of Malekula
8. **AMBRYM** - Volcano and Cultural dances and local wood carving
9. **PENTECOST** - home of the Land diving

10. **MAEWO** - Asanvari Bay, Asanvari Bay Yacht Club, Waterfalls, caves etc.

11. **ESPIRITO SANTO** - Diving SS President Coolidge, Oyster Island - blue holes, and the beautiful Champaign Beach and Port Orly.

From Santo you can then choose to either return to Port Vila to get a better angle to sail back to Noumea or you could depart from Santo and head to Australia over the top of New Caledonia via Chesterfield Reef.

We promise that Vanuatu is a destination that will both mystify and delight you so don't sail past, come and say 'Halo' instead, we know you will be glad you did!

VANUATU CONTACTS:

Vanuatu Yacht Services

(Official Down Under Rally Partners)

www.vanuatuyachtservices.com

<https://www.facebook.com/vanuatuyachtservices>

Port Vila Boatyard

(Technical support and marine chandlery)

www.portvilaboatyard.com

<https://www.facebook.com/portvilaboatyard>

INFORMATION FOR YACHTS VISITING VANUATU

The country's main yachting centre for all provisioning, yacht repairs, service and support is, Port Vila on the island of Efate. The iconic Waterfront Bar, at the Yachting World Marina in Port Vila, on the island of Efate, has a rich yachtie history. There is seawall berthing for up to 20-meter yachts, a fuel dock, moorings and other amenities.



The Port Vila Boatyard haulout facilities.

Port Vila also offers a great boatyard & full service marine centre '**The Port Vila Boatyard**' (est. 1995).

The Boatyard and their network of reliable partner businesses, provide a wide-range of quality services and excellent technical services and support to all the visiting yachts and local vessels, in the event that any repairs are needed while cruising in Vanuatu.

YACHT TECHNICAL SERVICES:

The Port Vila Boatyard has haul out and storage facility for mono hulls (up to 16 meters 24 ton) and for multihulls (up to 18 meters 20 ton).

They can safely store your vessel out of the water on insurance approved structural steel cradles in case you decide to remain in Vanuatu through the cyclone season. They are also the local agents for Spectra Watermakers and have a well stocked marine chandlery on site.

A woman wearing a red kayak helmet, a blue long-sleeved shirt, and a red life vest is sitting in a red kayak on the water. She is waving her right hand. The kayak has a yellow label that says "OYNB" and a white label that says "CIRCUMNAVIGATION 2018".

ChardonNay

A Kayak circumnavigation

Lyn Battle

Waving farewell and setting off from beach to start the circumnavigation.

We girls all love a challenge, right? Pushing ourselves beyond our comfort zone helps us grow into better sailors, yes? Rise up to become the best version of yourself, etc, etc. These thoughts all travelled through my mind as I struggled to stay upright in my 15-foot sea kayak while another white-capped wave reared up to test my nerve. When I didn't flip over, the wave slid contemptuously beneath me like a big shark shrugging me off for another day.

I was paddling my 18-year-old Perception Contour sea kayak *ChardonNay* through a choppy southeaster about a mile off Sweers Island, in Australia's south eastern Gulf of Carpentaria. Training to become the first female to paddle around the island, and the first person to do it non-stop. (American visitor Nick Zajak had paddled around the previous year, picnicking on a beach along the way).

It is about 30 kilometres around the island, depending how far offshore you must go to avoid the reefs (which depends on the height of the tide). I planned to do the

circumnavigation on a calm day, preferably during neap tides to minimise current.

As we operate a tourist lodge on the island and I needed a free day for the paddle, it was not easy to tee all these things up on the same day!

Why this challenge? In April I took on a 30-day Alcohol Free Challenge with the UK-based International OYNB (One Year No Beer) group, giving up my chardonnay habit and putting the money saved into an old wine bottle (can't steal from that piggy bank 'til you smash the bottle at the challenge end!). OYNB recommends a physical challenge to keep you focussed and utilise the non-drinking time to get healthy and fit. Most members take up running or mountain climbing – both in short supply on Sweers Island – so I opted for a water-based activity. "Aim high," they said, "Something you cannot do right now, but with time and training is achievable in a month or so."

I thought of Nick's paddle round the island and how I used to kayak on Irish rivers and

canals nearly 40 years ago – surely sea kayaking couldn't be all that much different?

L... O... L...

The first challenge was the boat. I didn't even OWN a sea kayak. Synchronicity to the rescue and I found a second-hand boat for a very good price online. I arranged transport by truck and barge to the island. Old but well cared for, the boat seemed perfect for this project. It was even PINK, although previous owner Cliff insists it is "faded purple". LOL again.

I named it *ChardonNay* since it was saying "Nay" to my chardonnay wine habit that brought about this whole seafaring adventure. I contacted the manufacturer Perception (now Mission Kayaks) in New Zealand and was delighted to learn that their makers mark on the hull dated her to November 15th 2000, the 174th one made, and shipped to Australia just before Christmas that year. Howzat for Ancestry Dot Com for Kayaks!

My dear husband (DH) was bemused but supportive. It turned out that several friends and guests were into kayaking and gave me lots of tips. Well known sea kayaker Stuart Trueman called into Sweers during his circumnavigation of Australia and had lots of good advice. I even had sponsors – including surfski paddler Trev and his wife Sandy who own the Australian company AlcoFree, selling great tasting alcohol free wines, beers and yes, even spirits – for those ladies who are now (Eskimo)* rolling their eyes at the thought of giving up wine at sundowners.

I climbed in and started paddling. First just along the sandy shore, venturing a little further each day, gaining confidence and remembering old strokes and bracing techniques. On windy days I spent hours in the shallows practicing falling out of the kayak, then flipping it over, draining out the water and trying to find the most graceful way to haul myself back in. Until I had seen



Boat arriving on weekly barge *Carpentaria Venture* from Karumba, after arriving on truck from Cairns, being carried ashore by Lyn and Linda.

paddler Ann in Townsville do her amazing side-saddle-slide into the cockpit, I thought there was NO graceful way to climb back into the boat; thank you Ann for inspiring me to learn a new challenge instead of my clumsy-cowboy-clamber up the back deck! Oh, to be able to do the Eskimo Roll!

I also had heaps of fun researching and buying safety gear. A manual water pump; paddle float; lines to attach my paddle and myself to the boat; a spraydeck – this was more fun than buying new shoes (especially living on a sandy island where the shoe fashion oscillates between thongs in summer and Ugg boots in winter). I chose a nylon one with a zipper at the front and a snug neoprene waistband. It probably won't keep water out in a roll, but for a long paddle in tropical heat, it meant I could easily access water bottles, food, and radio stored in the cockpit.

I downloaded a GPS app to my mobile phone (Polaris GPS Waypoints Navigator for Android – it was the most accurate plotter of those that I tested) and learned how to use it. I bought an Australian made 'Paqua' waterproof pouch for the phone and DH gave me a little waterproof camera for my birthday – pink of course.

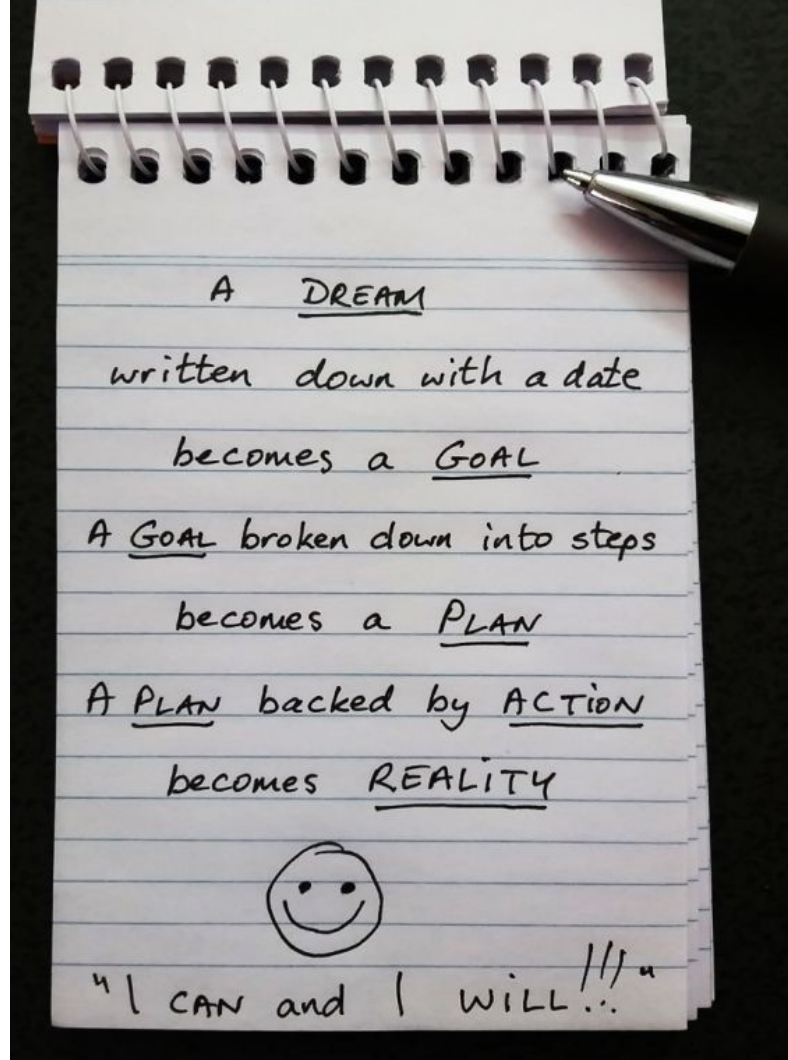
Perhaps the most important, if not the most glamorous gadget required, was a means to go to the toilet inside the cockpit, so that I wouldn't have to go ashore for a comfort stop, and although I had practiced it, I

wouldn't have to lever myself out onto the back deck to "Go", it's okay on a calm day but dangerous in rough seas. Some pilot friends came to the rescue and gave me a plastic pouch called a 'Travel John' to test out. It worked a treat! Upon contact with liquid, the crystals immediately solidify to an odourless gel, the press-seal top seals it all in and you just toss it up the front of the cockpit until you get ashore.

This paddling challenge led to all sorts of new skills and mini-challenges, so that the project became all about the journey and not just kayaking around the island. I gained fitness and grew new muscles – something that totally surprised me at my age, especially never having been a sporty person or having any upper body strength. I surprised myself as I mastered the cowboy-clamber** without needing the paddle-float, and returned from two-hour paddles saying, "I only went for a short one today."

