

AUGUST 2018



SisterShip

\$4.50 Australia

women on the water

ADVENTURE

Snorkelling Great Barrier Reef

Sailing the Greek Islands

Voyage on a tall ship

Beautiful Port Davey

Aping around Borneo

PRACTICAL.

Anchoring

Drones

Suwarrow's sea birds

Sea turtle rescue

Barge boats

PLUS art, photos, competitions, and much more!

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Celebrating real women on the water



Left: **ROBBIE HEAN** recently travelled to Lady Musgrave Island (Great Barrier Reef) aboard her friend Justine Porter's sailing catamaran *Shima*. Only her second time sailing (first was 20 years ago), Robbie was terrified of the ocean and the motion of the boat. Justine put Robbie on the helm and messaged the Women Who Sail Australia group for advice to help Robbie cope. Seventy messages of support and advice poured in and Justine reported that this perked Robbie up more than any drug!

<https://womenwhosailaustralia.com>

Right: **BERNI CAMPBELL** at the helm of *Running Free*, Port Fairy Yacht Club, Australia.



Left: 'Clean boat—dirty owner'. **VIKI MOORE** hard at work on her vessel *Wildwood*, Lyttleton, New Zealand.



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



The bowsprit

As we write this, it is 12 months to the day since Lisa Blair completed her solo, record breaking, circumnavigation of Antarctica. On the other side of the world, fellow solo sailor, Susie Goodall is 25 days into her round-the-world voyage as part of the 2018 Golden Globe, which has already seen the withdrawal of six competitors from the main race. At the time of writing Susie was sitting in 6th place and reported she had just finished the last of her fresh vegetables. Women Who Sail Australia member Kim Revell was in Falmouth, UK, for the pre-race Parade of Sail and caught up, briefly, with Susie. Kim also collected signatures from the skippers on her *SisterShip* cap! We hope to bring you photos of the Parade of Sail and race start in the next issue of *SisterShip*.

Planning to follow in the wake of previous women solo sailors is Australian Melanie Piddocke, who is currently refitting her S&S 34 in preparation for an attempt at a solo westabout circumnavigation. *SisterShip* will be following Melanie's progress as she continues preparations for this voyage.

Kayakers Lucy Graham and Mathilde Gordon (Passage Adventure, *SisterShip* April) have almost completed their 2,103 kilometre paddle from Juneau, Alaska, to Vancouver Island, Canada, having experienced the highs and lows of coastal Alaskan and Canadian wilderness travel. 'Jaw-dropping beauty' and wildlife encounters including whales, seals, and bears have made coping with strong

tides, fog, and rough seas worthwhile. Mathilde and Lucy have also been running workshops at communities along the way, raising awareness of the issue of marine debris. You can find links to their updates on the *SisterShip* webpage.

This month we introduce two new segments: 'Rising Star' and 'Shero', highlighting inspirational women on the water at both ends of the age spectrum. We would love to include our readers' achievements so flick us a line if you would like to be included in future segments!

We hope you are enjoying voyaging with us and, as always, look forward to having you onboard *SisterShip* as we continue on our way...

Shelley Wright &

Jackie Parry





Message in a bottle

Send your letters to
editor@sistershipmagazine.com

Editors' note.

Earlier this year *SisterShip* 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. We begin with a letter and photo sent to Ruth in 1989 from Rebecca Morris, and her recent reply to our enquiry.



Dear Ruth,

1989

Thought I would drop *SisterShip* a line. I've been out of touch with the magazine for about a year due to travel, so I wasn't able to renew my subscription. Anyway, tonight I am the security guard on duty at the Endeavour Replica's boat shed.

Just me and the growing skeleton of a magnificent sailing ship and of course the TV monitors! It's blowing a gale and raining outside, I'm not looking forward to my next patrol!

Life had been a bit dull of late following my return to Fremantle, from the Fremantle – Bali Classic Yacht race four weeks ago

tomorrow. Before the Bali race I was working as Watch Leader/Purser aboard the Brig *T.S. Astrid* on passage from Southampton UK to Barbados. So, basically now I'm a mostly out of work sailor! Trying to adjust to life as a landlubber. However I'm on the lookout for a (sailing preferably) vessel who wants to employ a Master 5.

Seeing as I have another 4 hours of listening to this building creaking and watching the TV monitors – who in their right minds would be out on a night like tonight! – I'll tell you a bit about the Bali race. Unfortunately, the race is not well known on the East Coast of Oz which is a pity because it's a great sail of 1,400 m!

The Bali race is a bi-annual event starting at Fremantle, sailing up the coast dodging reefs and cray pots and the odd misplaced island, keep all the islands to port then set a course of about 005° after North West Cape, across the Timor Sea and hopefully into Benoa harbour 4-5 days later!

I was one of the crew in the only all women crew to participate in the race. We were lucky enough to gain third place in Division B! The famous Jon Sanders on *Perri Banou II* came first and was followed by our main rival *Pegasus II*.

This year's race was quite frustrating for many of the crews especially for the leaders who ran into light-to-no-winds close to the finish, some spent 3 days within sight of Bali. Fortunately, we didn't have this problem we had the wind all the way, we even had the tide on our side when we reached the Lombok Straits. With the exception of one half day, we averaged 6-7 knots with 10-15 knots of breeze behind us!

Our yacht is a beautifully appointed Halberg Rassey 38, built in Sweden and shipped to Fremantle 3 years ago. *Equity II* is owned by our skipper Julie Jones and her husband

George who was our greatest supporter. We are a crew of 7 consisting: 1 doctor, 2 nurses, 1 librarian, 1 recreation officer, 1 managing director and myself also a nurse and Master 5 skipper. We met while sailing in *STS Leunwin*, Western Australia's sail training ship, during the America's Cup Challenge in the summer of 1986-87. The *Leunwin* was the start boat for the 1988 Bali Classic that's when we decided we would aim at being in the 1990 race.

At that time, we were completing in the inshore and offshore races off the WA coast in *Equity I* a Prestige 34. *Equity II* was bought 6 months before the race while I was somewhere near Cadiz in the *T.S. Astrid* (but that's another story!). So after planning the race for 2 years and drumming up some sponsorship, most of the actual preparations took place a few months before we left!

As an all women crew, we have had a bit of flak, but for the most part everyone has supported and encourages us and has generally been very helpful. Fortunately, the only dramas were dragging a line of cray pots which were cut free without any damage and when we caught the odd fish! This brought everyone out on deck to see what was going

on and advice on how best to disengage the poor fish from the hook without spilling any blood on the deck! And of course much discussion on what it was going to become by dinner time!

Most of our meals were pre-cooked, vacuum packed then frozen. This made life in the galley simple and all the meals retained their flavour and freshness amazingly well.

We did ALL our washing in saltwater using saltwater shampoo (day/night)





Letters

we found this product was even good for our hair.

The weather was fantastic, for most of the trip the sun was shining and getting warmer the further north we went. Needless to say by the time we reached Bali we all had healthy tans!

The race took us 12 days, only 10-12 hours behind the leaders! For 2-3 days the leaders were within sight of the finish line. Some even went backwards due to the strong tidal currents between Bali and Lombok. Apparently, one yacht dropped their pick 50 metres from the finish line when the tide turned, they eventually had to let their anchor go as the current was pulling their bow down badly so they ended up going backwards. In

all it was an event we won't forget, then of course there was the parties in Bali!

On a night like tonight it all seems so long ago. At least the rain has stopped for a while and the wind has eased but the radio DJ says expect more.

Anyway, feel free to publish this if you need to fill a space and please correct any spelling mistakes! Who knows, someone out there may offer me a job!

Maybe next time I'm on the graveyard shift, I'll tell you about the maiden voyage of the Brig *T.S. Astrid*.

Happy Sailing and Fair Winds,

Rebecca Morris

2018

Hi Jackie,

I almost cried when I read that! My life is so different now! I haven't been to sea for years, I don't regret that, but miss it sometimes. I had forgotten that job!

It wasn't long after that I was asked to take part in the Melbourne-Osaka race. Julie and I sailed the boat back from Bali shorthanded that's why they thought of me! Am happy for you to print this, sorry my writing is terrible! In the photos, I am the fattest one! Julie has her hand on my shoulder in the second pic. Your letter found me via an address I had about 30 years ago! My friend Corrine still owns that house, and I guess she had my Cairns address. Now I am an Anaesthetic Technician at Cairns Hospital, I have had several small boats but now it's just a kayak. I moved up to Cairns from Sydney where I was working as a charter boat skipper and maintenance manager for Sail Australia for a while, then back to nursing at Balmain and the Children's Hospital at Camperdown. I

was one of the founders of the Gay and Lesbian Yacht Club which is still going strong. In 1995 I answered an ad for a female skipper for a charter yacht in Cairns and got the job! However, that business failed, and Cairns didn't know how to handle having a female boat skipper! So back to the hospitals I went. In my spare time, I drove a brick of a boat down Trinity inlet to the crocodile farm and we sometimes did some night trips spotting crocs, I don't think that continues. Have helped with a few deliveries over the years but that's about it. Have lived in Cairns with my partner for 23 years now. Thanks for finding me Jackie! It's great to see women on the water! I think things have improved for women so much from when I was trying to make a living at sea.

Warm Regards,

Rebecca Morris



Letters

Dear *SisterShip* Magazine,

I felt compelled to write and tell you how important your magazine is. I've just heard from a friend I met while travelling. His partner has just passed away – suddenly at 63. While we share many memories of exotic places and obscure travelling tales, and we don't, as travellers, see each other very often at all, it's still a friendship that I will miss. And it is a friendship across oceans held together by emails and memories. I still value that friendship none-the-less, and that's why your magazine is important.

Perhaps not a 'friend' in the technical sense of spending time together, we were bonded by a common interest. That interest is dynamic as our lives turn to new adventures

whether they be sailing, travelling, exploring, selling, buying, settling.

Your magazine holds all that is important – a connection. No matter the distance, experience, size (both in boat and time) or, indeed, journey, there's a common bond: support and connection.

Age, wealth, location, needs, do not matter – our hopes do and the people who are there to talk to, connect with, share and read about. Down-to-earth, 'real' people.

And that will be your success I think. For me, on this sad day, I thank you. As there is a place to go where I feel I can connect and feel safe.

Kindest regards and thank you,

T. Spencer

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Schooner Chandlery

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.



SAILING THE SPORADES

Jane Jarratt



View of Evia Island from Anatoli's Ouzeria in Alonissos.

My partner Andy and I have been sailing in the Mediterranean since 2013. Originally, we bought a catamaran and were going to sail back to Australia, a trip we had been researching and planning since sailing from the Caribbean back to Sydney in 2009. After two seasons in Greece we began to head towards the Canaries. We sailed as far as Mallorca in the Balaerics when Andy became ill. We aborted the trip and flew back to the UK for a year of chemotherapy and a stem cell transplant. We didn't know if we'd be able to sail anywhere again but those memories of sailing in the Mediterranean kept us going through the dark English winter. Eventually he was given the all-clear and we started to think about the future.

Ocean passages, away from medical services, were no longer possible, but we could certainly sail in the Med. We searched for a suitable boat and finally bought *Olive*, a

Bavaria 36, which has proved to be a perfect choice. Easy for two slightly battered people to handle and small enough to squeeze in and out of the busy harbours of Greece.

This year we are sailing to Turkey via the Sporades or 'scattered ones', a group of islands in the North-West Aegean Sea. There are 24 but only the four biggest are inhabited: Skiathos, Skopelos, Alonnisos, and Skyros. Legend has it that the Gods created them by tossing a handful of pebbles into the Aegean Sea which turned into the yellow sandy beaches, the green, wooded terrain and crystal clear, blue waters.

Skiathos

It's exciting to explore a new region of Greece and as we sailed from the Gulf of Volos towards the Sporades, it already looked quite different with heavily-wooded hills on

either side of us, dark green against the beautiful, blue sky.

On our first night we anchored off Koukounaries Beach in the south of the island of Skiathos. The beach sweeps round in a perfect semi-circle with crystal clear waters and golden sand. In the guide book it says that this is the best beach in the Aegean. I'm not sure who decided that, possibly the Koukounaries Tourist Board, but now, in early May, it's empty waiting for the tourists to come and fill the sun loungers and leap on the jet skis and watersports equipment. We were one of three boats anchored in the huge bay, but we still managed to annoy the water taxi that ploughs back and forth from Skiathos town. Apparently, we were in his way and he had to pass very close to us so that his wash sent us rocking and rolling! I took my first swim of the year off the back of the boat. Ffffreeezing – but it had to be done!

On arrival in Skiathos Town we spotted a gap on the town quay and backed in quickly before anyone could stop us. The quay is packed with charter boats and, until the new pontoon is launched, they try to save spaces for their fleet. Backing in or 'Med-mooring' is something you must master when sailing in Greece. It entails positioning your boat at least three boat lengths out from the quay, stern-to, and dropping your anchor. You then back up to the quay, letting out the anchor chain as you go, and throw your stern lines to whoever might be there to catch them. If, like us, there are only two of you on board, you pray someone will be there. If not, I drop the anchor from the bow until the boat is about two metres from the quay and then rush back to leap gracefully ashore, clutching a rope which is rapidly fastened to whatever I can find. Always nerve-wracking but entertaining to watch when you're already settled in, gin and tonic in hand.



“Multi-coloured bougainvillea are seen in every lane leading up to Alonissos Town.”

We spent the next few days catching up with chores and watching the world go by. The tourists are mainly Brits at this time of the year escaping the cold. Some days there are 10 or more flights from Manchester and other regional UK airports. The runway is at the east end of the island and the planes fly in low over the harbour to land. A must-see part of any trip here is to join the throngs of holiday makers at the taverna nearest the runway to watch the planes landing and taking off. The enterprising taverna owner has installed a monitor linked to the airport which displays aircraft arrival and departure times. We met people who had been there for five hours and filmed it all. Thank goodness I won't be invited round to their house to see their holiday photos!

The town is a busy tourist centre with many shops, galleries, tavernas and bars along the waterfront and up into the narrow lanes. When you're tired of poking around here, it's worth hiring a car or motorbike to explore. The island has over 60 beaches to visit but also the ruins of an amazing *kastro* or fortress perched on a rocky headland on the north coast. It was the capital of the island from 1350 to 1829 and the castle was fortified against attack by the many pirates. The remains of an old cannon are there as well as four restored churches.

There are a number of monasteries to visit. *Moni Evangelistrias*, the Monastery of the Annunciation, is the most famous. It was a

**Agios Ionnis sto Kastro
or the 'Mamma Mia'
church.**



hilltop refuge for freedom fighters during the War of Independence and the Greek flag was first raised here in 1807. Nowadays the monks who live here grow olives and make honey and a wine called 'Alypiakos' which, according to tradition, drives sorrow away. Another monastery is the 17th century *Moni Panagia Kounistras* or Monastery of the Holy Virgin which has fine frescoes on the walls and lovely grounds full of colourful bougainvillea and oleander. The little old lady caretaker, dressed in black, told me off for taking photos but showed me the garden she lovingly tends.

Skopelos

We dragged ourselves away from the bright lights of Skiathos and sailed the 6.2 nm to the neighbouring island of Skopelos. This island is bigger but less populated. Like Skiathos it's covered with pine forests but is also very fertile. The islanders are farmers rather than seafarers and it's famous for its vines, olives, almonds, pears, citrus, and plums, many of which can be found in the local cuisine. Our first stop was to visit Agnanti restaurant in Glossa, one of the two towns on the island. It was started in 1953 and is still in the same family. The present owner, Nikos, has turned it into a modern, award winning restaurant that specialises in local produce. I ate delicious home-grown artichoke salad followed by pork in artichoke and plums, washed down with the local,

Linaria Port in Skyros.



organic red wine. With a view from the balcony of the island of Evia in the distance, it was one of those special evenings.

Further round to the west of the island is Skopelos Town which, although lively, is much gentler than Skiathos. There is no airport, so visitors arrive on the ferries and on private boats. It's a delightful spot with interesting cafes and bars. Many of the tavernas play live traditional music, not of the dancing, plate-smashing variety, but bouzouki and guitar. From our mooring on the town quay we could look up at four churches meandering up the side of the hill, dazzlingly white in the sunshine. Once the sun melts below the horizon it's cooler and you can climb the steep steps to Anatoli's ouzeria for an ouzo and meze whilst watching the sunset. There are lots of walking and cycling tracks on the island and a guided tour will take you on one of the nature trails. Friends hired mountain bikes for the morning but that was far too strenuous for us! We hired a car and explored the lazy way.

One of the reasons people visit Skopelos is that many of the scenes in the musical Mamma Mia were filmed here. The tour boats come over from Skiathos to see the church where the wedding took place, the lanes all the women danced through, and the jetty the boys jumped off. Unfortunately, through the magic of Hollywood, many of the scenes were not filmed here at all. I climbed the 202 steps up to the *Agios Ioannis sto Kastri* (St John of the Castle) to find a completely different church and no sign of Pearce Brosnan. The view from the top is, however, stunning and well worth the effort.

Alonnisos

Another 'huge' sea voyage of 7 nm took us to our next port of call, Alonnisos. Alonnisos, along with 27 other smaller islands, is part of the National Marine Park established in 1992, primarily to protect the endangered Mediterranean monk seal. It is



also an important habitat for several other rare species of wildlife including Eleanora's falcon, Audouin's gull and many species of dolphin and whale. Anchoring is prohibited in most of the bays but there are certain areas where it's allowed. Information is readily available in the pilot book and online. I'd rather hoped we'd be joined by dozens of them frolicking in our wake, but it wasn't to be. We did spot a couple of the local common bottlenose dolphins which always gives me a thrill. I feel I have to call to them in a high-pitched voice 'Dolphin! Dolphin! Dolphin!' I'm sure they answer.

We moored on the little quay at Patitiri port. The island has had its share of bad luck in recent times. In 1952, the local wine-growing industry was wiped out when imported vines from California were infested with phylloxera insects. Then in 1965, an earthquake destroyed the hill-top capital of Old Alonnisos forcing the inhabitants down to Patitiri, which has now become the capital. The museum in the port has a collection of traditional costumes, tools, and pirate artefacts to show a little of what life was like before the earthquake.

We ventured up to the old town which has narrow little alleys with steep steps and tiny cottages and the usual brightly-coloured flowers on the balconies. There is a beautiful view around every corner. Cars aren't allowed and so donkeys are still used to transport goods up to the shops. Around the island

there are several lovely anchorages and, although there were a few charter boats about, still plenty of room.

Skyros

It was a longer trip to Skyros, our final Sporadic island, and we were a little apprehensive. The pilot guide warned of wind and choppy seas that come up unexpectedly, but we had our first good six-hour sail of the season on the 45 nm trip across from Alonnisos. On arrival, Sakis and Kyriakos from the Port Authority met and guided us into a berth, helped to tie up and provided lots of information about what's available. Here there's a laundry, wifi, car/bike rental, a book swap, and between 7-8 pm you can shower with disco music, flashing coloured lights, and bubbles! A first for me but not to be missed.

The town has its own ferry which arrives nightly at 8 pm to the sound of *Also Sprach Zarathustra*, better known as the theme music to Space Odyssey 2001. I filmed it and was thrilled to see black smoke belch out of the

funnel in time with the music as it reversed!

We hired a 120cc moped to tour the island which turned out to be a treat. The northern part is green and colourful with hundreds of oleanders in bloom; pink, white, and yellow. Sitting on the back of the bike I could smell the pine and the herbs and see glimpses of little coves with the sea in every shade of blue and green. The southern part is arid with a rocky shoreline, more like the Cyclades Islands. The capital, Skyro or Khorio, is on the top of a high rocky bluff, topped with a 13th century Venetian fortress with the houses tumbling down the sides of the hill. We spent a couple of hours wandering around the little streets and eventually found our way to the Manos Faltaitis Folk Museum. This houses a huge collection of folk art,

Goats! Photo courtesy of S/V *Let's Dance*.



The Venetian fortress on top of the Khora on Skyros.



ceramics, glass, embroideries, traditional costumes of the island plus a large quantity of documents from the Byzantine period, the Turkish occupation and War of Independence. Unfortunately, most of it was in Greek but still fascinating to look round.

The food on this island is also a little different from the usual Greek fare. Many Athenians come here so the menus are less touristy. They make their own cheese and, of course, grow olives, plums, and citrus. Everywhere we go we come across herds of goats so, unsurprisingly, there is a lot of goat on the menu. One of the local restaurant owners gave me dried sage and thyme and his recipe for fava beans, my new favourite dip.

We loved Skyros. In fact, we loved all of the Sporades and will definitely come back. We left early on our last day as our next trip was to Psara, about 55 miles south, on the way to the next island of Chios. As we slipped quietly out of the harbour, the sun was rising, and the sky was pink and mauve and blue. One of those mornings when you're glad to be alive. I had been reading about Rupert

Brook, the First World War poet, who was buried on Skyros. He died of septicaemia in 1915 on his way to Gallipoli, only 28 years old. Originally a simple wooden cross marked his grave but there's now a fancy marble headstone with some lines from his famous poem 'The Soldier' engraved on it.

If I should die, think only this of me;

That there's some corner of a foreign field

That is forever England.

I spend a few minutes thinking how lucky we are to have never known what it's like to be at war and to now be sailing around this part of the world just for the sheer pleasure.

Then it's on to planning the next adventure. The Dodecanese!



Inside the Mono Panagia Kounistras, Skiathos.

Steni Vala, a popular cruisers' stop in Alonissos.



JANE JARRATT started sailing in 2007 when she and her partner Andy moved from the UK to Australia. Since then they bought a boat in St Maarten in the Caribbean and sailed it back to Sydney in 2009 and have spent the last five northern hemisphere summers sailing in the Med. To avoid any winters at all, they live in Scarborough in Queensland during the southern hemisphere summer. Jane runs the Women Who Sail the Med Facebook group and her blog can be found on <http://svolive.com>.



FAVA BEANS

Ingredients

- 2 x cups dried split fava beans (broad beans), soaked overnight
- 2 tbsps olive oil, plus a bit extra, for drizzling
- 1 tbsp of chopped up garlic
- 3 tsp ground cumin, plus a bit extra, to sprinkle on top
- 1.5 litres water
- salt and pepper
- sweet paprika
- black olives

Instructions

Makes 3–4 cups

Drain the beans and pick out any discoloured ones. You can soak them overnight but it is not necessary.

Heat 2 tbsps of oil in a saucepan and fry the garlic until fragrant. Stir in 3 tps of cumin and then add the beans and water. Cover and bring to the boil then reduce the heat to a simmer. Cook until the beans have absorbed all the water and have broken down to a smooth, velvety puree. This will take about an hour. A pressure cooker is a good way to help reduce cooking time.

Season with salt and pepper and garnish with paprika and cumin. For the final touch, place the olives in the centre and drizzle with a little more olive oil.

I like to serve this dish with flatbread.

Solo the 'wrong way' around the globe



Getting to grips with the sextant on the way to Lord Howe Island.

In the first of an ongoing series, MELANIE PIDDOCKE introduces her dream to sail solo the 'wrong way' around the globe and early preparations for her planned voyage.

Where do you start when you decide you want to sail solo, non-stop around the world the 'wrong way'? How do you learn the skills you need? What boat should you use? What modifications should be made to the boat? How will you fund everything? Can you even do it? These are questions I have been asking myself and have been asked over and over again by others for some years now. I'm finding out the answers as I work towards a 2020 departure.

The challenge is to sail solo, non-stop, and unassisted in a westerly direction around the world. The traditional route for non-stop circumnavigations is to head east, with the prevailing winds and currents. While many

people have undertaken this route, the westerly route (against the prevailing winds and currents) has been successfully completed by only five people. None of these have been in a boat under 40 feet.

The question of the boat was a relatively easy one for me. I fell in love with the S&S 34 the first time I saw one about 10 years ago and have hankered after one ever since. There's nothing revolutionary about using this tried and tested design for a solo circumnavigation, they are strong, safe, and perform well to windward. When I first started to contemplate this trip I was studying in Europe and in no position to even think about purchasing a boat. I hadn't even learnt to sail!

The desire hadn't left me by the time I moved back to Australia. Living in a small town in Far North Queensland didn't present me with many opportunities to build my sailing skills and I soon tired of driving over four hours

each way every weekend to take part in races at the nearest yacht club. When a neglected, cheap, Spacesailer 22 became available nearby I saw my chance and grabbed it. So began my first steep learning curve as I attempted a sizeable refit over seven months. If I'd known what I was doing it wouldn't have taken nearly as long but a lot of time was spent puzzling and scratching my head or messing things up and having to do them again.

Another move further down the coast a few years later finally put me in range of sailing schools and so I embarked on the RYA series of courses, starting with Day Skipper and finishing up with Yachtmaster Ocean (theory) over the course of a year. With some coastal delivery trips and two trips to Lord Howe Island under my belt I started to outgrow my little Spacesailer and I cast around for THE boat.



Lorelei loaded onto the truck at Woolwich Dock and arriving in Mackay.



But first there was a soggy mess of sails and odds and ends to sort out.



Miss Havisham, also known as Lorelei, on inspection day.

I had seen an advertisement for *Lorelei* about two years before but was in no position to do anything about it. When I started looking in mid-2016 there were several S&S 34s that caught my eye, including Jesse Martin's *Lionheart*. But then I saw *Lorelei* for sale again. The price was temptingly (and possibly suspiciously) low, and there were lots of things I liked in the photos and description, so I made arrangements to fly down to Sydney and see her for myself.



She had certainly seen better days, but was structurally sound and cosy and comfortable down below.

I was prepared to fall in love the moment I saw her and was trying to steel myself to think with my head and not my heart. On first sight she was disappointing. She appeared tired and neglected, with dull, cracked gel coat, a drab deck, and hardware which had definitely seen better days. While I might have had great expectations, on taking in the tattered wisps of bird scare netting and faded dignity, my first thought was 'Miss Havisham'.

She was clean and cosy inside and the survey uncovered no structural issues. However, a test sail was thwarted when the folding propeller refused to open. On balance she was strong and sturdy and, while she might have been a bit of an ugly duckling, she had the potential to become a beautiful swan. I also had to consider that obtaining a loan with a reasonable interest rate for a single woman who owned no property was something of a challenge (it's obviously far more responsible to buy a house than a boat, as banks kept trying to steer me to a home loan instead). I had to produce the lion's share of the purchase price myself. Accordingly, I negotiated a price which reflected her current condition and in November 2016 *Lorelei* became mine.

Then came the problem of transporting her from Sydney to her new home in Mackay (QLD). The survey highlighted a number of issues that needed to be rectified before she could undertake such a passage (including a new propeller) and after much phone calling and internet searching I concluded a much safer (and probably no more expensive) option would be to bring her up by truck. This had the added advantage of delivering her straight to the hardstand so I could rectify the issues outlined in the survey. Based on the work required I estimated this would take about three months before re-launching and starting to sail. My intention was to make her safe enough to allow me to undertake increasingly longer training voyages while

leaving a major refit closer to my departure.

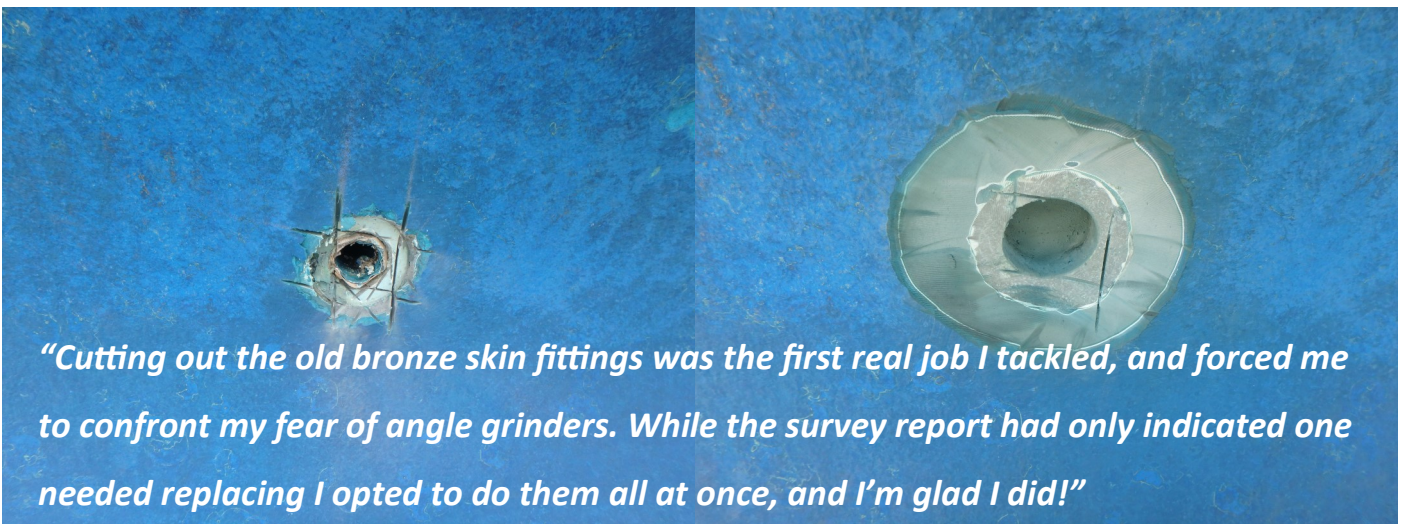
Lorelei had other ideas. She was clearly determined to have the spa treatment to end all spa treatments and each day I uncovered something new that needed attention.

“I was determined that everything would be done to the highest standard and ‘near enough’ was most definitely not ‘good enough’.”

At the expiration of my anticipated three months I had hardly scratched the surface. It was nearly eight months before *Lorelei* eventually went back in the water, still incomplete.

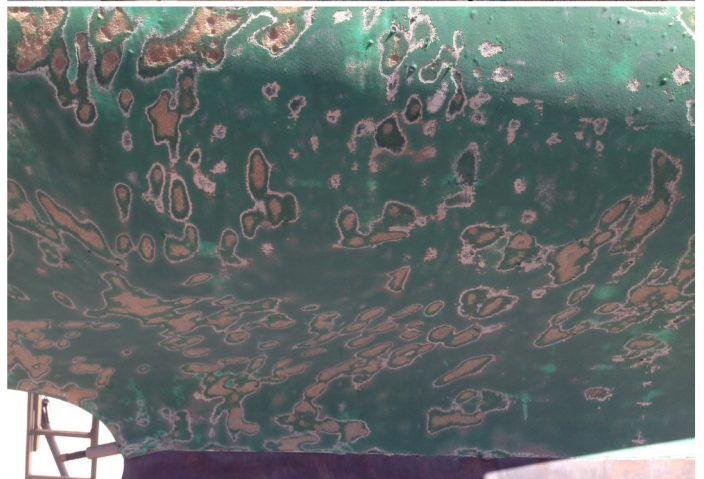
Lorelei first arrived in Mackay in February 2017 and tackling the jobs list was delayed as I had to first undertake a serious clear out. *Lorelei* arrived stuffed to the gunwales with various bits and pieces in the cabin, but the transport company had left the companionway open for the entire journey north. This took over a week as the truck broke down for several days and it rained much of the time. There was quite a soggy mess to sort out.

Once the cabin was clear and dry, I turned my attention to the real business of the refit. The old antifoul was too thick and flaky to be removed by hand and needed to be sandblasted off and started afresh. One or two of the skin fittings were highlighted in



the survey to replace and following on the principle of near enough not being good enough, I decided to replace all skin fittings. I have been extremely fortunate in having the assistance of a very good shipwright, who was generous with his time and knowledge in guiding me. I have an angle grinder phobia, so it took his encouragement for me to take the grinder to the old skin fittings to cut them out.

The sandblasting plant then became available. *Lorelei* had been advertised as having had eight-month osmosis treatment in the late 1990s and the recent survey revealed no problems with the hull, but the removal of the old antifoul revealed a network of small blisters. These refused to grind out nicely, as the surrounding bog just kept peeling back. Therefore I sandblasted below the waterline back to bare fibreglass to start rebuilding from there. It was expensive and time consuming, but better to tackle the problem



"Sandblasting off the old antifoul revealed a poor quality, flaky bog with lots of little blisters, so the only option to avoid more problems in the future was to go right back to bare fibreglass. The result was effective, but messy."



properly than go for a band-aid solution which would result in a bigger problem later.

Shortly after the hull was sandblasted Cyclone Debbie struck the region. Safely anchored to cyclone points on the hard stand *Lorelei* weathered the storm without damage and Mackay was fortunate to not be the hardest hit. But with prolonged bad weather combined with no power and then a flood of other boats needing cyclone repairs, work on *Lorelei* ground to a halt.

To be continued...



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.*



Shero!



LIZZIE GARNHAM sails a Nauticat 38 called *Minerva* which was built in Finland in 1986 and purchased nine years ago. Lizzie is aged in her late 60s and shares her 'Shero' story here...

Lew and I were on board our Nauticat 38 ketch *Minerva* enjoying a sail near the entrance of Storm Bay, Tasmania, when, I saw the mainsail drop down on to our deck. I called out to Lew. It looked as if the clip on the halyard had failed. Lew and I knew that it would not be easy for me to winch him to the top of the mast to retrieve the halyard so he commented that we would have to leave it until we reached our destination. I knew Lew was very upset but then I'm TERRIFIED of all heights... I can't even use an overpass across a highway!

'I'll retrieve the halyard Lew.'

'Are you sure?'

'Yes, I'll do it.'

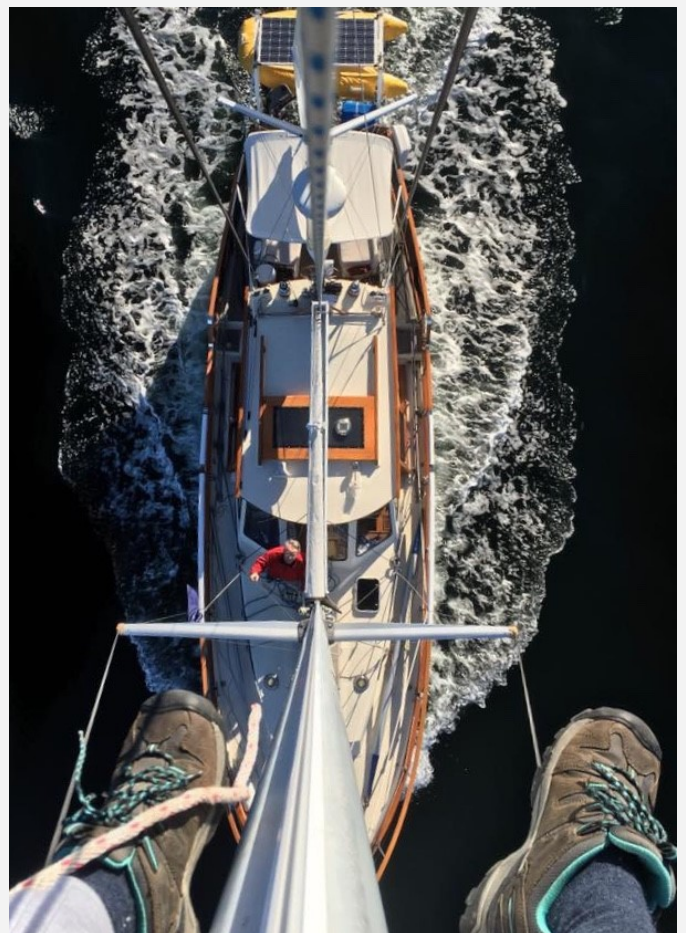
It seemed like only minutes for the canvas bosun's chair to be ready. I took a very deep breath; my heart was pounding hard. I knew what to do. I had to focus on the halyard above and not what was going on below me. When I was comfortably seated Lew started to winch me up while I hugged the mast like a koala. I had to let go a few times as the lights and the spreader were in the way. I was swinging from side to side but I was relieved when I had my koala-clutch again. I reached the top!

With the halyard tied around my wrist I was ready to descend.

As Lew was easing me down I suddenly called out, '*STOP!*'

I reached into my pocket and managed to find and turn on my iPhone. I held the phone out in front of me, lens pointed down, and I heard the click. I was hoping my photo would let me relive my experience. I wanted to see the view that I personally could not take in from the top of the mast. Lew lowered me down quickly as I couldn't cope with the tension any more.

As I landed on the deck I cried with shock but then when I saw my photo I was ecstatic! I captured the wake around the boat, my dangling feet, Lew looking up at me and the whole boat in the photo as well. I am still so very excited and proud of my achievement and even though I'm still terrified of heights, I would help out again.



Aping Around Borneo

Part 2

Asad, our guide.