I breezed through the 30-day Alcohol Free (AF) period and upgraded to the next level: the 90-day Challenge. I discovered alcohol free wines and beers, less calories than soft drink and more fun than soda water. My social life continued with all the perks and none of the downsides, I wasn't missing alcohol at all.

I was introduced to a terrific motivational training tool called 'Virtual Mission' (developed by a Kiwi) whereby you tot up miles in your chosen forward-moving



activity and log it online to a pre-set course on Google Earth. This way you can "see" (compare) your progress along routes such as Crossing the English Channel, The Grand Canyon or my current mission: Australia's Great Ocean Road.

It was my DH who suggested I practice in bigger waves, in case the weather came up half way round, forcing me to contend with the infamous Gulf chop. So, after a day spent clawing my way up and down steep waves barely a boat's length apart, I knew that 15-20 knots of wind was my limit for forward motion.

A weather window appeared around September fourteenth; neap tides, no guests, and forecast wind of 10-15 knots from the northeast.

Based on my paddling pace of around 6 km per hour, I estimated anywhere from five-to-six hours to travel around, depending on wind and current. I loaded up the kayak the



night before. Seven litres of water, a couple of bananas and hard boiled eggs, inflatable PFD (Personal Flotation Device), VHF marine radio, UHF radio, EPIRB (Emergency Position Indicating Radio Beacon), signalling mirror and sea-dye, bailing bucket and pump, sunscreen, waterproof camera, mobile phone in waterproof case to record the GPS trail, Travel Johns, gloves, spare paddle and my trusty little rubber Deck Duck*** for company.

Atop my head I wore a bright pink straw hat. I am not a 'hat person' at all, I hate wearing hats, but I needed sun shade and thought what the heck, this was all about Girl Power, so I might as well embrace my pink side we just happened to have a hot-pink hat on the



Safety equipment, VHF radio, EPIRB and PFD.

island and hey, it was high-viz if I got lost at sea.

The wind was forecast to increase to 15 knots by 9 am, then peak around high tide at 11 am and start dropping off around noon. I set off at 8 am and made great progress on the first leg along the western (lee) side of the island. Rounding MacDonald Point and after a VHF check-in call back to the lodge, I turned into the rising easterly and made slow but steady progress along the south end of the island. DH had arranged to come out in a tinny and guide me through the 'Gap in the Reef' – he was a bit concerned about how choppy it was, but I was making good forward progress, and so long as the wind stayed this side of 15 knots, I knew I could do it. (The maximum gust that day reached 17 knots). He went through the gap first to check the sea state on the long east side of the island, returning to say it was no worse, and with just a couple of hours to go til it was due to start



The wonderful Travel John!

dropping, I decided to keep going. He guided me through the narrow gap in the rocky reefs, then I continued alone up the east coast, staying well offshore due to the low tide and slop over the shallow reefs. The waves were side-on, but *ChardonNay* is a very stable craft, and we only took a couple over the deck. There were several times I dipped my paddle only to find it clawing air in the troughs, it was hard work, but I slowed my pace and dug in for a steady slog up the east side. After an hour or so I saw DH on the beach, having ridden the quad bike across from the other side, checking to see if I was bailing out or continuing. I kept going, pausing regularly for water, food, and yes! – the toilet stop! It was such a relief to be able to do that, as it meant I did not restrict my fluid intake and stayed well hydrated throughout the circumnavigation.

Seabirds flew from shore to check me out, fish darted under the hull, turtles gasped nearby. As I approached the northeast tip of the island, the wind eased and the seas began to drop. I called our staff member Rachelle on the VHF: 'I'm passing the last bailout beach and going around the top now. She let out a YAY as she knew this meant that unless something awful happened, it looked like being a successful circumnavigation. But it's not over til it's over, and despite making good time up to now, and the tide now running in my favour, I was starting to tire and slow down.

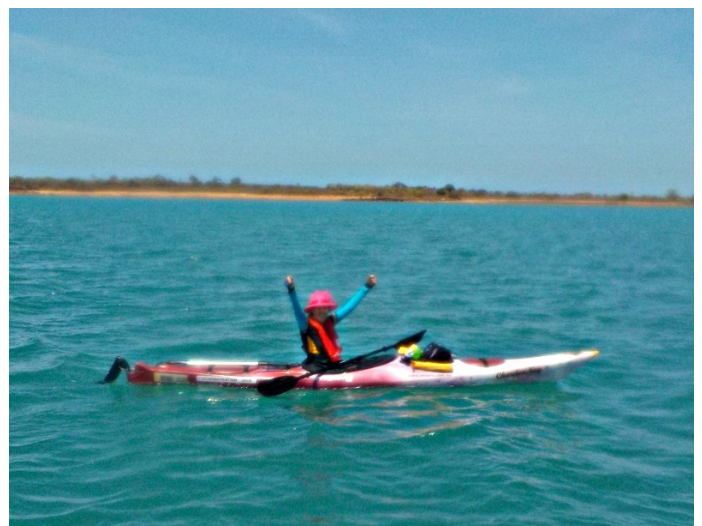
As I rounded the final northwest tip of the island, DH once again appeared in the dinghy to check my progress. It was 1:30 pm, and it usually took me an hour-and-a-half to get from this point back to the Filleting Table. He raced back to rustle up the welcome party. They told me later they waited and waited, as the tiny dot on the horizon gradually got closer! I just plodded along, knowing that so long as I kept paddling, I would get there eventually. About a half mile out I paused and used another Travel John, so that when I

landed on shore I could celebrate in style and not have to bolt to the loo first thing! After training for months for this moment, it really was all about the destination at this point, and the bottle of alcohol-free champagne that was waiting in the esky under the tree!

During all those months of paddling up and down the shores of the island, I had seen countless fish, birds, and turtles, but to my dismay I had not seen a dolphin. Imagine the thrill, when in that final mile, a grey fin broke the surface beside me and a bottle-nosed dolphin smiled across at me. Just to make sure I did not think I'd imagined it, he rolled again, keeping the moment special between us by not lingering long enough for me to get a photo to show the others.

As I neared the shore, Rachelle paddled out to meet me, also wearing a bright floppy hat! She'd started paddling a few weeks earlier, and it was a real thrill to have someone accompany me on the final leg home. She graciously let me touch shore first, and I tried to get out of the kayak without falling over, while everyone took photos and cheered and hugged and cheered some more! It really was a team effort, and I hope everyone got as much of a kick out of the whole project as I did. Six and a half hours after I left the beach that morning, we sat in the shade of the tree and sipped champagne; alcohol-free, cold, and delicious. Yes, the guys had a 'real' beer!

As everyone drifted back to the lodge, I was



left alone on the beach. I walked over to *ChardonNay*, unpacked my gear and carefully hosed her down with fresh water. I couldn't wipe the smile off my face. This 18-year old boat had carried me safely around the island, First Ladies both of us – next adventure please!

*Eskimo roll: a way of righting a capsized kayak.

** Cowboy Clamber: a re-entry technique involving straddling the kayak like a horse.

*** Deck Duck: A mascot

MORE INFO LINKS:

Sweers Island: www.sweers.com.au

OYNB: www.oneyearnobeer.com

AlcoFree: www.alcofree.com.au

Virtual Mission Program:
www.theconqueror.events

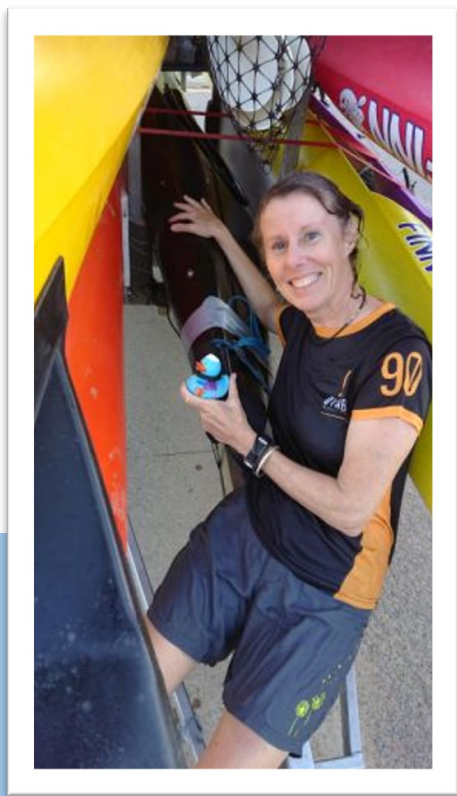
Mission Kayaks: www.missionkayaking.com

Polaris GPS App for Android: <https://polarisnavigation-system.soft112.com>



My Deck Duck – he's my paddling buddy. I found him in an airport shop in Munich several years ago, bought him to put in our desalination tank as we had to desalinate for two years due to no rain topping up our wells! I got him as a companion for yellow duck who was already bobbing round in there. They were retired when we got rain, and had no jobs to do til I started paddling. I said to a friend that I ought to have a mascot with me as I paddle solo – I said how it couldn't be the usual fluffy toy or it'd get wet. He said, 'Ducks don't get wet' and I remembered the blue plastic duck in the desal tank, with all the countries of the world marked on him, perfect for the International OYNB group to share my journey and progress! So he came with me on the training paddles plus the circumnavigation. He has been on holidays with me and learned to Eskimo roll!

I mailed the yellow one to my ham radio friend who also took up paddling recently. She is out in the big surf off the coast of Wales and training to become a guide. She has a beautiful yellow and white Romany kayak so the yellow one looks right at home there...



LYN BATTLE has lived for over 30 years on Sweers Island, in Australia's Gulf of Carpentaria, where she runs a small fishing lodge with her husband Tex. After the circumnavigation, Lyn raffled off her pink hat for the Royal Flying Doctor Service, Queensland, and raised over \$2,000 for this worthwhile charity that supports not just those who live in the Outback but also visitors to the more isolated parts of Australia. She is still alcohol-

free, aiming for the full 365 Day Challenge of OYNB. Lyn also recently mastered the Eskimo Roll, fulfilling another lifelong dream. Along with her kayak rolling coach, she hopes to make the Sweers Island Challenge a regular event, with more paddlers taking the opportunity to explore this isolated but beautiful part of Australia's coastline.

Coming soon from SisterShip Press Pty Ltd...

"Voyaging Pets is a collection of stories by sea-faring women about some of the most precious aspects of their lives – their animals and boats. It will bring tears of laughter and loss to your eyes."

DR SHERIDAN LATHE, (SV *Chuffed*) veterinarian, founder of Vet Tails and Chuffed Adventures, ocean nomad and animal lover.