BURNICE STARKEY continues her quest to see orangutans in Borneo.

After an eventful voyage to Kumai, on the island of Borneo (see June issue of *SisterShip*) we were safely anchored in the river and ready to visit Tanjung Puting National Park in search of orangutans. Sharing costs with the crew of SV *Wirraway*, we left on a houseboat (klotok) to commence our safari cruise up the Sekonyer river into Tanjung Puting National Park. Our wooden klotok (or kelotok named after the sound of their engine) was about 15 metres long and had two levels. While Gary and Bev from *Wirraway* and we two from *Brahminy Too* took up residence on the upper deck, a crew of four consisting of the

skipper, his assistant, the cook, and our guide had the run of the lower deck. Soon fabulous smells emanated from the galley as we were treated like royalty with a fine spread. One of many to come.

Nowhere does the altitude rise above 40-60 metres in Tanjung Puting. Low and humid, it is a complex mosaic of tropical coastal vegetation and peat swamps, crisscrossed with small tributaries throughout the habitat. In the beginning, the river Sekonyer was a murky, cafe latte colour which we were told was the result of palm oil plantation run-off. As we ventured deeper into the National Park, the river became narrower, the colour of the water changed to cola and the

humidity lay upon us like a moist blanket. Originally declared a game reserve in 1935, then gaining National Park status in 1982, it has a checkered history of weak protection. Nonetheless, it remained substantially wild and natural where we traversed.

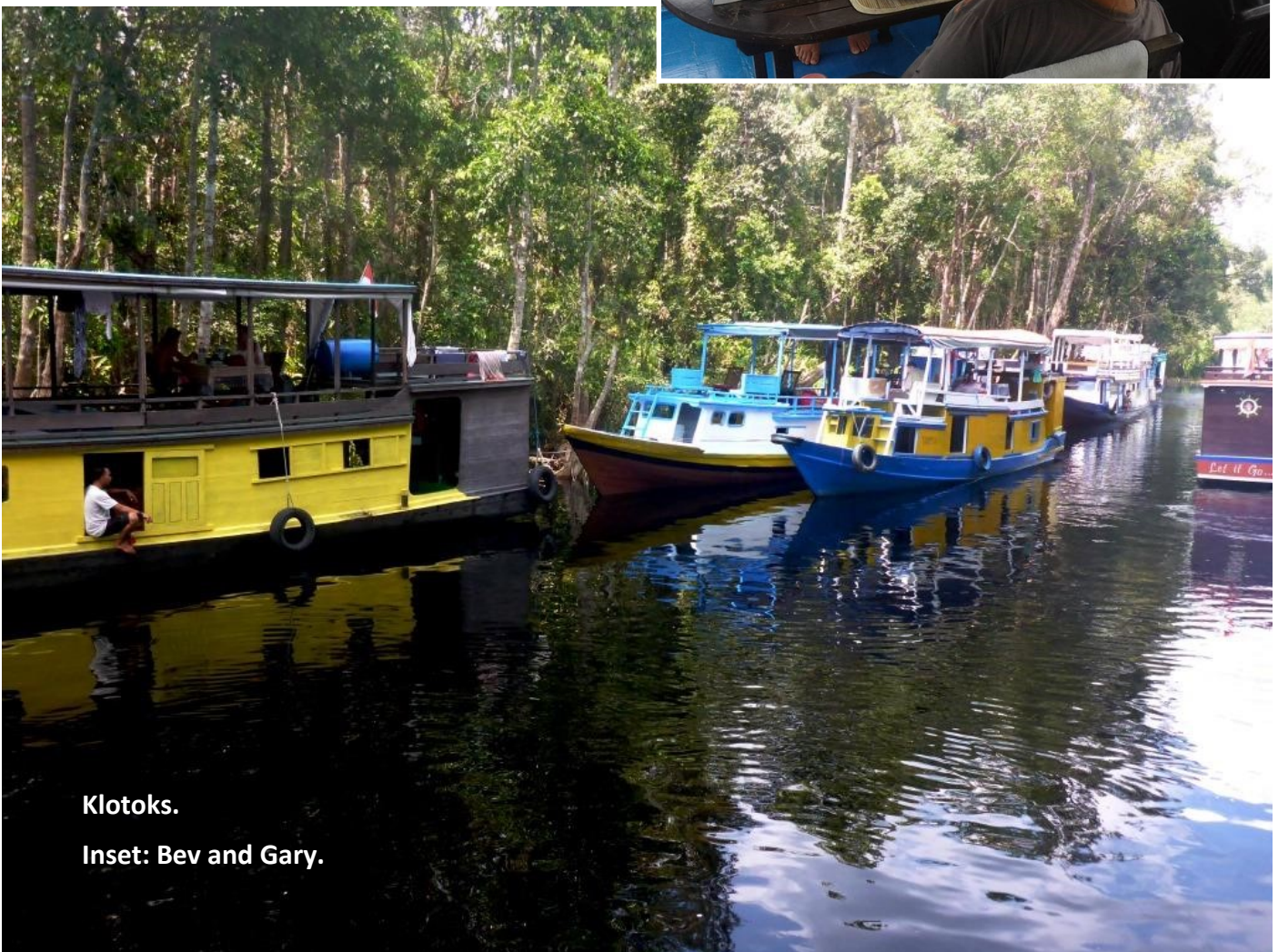
Eager to see anything and everything, we sat on our foredeck, spotting striated herons and pied fantails. Our guide, Asad, pointed out great nests high up in the tree canopy. However, unlike bird nests, these were made by folding branches of leaves towards the middle of the circle, progressively forming a neat round mat of fresh leaves.

“These were orangutan nests.”

The highest nests were made by a female with a dependent young one in her care. Those lower in height were from independent orangutans. We were very excited and before long we started to see movement in the trees... false alarm, it was

those cheeky macaques. Later, we were treated to the sight of those very unusual proboscis monkeys with their ‘Jimmy Durante’ noses. They had a lovely orangey-tan colour with a stunning white rump and tail. The females had a bizarrely extended tummy while the rest of their bodies were long and lean. The infants were captivating.

There was a knot of klotoks rafted-up beside the wharf at our first port of call. Our destination was part of the conservation project that provides a feeding station for the recently released orangutans, and a few wild

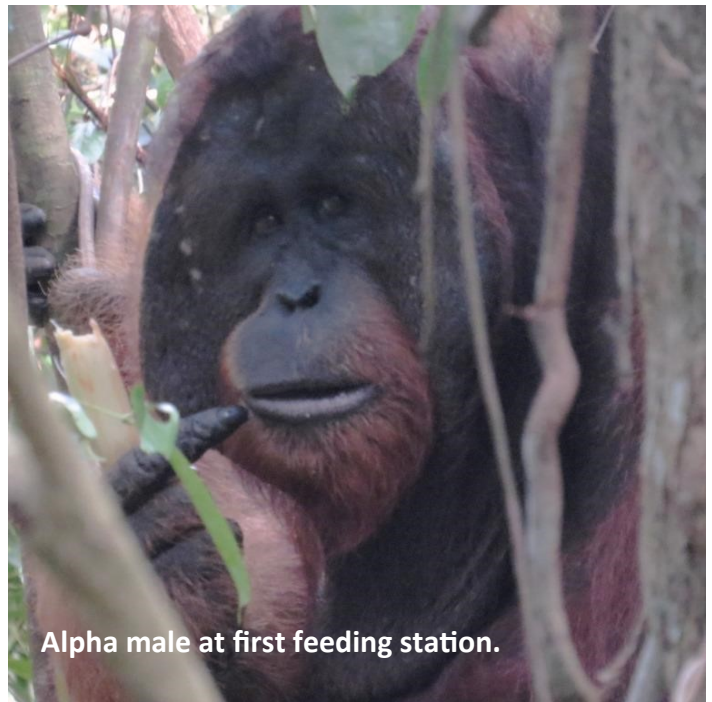


Klotoks.

Inset: Bev and Gary.

ones too. We were visiting towards the end of the busy season. How chaotic would it be in the height of the season?, we wondered. Eager to alight, we scrambled across other vessels, navigated a dodgy wooden boardwalk, and followed our guide along a forest track gazing upwards to the canopy. Suddenly, Bev, in a hushed but strained voice and not moving any part of her body except her eyes, whispered, ‘*Look right! Look right!*’ We were startled and delighted, and perhaps more than a bit apprehensive, to see standing quietly beside us and observing us, our first orangutan, only a few metres away.

Having checked us out, and apparently finding us wanting, she pursued a pair of park carers who were carrying fresh bananas and sugar cane to the feeding station. We were too stunned to capture the moment well on camera. Once we took up a position behind the roped perimeter with the other visitors, a local gave a loud call. Then we heard them coming. From several directions trees swayed, leaves rustled, and here and there great red-brown apes appeared cautiously above us. On an elevated wooden tabletop lay heaps of lady finger bananas and short sticks of sugar cane. There in the middle, a great alpha male sat with both fists full of bananas. The word impressive does not adequately express *his highness*.



Alpha male at first feeding station.

It was very telling that as the females approached the feeding station, they always maintained one hand on a vine or branch and watched the male’s demeanor, gently edging closer towards grabbing a snack. If they were successful, they quickly held it in their mouth and tried for another. The male was apparently not the gentle sharing type and required vigilant observation by the much smaller females.

Some females had young ones in their care. We learnt that the females are breeding-mature between 15-17 years of age. However, they usually had only two infants in a lifetime as the young remain dependent until they are seven to eight years. Only then will she be ready to conceive again. This is apparently the longest birth interval of any animal. The juveniles, by age eight, should be able to build their own nest, though they remained in close proximity to the mother. It was obvious that some young orangutans had a case of separation anxiety, as we observed one female with a tiny baby on her shoulders and another that always had one hand or foot clutching onto Mum’s long shaggy hair while moving in unison.

Our first encounters had been enthralling. Sadly, these gentle giants have a woeful history. Some had been captured and then



Water colour change—coffee to cola.

reintroduced to the forest (1970-90), some had been rehabilitated after being horrifically injured during fires. A few had been orphaned and grew up in the care of this facility. There was also an existing wild population in the park. Thus, we remained ever mindful that they were indeed potentially dangerous.

The plight of the critically endangered orangutan, found only on the islands of Sumatra and Borneo in lowland tropical rainforest, is exacerbated by the degradation and destruction of their habitat. Intensive illegal logging, conversion of forest to palm oil plantations and timber estates, mining, clearing forest for settlements and road construction plus large-scale fires have all contributed. Mankind has trodden heavily on this section of the planet. These wonderful creatures are our closest living relatives sharing 97 percent of our DNA.

We awoke the following morning to the wonderful sound of gibbons calling. How exotic! It was extremely difficult to see their dark bodies swinging in the thick shady jungle.

“A raucous flock of long-tailed parakeets circled above the bend in the river and a single blue-throated bee-eater groomed and preened high on a tree branch.”

Whilst numerous birds called, the canopy was thick and the birds often too small and fast for identification. A nature-lover's wonderland.

Our second day travelling further up the Sekonyer River brought a colour change in the water. It became clearer, although darkly stained; espresso-coloured rather than the murky latte look. The further from the palm oil plantations we motored, the better the clarity. The day was extremely still and the river reflections, a mirror image. We could



breathe the wilderness. We continued to spot various wildlife: birds, spiders, wild boar, a civet, lizards, thin snouted cayman and primates. We marvelled at the heavy epiphyte-laden branches leaning over our boat. While we visited three feeding stations in total, the last was Camp Leakey.

Signage informed us that it was established in 1971 by Dr. Biruté Galdikas and her former spouse Rod Brindamour. The location was named after the legendary palaeo-anthropologist, Louis Leakey, who was both a mentor and an inspiration to Dr. Galdikas. Indeed, it was Louis Leakey who also inspired Dr Jane Goodall (chimpanzees) and the late Dian Fossey of mountain gorilla



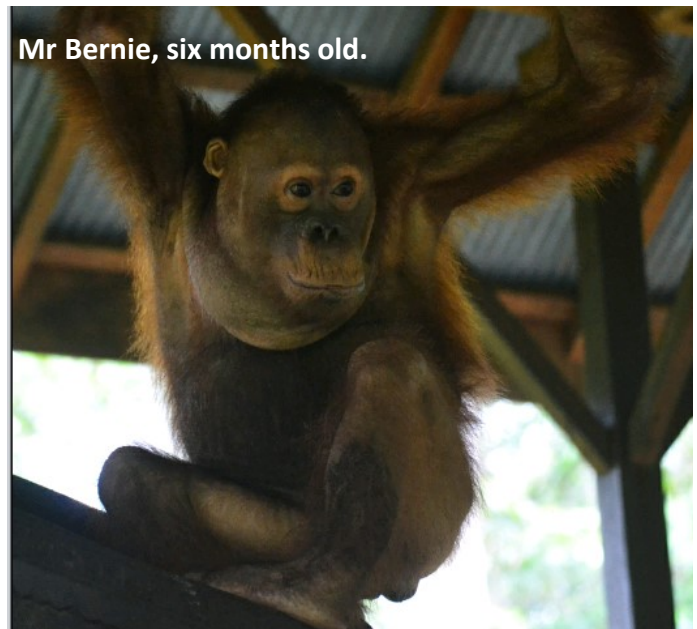
fame. Photos in the information hut showed Dr Galdikas as a young woman with few resources but an obvious passion for her subject. Our guide informed us that she is now married to a local Dayak and still living in Kalimantan. Also around the walls of the hut were photos of rehabilitated orangutans, each given a name.

Thus, began our love affair with orangutans. We were asked once, ‘why orangutans?’ Just look at their faces and their gestures but there’s much more. We are concerned about a range of animals but orangutans, apart from their intelligence and obvious personalities, are strategically important for a wider range of species, both flora and fauna. By conserving the orangutan, we conserve the ecosystem. Protecting them effectively protects the many other species sharing the habitat. Hence the term ‘umbrella species’. Because of the roaming behavior of foraging orangutans, each individual needs a large amount of space. Since the majority of other species can live sustainably within the large areas of forest needed for the survival of orangutan populations, by protecting orangutans many other species are also protected.

Indonesia has the highest rate of forest loss in the world. It is decimating species’ populations as fast as the forest falls. Due to the increasing pressure of deforestation, Indonesia also has one of the highest rates of species being classified as endangered or under threat among all nations in the world.

BURNICE STARKEY (Burney) and her partner Hans Dauncey became full-time live aboard cruisers in August 2013. They departed Torres Island, Australia July 2016 for Indonesia and have been sailing in Southeast Asia since. Burnice’s blog can be found at

<https://svbrahminy.wordpress.com/>



Mr Bernie, six months old.

The orangutan is but one of many species in the forests of Indonesia whose populations are at risk of extinction due to deforestation.

Although we had other memorable experiences while sailing further north along the coast of Borneo, our encounters with orangutans will remain long after we have added more sea-miles to our journey. As a contribution towards preserving these noble creatures we fostered a baby orangutan. ‘Mr Bernie’ was an orphan but is now thriving and developing well. Receiving regular updates and progress reports on his maturation helps to sustain our connection with Central Kalimantan and Indonesia.



Lady Elliot Island...

don't sail past



Nestled within the Great Barrier Reef, Lady Elliot Island is home of the manta ray. DENISE LOWDEN shares the magic beneath the surface.

The adage 'it's not the destination but the journey' does not apply here!

Despite reports that the anchorage at Lady Elliot Island is tolerable at best, we set sail south from Lady Musgrave Island hoping for the best, with winds predicted to be light and favourable. The four-hour sail was incredibly pleasant, with large swells of up to four metres and winds that blew us straight to Lady Elliot.

The northerly approach is visually dramatic, with a long breaking surf east of the resort. We passed slowly in front of the island, hugging the fringing reef, completely

mesmerised by the turquoise water, dolphins, turtles, and a mysterious shape that turned out to be a manta ray feeding at the surface.

Neither of us could contain our excitement, and the temptation to snorkel as soon as we dropped anchor was high; however, the current was raging, and we were still a few hours away from high tide.

After 30 minutes of circling (driving up and down the reef) we concluded that anchoring in the strong current at significant depth was going to be our only option. Fortunately, we recently increased our chain length from 60 m to 100 m and upsized our anchor to 60 lb (27 kg). We dropped anchor in 18 metres of

Tender and manta ray at Lady Elliot.



Manta ray.

“The turtles seemed to have no fear of us.”



water knowing that with two hours remaining until high tide we would gain at least one more metre. Using the four-to-five times scope rule we laid 80 m of chain, secured the snubber and turned on the anchor alarm.

The anchorage was robust (understatement) but secure. As we only intended to stay until 1 am before departing for Bundaberg (as long as we were secure) we didn't really care. The island already exceeded my expectations, witnessing a plethora of marine life on the way in, I was eagerly anticipating our snorkel.

Sitting on the back deck waiting for our lunch, and the current, to settle down, I was completely taken by surprise when two manta rays swam by. Ignoring the 'let's wait for the slack high tide approach' we threw on our stinger suits, jumped into the tender and took chase (in a safe and very environmentally-friendly way).

Given the powerful current we opted to alternate staying in the dinghy whilst the other person snorkelled (once a safety monkey, always a safety monkey!). We positioned our dinghy *Lil'LY* (little *Lukim Yu*) well in front of the manta rays with the

expectation that they would swim towards us, leaving any interaction entirely up to them.

“GoPro in hand, I slid into the water and spun around to see two manta rays gliding effortlessly towards me feeding in the strong current.”

Despite the current working in my favour I had only a few seconds with them before they swam past. I reluctantly pulled myself back in the boat, hoping to be able to repay the favour to Jamie, as we swapped positions and repeated the manoeuvre.

Jamie's experience was the same, however, he's a stronger swimmer so he managed to keep up with them for a little longer. We repeated this for almost an hour, hopping in and out of the dinghy as the manta rays circled around the island's reefs. Occasionally duck-diving to swim deeper with them, we were completely enthralled. Eventually, they tired of either us or feeding and disappeared into deeper water. Never have I been more disappointed that we didn't have a dive

compressor and dive gear on board (something we are soon to remedy).

Not quite exhausted, we turned the tender around to a shallower part of the reef, and, with very little remaining current, we spent the next hour snorkelling together in crystal clear water. Now it was easy to snorkel together taking turns to hold on to the painter for the dinghy. We had 20-30 m of visibility depending on our proximity to the breaking surf.

Lady Elliot continued to deliver, with an exceptionally large variety of fish and hard corals. At one point a school of perch congregated just off a large bommie, unfazed by us swimming straight through the middle of them (which of course we did repeatedly as it was so cool).

Likewise, the turtles seemed to have no fear of us allowing us to swim incredibly close. This was so unexpected, as everywhere else we have snorkelled with turtles, they swim away quickly as you approach.

Finally exhausted, we dragged ourselves out of the water and back onto the boat. During the evening the anchorage deteriorated (although our holding was secure and we did not drag). I was unable to sleep, deciding

instead to stay up until 1 am for our planned night sail to Bundaberg – and indulge in the gratitude for the wonderful welcome to the marine life at Lady Elliot Island.



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/>

Lady Elliot Island reef.





Photo essay courtesy of Bruno Cocozza.

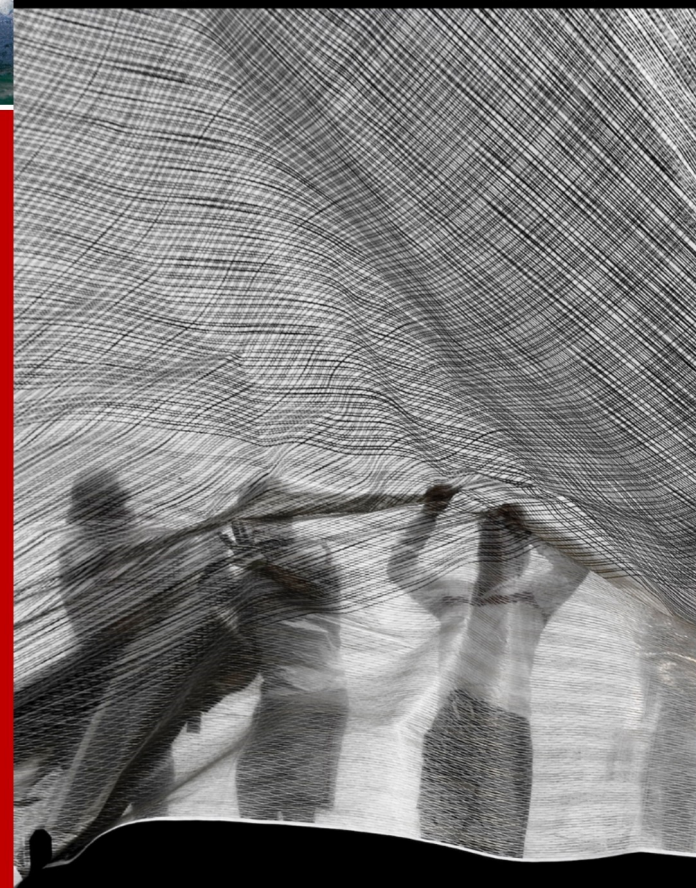






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Flat bottomed girl

Views from the canal

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

Plumbing with Aplomb

Have you ever come across a specialist boat plumber? You know – someone who advertises that this is what he or she does for a living. No? Funny that. Neither have I. Or then, maybe you have? But in my world here in the Netherlands, there seem to be none at all. The puzzle is, why not? Is it because boat fitters do all of that anyway and plumbing is just part of the job? Is it because they are more often called heating engineers? Bear with me here, because there is a point to this, I promise. It's a question I've been asking myself since I bought my barge and had to learn to do all the plumbing myself.

Let me take you back to the beginning. I mentioned in both my previous articles that after falling in love with 'The Life', I went and bought my very own 'Money Pit', otherwise known as a historic barge. Let me say now that I quickly discovered that all those jokes about how having a boat is just an excuse to throw not only caution, but also money, to the wind are all true. It's even worse if you have people to fit your boat out for you. However, if, like me, you are mad



enough to buy a 120-year-old barge with rust comprising about 50 percent of its solid mass, you run out of the sort of money to pay other people very quickly. This inevitably means you end up doing most of the interior work, if not all of it (as in my case), yourself. The big bucks have all gone into keeping your dream afloat; now you have to find a way to create a home without the funds left to build it.

In my *Vereeniging*, I wanted to make having a bathroom top priority as I'd just spent a year-and-a-half on a barge with no washing facilities other than one cold-water tap in the kitchen. After all this time, I felt I deserved something a bit better than that, especially as I was still lugging my camping Portaloo up to the yard to empty it every few days; not a job I relished, I can assure you. Especially when it was raining. Or snowing. Or both, which is quite possible here in the Netherlands where having four seasons in one day is not unusual. Even so, I had to get the floor down

and build a bed and some basic cupboards before I decided that a bathroom was absolutely the next thing on the list.

But that's when my dreams of an onboard shower evaporated in a puff and my hopes deflated like a burst balloon. As hard as I pleaded and begged, I couldn't find a single soul to help me get started. What's more, given that my knowledge of plumbing amounted to (sort of) knowing the difference between a sink and a basin, you can imagine my limitations.

Eventually, frustration led me to ask a normal plumber, that being one who fitted bathrooms in houses. They are also pretty hard to pin down, but this particular plumber was a friend of my partner's, so as a favour to his buddy, he agreed to come and give me a quote. In fact, he was full of eager enthusiasm until he saw the shape and space he had to work with. At that point, he scratched his chin, mumbled something about getting back to me and shimmied up the gangplank to the quay with almost rude haste. Needless to say, I never saw him again, and my poor partner had a hard time convincing me that his long-time pal really was a friend indeed when he failed so miserably on being a friend in need. If you get my drift.

Anyway, all this searching had taken several months and I was getting desperate. Tearfully so. I was about to succumb to a major sulk when someone suggested I ask for advice at a business that dealt specifically with heating

systems for commercial shipping. I was a bit hesitant about the idea and half feared they would show me the door given my somewhat non-commercial status, but it was either that or traipse up to the yard with my Portaloo and my washbag forever more. That thought depressed me so much I decided to give it a try.

To this day, I don't know why Rob, the salesman at the marine heating engineers, was so incredibly kind. Maybe it was because I looked as woe-begone as I felt; maybe it was my doe-eyed dog, Sindy, who touched his heart as I crept into the shop dragging her behind me that Monday morning. Whatever the case, Rob listened to my sorry tale, guided me into the company office, sat me down, gave Sindy a bowl of water and took out a pad and a pen. Together, with the help of his prompting questions, we assembled a diagram of the system I needed to provide hot and cold water to a small kitchen, a shower, a wash basin and a real, proper



The kitchen. Water is fed here first to the kitchen sink.



Water tanks and hydrophore are hidden behind the panels.

flushing loo. We started with the water tanks, followed by the hydrophore pump. The drawing then showed a pipe feeding the cold water taps in the kitchen, bathroom and toilet before finishing up at the electric boiler. From there, another pipe led back to the bathroom basin, the shower, and the kitchen to supply the hot water. And that was it. Suddenly everything seemed incredibly simple and I could actually see how it was all going to work and fit into place.

Rob then made a list of all the materials I would need down to the last elbow connector, and to make it easier for my unaccustomed hands, he recommended PVC central heating pipes that had simple push and click connectors.

Of course, when it came to it, it wasn't quite as simple as it sounds, not physically anyway. I had all sorts of fun and games folding myself into my plastic water tanks to make

holes for the outlets; I practised contortionist techniques that would have made Houdini proud to get out of them again. Then I had to squeeze myself into the space below the kitchen sink to fit the tap and to guide the pipes through to the bathroom on the other side. Bearing in mind I was already in my late forties when I embarked on this new plumbing career, agility had long since ceased to be included in my 'describe yourself in three words' routine; I was probably about fifteen and at ballet school when that had last applied.

In any event, to my huge surprise and even greater thrill, I managed it all: every joint, tap and non-return valve of the whole system,

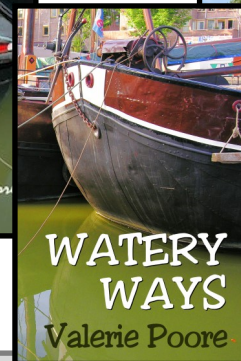
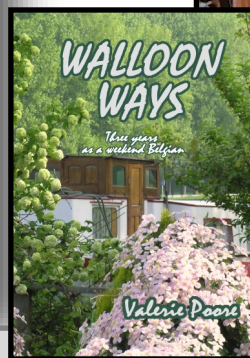


not to mention all the drainage pipes and pumps. Eventually, the day arrived when I could sit with some ceremony on my very own toilet and flush it with great aplomb. I don't think I could have been more delighted if I'd won an award, and I was decidedly smug about the fact I'd done it all on my own.

I realised two things: firstly, plumbing is not rocket science – if it was, most plumbers wouldn't be doing it (pause for thought there). Secondly, despite being generally considered a man's domain, there's no reason at all why women can't do it. Okay, you need a bit of will, and not too much concern about your hairdo or fingernails; there won't be much left of either after you've been groping round underneath the sink or the bath with an adjustable wrench and metres of Teflon tape. But hey, the rewards of

success are just amazing! And it all still works – fourteen years down the line. To this day, when I turn on the kitchen tap, or climb into my sit-shower, or flush the loo, I have the sense of satisfaction in knowing I did it all. And yes, you've guessed it: I did it MY way.

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:

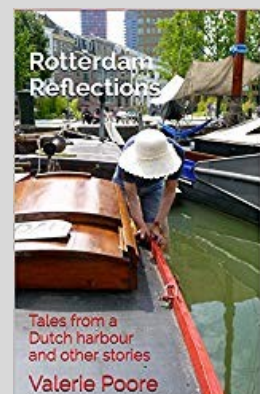
Watery Ways: <http://geni.us/lusDZT>

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>



Anchoring made easy

Daria Blackwell

When we first started cruising, there were few choices for anchors and there wasn't much to know about them. We had the Fisherman or hook-type anchor, the CQR or plough-type (plow) anchor, and the Danforth or fluke-type anchor. The Fisherman was for rock bottoms, the CQR for hard bottoms, and the Danforth for soft bottoms. You carried at least one of each on board. But things have really changed.

There are many variations of anchor designs on the market today. What works for your boat, in your cruising area, for your conditions may be very different from what I



Painting by Jasmin Carter.

need for mine. The important thing to do is to educate yourself enough to understand

ANCHOR CATEGORIES



Hook
1800s



Plow
1930s



Fluke
1940s



Claw
1970s



Scoop
1990s

how to decide what may work best for you, and then learn how to use your gear effectively.

What's up with anchors?

One of the first contemporary design innovations was the Bruce, a claw-type anchor that was the easiest and quickest anchor to set, so it gained in popularity very quickly. But it had a few drawbacks, chiefly that it didn't hold that well, so most cruisers bought an oversized one to stay put.

Along came the Spade and that changed everything. The Spade was the first of the new generation of scoop-type anchors. It represented a significant engineering advance in anchor design and performance. Instead of ploughing through a substrate with convex flukes, the concave Spade flukes dug into the substrate like a shovel. Soon new versions of the scoop anchor were being introduced around the world.

Different variations of the older designs were also being developed, like the Delta plough-type anchor with fixed shank and the lightweight aluminium Fortress fluke-type anchor. Suddenly, anchoring decisions became complicated, and magazines on every continent started devising comparative tests to answer the big question, '*Which anchor is best?*' The short answer is, '*It depends*'.

Let's start by saying that for most people, a single new generation anchor as the primary



and a backup for various applications is all that is needed today. Our point of view is that a scoop-type anchor as a primary bow anchor is a wise insurance policy for keeping your boat securely anchored and getting a good night's sleep. The table lists some the anchors available on today's market. Most anchors within a category share characteristics, and also have differences that may suit one boat's configuration or another's.

Choosing where to anchor

Making the decision about where to anchor is perhaps more important than any other aspect of anchoring. Check the weather forecast to see predicted wind strength and direction, as well as sea state. Pick a spot protected from both wind and waves for the predicted conditions. More often it is wave action that will pull an anchor out of the bottom rather than wind.

Check the charts for the chosen anchorage. See what the bottom composition is, what the depths are throughout the anchorage, and whether there are any obstructions or restrictions. Stay clear of channels and areas where vessels need room to manoeuvre. Get close enough for shore leave to be reasonable but not so close as to be subject to swell.

Next check the tide heights and times for the time at which you will be anchoring. Also check for any unusual or reversing currents.



A selection of modern anchor types

Anchor category	Anchor brand	Advantages	Disadvantages
Scoop-type*	Spade	Disassembles, weighted tip, digs well.	May need more scope than others in class.
	Rocna	Excellent for most bottoms & conditions, reliable storm anchor.	Roll bar may not fit on bow. Substrate in scoop may cause it to not reset if pulled out.
	Manson Supreme	Excellent for most bottoms & conditions.	Slot in shank if used can cause it to pull out on reversal.
	Ultra	Beautifully made anchor, winglets enable it to veer very well with changes in wind or current flow.	Expensive, available only in stainless steel.
	Mantus	Excellent for most bottoms & conditions, disassembles for storage.	Needs to be securely assembled.
Fluke-type	Fortress	Extremely light weight for the high holding power it delivers; excellent for deployment by dinghy; easy to stow.	Hinge prone to wear and jamming, best in soft bottoms (sand & mud), can be more difficult to set.
	Danforth	Good holding in soft bottoms.	Often copied and knockoffs not always reliable.
Claw-type	Claw by Lewmar	Fast setting, similar to the Bruce.	Catches rocks limiting holding power, prone to dragging.
Plough-type	CQR by Lewmar	Sets and resets readily.	Poor holding in most tests compared with scoop anchors, hinged shank prone to wear.
	Delta	Sets easily and due to large surface area holds well in hard bottoms, useful for kedging. No moving parts.	May not veer as well as other designs.

***Note on all scoop types: they all set and hold well, may be hard to break out, bring up loads of muck. Need windlass and wash down system.**

****EDITOR'S NOTE:** The Australian designed SARCA has not been tested by Daria.

Spade anchor.



Rocna.



Ultra.



Answer the questions: how deep is it now, how deep is it going to get at high tide, and how deep is it going to be at low tide? Then determine where you will have enough water to stay afloat at low tide and how much extra scope you will need to allow for the depth at high tide. You don't want to wake up with your boat grounded and listing on its side.

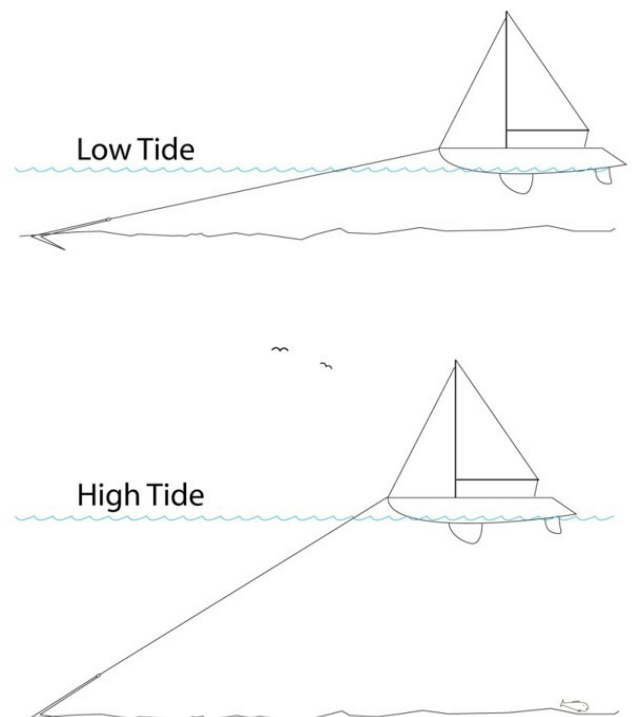
For example, our boat's draft is 8.5 feet so we need to have at least 12 feet of water (8.5' + a margin) at low tide to be relatively certain we'll stay afloat. Keep in mind that MLW is only an estimation of what the low tide level may be for that day. So, if there is a 10-foot tidal variation, and we arrive at half-tide and anchor in 18 feet of water, we'll have 13 feet beneath our keel at low tide (18'-5'), and 23 feet at high tide (18'+5'). Easy!

How to anchor securely

When you enter an anchorage, assuming you have taken down your sails and are under

power, observe where other boats are anchored and whether what you saw on the chart matches what you now see with your eyes. Drive in a circle around your intended anchoring spot to ensure that it is indeed clear. Then drive to the centre of the circle and point into the wind. Stop the boat and slowly begin to lower the anchor to the bottom. As the anchor reaches the bottom, let the boat drift slowly backwards with the wind, or power gently in reverse as you pay out more rode.

When you've got about a third of the desired rode out, let the anchor set by tugging gently on the rode. If your boat has been drifting sideways, this will also straighten her out so she lies in line with the rode again. Let the remainder of the rode out and let the anchor set gently. If you power hard in reverse to set the anchor, you may just pull it out. While giving it some time to set, observe stationary objects on shore to determine if the boat is moving or it has stopped and the anchor is indeed set. Finally, power set the anchor by putting the engine gently in reverse, watching the stationary objects to be certain you are not dragging.



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NEVER STOPS

www.MantusMarine.com

The advertisement features a large, detailed image of a silver anchor with a chain attached. Below the anchor, there are smaller images of various marine equipment, including a blue and white outboard motor, a coiled rope, a metal cleat, and a brass bell. The background is a dark blue gradient with a circuit-like pattern.

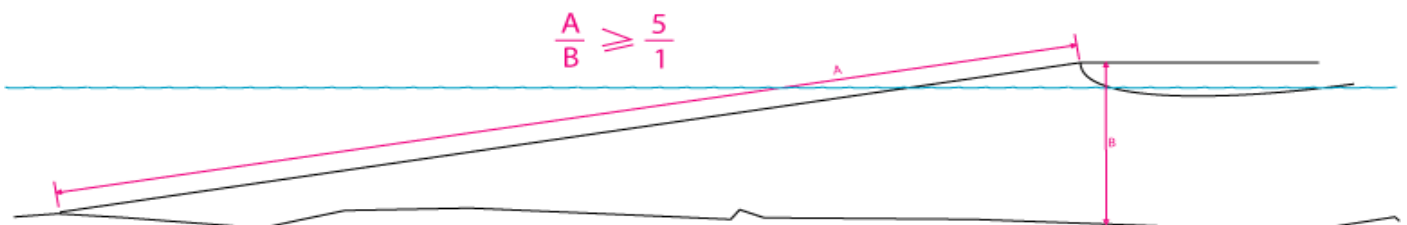
Ascertain that you have enough scope for the depth of water and conditions expected. To determine scope, you'll need to know the distance from the deck (where the rode will begin) to the sea floor compared to the amount of rode let out (see figure). As you let out your chain or rope rode, you may wish to keep track of how much you let out. Many cruisers mark their rodes at regular intervals to make it easier. A 5:1 scope is prudent, as high as 10:1 is recommended if gale conditions are expected. You can shorten scope to as little as 3:1 if needed in a crowded anchorage after setting the anchor at greater scope. Make certain you avoid overlap of the swing radius with other boats in case the wind direction changes.