People will go to extraordinary lengths to keep their families together, and for many this includes four-legged members. While it is easier to travel with pets these days, it's not always smooth sailing with animals onboard.

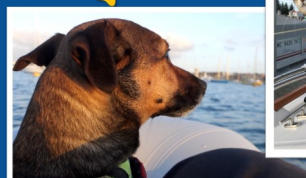
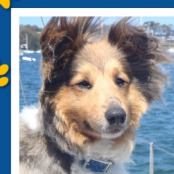
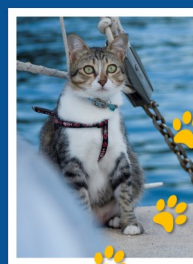
Our writers expose the depth of love for their furry friends, with touching, humorous, and unusual pet yarns.

Canines and felines of all shapes, colours, and sizes feature in this pet anthology but also prepare to meet Patch the sailing guinea pig, Pi-Rat, and Roger the cheeky booby bird!

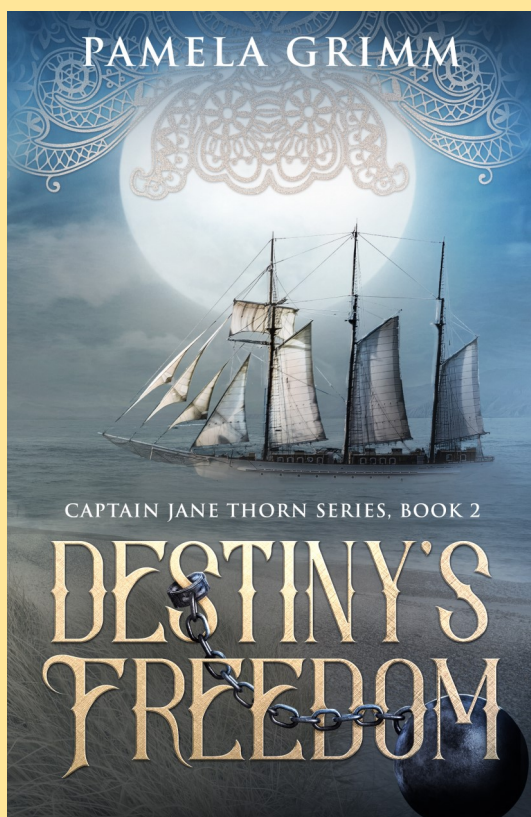
These are cruising companions who love their life onboard and add a new dimension of adventure for their devoted families.

Voyaging Pets

An Anthology from Women on the Water



Edited by Shelley Wright and Jackie Parry



Not all is what it seems.

Home from a successful trading venture to Cuba and St Petersburg, Captain Jane Thorn is now tasked with a coastal trading voyage and a mystery to solve.

Just what is the Master of the *Osprey* up to? Why does the vessel keep disappearing?

The drama and intrigue as Jane unravels the truth places her boat, position, and the Thorn family business in jeopardy. Torn between integrity, ethics, and the safety of her crew and loved ones, once again Jane faces an unexpected challenge.

The Captain Jane Thorn series continues the romance and adventure of 19th century merchant sailing ships. This time set against the turmoil of a young nation coming to terms with the moral and economic conflicts of slavery.

Solo the 'wrong way' around the globe

Part 2



Finally, Lorelei had a new bottom...but the sanding was agony!

In Part 2 of an ongoing series, MELANIE PIDDOCKE continues preparations to sail solo the 'wrong way' around the globe.

In the August 2018 issue of *SisterShip* we left *Lorelei* at the mercy of Cyclone Debbie. Tucked up safely on the hardstand *Lorelei* sustained no damage and Mackay missed the worst of the storm. However, Debbie was to continue to play a role in the refit over the next several months.

Heavy rain and lack of power to the shipyard following Debbie meant work on *Lorelei* was delayed. Water found its way in through numerous nooks and crannies so there was quite a mopping up job to do inside as well (a task I was to revisit frequently as *Lorelei* became more disassembled and open to the elements). But I was able to take a break from the clean up to attend my first WWSA Gathering on The Bay in Port Stephens,

albeit a day late courtesy of Debbie!

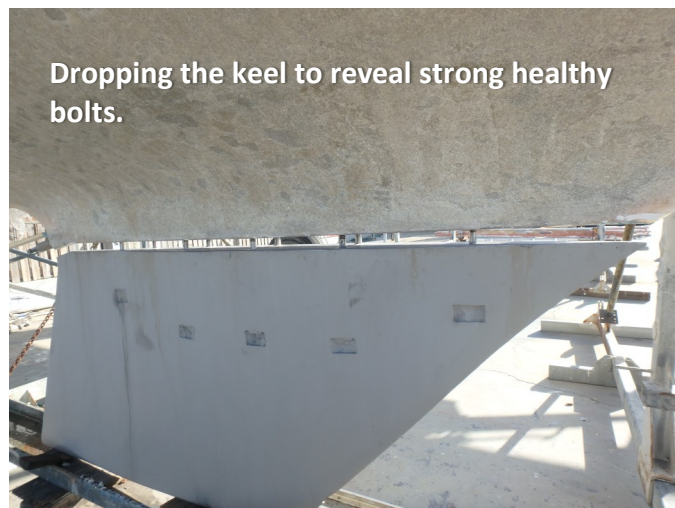
Further delays occurred as the damage to boats from Debbie became evident. As insurance claims were processed and the shipyard began to fill with vessels requiring repairs, contractors became increasingly difficult to engage. As much as I appreciated the need for a quick turnaround for the damaged boats – both for insurance and emotional recovery – it was increasingly frustrating to have *Lorelei* pushed further down the list, while the meter on the hardstand fees ticked over.

Meanwhile, below the waterline was still bare fibreglass, having been sandblasted a few months before. This clearly exposed the join between the keel stub and keel, so why not take the opportunity to drop the keel and check the bolts? It was quite a violent process to watch, but worth it for the peace of mind to see that all was well with the keel bolts, and to know that the keel is firmly attached and watertight.

For a couple of months, I was largely left to my own devices and concentrated on jobs that were within my reach. Amongst these was stripping down the mast. The rigger who had lowered the mast for transport in Sydney said that the rigging was well and truly due for an update, even though it was only six years old, and that the roller furler was on its last legs. I had hoped to be able to leave new rigging until the final refit before departure, but for peace of mind while using the boat in the meantime I obviously needed to invest in a new roller furler and rigging. *Lorelei* was equipped with a sturdy heavy section deck-stepped mast in good condition, but a few of the navigation lights needed replacing and I decided to strip the mast of all its fittings, sand and repaint. May as well do it properly while the mast was down!

I also decided to give *Lorelei's* hull a complete repaint. Painting the deck could come later so I would only paint to the edge of the non-skid on the deck. I set about removing all the fittings on the hull and around the edge of the deck, including the Fleming wind vane, stanchions and bases, bow roller, pushpit and pulpit, and toe rail. I became quite adept at taping a wrench to the underside of the deck while removing the bolt from above and had plenty of exercise doing this for the 200 or more bolts along the length of the toe rail. *Lorelei's* furnishings below decks are fairly minimal but removing the toe rail was further complicated by having to disassemble a few cupboards and remove the holding tank in order to reach the nuts on the underside of the deck. Removing the toe rail revealed that the bolts between the deck and hull could also do with replacement, so they all came out too.

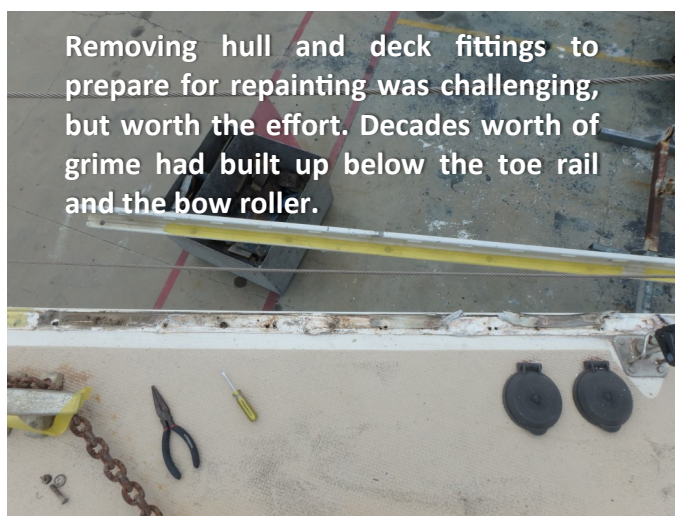
Before the sanding of the hull could start, I needed to make some repairs to the gelcoat. Earlier in her life, *Lorelei* had been hit amidships on the starboard side by another boat. The repair was evident once the hull had been sandblasted. But the impact had caused stress fractures to craze out through



Dropping the keel to reveal strong healthy bolts.



Starting to strip the fittings from the mast.



Removing hull and deck fittings to prepare for repainting was challenging, but worth the effort. Decades worth of grime had built up below the toe rail and the bow roller.

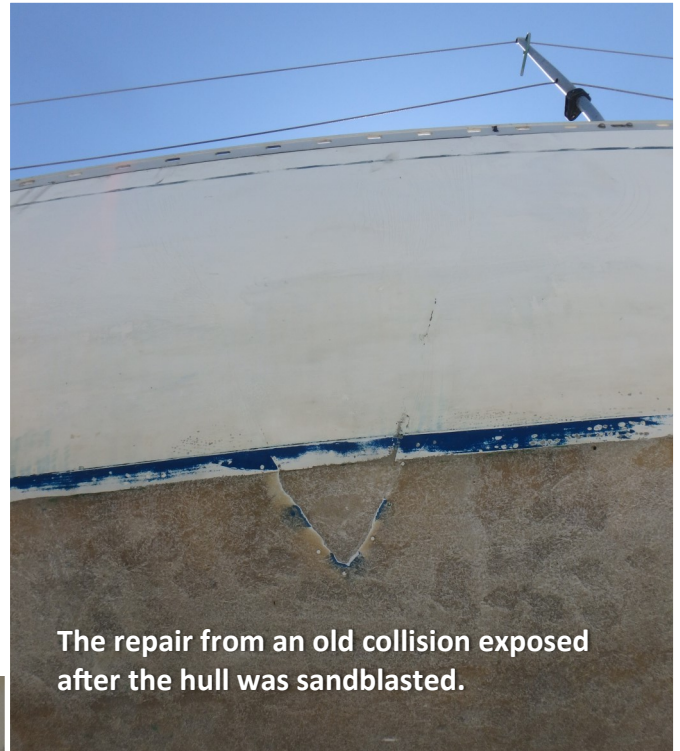


the gelcoat from the impact site and these had never been addressed. Simply sanding and painting over these would not be enough to hide them, so they had to be ground out, filled and faired. Rather than grind out the whole section, I used a Dremel tool to follow each spidery fracture and grind it out of the gelcoat. I then filled each one with a spot filler, sanded it, filled again, sanded again, and so on until the surface was smooth. With the filler a different colour to the hull, it was difficult to tell if the surface was fair by looking, so most of the final checking was done by feel.