Once you have your rode out and secured, it's time to deploy a snubber if you have an all chain rode, and chafe protectors. A snubber

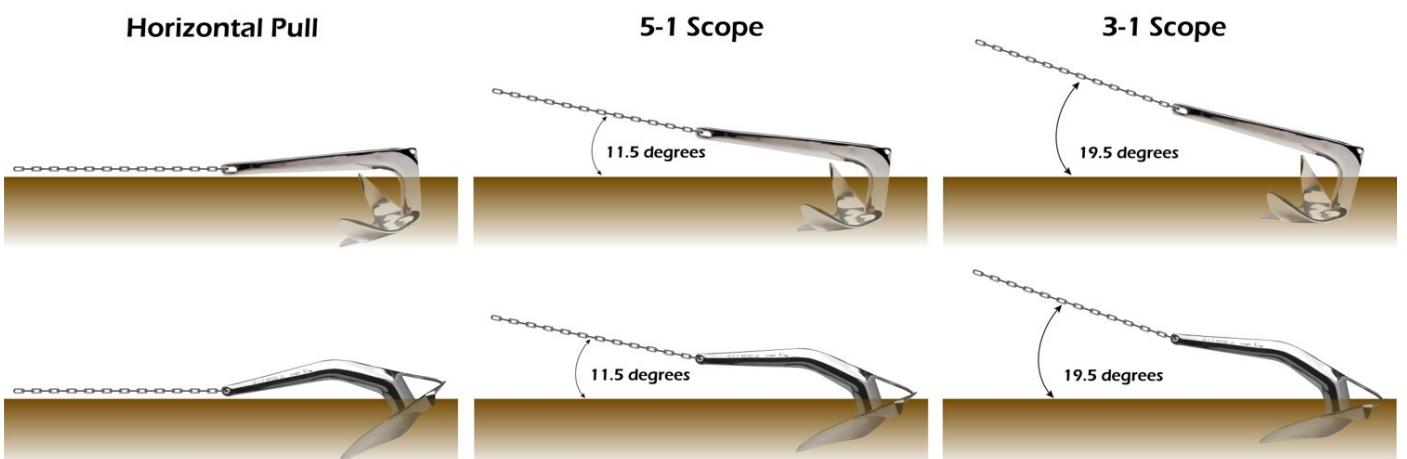
is a length of stretchy rope (about 30 feet) that is secured to the chain with a hook or some other method and then taken to a deck cleat to take the tension off the chain. The stretchy rope, with a chafe protector, will introduce elasticity to the chain to keep it from pulling the anchor out or putting strain on the deck hardware. This is especially important on catamarans which tend to surge back and forth at anchor, creating massive snatch loads at the cleats. On a catamaran, a stretchy bridle is the best option.

Now it's time for relaxing with sundowners. But first, take a quick look around to see what your exit strategy would be if conditions deteriorated during the night and you needed to move the boat. If someone's anchor was dragging onto your boat and you wanted to get out, what would you do and where would you go to re-anchor? It is

Adequate scope.



Effect of Scope on Angle of Anchor



QUICK TIPS:

- Choose a spot that is protected from wind and waves
- Allow for tidal variation when surveying depth
- Avoid anchoring in restricted areas
- Leave enough distance between boats to avoid overlap in swing radius
- Choose the right anchor for the bottom type
- Use a combination of rope/chain rode to absorb shock loads
- Always use chafe protection
- Confirm the anchor is set by observing stationary objects on shore
- Let out sufficient scope for the conditions and power set the anchor
- Identify exit strategy in case conditions warrant quick response and set anchor alarm



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Steve Dasthew, of Dasthew Offshore & Set Sail (USA)

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always wise to be prepared. Consider setting an anchor alarm if you have concerns.

Weighing anchor

The new scoop type anchors dig very deep, especially if strong winds are encountered. As a result they can be difficult to break out and often bring loads of muck up on deck with them. We don't mind as that means we are more likely to have no worries during the night. Realistically, with the scoop-type anchors, a windlass and a wash-down pump are really handy to have.

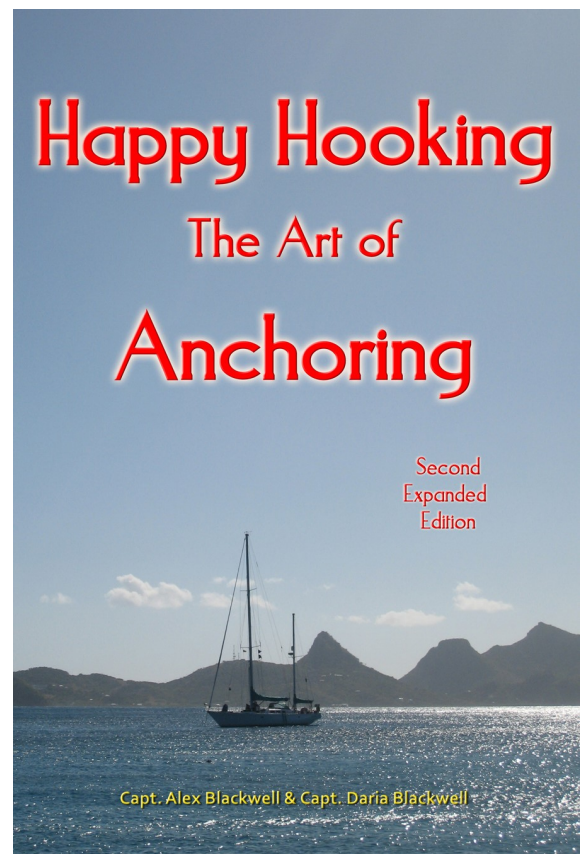
To retrieve your anchor, power forward slowly as the bowperson draws in the chain or rope rode. When the rode is straight down from the bow, stop and let the boat free the anchor gently, with its motion in the waves. Do not power forward over the anchor or you may bend or break the shaft or flukes. Once an anchor is bent, it will never hold properly again. When the anchor loosens from the bottom, take up the remaining rode. If the anchor doesn't break out, power gently in reverse at minimum scope to pull it out.



Stow your anchor on deck and secure it to a cleat with a bit of rope. Never draw the rode bar taught, as that can stress the anchor tackle, especially if you have a swivel attached, causing it to break.

Final words

There are many useful tips that this article cannot cover in its short space. For more information, visit our website www.coastalboating.net where we have posted numerous articles about anchoring or check out our book *Happy Hooking the Art of Anchoring*.



Amazon book link: <http://geni.us/kJuE36X>

DARIA BLACKWELL is a USCG-licensed Captain and Rear Commodore of the Ocean Cruising Club. Originally from the US, Daria and her husband Alex now live in Ireland. They sail aboard their Bowman 57 ketch, *Aleria*, on which they have crossed the Atlantic three times thus far. Daria writes for sailing magazines on both sides of the Atlantic and is co-author of several books including *Happy Hooking the Art of Anchoring*, *Cruising the Wild Atlantic Way of Ireland* and *Onyx the Cruising Kitty*. *Aleria* is currently en route to the Mediterranean for the next several seasons. Her blog can be found at <https://aleriasadventures.blogspot.ie/>.

ART FEATURE



HANDS AND ROPE, JASMIN CARTER



I have been practicing art for as long as I can remember but boats are a whole new kettle of fish. I grew up with a fear of the ocean but didn't want to be held back by that, so three years ago with my best mate, I moved aboard and waved farewell to my familiar landlubber lifestyle.

Many aspects of life had to be adapted to make this idea viable, not least amongst them, my art practice. Previously I'd create and exhibit large-scale, contemporary oil paintings but I have endeavoured to try my hand, as it were, at watercolours whilst aboard. With my contemporary art background I try to incorporate different and varied media into my work to add weight and history and work over the top in layers of watercolour and drawing for depth.

My new series 'Hands and Rope' utilises these techniques whilst exploring the deftness, experience and even fragility of working hands overlaid on navigational charts. I feel connected to the seemingly confused tangle of rope, wending its way into knots, as a way of understanding my own journey into this boating world, where passage making, security, and the sweat of your own efforts can make all the difference to your own experience.

You can check out more of my work or contact me on my new site

<http://www.enterprisingpirate.com/>





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Green on blue

Environment

Saving Suvarrow's Seabirds

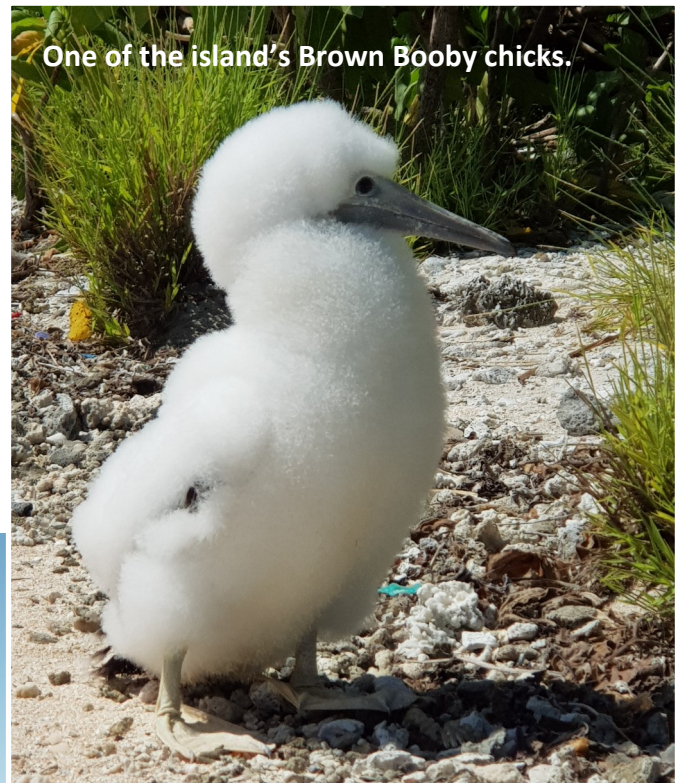
Alanna Matamaru Smith

Te Ipukarea Society, the environmental Non-Government Organisation (NGO) for the Cook Islands, has just recently returned to the capital island Rarotonga from Suvarrow, after performing a rat eradication project and sea bird surveys on each of the approximately 20 islets Suvarrow comprises.

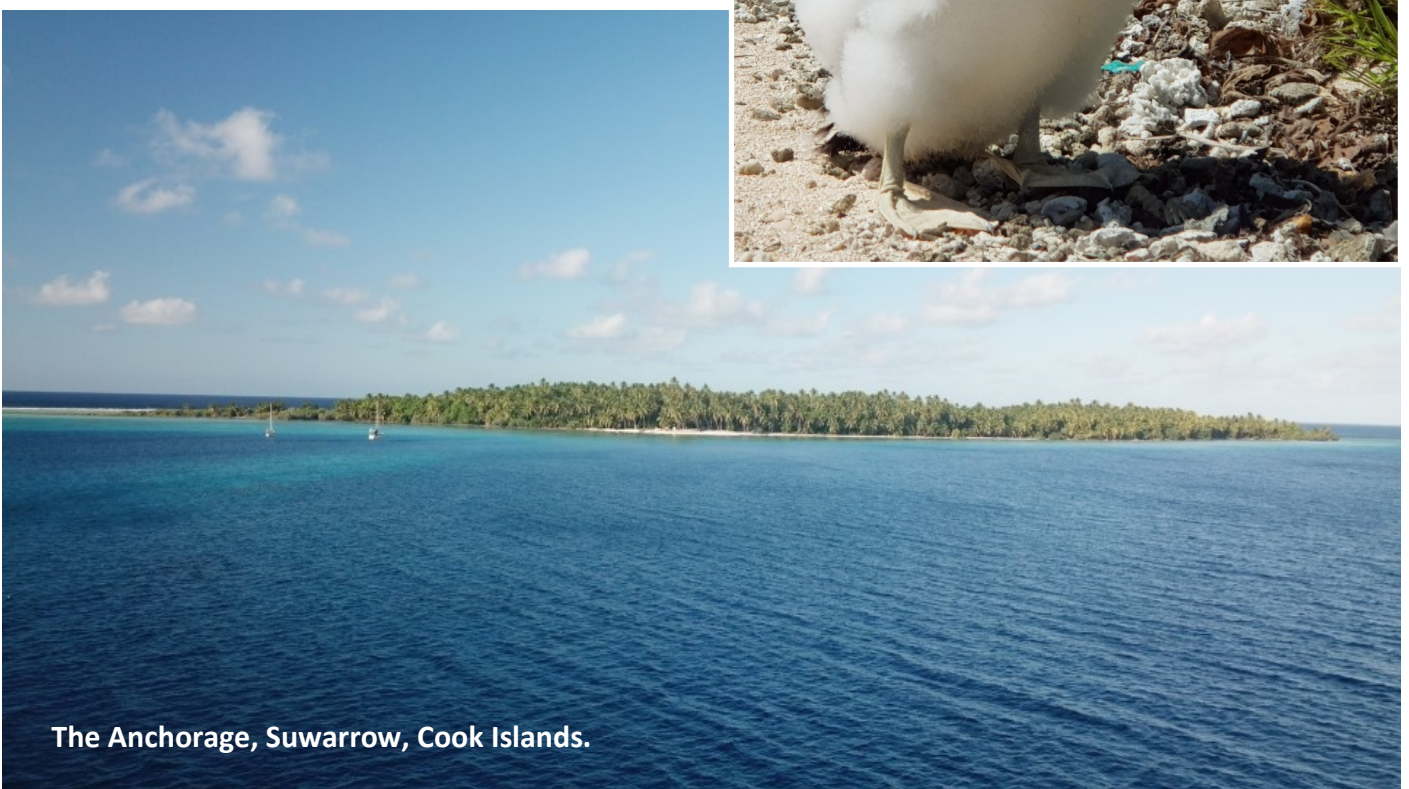
Suvarrow, an uninhabited atoll located in the northern Cook Islands, is also the nation's national park. Because of its rich biodiversity and location, Suvarrow makes for a popular yachties destination. Park rangers are posted

here for six months of the year to act as custom officers and quarantine officers during the non-cyclone season.

Suvarrow has been listed as an 'Important Bird Area' by Birdlife International, due to its significant number of breeding sooty terns



One of the island's Brown Booby chicks.



The Anchorage, Suvarrow, Cook Islands.

along with various other breeding seabirds. The island is also home to turtles, sharks rays, and mantas which occupy its large lagoon.

Rats, however, have posed a potential threat to ground nesting sea birds. Eradication projects were conducted in 2003 and again in 2013 to rid the island of these pests. The 2013 eradication team were successful in eradicating the rats from Anchorage Islet, the landing islet for yachts and where the rangers are positioned. Unfortunately, Motu Tou and Motu Kena, located on the western side, is where the program was unsuccessful.

This initiated the third, and hopefully final, attempt at eradicating the rats from Suvarrow and making it rat free in 2018.

It's thought that one of the reasons that the 2013 operation on Motu Tou had failed was due to the very high numbers of coconut crabs that love eating the rat bait! Therefore, this time, the team planned to apply more than double the amount of rat bait in the hope that there would be plenty for both the rats and the crabs. Crabs are completely unaffected by the rat bait, though it is recommended that humans do not eat the crabs for at least six months after a baiting operation such as this.

A total of 188 buckets of rat bait, totalling nearly two tonnes, was shipped to Suvarrow together with the eradication team to carry out the job. A team of six, consisting of representatives from Te Ipukarea Society, Birdlife International and the National Environment Service, carried out the eradication work which was achieved manually through (wo)man power. (Typically rat eradication projects are achieved through the assistance of helicopters to distribute bait.)

As a whole, the eradication work requires a lot of physical strength, with the clearing of bush to create tracks to make an island sized grid. This cleared grid then allows for the rat

baiters to track down each line and manually hand-throw the rat bait in a circular motion every 25 metres, which would, in theory, evenly cover the entire affected islet. This procedure took about 10 days in total.

Once the first round of bait was laid, the eradication team left the baited islets for 10 days to allow for the poison to take effect. During this 10-day period bird surveys were conducted on each of the islets. Sooty terns and frigate birds were nesting and present in great numbers during the survey, with the sooty terns reaching numbers in the thousands. Brown boobies, white terns, and red-tailed tropicbirds were also nesting in healthy numbers across the islets. Interesting finds included spotting the masked boobie and the globally threatened bristle thighed curlew which breeds in Alaska and spends its non-breeding season on tropical pacific atolls.

Visiting each of the islets also highlighted the impacts of plastic waste and fish aggregating devices (FADS) that are now littering our oceans and islands around the globe.



The eradication team from the Cook Islands from left to right Kelvin Passfield, Mia Samuels, Mary Rauī John Samuels (2018 ranger), Harry Papai (2018 ranger), Ashley Cota, Alanna Smith, Steve Cranwell.

After past storm surges, we found that on a number of the islets plastic waste trailed along the high tide mark, to then be scattered throughout the islets. Over fifty FADS were also spotted littering the sand banks or tangled on coral heads, highlighting how our current global waste issues today are impacting these uninhabited islands.

On completion of the bird surveys the team returned back to the islets of Kena and Tou to distribute the final round of bait along each grid line. The second round was required as a precaution in case the first round of baiting was affected by external circumstances such as rain or any inconsistencies that may have occurred in the first round of baiting.

A week later rat traps were put out across Tou to provide some insight as to whether the eradication was a success. Having been left over night and checked the next day, it was a relief to have not caught one rat in any of the traps, giving some level of confidence that the eradication was a success.

It will be 12 months before the team are certain the eradication project was a success by re-trapping. If successful, history would have been made with Suvarrow being named rat free for the first time.

Te Ipukarea Society :

<http://www.tiscookislands.org/>

Birdlife international:

<http://www.birdlife.org/>

National Environment Service:

<http://environment.gov.ck/>



ALANNA MATAMARU SMITH (26 years old) was born in Rarotonga. She has an undergraduate degree in environmental management and is currently working for an environmental NGO Te Ipukarea Society. Alanna has a passion for conservation and wildlife management. Future goals include returning to Suvarrow to carry out research on the impacts of coconut trees and breeding sea birds such as the sooty terns and frigate birds.

Suvarrow (pronounced sue-warh-row)

A chronicle of cruelty and greed is the atoll's initial history. Originally named Suvorov after the Russian explorer Lazarov, who found the atoll in 1814, it was later renamed Suvarrow, in keeping with the Cook Islander's language (they do not have words ending in 'v'). Sadly the Russian admiralty took little notice of Lazarov's discovery and many whalers were wrecked on the low reefs for some years after the finding. Discovering an island is a funny thing, as the Caretakers say, 'the Cook Islanders never lost it!'

Mr Tom Neale is probably the one most of us identify this island with. He wrote, 'An Island to Oneself,' about the time he lived in solitude for a total of six years, on and off.



DRONES

Annoyance or Blessing?

DR. TULINDA LARSEN, drone pilot and avid boater, and ALICIA AMERSON, drone pilot and marine biologist, discuss the use of drones in marine applications.

While some people find drones annoying, they can be a blessing to boaters. Affordable, commercially available drones from Amazon, Best Buy, and other retail stores are providing new tools and visual perspectives for boaters. The pictures from a drone allows boaters to go places humans cannot and capture images never before possible.

They go by many names, Unmanned Aerial Systems (UAS), Unmanned Aerial Vehicles (UAV), quadcopters, multi-rotor aircraft, but more commonly they are known as “drones” for the sounds they make when they are in flight. Drones are remotely piloted aircraft and come in a wide range of sizes from as small as the palm of your hand to high-flying military aircraft.

Drones came into the consumer market around 2010, with improvements in miniaturization technology making it possible to manufacture reasonably priced products. Since 2010 the number of drones operated around the world has skyrocketed. In 2015, the U.S. government started requiring all drones weighing more than half-a-pound to 55 pounds (0.2 to 26 kilograms) to be registered. Today there are 1.1 million drones

registered, with almost a million operated by hobbyists. For perspective, it took 100 years for the fleet of manned aircraft to reach 250,000.

You can buy a hobby drone for as cheap as \$100USD, but typical drones operated by hobbyists cost between \$300USD and \$1,300USD. These consumer drones have amazing technology packed into very small aircraft. The cameras have 4K* resolution, which is extremely high for still pictures and video. The drones can fly high and far, with automatic return-to-home so it will come home if the batteries run low or the pilot loses track of its location. Drones may also have intelligent flight modes where a pilot can set the drone to fly autonomously, meaning it will follow your boat, fly three-hundred-and-sixty-degrees around your boat, fly a specific flight path, and take instructions from your gestures. Images can be livestreamed or processed after the flight using consumer friendly software.

A major issue is invasion of privacy by hobbyists flying directly over and taking pictures of unsuspecting folk, which is against most aviation regulations. You can be almost anywhere and a drone can pop over the horizon and fly near you with its menacing camera looking straight at you. As you may already know, it is very difficult to identify who is flying the drone. And there is nothing you can do to stop the invasion of



privacy, since drones are aircraft and it is a felony to shoot or disable aircraft.

Mobile devices can also be an invasion of privacy. Do you really know if the guy in the other boat is texting or taking a picture of your boat? The only action you can take is to call law enforcement and have privacy laws enforced. But, once again, finding the pilot is very difficult.

The 2017 hurricanes in the United States and the Caribbean put drones to the test of providing humanitarian services. Throughout the hurricane ravaged regions, drones were used to search for victims and get help dispatched. After the hurricanes, the boat insurance industry relied on drones to inspect damaged boats and provide adjustors the images needed to settle claims.

Drones can help in sailor-overboard recovery. The drone sits in a “nest”, activated and ready to launch automatically if a sailor goes overboard. A transponder as part of a sailor’s daily wear at sea, perhaps attaching to a belt, would be switched on by a combination of seawater and detecting too much distance from the ship. The drone would be automatically activated, and using homing capability, would find and hover near the sailor overboard. The drone can do more than hover. Drones could drop a life ring or dye. It could stream video back to the ship



Alicia Amerson flying a drone.



has onboard reporters and they all use drones. Take the opportunity to watch the awe-inspiring YouTube videos from the race. For the first time, spectators are able to experience the exhilaration of this around-the-world sailboat race.

<https://www.youtube.com/watch?v=tRiuK0LnqB4>

Drones are changing sailboat racing. They can be used by sailboat race committees to provide an aerial perspective for starts, mark roundings and finishes, for coaching sailors, and for providing coverage for spectators.

Drones can be used for boat maintenance, for example to inspect the top of masts. A drone can identify problems, before sending someone up the mast. Once the repair person is up there, the drone can provide information back to the technicians on the ground, either on the boat or in a repair shop.

Most of all, drones can capture the beauty of waters and boating in ways never before possible. But as we introduce drones into the

and, with a small speaker attached, rescuers could talk to a sailor in water, lessening panic.

Because the drones are automatically launched and provide an alert to the ship's crew, the search for a missing sailor would begin immediately, not hours after it was discovered that someone went overboard.

The Volvo Around the World nine-month race covering 46,000 nautical miles, traversing four oceans, six continents and 12 host cities,

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IONA REID in her *SisterShip* shirt at Attenborough Sailing Club, Nottinghamshire, UK.



very delicate balance of nature, we need to be very sensitive to the impacts on wildlife. Alimosphere (<https://www.alimosphere.com/>) has embarked on coaching drone pilots to develop flight plans that benefit humanity and respect wildlife. We want to make sure we do not unnecessarily disturb wildlife that may already be stressed from other human-impacts. We also want to create a stewardship** to ensure more innovative applications are available to boaters, researchers, and outdoor enthusiasts.

In our opinions, drones are more of a blessing to boaters than an annoyance.

*4K resolution, also called 4K, refers to a horizontal screen display resolution in the order of 4,000 pixels. In 2005, Digital Cinema Initiatives (DCI), a prominent standards organization in the cinema industry, published the Digital Cinema System Specification. This specification

establishes standardized 2K and 4K container formats for digital cinema production, with resolutions of 2048×1080 and 4096×2160 respectively.

The current standard for High Definition (HD) is 1080p, measured by the number of vertical pixels; 4K measures the horizontal pixels instead, and any TV described as 4K will have a resolution of at least 3840×2160 . The result is a picture with about 8.3 million pixels, or about four times as many as a standard HDTV.

****Drone stewardship** is the conducting, supervising, or managing drone flight operations especially: the careful and responsible management of drones and flight operations entrusted to the pilot.

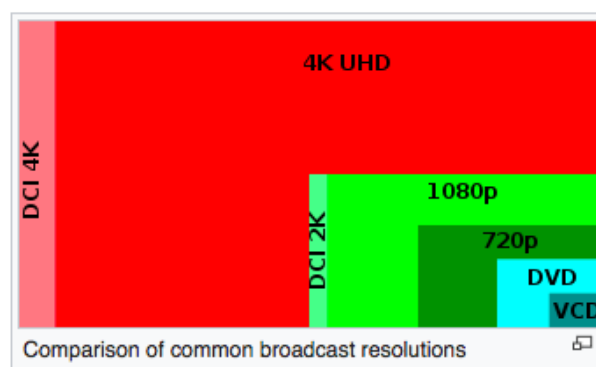


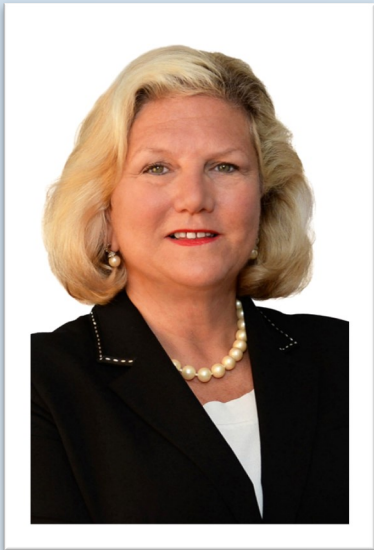
PHOTO CREDIT: Kent and Heather Christian aboard Misadventure. Unexcused Absences:

<https://unexcusedabsences.com/>

Drone regulations

It is important to check the current regulations for the region or country that you plan to fly your drone in. For example, in Australia there are different rules for those with a remote pilot licence and those flying recreational drones. Recreational drones must not be flown in a way that creates a hazard to another aircraft, person, or property. They must not be flown within 30 metres of people or 100 m of marine mammals.

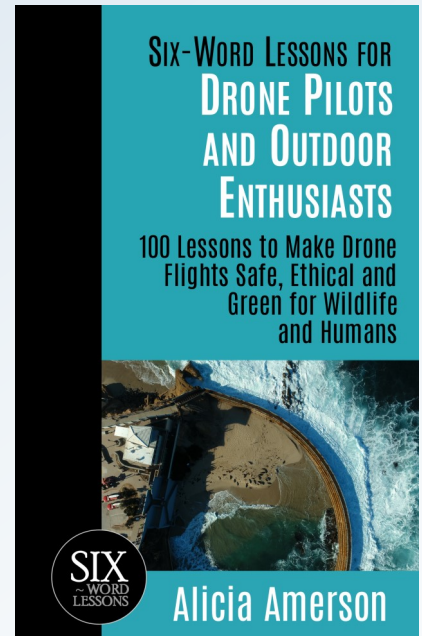
<http://www.casa.gov.au/modelaircraft>



Dr. TULINDA LARSEN, founder of Skylark Drone Research, a certified women-owned enterprise (Women's Business Enterprise). Skylark Drone Research is exploring applications of drone technology. Dr. Larsen is a licensed private pilot and Remote Pilot in Command/Drone Pilot (Drone Pilot). Skylark Drone Research works with sailing organizations to develop drone programs designed for use of drones in sailing programs. Skylark Drone Research has been working with the Annapolis Yacht Club to develop policies and procedures for using drones for sailboat race management, coaching, yacht club events, and other applications. Tulinda has just released a book *The Drone Hobbyist*, with 100 lessons to fly your drone with skill and confidence.

Contact Tulinda at Tulinda.larsen@drones4boats.com or <http://dones4boats.com/>

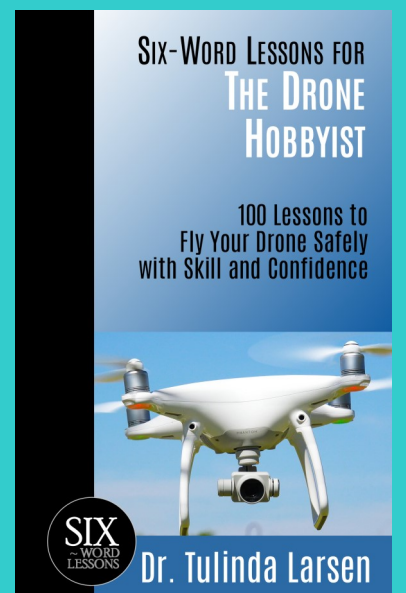
Amazon book link: <http://geni.us/OYL8f>



ALICIA AMERSON, founder of Alimosphere, is a published author, marine biologist, drone pilot, and international speaker. She earned a Master's degree in Marine Biodiversity and Conservation at Scripps Institution of Oceanography where she studied ecotourism in the whale-watching industry. She holds a FAA Part 107 Remote Pilot certification. She created the first UAV Marine Wildlife Task Force to develop a robust drone stewardship program focused on responsible practices. She is the host of The Social Innovation Drone Tribe, a Facebook group where she hosts weekly live shows. Through Alimosphere she launched The STRIVE Plan, the first environmental drone flight planning online course that is focused on safety, wildlife, and greening the drone footprint. She has presented her work in ecotourism and drones all around the world. Alicia has just released a book *Drone Pilots and Outdoor Enthusiasts*.

Contact Alicia at alicia@alimosphere.com, <https://www.alimosphere.com/> or join the Tribe: <https://www.facebook.com/groups/thesocialinnovationdronetribe>

Amazon book link: <http://geni.us/IZLAz>





Cruising for critters

SAVING SEA TURTLES

Rescued green turtle with over two metres of fishing line in her oesophagus and stomach.

Sailing veterinarian SHERIDAN LATHE describes saving sea turtles.

As sea turtle numbers decline, the health of marine ecosystems changes. Sea turtles help control sea grass and sponge populations, provide a home to micro-species, and aid in the dispersal of marine organisms. Nesting turtles also improve the health of sand dunes. The protection of sea turtles is becoming more important as commercial fishing techniques and pollution decimate our ocean systems.

I was blessed to be involved with sea turtle work in Costa Rica. It occurred somewhat by accident, as word slowly spread there was an Australian veterinarian living in small town Golfito, in Southern Pacific Costa Rica. With only a few veterinarians knowledgeable about marine animal medicine in the country, my knowledge (albeit basic) was soon sought and put to good use.

The first sea turtle case I was involved with was a hawksbill turtle that had been caught by local fishermen on their line. Thankfully, they

too recognised the importance of conserving this critically endangered species, unlike many who would have been tempted by the marketability of her shell. Hawksbill turtle shell is used to make tortoiseshell products and can fetch quite a price on the black market.

Friends from the local non-profit, Osa Conservation, picked me up in their panga, a 15ft motor boat with a 50hp motor, sure to get us to the nearby village of Playa Blanca in a quarter of the time our sailing boat *Chuffed* could accomplish the same goal. It was a comical sight, loading veterinarian equipment off the back of a 37ft monohull into the panga; thankfully the bay of Golfito is calm even in the worst weather.

We crossed the Golfo Dulce to the Osa Peninsula and made our way to the research base of the Latin American Sea Turtles (LAST) team in Playa Blanca. The town is small, but boasts a diverse ecosystem with beaches, mangroves, farm land, rainforest, and a healthy bed of seagrass. This diverse ecosystem attracts tourists and wildlife alike,

with a population of hawksbill turtles calling this area home.

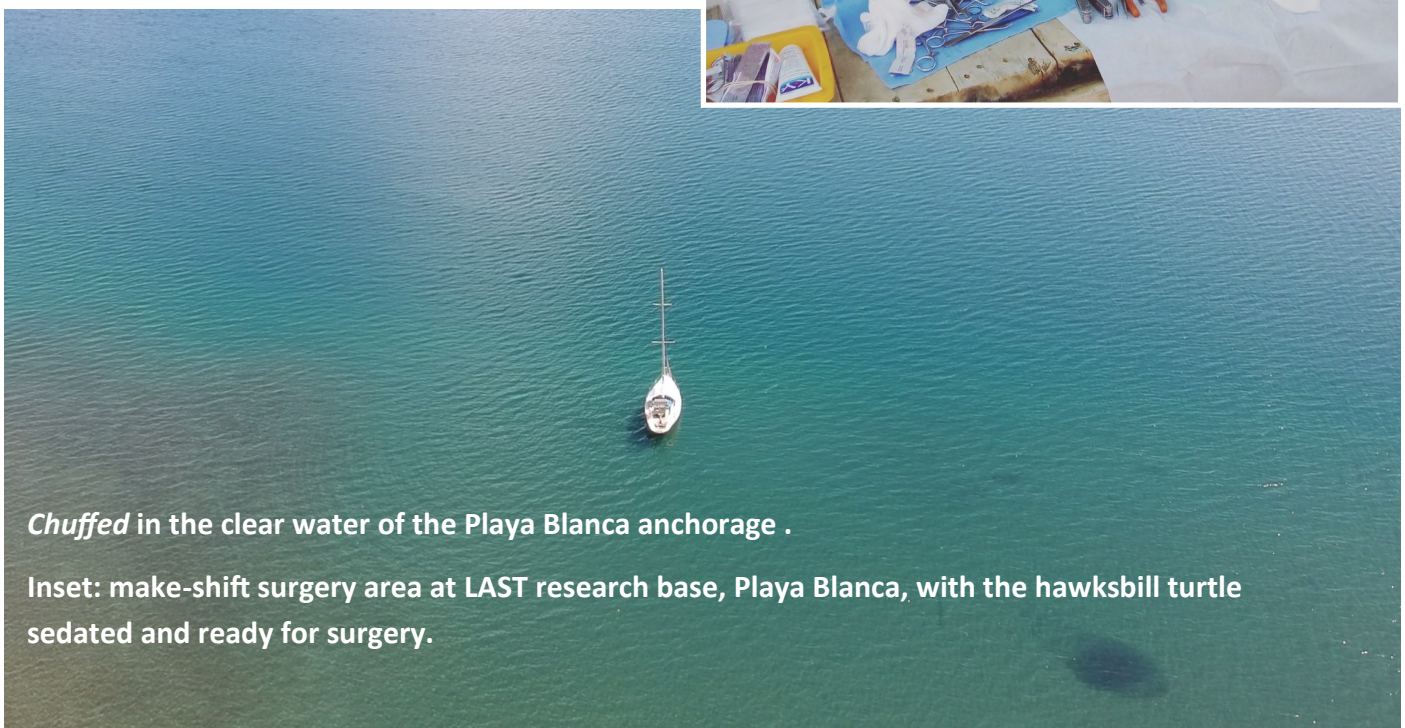
It also makes for a comfortable anchorage, especially during the dry season. Although small, Playa Blanca does have a convenience store, a bar, and a few local restaurants, one of which makes a great pizza! The sea bottom is sandy and has good holding, but go in slowly checking for random rocks and concrete pillars on the ocean floor. We found it was best to approach from the south western end and anchor in front of what used to be a concrete boat dock. Like many areas in Pacific Costa Rica, the depth quickly plummets from mere inches to hundreds of feet, so keep this in mind.

Upon arrival, we were escorted to the main working and living area of the LAST team and their volunteers. We set up a make-shift clinic, with a combination of my equipment and the turtle gear provided by the researchers. I administered a sedative to the young hawksbill to keep her calm while we prised open her jaws in search of the swallowed hook. Trying to look down a turtle's mouth is no easy task, even when they are sedated. But it was achieved with Joel's assistance, along with the help of the LAST volunteers. We had one person holding the

jaws open, one person with a hard pipe in the turtle's mouth just in case it clamped shut, my fingers down the turtle's throat, and someone passing me instruments!

“This is where a headlamp (and good deodorant) certainly comes in handy.”

Fortunately, the hook was lodged in the oesophagus, an easier task than retrieving a hook embedded in the stomach or intestines given the impenetrable shell! Unfortunately, hooks are always difficult to remove as the barb lodges in the soft tissue. Simply pulling it out the same way it went in can result in added trauma and injury. The only option



Chuffed in the clear water of the Playa Blanca anchorage .