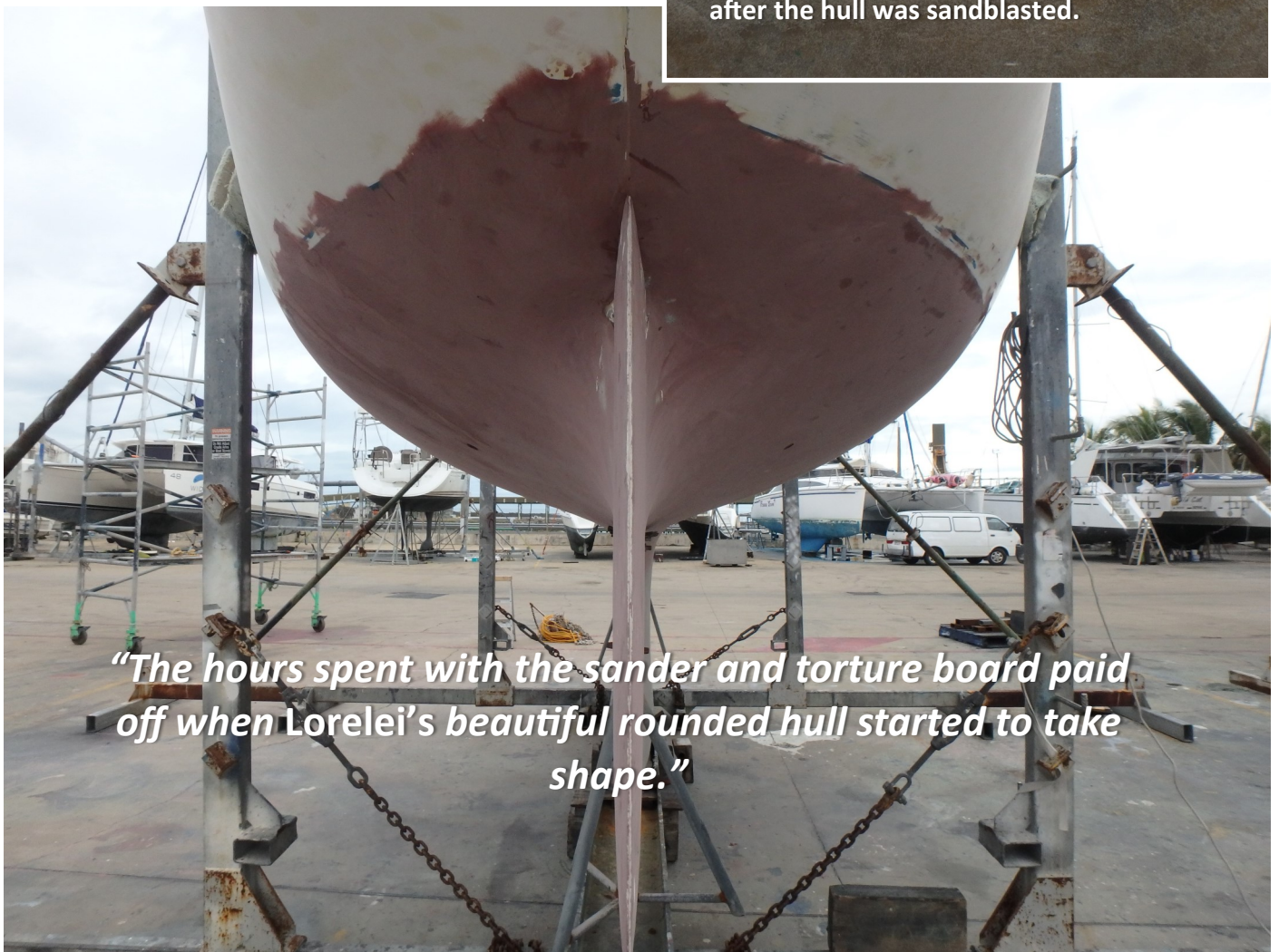
“I must have been quite a peculiar sight to other shipyard uses, standing next to the boat rubbing my hands over the hull with my eyes closed!”

Once that was completed, I could start sanding the whole hull. Aside from the stress

cracks in the gelcoat from the collision, the state of *Lorelei's* hull bore testament to an adventurous life, with plenty of scrapes, nicks, and bumps. In order to deal with all these rough patches, I started sanding the hull with 40 grit, and in what felt like a never-ending process gradually worked my way



The repair from an old collision exposed after the hull was sandblasted.



“The hours spent with the sander and torture board paid off when Lorelei’s beautiful rounded hull started to take shape.”

down to 140 abrasive cloth. Thousands of small imperfections had to be filled and faired too. The pinstripe near *Lorelei's* gunwale and distinctive interlocked S's (logo) at the bow posed a bit of a challenge, but nothing that couldn't be overcome with the right sized piece of dowel and some fancy finger work with the sandpaper.

After several months of sitting with a bare bottom, the time finally came to give *Lorelei* a new surface below the waterline. This was done with epoxy mixed with microbeads, which were to help with the sanding process. If I had thought sanding the topsides had been hard work, fairing below the waterline proved to be the most physically taxing of all! Holding the heavy sander above my head working inch by inch along the hull was painful, difficult work and I developed a new appreciation for just how much of *Lorelei* was below the waterline. The temptation to give up and hand the job over to the professionals was strong, but I think there were a few bets being placed in the shipyard as to how long I would last so I was determined to finish the job! Two more skim coats, more sanding, and some unpleasant hours with the torture board (fairing board) followed. But the results were worth every moment of agony. *Lorelei* was starting to regain her beautiful

curvaceous shape.

Although there had been progress it had all taken several months and was no longer fun. Everything was taking much longer than planned, there was so much more to do than I had anticipated, and it didn't feel like there was an end in sight, while the costs were growing. My initial plan of three months on the hardstand had now stretched to five and the boat was nowhere near ready to go back in the water. And in amongst all the hard work, I had had no time for sailing for months! But there was only one solution to the problem – just keep going!

You can follow *Lorelei's* refit and sailing adventures at <https://www.facebook.com/Sailing-Lorelei-162125494400836/>

MELANIE PIDDOCKE learnt to sail while living in Scotland in 2007. Returning to Australia some years later, she purchased a Spacesailer 22 and undertook a series of RYA courses. She now owns *Lorelei*, a Sparkman & Stephens 34 which she is currently refitting in preparation for an attempt at a solo westabout circumnavigation.

SisterShip will follow Melanie's journey as she prepares for her solo circumnavigation.





Flat bottomed girl

Views from the canal

VALERIE POORE takes the helm of our regular barge boat column.

Weathering the winter in the north

While boaters and sailors in the southern hemisphere are glorying in skimming over azure seas, catching the breeze, and feeling the sun soak into their skins, we in the northern climes are shivering in our timbers, or in my case, rusting rivets.

Yes, winter in northern Europe will most likely be with us until the end of March; for liveaboard boaters it can be a special experience, good or bad depending on personal taste. My own preference would be to have summer permanently; since our summers are about as warm as the southern winters, that's not much to ask, is it?

I should say that some barge owners have their lives properly sorted and have central heating on board for the colder months. Good for them. I mean it. I wish I were one of them and not just among them. I hear my neighbour's boiler kicking in every morning; it's nearly as effective as an alarm clock



because it's just as annoying. Not only does it vibrate through the iron of my hull, it makes a loud humming noise just designed to rub in the fact that I don't have it – central heating, that is, not the humming noise. I could probably cope much better with the latter if I had the former, but I don't; I only have the hum. Anyway, you'll have come to the conclusion by now I'm just being mealy-mouthed because I'm jealous.

The heating in my barge consists of one old Dutch diesel stove plus a small radiator that's fit for defrosting my toes and nothing else. I dare not have more electric heating as I only have a six-amp system from the quay, and my cable would explode if I tried to load more appliances onto it. As it is, I have to make sure I don't boil the kettle and use the microwave at the same time. I did that once. At six in the morning when it was still dark, and I hadn't had coffee yet. Not a wise move on my part and not good for anyone else in my vicinity either.

Luckily, despite being small, the diesel stove does a grand job; plus I have a brand new hot water bottle, which is heaven. I also have an electric back warming pad, courtesy of my daughter who gave it to me for Christmas last year. As a result, I manage, but I'm forever grateful I don't live any further north or east. Rotterdam is quite cold enough, although I admit it rarely remains freezing for long. Scotland, Germany or Poland would probably finish me.

Being outside in the winter is much more of a challenge. Because my barge has no gunwales, I have to climb on the hatches and walk the length of the hold in order to do chores such as emptying my rowing boat of rain water – in Holland, that's at least once a week – and cleaning the back surfaces and decks. Most of the time, this is fine; I don my Wellies and tread carefully to avoid any unexpected hazards.

However, if we've had frost overnight, I

confess to becoming very lily-livered. The thing is I don't have any railings, so one false step could see me sliding neatly overboard. I've done that once before too. It was on a friend's barge and I'd just had a blissful hot bath in her full-sized bathroom, a luxury of major proportions in a country where everyone's too tall to lie down (okay, slight exaggeration). Anyway, it was a cold night and I stepped out of her barge, lost my balance and sailed straight over the side. Now I'm sure Turkish baths are wonderful if you've planned to have one, but I hadn't even taken my backpack off. Surprised didn't begin to describe my sentiments when I surfaced, spitting out a mouthful of duckweed, extracting reeds from my hair, and bemused at what I was doing there.

Then there's snow, which I've never liked not even when I was a landlubber, but on board it's even worse. Firstly, it makes getting out of the barge like escaping from a tomb. My hatch is one of those lifting types; I push it



Snow on the old barges.

up from the inside. Although it's not light I normally manage it perfectly well, but a problem arises when a heap of snow has collected on it overnight. Then it needs someone with the strength of Atlas to move it. I am not Atlas, not even with a map spread over me, and I don't fancy being entombed or resurrected, so I'd much rather the snow fell somewhere else and not on my boat.

About fifteen years ago now, I had another barge in Belgium, and one winter I asked my partner if he'd like to spend Christmas with me somewhere in the depth of the country. We thought it would be exciting, romantic, and different. Actually it was, but that was before the weather decided to spoil everything. The holiday itself was quite magical. After choosing a quiet country location, we moored behind a long line of barges and next to some woods. The area was completely rural and the peace was perfect for relaxation.

We had a wonderful time rambling in the woods, scrunching through the thick ground



cover of frosty leaves and enjoying the clean air away from the city. We woke each day to a pale sun in a misty world and from the interior of the barge, we could look out on a beautiful winter wilderness. With bright skies and no rain, exploring the area on foot was perfect and we always went back to a cosy, warm barge. Typically, it all changed the day we needed to turn back and go home to Brussels. The sky turned from pearly to slate and from the dark clouds a curtain of snow fell. This wasn't fun anymore, especially as it was my job to slither my way up to the front and manage the bow in the locks.

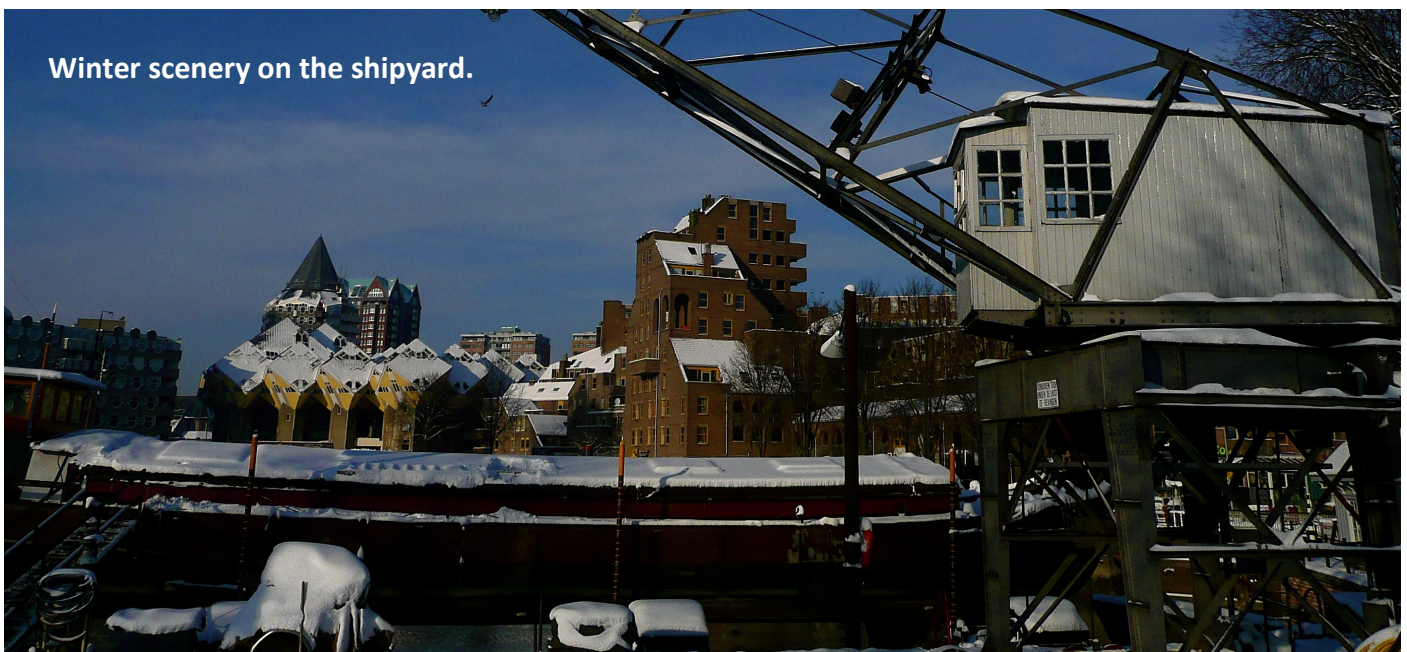


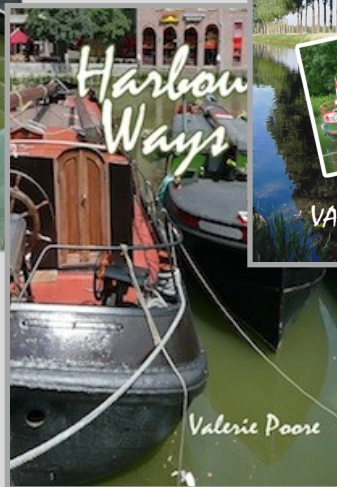
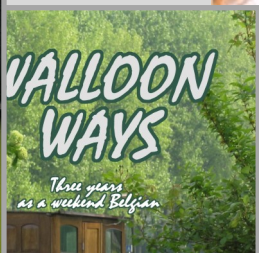
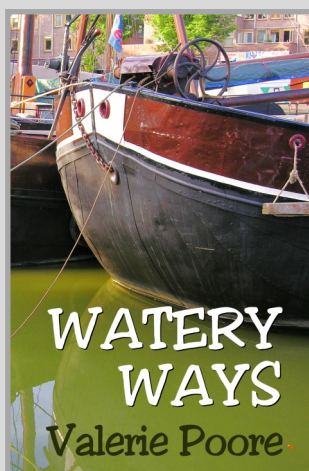
Anyone who's ever tried hurling coiled ropes over a snowy bollard will know exactly how it goes. Even assuming you score a hit the first time, the rope thuds onto the ground, and snow erupts, flying everywhere, especially into your face and eyes. You drop your rope, which promptly slides into the icy water of the lock. Hauling it up again soaks your gloves through and your fingers promptly go numb. You then try the whole process over again, but because you can now no longer feel anything at all below your elbows, the rope doesn't even leave your hands. By this time, your skipper has calmly tied up his end and has retreated to the wheelhouse from where he's shaking his head at your incompetence. That's about right, isn't it? I know. I should demand to be the skipper on these occasions, but I wasn't very good at manoeuvring then. Not that I'm much better now. My sense of left and right got mixed up at birth and has never recovered.

Anyway, there were six locks between our romantic winter hideaway and home. By the time we got back we were discussing divorce. So, to all of you who are enjoying the southern summers, spare a thought for those of us who brave winter cruising and life on board in Europe. In summer, we'll laugh about it being part of the fun, but you and I know we'd rather trade places with our southern cruising cousins any day.



VALERIE POORE was born in London, England, and grew up in both north London and the west of Dorset. She moved to South Africa in 1981 but returned to Europe in 2001, which is when she began her love affair with the lovely Dutch flat-bottomed barges (hence the page title). She has lived on a barge in Rotterdam's Oude Haven since then, but summers see her and her partner on the Belgian and French canals. Val teaches writing skills at the local uni for a living, but has written several memoirs about her waterways life. Writing is a lifelong love as well as being her work.





Valerie's books can be found at the following Amazon links:

Harbour Ways: <https://geni.us/CkA1N91>

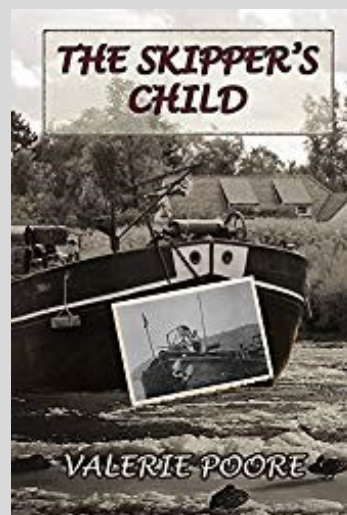
Walloon Ways: <http://geni.us/1CDTu>

Faring to France on a Shoe: <http://geni.us/AOt9kT>

Rotterdam Reflections: <http://geni.us/5pSxcgs>

The Skipper's Child: <http://geni.us/PBwQnP>

Watery Ways: <http://geni.us/lusDZT>



SisterShip Magazine cruises along with an international flavour. Our contributors hail from every corner of the globe. We encourage writers to maintain their voice and therefore their local spelling.

Measurements and navigation aids (IALA A and IALA B)* are different too. As valued readers, we just want to keep you on board with our ethos of a less regimented style, and a more international spirit!

*The International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA, previously known as International Association of Lighthouses) is an Inter Governmental Organisation founded in 1957 to collect and provide nautical expertise and advice.



‘CEIBA’

SHANI MEINTJES

Ceiba shipbuilding hanger .

A jungle shipyard. Fruit trees; cashew, lemon, sweetsop, and mango provide delicious food and soft shade from the blazing heat during the endless summer months. A gentle breeze blows their leaves up into the treehouse that is suspended from the giant *guanacaste* tree which spreads its branches protectively over the spacious expanse of the lofting floor. Stacks of light *cypress* intersperse the enormous dark red *tamarindo del monte* logs gather in increasing numbers onsite as the sun sets at the end of another full day. Today I see the ship's very spine lying in wait – these dense hardwood timbers have since transformed into the keel, scarves neatly interlaced in readiness for giant ribs to be attached. This is the view from the office. *El Astillero Ceiba del Mar* is a home; a place of work, life, and play, cradled by the beautiful blue of the Pacific Ocean, waves lapping at its palm-fringed edges, eager to draw *Ceiba* away with the next tide.

BACKGROUND

It all began with a vision, and a desire, to do better. There was a time when several friends met aboard the *Tres Hombres* and were inspired to begin a larger, regenerative



wooden boat-build that would meet the ecological, ethical, and economic requirements of our rapidly changing world. Founders Danielle Doggett and Lynx Guimond both saw gaps in the growing environmentally-conscious consumer market which they could fill with a financially-competitive and sustainable sailing cargo ship.

Once the chain has regained its missing link; the ethical consumer is connected with the ethical producer in a circular, emission-free supply chain. As an investor you will not only help make this happen, but also see a return on your investment once the ship is operating optimally. This makes it unique; anyone can invest in shares of stock in the company, become a part of the change and support a move into a new direction for the shipping

industry. Subsequently, this becomes a message for the sector at large – we need to transform the way we do shipping to see the survival of trade as we know and enjoy it today.

But why do we need to see shipping change? A huge 90% of the world's cargo is carried by bunker-fuel-guzzling container ships ([International Chamber of Shipping](#)) and is therefore responsible for a myriad of detrimental environmental consequences, the effects of which often transfer beyond borders. Repercussions include high carbon emissions, which are predicted to heavily increase by 2050, interference with whales' natural sonar communication pathways, and the destruction of marine habitat, as well as major oil spills, just to name a few. For those involved to take responsibility and implement measures to reduce impacts have, up until very recently, not been enforced under internationally-agreed climate policies. As the world's hunger for more affordable, expeditiously-shipped products only continue to increase, these impacts will become steadily worse and more frequent.