Inset: make-shift surgery area at LAST research base, Playa Blanca, with the hawksbill turtle sedated and ready for surgery.

was to make a small incision over the barb and push it through the skin, enabling us to cut off the barb and remove the hook. Believe it or not, as soon as this shiny new hook was removed I quickly discovered a second rusted hook that appeared to have been lodged in this poor turtle's throat for some time. With both hooks removed I closed the incision with some absorbable sutures hidden beneath the skin, in the hopes she would recover quickly and return to the sea. And she did.

This juvenile hawksbill turtle was released back into the ocean only two days later, eager to return to her salty home. Although this story had a happy ending, many do not. Fishing line entanglement, plastic ingestion, changes in global temperatures, and becoming by-catch are just a few of the many dangers facing sea turtles in our oceans today.

A huge threat to our oceans, and therefore the world's sea turtles, is trawling. Trawling is essentially pulling a large fishing net through

the water, and often, this net drags along the ocean floor. Not only can turtles, and other marine life such as dolphins, become by-catch in this net but trawling has a huge effect on the health of the entire ocean ecosystem. Deep-sea coral beds and sea grass communities are destroyed by the nets, as well as tiny sand-dwelling organisms such as crustaceans and worms. The disturbance of the sea-floor dwellers has a profound knock on effect on the ecosystem, reducing the food source for a variety of fish, turtles and other sea creatures.



Juvenile hawksbill sea turtle found with fishing line tangled around her flippers and neck.



✦ *"Taking blood from an adult green sea turtle — easier said than done!"*

Scientists are also seeing major changes to the populations of sea turtles due to global warming. The gender of a sea turtle is determined by the temperature of the eggs in the nest. With increasing global temperatures more female sea turtles are hatching than ever before. In some areas, fewer than three percent of sea turtles are male, leading to a reduction in population numbers as it becomes harder for females to find a mate.

So, what can we do as individuals to help improve the lives of the turtles we encounter on our adventures at sea? A great place to start is reducing our use of plastics, recycling when we can and being conscious of the effect of our carbon footprint on the environment. Making better food choices, such as avoiding seafood sourced through trawling and long line fishing, can also help save sea turtles. As women of the sea many of us are already making active choices to reduce our impact on the environment, and little changes by many people really can make a difference.

I feel blessed that my career has led me on such adventures, looking into the depths and wisdom of a sea turtle's eyes reveals emotion that compels me to do more for them. Since doing my first surgery on a sea turtle in Costa Rica I have not used a single plastic straw, something so small yet so easy for me to do. I hope in sharing our stories we can all make small changes to help save the beautiful world in which we live.

Sheridan is an Australian registered veterinarian and Joel is an avid sailor and aquaculturist. They permanently live aboard their boat *Chuffed*, currently docked in Costa Rica.

You can follow their *Chuffed* Adventures on YouTube or on Facebook and Instagram for real-time updates "Vet Tail's Sailing Chuffed".

YouTube: <https://www.youtube.com/vettails>

FB: <https://www.facebook.com.vet0tails/>

Instagram: https://www.instagram.com/vet.tails_sailing.chuffed/

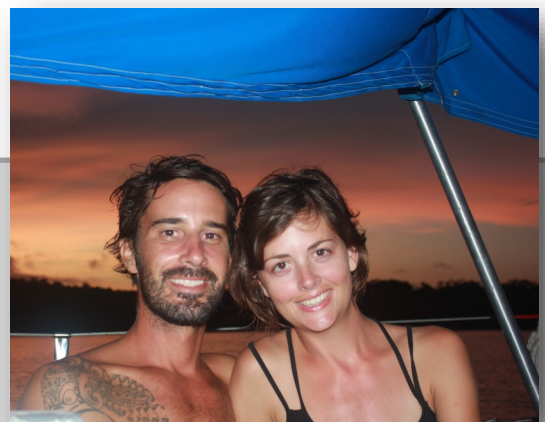


Osa Conservation:

<http://osaconservation.org/>

LAST:

<http://www.latinamericanseaturtles.com/>





With Karen Oberg

Catching and cooking mackerel

The spanish, spotted, and school mackerel are probably the most popular of the mackerel species in Australia.

The spanish mackerel can be mistaken for wahoo but can be distinguished by the shorter dorsal fin with less (15-18) dorsal spines and the external bone and upper jaw which both extend to just behind the eye. Smaller spanish mackerel may also be confused for other mackerel species such as slimy mackerel. They are blue to grey on their dorsal side (back) with many narrow vertical bands along their sides and a grey-silver colour on their belly. The spotted mackerel is easily identified with four rows of large black spots over its sides. The school mackerel is the smallest of mackerel caught along the Australian coast. They have two or three rows of large dark blotches, with a white patch on the dorsal fin. They are great fighters with excessive speeds in the water.

Spanish mackerel is truly one of the greatest



pelagics in the ocean, streamlined with impressive razor-sharp teeth, they are great to eat. These guys should be on your list to catch this season.

Spanish mackerel grow up to 60 kilograms and seven feet in length, although 20-30 kg are more commonly caught. The spotted mackerel can grow up to approximately 10 kg and one metre. School mackerel on the other hand are generally caught around the 2 kg mark, they have been known to reach 7 kg but this is rare.

While spanish mackerel can be caught all year round, especially on the outer reefs, it is the seasonal inshore areas that experience large congregations. This can be caused by changes in water temperature, certain currents, as well as the movement of bait schools.

New fishing regulations seem to have an impact on spanish mackerel fishing with bag limits of three per person in Queensland. Remember the size limit of 75 centimetres as well.

While mackerel are quite often caught in waters as shallow as three-to-five metres inshore during the bigger spring tide periods, not many people know what they do on the neap tides as they seem to disappear during this period. They feed on the tide change and run with bait fish; chopping up the waters in a frenzy feeding ritual. This is when you will see *Our Dreamtime* tacking all over the place chasing the bait fish runs.

Some of the best techniques for catching spanish mackerel are trolling lures, baits, and jigging chrome lures. The old fishing saying applies here; ‘a pretty lure will catch a



Spotted mackerel.

fisherman before a fish’. Over the years we have used several different bait rigs and lure combinations. The most successful has been the simple spoon lure. My father scolds me for using these, but I'm the one with fish on the table without losing a \$40 lure for my trouble. For trolling, strong nylon cord and the use of single strand wire, about 100 lb, keep size down to a minimum so it's not so visible, but if you use light wire be aware larger mackerel can cut through it if it's too light. It's true you will get more ‘strikes’ if you don't use wire, but you also usually lose more lures as well. Keep the lure about 30 metres or so behind the boat. Add a swivel to your rig for trolling and keep the speed below about seven knots.

The hardest thing with fishing for pelagics from a yacht is landing them, you need seriously good gaff skills. Slowing the boat to idling speed and bringing the fish in slowly for the gaff shot, is best. However, under full sail this is darn near impossible to do. The biggest tip I can give you if in this situation is once you are pulling in the fish don't hesitate



Mackerel are often mistaken as wahoo.
This wahoo was caught off Hayman Island.

and slacken the line giving the fish the opportunity to spit the lure. They are very good at this and it is often the case of how the 'big one got away'. I recommend a serious 6-foot gaff for that extra reach and control of a large spanish when coming alongside. With all lure fishing it is important to use protective sunglasses, as the fish can flick that lure back at you when they are alongside or once aboard.

In Queensland, spanish mackerel have a maximum size limit of 75 cm and a bag limit of three. Whilst spotted are limited to 60 cm and five per person. School mackerel have a size limit of 50 cm with a bag limit of 30 per person. We find this excessive, 30 fish at any size let alone 30 at 50 cm, that's a lot of meat, and is it necessary?

Now that we have our fish onboard let's enjoy their beautiful rich flavours. Schoolies are a little dry if overcooked so extra care is needed when preparing and cooking them, but

they make a great fish to smoke or use in dishes such as sushi and sashimi. If you frequent sushi bars, you may know it as saba fish.

The spanish and spotted mackerel are great all-round eating fish. We either fillet or cut them into slices (steaks). When using slices try the 6 to 8 cm sizes, 7 cm is great for school mackerel, but the spotted mackerel can grow up to 7 kg or more and we really like the slightly larger slices around the 8 cm mark. As an oily fish, it is a rich source of omega-3 fatty acids, mackerel is especially high in vitamin B12, selenium, niacin, and phosphorus, among a range of other essential vitamins and minerals. For more information on the health benefits of eating mackerel <https://draxe.com/mackerel-fish/>

There are a couple of important points when preparing your fish for the table. The only fish that I know of that has a scientific reason to be bled are fish in the scombridae



My grandson. Kristian's first catch.

family; mackerel, tuna, wahoo, etc. They start to produce scombrototoxin when they die. Cooling the fish is the best way to stop the production of scombrototoxin. In large tuna/mackerel bleeding them helps cool the fish faster. To do this, immediately once the fish is secured on deck, cut through the gill area to the back bone. Then slice the fish from the anus to the gills removing the intestines. You will then have a clear view of the back bone and main artery. With a sharp knife cut along the blood line and wash with copious amounts of saltwater. As soon as possible refrigerate or ice bath the fish.

When you cook it, 'eat it like a steak'. Mackerel takes to stuffing and grilling incredibly well, or if you're feeling adventurous, you can grill or bake it whole. That's if you have an oven big enough! In the galley, use a hot pan to crisp up the skin or do a quick sear on both sides using a hot cast iron pan. Packed full of Omega 3, this oily fish is full of flavour and great in salads,

baked or on the BBQ. So, this winter buy yourself a mackerel rig and cook yourself a delicious meal from one of the best fishes in the ocean.

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/

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MACKEREL FILLETS ENCRUSTED IN DUKKAH

Fresh fillets of firm fish, mackerel, salmon and cod are good choices. (Skin on)

Dukkah Ingredients

1 cup full almonds
¾ cup sesame seeds
2 tablespoons coriander seeds
2 tablespoons cumin seeds
½ tablespoon fennel seeds
½ teaspoon black peppercorns
sea salt or salt to taste

Yoghurt Salad Dressing Ingredients

1/2 cup yoghurt
1 teaspoon lemon juice
1 clove garlic grated
dash sea salt (to taste)
Optional: dash black pepper (to taste)

Let's Get Cooking

Roast the almonds until they are lightly browned.
Then roast the sesame seeds until they become a pale brown.
Roast the coriander seeds, cumin seeds, fennel seeds, peppercorns until they become fragrant.
Put everything in a grinder and grind until you want the desired level, slightly coarse or fine.
Store Dukkah in an air-tight container. This can be kept for up to three months.

Blend all dressing ingredients together with a stick blender. You can adjust the thickness by adding small quantities of milk.

3 tablespoons of Dukkah mixed with 1/2 tablespoon of olive oil per fish fillet.

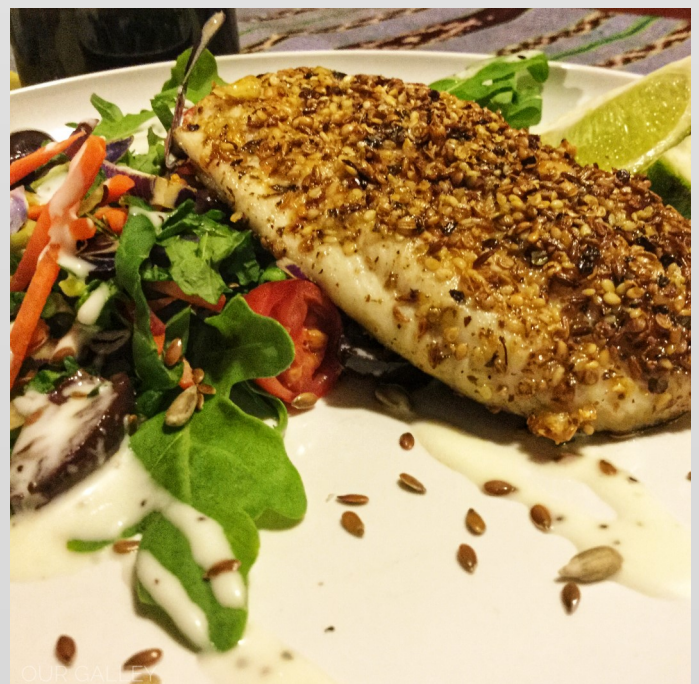
Season the fish well and then, on the flesh side, pack down the Dukkah to cover the fish.

Heat olive oil in a heavy based pan until shimmering (not smoking) place the fish Dukkah side down for 2 minutes and then turn to skin side down.

Continue to cook until cooked through and skin is crispy.

To Serve:

With your choice of salad arranged on plate, dress with yoghurt dressing sprinkle with extra dry Dukkah and place fish on top with lime wedges.



A sensational salsa for your fish—A Taste of Mediterranean Salsa

Ingredients

12 (small) cherry tomatoes, cut in half
10 basil leaves, torn
12 (small) black olives
1½ tablespoons caramelised balsamic vinegar
3 tablespoons of olive oil
2 tablespoons of Our Galley's tapenade herb mix

Let's get Cooking

Combine all ingredient in a bowl.
Let rest for half an hour prior to serving to let flavours develop.



Mango Salsa

Ingredients

1 ripe mango
1 cucumber
1 jalapeño (with ribs removed)
½ red pepper
¼ cup red onion diced
2 limes
¼ cup chopped cilantro
2 tbsps olive oil
Salt and pepper to taste

Let's Get Cooking

Begin by dicing the mango, cucumber, jalapeño, red pepper, 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.



Mango Tango Black Bean Salsa straight from your Pantry

Ingredients

1 can black beans, drained and rinsed
1 can mango slices, drained, cut into ¾ -inch cubes
1 can corn kernels
¼ cup dried onion flakes
1 tablespoon of dried cilantro
2 tablespoons lime juice
1 tablespoon garlic powder
¼ tablespoon ground cumin

Let's Get Cooking

Combine beans, mango, corn, onion, and cilantro in a medium bowl.

Stir in lime juice, garlic powder, and cumin.
Allow the salsa to sit and marry together for at least 30 to 45 minutes prior to serving.



Rising star

IONA REID

In the June issue of *SisterShip*, 12-year-old Iona told us about her Charity Sailing Challenge for the complete 2018 sailing year in the UK. With her dog (Popcorn) they are raising money and awareness for Guide Dogs and Water Aid. Here is Iona's update.

So far, this challenge has been running for five months, the time has sailed by and I have tried to remember everything I have done, trust me it was hard to remember everything.

My challenge started because I wanted to get my Scout Fund Raising Activity badge, it took me some time to figure out how to raise any money. After I decided to do it through sailing I then had to figure out what charities Popcorn (my dog) and I would like to support. I should have realised by now that this was going to be a lot of work.

The first thing I did in this challenge was the RYA Dinghy Show in London, where after writing to every company at the show I got my first sponsors. More recently I have been to the Northern Boat Show in Liverpool where I was also lucky enough to get another sponsor and watch the Tall Ships leave Liverpool going to Dublin.

My first article was in *Yacht and Yachting* during the RYA Dinghy Show that really



helped get my challenge off to a good start, I then had an article in *SisterShip* Magazine and this was really cool as loads of people have responded to me about it. I have also been interviewed by Guide Dogs UK and hopefully this will be published soon.

I have written to hundreds of national and international companies and so far, I have got eight great companies supporting this challenge. My boat is slowly but surely filling up with stickers and I hope I get lots more. In no particular order my current sponsors are Hartley Boats, Circraft Leisure, Sailing Chandlery, *SisterShip* Magazine, Octopi Engineering Ltd, Beaphar, Ronstan, and Nautilus Yachting.

It feels like I have done lots more but I have only done 25 races including the Trent Tripartite where I came 20th out of 33, Northern Tripartite not sure of results, and Comet Open 15th out of 15 (but at least I finished the races this year), Wednesday series

17th out of 34, and GSB (Gold, Silver, and Bronze) series were I came 4th in Silver (only 2.5 points away from 3rd spot). I have also joined the Swarkestone junior's sessions and I have gone out with Attenborough Youths. I have tried my best to enter every race I can but I have had to give up a few races because of school work.

I have completed the RYA Power Boat Course at level 2 which helped me in the Honda RIB challenge and I came 5th. I was really nervous but yet very proud that I had done the event.

I have volunteered to help my sister take out 2nd Bramcote Beavers, I have also helped at the Supernova Open. As well, I went with my school STEM (Science, Technology, Engineering and Maths) group to an 1851 Road Show, where I learnt about the boats they use for racing around the world and in the America's Cup Race.

On my website I have reached over 500 hits (not all me) and I am part of 16 groups on Facebook. Also I have lots of followers (which are not all family). As well, Facebook have made an awesome video with all my photos in it. The support I have got from Facebook followers and Twitter has been really cool and helped me along the way when things get a little busy.

I have raised lots and lots of money and

awareness of my two great charities, Guide Dogs and Water Aid, I have also made some extra money by doing some bake sales and boat washing at my club.

I would like to finish with saying a massive thank you to everybody who has sponsored me, liked and commented on my post, followed me on my Facebook and Twitter, and who have helped me along the way. Also, a big thanks to the great companies supporting me.

I will keep trying hard and updating you on everything I am doing.

Thank you

Iona and Popcorn

FB: <https://www.facebook.com/jane.reid.986227>

Twitter: @cscTwenty18

Guide Dogs: <https://www.guidedogs.org.uk/>

WaterAid: <https://www.wateraid.org/uk/>



Iona and Popcorn.

Rising star

Sydney Steenland

My name is SYDNEY STEENLAND, I am thirteen and I live on a 41 ft mono hull yacht, the *SeaMonkey* with my mum, dad, and brother Indi (9). We have lived on a boat for seven years. Sailing from Brisbane Australia, through the Great Barrier Reef to Darwin. Then after Darwin we sailed through Indonesia, Malaysia, Thailand, and Singapore for three years. Indi and I have been home schooled for five years and never want to go back to normal life.

The best part of having to temporarily return to Australia for a short stint at work to continue living and traveling on our boat, was the awesome boat trip I went on.



A month into our stay my grandfather suggested I go for a voyage on the 100 ft gaff rigged schooner the *South Passage*. After accepting the invitation, I spent the next two weeks overly excited. Practicing all the knots in the *South Passage* handbook and learning all the parts of the ship we definitely don't have onboard our boat. The voyage was to be from Gladstone to Brisbane over seven days, and the amount of excitement was worth it.