Ceiba will be a 148ft (45m) square topsail schooner, which is being built using traditional techniques in combination with modern technology. The vessel will be constructed entirely from wood that has been sourced from within Costa Rica and is either storm-fallen, plantation, or non-native trees that have become a potential threat to landowners and livelihoods. The drive for sustainably sourced timber for the vessel has included the use of large quantities of the tropical hardwood, *tamarindo del monte*, removed after toppling in a hurricane during 2017. Upcoming is the purchase of another giant timber, *guapinol*, which was brought down in a recent landslide, and in the weeks commencing, it will become “upcycled” as the robust stem-piece of *Ceiba*. As these timbers take on new forms in the shape of the ship, as almost a kind of carbon-sequestration, the wood is re-utilised by keeping its original structure, instead of just being left to decompose naturally – with intent to give back in a new age of shipping and exercise purposefully-beneficial forestry management.

Sails will unfold with the power of the wind



Lofting the curves of *Ceiba*.

from her three wooden masts and when unable to do so, will run on a 100% electric engine. Designed by *Sigma Plus Associates*, the engine's batteries are charged when under sail by propeller shaft generators, that is, the propellers act as water turbines as *Ceiba* moves through the water. Together with the solar panels, all auxiliary power will be 100% renewably sourced. This makes it an efficient cost-savings and means that never will the ship have to rely on outside sources for power propulsion. No waiting in line for bunker fuel, that's for sure.

To realise their financial success, educate on important modern and traditional skills, and inspire change in the maritime community, would be an accomplishment in itself. Based on the extensively researched and refined Business Plan created by co-founder Danielle, this is becoming reality. The beautifully-presented, contemporary plan has been thoughtfully designed with the future in

mind, giving a clean perspective and clearly speaks the mission. Danielle's cumulative experience with other similar, smaller-scale cargo companies who were not realising the financial success they strove for, has given way to her most recent achievement – a strengthened and improved business plan. This is her personal contribution to the *Ceiba* project.

The vessel's cargo capacity will be 350+ cubic metres (250 tonnes), with more space available on deck if needed. Goods unique to their origins will be shipped to where there is high demand, such as rich organic cacao,



golden barley for the growing Costa Rican craft beer market, and biodynamic avocado oil. Initially, these will be under sail to places as far away as Hawai'i, Canada, the USA and Mexico before heading back to homeport. This is the *Pacific Exchange (PAX) Line*, which is an existing route and ready to take shipments as trials pre-*Ceiba*, ensuring as smooth a first voyage as possible. To extend this annual route and establish optimal operation, there are the proposed *Gold Lines*, which would create an expanded northern circle to include the remote icy regions of Alaska, and a southern circle to include the colourful riches of Peru.

Letters of Intent have earlier been signed by prospective clients who would like to ship their goods under sail. These people already produce an ethical and sustainable product, but have said that they are very excited for what SAILCARGO INC. has to offer, because it means that they can now close the link in their supply chain by selling a truly carbon-neutral, value-added product, freighted emission-free from A to B. It's a simple, bean-to-bar strategy that eliminates the need for any carbon-heavy

implementations to bring coffee to cup.

WHO'S INVOLVED

A varied, multi-national, multi-lingual team is interchanging and evolving with the flow of the months here at the shipyard. As these months have become years many volunteers, both professional and unskilled have passed through, stayed and shared their time and knowledge to bring this project to where it is today. From skilled woodworker and intern, Iris from the Dutch *Hout en Meubileringscollege* in Amsterdam, to Marisol the high-energy and fun-loving cook from the *Mujeres Emprendedoras* here in Punta Morales, there has been a wide array of characters, personalities and skill-sets who have created a colourful living, working, and socialising space.

Anyone can get involved here at SAILCARGO INC., skilled professionals or those with simply a good work ethic and desire to learn, to be a part of something bigger than themselves. Everyone has a role here, not just in the overall community sense to build and bring this ship to life, but



Tamarindo del monte glowing in the post-rain sunlight.

individually, applying skills in various tasks learned from different backgrounds and perspectives. Neighbours, Marcelina and Maria for example, cook daily for the team the traditional Costa Rican meal of *gallo pinto*; providing the very fuel of the ship build.

People come from all over the world, this year alone bringing in more than sixteen nationalities. There are many varied woodworkers, sailors, boat-builders, and even writers, who have come here to experience and lend a hand in an illustration of change. Outside of these mangrove walls, many other members continue to help bring this project to life, from Costa Rican sawyers and Dutch architects, to all the many international investors and supporters, none of this would be possible without their help and dedication. Under the experienced hands of Danielle and Lynx, business merges symbiotically with practical – it's an equal relationship that drives this project towards balance and success in all aspects.

FUTURE PLANS

The future is open for expansion, innovation, and bigger dreams that could have a wider and longer-lasting positive impact within the shipping industry. Continuing evolving into a circular economy; a shipping company which builds sailing cargo vessels, regenerates forests, grows food and trades sustainable goods, to bring it back to where it really matters, the people and the source itself: the very soil where *Ceiba* first grew from. A truly self-sustaining microcosm of life and trade that can be sustained as long as desired, providing connections, sustenance, and income that supports everyone involved.

Perhaps, to see the future we desire materialise, we have to ask ourselves, what is the real cost of cheap shipping? If we factor in the damage to the environment, the cost turns out to be substantially higher. The same goes for cheap food or cheap fashion. What are the actual costs to not just the natural world which sustains us, but also socially for the people and places caught up in the chain?



Lynx sawing end grain of *Ceiba* keel timber.

Conceivably, most of the products we purchase today would have a much bigger price tag attached if the social and environmental costs were included. Therefore, to be really expenditure-transparent may be a part of the solution to change the system and push for a radical shift away from unethical practices that damage the world and its ecosystems. Through clear price-tags we can finally give consumers the chance to accurately vote for the world they want.

So *Ceiba* becomes that missing link and products are being shipped truly emission-free, but how were things managed at the source? The idea is for the ship to be born from a holistic, like-minded environment from the outset. This is why a three-year process has started for the site to become the world's first carbon-neutral shipyard. Systems are already in place and being implemented to aid the realisation of this goal and help make the site a self-sustainable place for everyone to live and thrive. A couple already existing include, a compost-toilet and grey-water filtration system, meaning that the cycle of nutrients is beginning to come full-circle as necessary gaps are closed. In a world where shortages of natural resources will just continue to increase at current consumption rates, it will be important for us to be able to grow our own, make our own, dispose of our own. To relearn these basic survival strategies will help us, not only to heal the system, but also empower us to be in governance of all aspects of our own lives.

When the sails unfurl for the first time, the dream becomes reality and efforts have not been for nothing. Today, there is a giant wooden ship to build before those sails fill with wind, however with such an inspired and motivated team aboard, access to beautiful tropical hardwoods and a strong, growing network of support, it is much easier to visualize *Ceiba* in all her magnitude. So strong is the imagination, that already it is possible to see her silhouette obscure the last rays of

golden light, sails swollen as she glides silently past Playa Blanca, before disappearing out of sight and heading towards open ocean and isles of distant green.

For more information or to support the project, visit our website www.sailcargo.org or email info@sailcargo.org. The entire project is being funded as it happens, by people investing in shares starting at only 1000USD and increasing in increments of 100USD. Around 23% of these have already been secured, so if you are interested in getting involved or investing in your future, contact us today!

Together we can [#seashippingchange](#).



Originally from South Africa, SHANI MEINTJES decided to come and work on the *Ceiba* project in an effort to be a part of something trying to actually make a tangible difference in the world. She has now been working onsite for SAILCARGO INC. for close to a year. In January she arrived from a cold UK winter, green and eager to learn the inner works of a business striving to build a giant ship with a purpose, and to experience Costa Rica as the beautiful and environmentally-focused country that it is striving to be.

“Woman, take the helm!”*



Lena Kempén

Happy crews in Luleå.



The pennant.

In 2010 Linda Lindenau, a long-distance sailor, instructor, lecturer, and writer started a project sponsored by the Swedish Boat Union with the aim of finding “Female Role Models in Boating”. (The translation from Swedish seems somehow a bit peculiar). Linda and the Boat Union wanted to present women who were skippers, harbourmasters, instructors, or writers and in their turn let them inspire other women to take part in boating.

Thirty women from the south to the very north of Sweden formed this group. For two years – the length of time we were granted money** – we met twice a year sharing experiences, discussing traditional concepts of gender at sea, and taking part in different activities. When the project was finished, we wanted to keep this network of female boaters. It gave so much pleasure, but also a lot of inspiration. I, for example, entered the project as a writer and had articles about competent women published in Swedish sailing magazines. But when Rita from my hometown started sailing courses and needed

someone to help her out, I suddenly found myself involved in that activity as well.

Since we come from different towns in Sweden we decided to meet at various places once a year and arrange some kind of boating activity in addition to talks. We no longer have any monetary support, but our meetings are organized so that we can stay over in the houses, cottages, or boats of our friends. Friends! Yes, that’s what we are after eight years of fellowship. The network still consists of 10 members who participated from the start. New members have been

included over the years, but only women who agree to our aim: inspire other women to develop their skills in boating; to take the helm.

So, what have we done during our meetings?

Sweden is a long country. From the most southerly city, Malmö, to the northern town, Lulea, it's 1,500 kilometres, so the climate and the conditions for sailing do differ a lot. Lulea is situated only 12 kilometres from the polar circle. That means quite short summers, but very long days, as the midnight sun shines more or less throughout the whole day and night. In winter ice covers the sea from November to April.

When the network of women met at Lulea in winter, we visited one of the big ice-breakers that are stationed here. We enjoyed the guided tour on the command bridge and the huge engine room and felt very well treated. Unfortunately, this doesn't always seem to be

the case. A woman recently reported being sexually harassed by the commander of one of the boats. She was on her last practice before graduating as a shipmaster. This made her leave the education.

Questions concerning equality often come up at our discussions. Most of us have experienced situations where men have shown a cocky attitude towards women manoeuvring a boat in a harbour for example. But over the years this has changed to the better as the number of female skippers has increased. And maybe, that is to



Back from the sailing, south of Stockholm.

Three boats, 11 women anchored for the night in the archipelago of Norrkoeping.



some extent because of us! At least, it's nice to think so!

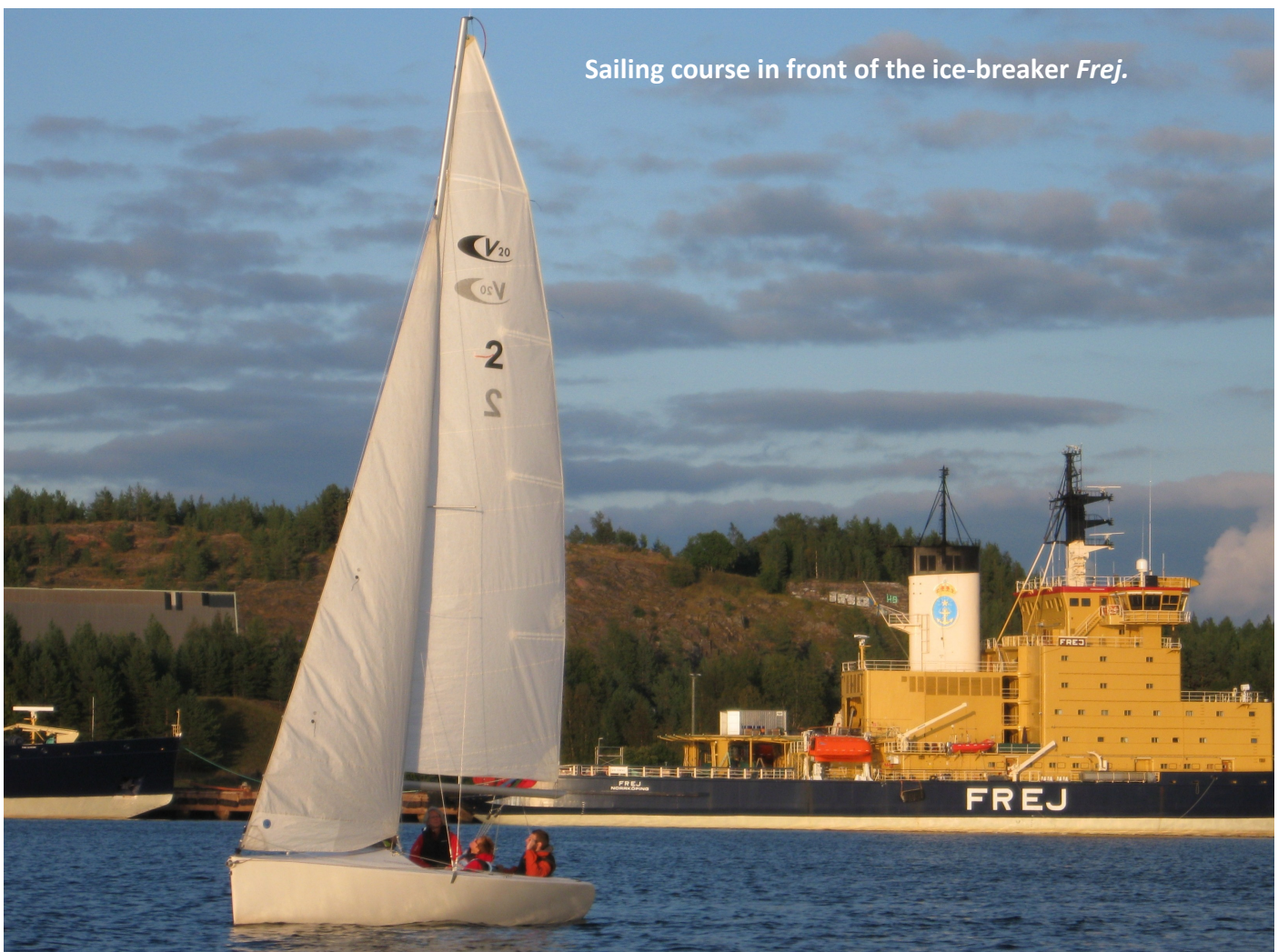
At the second gathering in the northern part of Sweden we sailed in the archipelago and spent the night on the island Liggskär, where the Lulea Yacht Club has a building. Members of the yacht club served us dinner and after the usual exchange of experiences the sauna was heated up. And as icing on the cake the Northern Lights appeared on the sky.

In the southern part of the country, network members have had courses in sailing, motor manoeuvring, and engine repair. Large vessels traffic the sound between Sweden and Denmark and the swell can be awkward, so the aim has been to make the participants feel secure enough to handle the boat by themselves. At one gathering we crossed the Oeresound and anchored in Copenhagen. In the cockpit we shared thoughts and experiences over some Danish beer before

visiting the enormous food-market in the capital of Denmark. On the way back to Sweden we enjoyed 'surfing' behind the boat, lying in the water with a tight grip on a rope.

Most of us have a sailing boat but a few have a motor boat. This led to discussions about how "sailing people" and "motoring people" look upon each other. We had noticed that you more often could find a woman at the helm on sailing boats than on motor boats! Why is that?

Having different sorts of boats has given us the opportunity to try another kind of boating. In the middle of Sweden at Smedjebacken we spent a day passing through narrow locks. The channel was in fact closed for the season, but the captain Marie had managed to engage staff to open the locks for us. Being the only three boats travelling along the Stroemsholm channel we were the big attraction of the day for the viewers.



Sailing course in front of the ice-breaker *Frej*.

One autumn the network boarded the great Farr 65 *Celeste* in Gothenburg and experienced cool sailing along the west coast of Sweden. Another year in winter, the group tried out ice yachts on the frozen sea. Last time we sailed among rocky islands in the archipelago of Norrkoeping on the east side of Sweden.

During all these adventures we inspire each other to develop our skills in different ways and to continue to encourage other women to extend their ability in taking part of boating.

Our 'sail guru' Linda Lindenau has little chance to attend our meetings. She is on her way around the world with her Beneteau Oceanis 473 *Peristera*. Right now, she is crossing the Indian Ocean. If you are interested, you can find the route on tarodret.nu. The crew varies along the different legs but consists mainly of women and all nationalities are welcome. Linda's mission in life is to see more women at the helm. A green pennant has been designed for this reason – to show that women DO take the helm!

*"Woman, take the helm" is an encouragement / exhortation to every single woman to take the helm.

** When the project started we received money for travelling across Sweden (as we are all from different parts of the country). We were able to meet twice a year (but had to pay a little for ourselves.) Nowadays we have no money from the Boat Union (as the project is closed), but we still meet and share experiences etc. Now we pay everything ourselves.

LENA lives in Luleå, in the very north of Sweden. She has sailed the Gulf of Bothnia for more than 30 years and often sails in Croatia in autumn/fall. Lena is active within the network "Woman, take the helm." She's a part-time teacher and she also writes part-time and coaches aspiring writers.





New Years Eve on Sydney Harbour 2018.



By Liz Anderson



LIZ ANDERSON and her partner James sail a stripped-planked Oregon Adams 12 called *Aquaholic*. They moved aboard full time mid 2018 and are loving every day.





SCRIBBLING BAREFOOT

Linda Frylink Anderson

The name 'Scribbling Barefoot' came about when I had my first solo exhibition not long after we returned from sailing around the world. I draw from life. I have always drawn nudes and still lifes but in recent years I have enjoyed capturing the scenes I observed from our boat and on land.

Recently I have been creating pique assiette mosaics using recycled materials such as china, old jewellery, glass, mirrors and interesting collectibles. I have a studio in the bush high on a mountain near Lismore in which to work. Two years ago I treated myself to a painting tour in Morocco with Wendy Sharpe where I used gouache for the first time. It's a medium that I am now enjoying and as it dries quickly, perfect for painting scenes from life.

I studied Visual Communications at the Canberra School of Art many years ago. This

included painting, drawing and developing/printing my own photography. Travel beckoned with the love of my life so I did not finish my Art degree. However after having children I returned to university to study Early Childhood Education. I enjoyed the autonomy of being a Kindergarten Director for two decades encouraging children to be creative thinkers. I am still an advocate for children to freely express themselves through the Arts.

Throughout our sailing adventures around the world, I captured what I saw using pastels, ink and paint. Many of my works are published in my two books, *Sailing in my Sarong* and *Salvage in my Sarong*. I am now a full time artist enjoying the membership of a co-operative Gallery of artists, collectors and up-cyclers at the Iluka Emporium, NSW, Australia.

Scribbling Barefoot & Mosaic Art. <https://www.facebook.com/lindafrylink/>

Sailing in my Sarong <https://www.facebook.com/SailinginmySarong/>

Websites : Sailing in my Sarong Around the World : www.valiam.com.au

Scribbling Barefoot - Linda Frylink Anderson <https://lindafrylink.wordpress.com/>

Email : artistinthebush@gmail.com. valiam1@hotmail.com

Phone: +61 (0)402330244



I have had the pleasure of presenting at International Writers Festivals in Byron Bay and Ubud, Bali, The International Boat Show in Sydney as well as art exhibitions in SE Qld, Northern NSW, Mauritius, US Virgin Islands and New York. I'm proud to say that I have been a member of Women Who Sail Australia since its inception. My art and writing go hand in hand and you will often see me at author talks with my artwork on display.



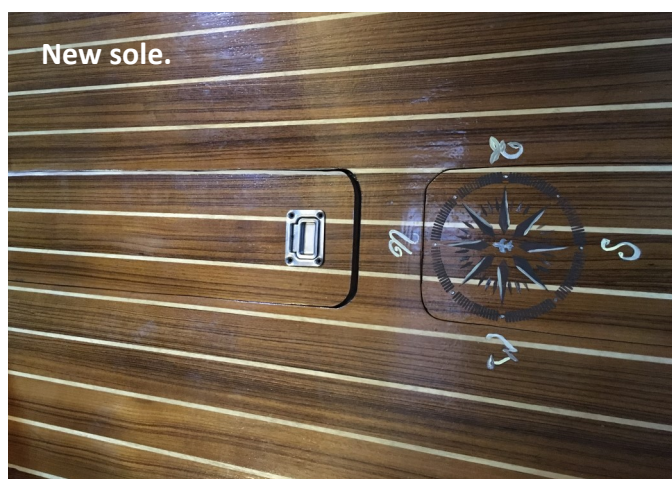


My grandfather always said education is something no one can take away from you. Sometimes this education comes in the classroom and sometimes from mentors and by challenging yourself. After a 20-year marriage ending in divorce, I wanted to get back into the sailing I had done in Middle School through College on the Western Branch of the Chesapeake Bay, Virginia and Lake Hartwell, Clemson, SC. I raced on larger boats for the first five years in Lake Erie and eventually was encouraged to find my own boat. With kids headed to college I needed a project boat that was inexpensive. The advice given was that you can always put a For Sale sign on it later. I read many blogs and project descriptions and Don Casey's books on boat repairs.

I found my Sabre 28-2 through a local broker after I called to look at another I had seen online. It was a good price as the family lived out of town. The boat was built in 1977 and had been well cared for over the years but basic maintenance had been neglected and it was dirty from a winter left uncovered. I started out with easier things like cleaning the deck and scrubbing the teak toe rail. From there I learned how to change the oil and spark plugs, clean the fuel filter, replace the impeller, propeller and alternator.

I had some experience with woodworking and replaced the teak eyebrows and

refinished the interior and exterior woodwork. Since 2015 I have rebbed hardware, refurbished woodwork, installed new trim, floors, sub floor and sole in the cabin, fitted new electrical and plumbing. I made the asymmetric sail. The biggest change was replacing the foam and upholstery inside which made the boat so much more comfortable. I raced in the Lake Ontario 300 (LO300), a 300 kilometer race around Lake Ontario, as well as other regattas and the local weekly races, and prepared the boat for offshore racing. Probably my biggest single accomplishment was single handing her to Toronto and back. That gave me the confidence that I can take care of myself. It's been hard work and a big learning curve. You don't know what you can do until you try. You never know where life takes you and you have to enjoy the journey along the way because things may not turn out like you planned.



Pearls of Wisdom



JUSTINE PORTER shares her tip for upcycled boat cards!

As a liveaboard sailor I want to do as much as possible to care for our environment and decrease my consumerism, hopefully decreasing my footprint on our fragile planet! And I'm always looking for ways to save a dollar so it can be put towards sundowners and keep us cruising for longer.

I make my own boat cards. I use cardboard from wine casks or beer cartons and then use our boat stamp and just hand write our name, phone number and email.

It's not as fancy as some of the brilliant cards I've collected but it's certainly unique and often gets a giggle when people turn them over and see what they are made from! Once you've met me you'll understand it's not a coincidence and is a good fit for our personalities.





Watercolours

All photos published go into a draw at the end of the year to win a prize!



**LEFT: VICKI PRICE snorkelling
Coconut Beach, Lizard Island,
AUSTRALIA.**

**RIGHT: Sabre 28-2, Lake
Ontario, NY. USA.**

Taken by STEPHANIE BURGESS



Send your photos to editor@sistershipmagazine.com

Facing Fear Head On is a collection of inspirational and practical stories from women on the water.

Gasp, cry and laugh out loud as forty-six women from around the globe reveal their deepest fears and coping strategies while voyaging on (and in) the world's waterways.

Experience a unique journey, witnessing the emotional turmoil that fear can create as dreams, and loved ones, are threatened.

These true tales of raw emotion and courage will help you tackle fear, cast off the lines, and take heart in knowing you are not alone.

Not just for women, men should read this too. If you want to take your partner sailing these stories are a remarkable insight into the minds of women as they unfold the secrets to help you – help them – love life at sea.

ORDER HERE

<http://geni.us/AkM6M1x>

True Stories from Women on the Water

Facing Fear Head On

Edited by Jackie Parry and Shelley Wright

PAMELA GRIMM

CAPTAIN JANE THORN SERIES, BOOK 1

DESTINY'S GOLD

It is 1820 and a young, female sea captain sets sail aboard the schooner *Destiny* bound for the sugar plantations of Cuba and then on to the Baltic for iron.

Political intrigue and mystery dog the voyage, and those who underestimate the captain's skill and business acumen do so at their peril.

This is historical, nautical fiction with a fresh new take. *Destiny's Gold* author Pamela Grimm has created an indomitable female character and a storyline that keeps you guessing.

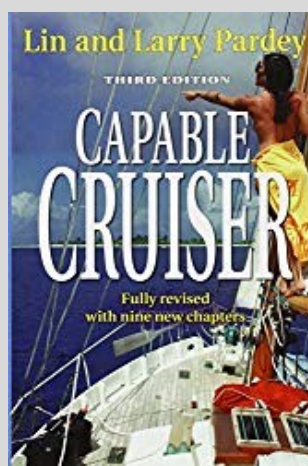
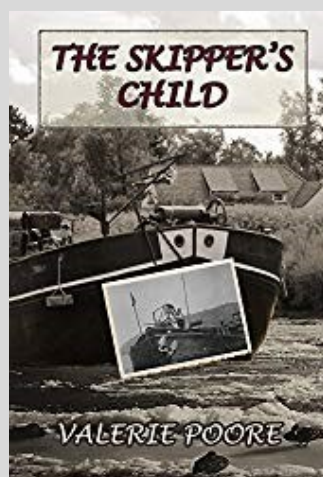
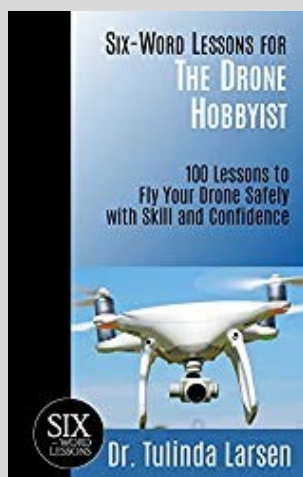
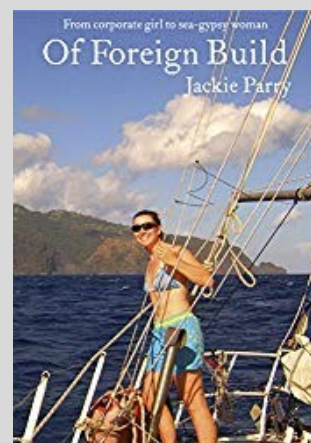
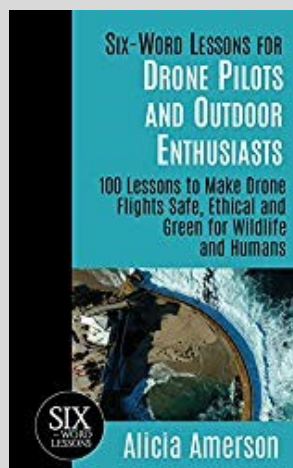
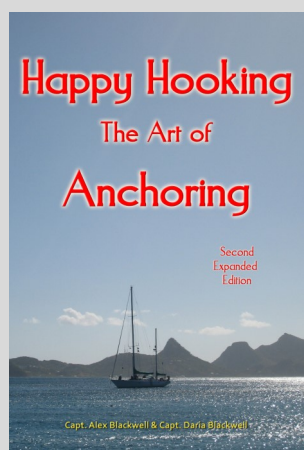
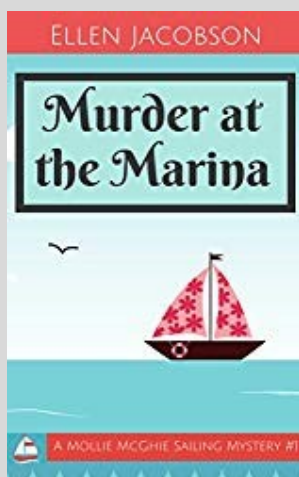
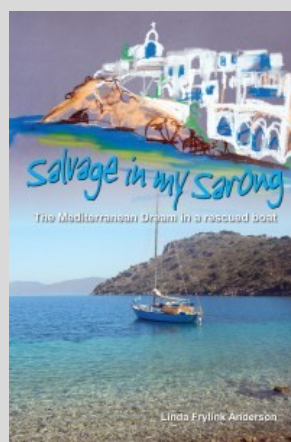
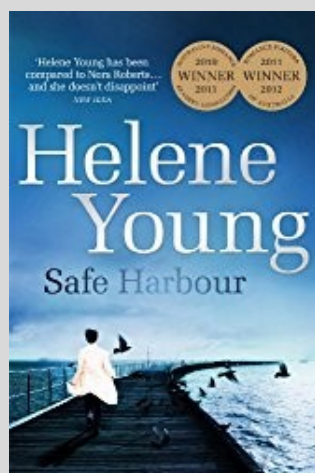
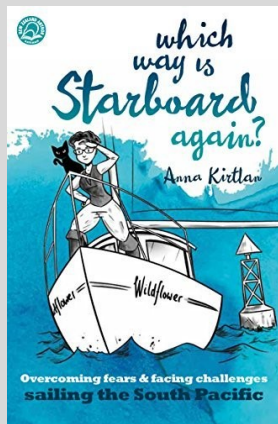
Pamela combines her love of maritime history with experience as a commercial and recreational captain to bring to life the golden age of merchant sailing ships in the person of Captain Jane Thorn and her loyal crew.

Order from:

<http://geni.us/M1rdx3>



Book club



Proudly supporting women authors.

[https:// www.sistershipmagazine.com/book-store/](https://www.sistershipmagazine.com/book-store/)

SERVICE DIRECTORY

Noel Parry Marine Surveyor

0432 819 618

GradIIMS-3145
International Institute of Marine Surveyors
40 years experience

noel.parry@yahoo.com.au



**THE BOATERS RESOURCE
FOR PLACES TO GO AND
THINGS TO KNOW**

COASTALBOATING.NET

Featuring:
Happy Hooking - the Art of Anchoring

**eastcoast
Marina**



MANLY BOAT HARBOUR - BRISBANE QLD.

www.eastcoastmarina.com.au

Email: info@eastcoastmarina.com.au Phone: 07 33933811

2DOGSMARINE.COM.AU



ELECTRONICS FOR THE FUTURE

Raymarine

**aqua
signal**

ICOM

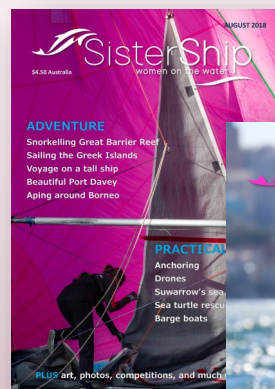
FURUNO

FUSION

**Subscribe to *SisterShip*
magazine for \$25 (AUD) per
year—that's 6 big bi-monthly
issues!**

Have you missed an issue?
**Back issues available
individually at...**

<https://issuu.com/sistershipmagazine>



SisterShip
women on the water



A woman with blonde hair, wearing a bright yellow sailing jacket with a red life vest, is shown from the chest up. She is looking slightly to the right with a determined expression. She is on a boat, with the Australian flag (blue with white stars and red and white stripes) visible in the background. The image has a high-contrast, graphic style with bold colors and sharp lines. A yellow banner is at the top, and a red banner is at the bottom right.

Around the world with Pantaenius

The insurance cover you want to have
but hope not to use.

The logo consists of a stylized blue wing or sail shape above the word "PANTAENIUS" in a bold, blue, sans-serif font. Below the name is the text "Sail & Motor Yacht Insurance" in a smaller, grey, sans-serif font.

PANTAENIUS
Sail & Motor Yacht Insurance

Sydney • Phone +61-(0)2-9936 1670 • pantaenius.com.au