When the time to board the ship was coming close, my dad, grandma (Mazzie), Indi, and I drove an agonising seven hours from Brisbane to Gladstone. When we arrived in Gladstone I was starting to feel nervous but very excited, as anyone would. One of the *South Passage* crew members (who is an old friend of my dad), Robyn, told us I could board at 5pm and the other kids would be onboard by then, but as it turned out I was the first one. There are three watches, Red, Blue, and White. I was on Red.

When I went down below to look around I turned around from the companionway to see a big galley, well it was bigger than our galley, and a small dining table. In the galley, there was a man washing up, we introduced ourselves. His name was Hugh, he was the cook. I walked past the galley, down four steps sandwiched between the two heads (toilets). This is where all the passengers sleep.

So while Dad caught up with old buddies who have been around on *South Passage* for many years, I chucked my bags on my bunk (which was the middle bunk, at the front on the port side). After this Dad, Indi, Mazzie, and I went in search of a place to have dinner. Dad had participated in, and celebrated, many races here in Gladstone, he was so surprised at the difference between now and a decade ago.

We returned to the ship after being gone an hour-and-a-half, I said my goodbyes to my family and they left to stay the night in a motel. The kids onboard weren't actually kids, the age group was 16-17, I was the youngest on the whole boat. Shay, Sophie, and Elise were on White watch. Elise is the granddaughter of Robyn, Shay and Sophie are Elise's friends. The three were on the ship for the Brisbane to Gladstone race, they finished the day before.

I laid down on my bunk reading my book about *The Sea Shepherd*, then 10 minutes later,

two 17-year-old boys came onboard, they introduced themselves, one was Blake, and the other Mitch. Blake was in my watch, and Mitch in Blue watch. A while later a group of others boarded the ship. Among them were Kasey, Brandon, and Anekah. Others were Bronty and Anna, who are twins, with their dad Paul, Rosey from Byron Bay, Gail from Bundaberg, and Les from Brisbane. Rosey and Gail are trainee watch leaders. Soon after everyone arrived it was bedtime. In Red watch was Kasey (16), Jenna (16), Blake (17), Rosey, and Les.

DAY 1

0630hrs all rise, after breakfast cooked by the Hugh (Hugh is such a happy guy, always singing and smiling). We all showered and then returned to the boat for the ship's briefing. It was just before the briefing that Jenna would finally board the ship, she was in the bunk below me. Our Red watch was on the foresail for the day, being in charge of the raising, tacking, gybing, and lowering of the sail. Then after the brief we cast off the mooring lines.

Once out of the marina the foresail and mainsail were raised first, with Blake as our Red watch Bosun telling us how to do it. Just as we got further out into the bay, White watch raised the jib and staysail. The ship changed course towards Bustard Head. The weather was sunny with small choppy waves and pretty good sailing.

Every three or four hours a watch will come off duty after each person fulfils their duty as port lookout, standby port lookout, deck check, starboard lookout, standby starboard lookout and the helm. Even sailing at night in bad weather. Each job is 15-20 minutes.

We arrived in Pancake Creek, Bustard Head at around 1600hrs. Crew and passengers spent the rest of the day chilling and watching the magnificent sunset. Our first



knot tying competition took place – the round turn and two half hitches – White watch claimed that victory.

DAY 2

The wind had picked up a lot, and grey clouds came out. The reef knot competition went on and Red watch won, hallelujah! All the passengers went ashore to walk two km to the Bustard Head Lighthouse. On the walk I went with Kasey, Anekah, Jenna, and Elise. At the lighthouse, there was a little exhibit on each level to the top that had an awesome view, and a small museum in a separate house that contained the history of the lighthouse, its restoration and the people associated with it. In another house was an exhibit of what an old house would have looked like in the early 1900s.

When the time came to go back to *South Passage* a big group left, but Jenna and I were held back by the wife of the lighthouse

keeper telling us more about the history. The group drew away and we were left to walk back on our own. As we walked the path kept getting longer and overgrown. When we realised this was not the path back to the ship, Jenna and I decided to back track, but we could not find the path. So, then we both continued down the bushy path with the occasional scream from running into webs with massive spiders and following the power cable above us with the sight of sea.

After what seemed like hours of walking in the boiling sun and Jenna being barefoot, we reached a sign that had directions to Pancake Beach. Close enough. We went that way.

Soon after turning towards Pancake Beach there was a river in our way, on the other side of it was the ocean, luckily it was low tide so we were able to cross it. We reached the beach and saw *South Passage* in the distance, not nearby, IN THE DISTANCE. Jenna and



At the helm of South Passage.

I got to the beach just as the final group motored the tender back. Jenna and I were lost for an hour! “*“Getting lost together is a good way to bond” my dad would say,*” said Jenna.

Phil, the sailing master, picked us up and once we all got back the anchor was pulled up and we tried to sail for Lady Musgrave. But as soon as *South Passage* exited the protected bay we were smashing into 4 m waves with many doses of sea spray and many buckets of vomit. It was so unpleasant for the passengers that we turned back to Pancake Creek. After the anchor dropped everyone sang happy birthday and we all ate cake as it was my birthday. We could have been snorkelling and exploring the island for my birthday at Lady Musgrave, but instead we shivered and puked our guts out. Still a great birthday though.

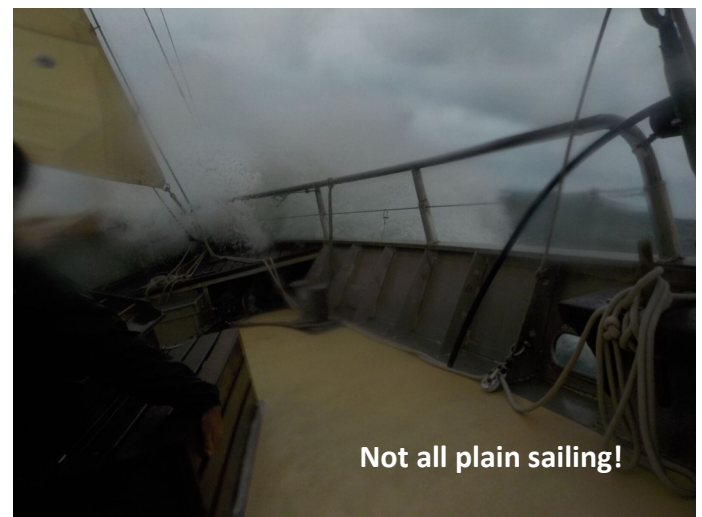
DAY 3

We left Pancake Creek and sailed for Hervey

Bay. The whole day everyone was tired, queasy, wet and cold, especially me as it turned out my ‘wet weather’ jacket was just a windbreaker. Pretty much everyone was seasick, with Kasey having it the worst. It appeared that all this bad weather was due to Cyclone Iris. So, we kept on going through the night, Blake and Kasey badly sick and I couldn’t sleep when I was off my watch so I was really tired.

On my way downstairs I saw Hugh cooking, he asked me, ‘How’s it going up there?’ Even in this weather he didn’t even seem bothered.

When Louise (our watch leader) came to get us for our watch she found me on the floor. I was there because with Kasey badly sick and her being on a top bunk made her even sicker as it was stuffy. She moved into Jenna’s bunk, who took Blake’s bunk, who took my bunk. So, I grabbed my pillow and slept on the leeward side floor. With all the dripping



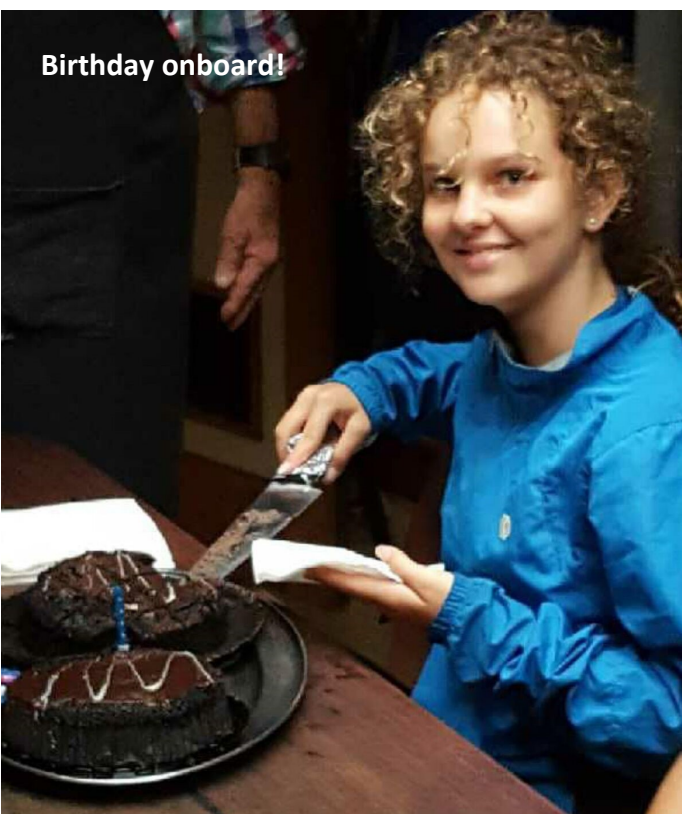
wet clothes leaning towards me, I was being rained on. I was so exhausted. Three of us (Blake, Kasey, and I) couldn't do our watch. Jenna turned out to be a hero though, she pulled her own weight, and others, along with Rosey and Les.

The weather was that bad the emergency bell was ringing itself. My hair was a stiff knotted salty log.

DAY 4

0800 Everyone woke up (which is very late). We found ourselves walking on a level surface and the boat was still. It had turned out that the skipper decided to change course and retreat to Bundaberg to hide from the weather. *South Passage* had anchored in the river at 0300. After breakfast we had the clove hitch comp, Blue watch won.

Then at 1100 the ship was taken into port to refill the water tanks. When the boat was moored, bags were dropped onto the jetty, Bronty, Anna, Paul, Heather, Brandon, and Gail left the ship (Gail left because she lives there).



When Damon, the skipper, went to check the engine he found that there was something wrong with the exhaust pipe. He ordered a new part and there we were to stay for the day. Everyone was so happy for a break. Jenna and I were going to have a warm shower, eat hot chips, do laundry and walk to the IGA. It was a great day. We were warm and clean, got to walk about and we even found a small boat named *Tardis*. Indi would have loved it! Hugh, who is from England, had been featured in a Doctor Who episode.

We were supposed to be leaving for Fraser Island the next morning. No guarantee, because the sea still looked like a washing machine out there.

DAY 5

The boat crew all got together to do the single sheet bend knot comp and of course White watch won. Fiona (the White watch leader) organised a trip into town for us as we were not to be leaving due to more boat problems (that's boats for you). There was another engine problem and something wrong with the bowsprit; caused by too many people sitting on it at once and the waves smashing it. So, we hired three bikes, walked to a beach and Rosey and I rode to a turtle rehab museum. It was very good.

The seas were that rough out there that the ship's mermaid was swimming.

That night Rosey organised the *South Passage* concert. It started off with my fabulous bugle playing (it was terrible, but it made everyone laugh). Then Jenna, Kasey, Les, and I did the cup song while switching cups, we were called the Dysfunctional Cult. After that was Anekah, Jenna, and Kasey singing 'I'm Yours' while Louise played the ukulele. Following this Hugh and Louise sang 'The Rain In Spain' from *My Fair Lady*. Then Phil played the harmonica before he and Louise sang and played 'I Feel Good' on the ukulele. Louise (again) played the ukulele with

Gympie (his real name is Charles, he is the White watch leader) 'A Pub With No Beer'. Peter the Red watch leader assistant recited a poem, and Rosey sang a song about chai tea in Hindi. What a great time we had.

DAY 6

We are finally leaving today! At 1500. In the meantime Blake, Mitch, Sophie, Shay, Elise, Jenna, I think Kasey, Fiona, and I played soccer, I was on White watch team, we won 9/1! Then we had lunch and rested. When the time come to leave Elise dropped off a letter to the marina office, we cast off and headed for Hervey Bay. Getting out of the river inlet was rough, but after we got out of the shallow bit it was actually quite good. We were laughing and it was all smooth sailing to Hervey Bay.

We even got in earlier than we thought. Due to a steady course straight there, instead of tacking maybe three or four times.

DAY 7

This was the last day, at least for most of the crew. Today *South Passage* sailed into Hervey Bay Marina and tied up to the fuel jetty.

That was the end of the road for Rosey, Kasey, Jenna, Anekah, Elise, Damon (skipper), Gympie, Fiona, and Ian, who had to return home.

Since the weather delayed the trip and we could not get to the original destination on time the rest of us left as delivery crew were: Robyn now the sailing master, Peter, Mitch, Blake, Sophie, Shay, Hugh, Louise, John, and Les, and me. John is the substitute skipper who has been working on *South Passage* since the beginning. We said our goodbyes to the and others untied from the fuel pontoon and sailed for Kingfisher Bay.

When we arrived we anchored the ship and everyone went ashore. Mitch, Blake, Shay, Sophie, and I had a great time swimming and talking on the beach.

On the boat, the sun was setting, we saw two turtles, a pod of dolphins, and fish splashing. I watched sunset while making rope zip pulls and eating a delicious rice curry, the ukulele was playing in the background by Louise and Phil. The day had an awesome ending.

Funny how the weather was only nice when most of the crew left.



South Passage under sail.

DAY 8

At 0300 we had to motor over a sandbar at high tide and then we anchored again. In the morning we motored through the Great Sandy Straits and anchored just north of Wide Bay Bar. Most of us jumped off the boat for a swim, Mitch, Blake, and I climbed the bobstay and kissed the mermaid. Phil and I swam ashore and I collected rubbish.

After lunch, we motored over Wide Bay Bar and began our sail to Manly, Brisbane. When the sun had set, the sea was a mix of blue and pink hues along with a salmon sun and a gorgeous sky. The sails turned a glowing orange and the mountains we sailed near were as dark as the coming night.

That night Peter taught us how to estimate a time of arrival on the charts, it was distance divided by speed, we all thought we would pass Caloundra at 0300.

DAY 9

Well! Totally not 0300. Again, we managed a great course straight there and we sailed past Caloundra at 2330. I had been awake since 0300. We motored off the coast of Brisbane, looking out for markers, boats and anything we found (and trust me, there was a lot) in the freezing cold darkness. That was the first time I saw Blake wear long pants, so it must have been really cold.

I found this in the ship's log, I thought it would make a cool, yet cheesy ending. So, copied straight from the ship's log, I give to you...

'With the wind on our side (due to the supernatural powers of Skipper John), the vessel made good time and glided into Moreton Bay on the break of dawn. The sunrise warmed our previously frozen... everything, and highlighted our destination on the horizon. After a final '2, 6 heave'; the crew finished the extended voyage, mooring the boat with bitter-sweet emotions. ('2, 6 heave' is what the watch leader says when we pull the sail in. It's like 1, 2, 3 GO! And at go we all tug the sheet.)

Being eager to embrace our beds at home but also extinguishing our adventurous spirit, a hollow feeling and longing for the spirit that the crew and voyage brought remained. The memories the crew created were cemented in time and in our hearts, surely to be remembered and cherished by all. We looked back at the vessel and walked our own ways; pondering if the threads of fate will bring us together again for another adventure.'

(That was written by Shay, Sophie, and Mitch.) As it turned out, Les loved the trip so much that he returned to *South Passage* as a trainee watch leader.

During the voyage I had Frankenstein hair the whole time and lived in my windbreaker.

But what an awesome experience I will never forget. And a great birthday...

South Passage is a 100 foot gaff-rigged schooner built specifically for adventure sailing and education. She is owned by the NFP Sailing Training Assn of Qld. Since 1993, South Passage has taken over 40,000 young people on sailing voyages.

<https://southpassage.org.au>



Pearls of Wisdom



JACKIE PARRY shares her tips regarding anchoring

Protect Your Equipment

Use the snubber as per Daria's article on page 37. It not only provides some elasticity by taking the strain off the chain, but it also protects your windlass gear from a constant load. Run your snubber lines through fire hose where the line passes through the fairleads (or any potential chafing point). Rags, foam, and plastic hose can also be used.

If your anchor is dug in, use the manual winch handle to help loosen the anchor, when pulling up. Do not put your windlass equipment under strain, you will shorten its life.

Dragging

When your anchor is set and you've followed Daria's advice on location and procedure, it's a good idea to take hand-compass bearings of two conspicuous buildings on shore, one on port and one on starboard. Note them down and ensure everyone on board is aware of which buildings you have used. It's a quick

and easy (and reliable) way to check if you are dragging.

Weakest link

Your rode (chain, rope or combination of both) is only as good as the weakest link. Invest in good quality anchoring equipment; your anchor is not an ornament, it is an insurance policy.

Skills

Regularly swap roles from windlass operator to helmsperson, in order to maintain various skills. In emergency conditions, whomever is the better windlass operator or helmsman, takes that responsibility.

Seabed properties

If depth, clarity and conditions allow, take a swim to check that your anchor has set properly.

In most locations you will find the seabed characteristics from your chart.

Cl. Clay

Co. Coral

G. Gravel

Grs. Grass

M. Mud

Rk. Rock

S. Sand

Sh. Shells

Rky. Rocky

Considerations

Use the manufacturer's recommendations as a starting point only. Anchor manufacturers provide size recommendations based on boat length. Anchor loads are far more dependent on weight and windage; if you are anchoring in an exposed area you will need a bigger anchor.

If your boat is heavier than other boats of the same length, or if it has a high above-the-water profile (more windage), you will need a heavier anchor than the recommendation.

Rules

Don't forget your anchor light at night and the black anchor ball during the day.



Rule 30 Anchored vessels and vessels aground

(Resource: Tafe Digital: <http://www.otenmaritime.com/home>)

(a) A vessel at anchor shall exhibit where it can best be seen:

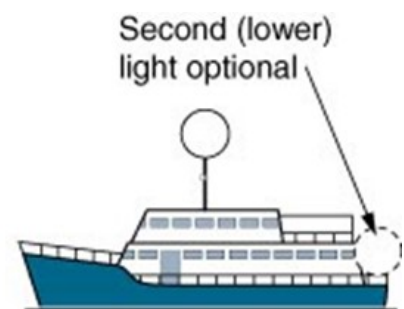
(i) in the fore part, an all-round white light or one ball;

(ii) at or near the stern and at a lower level than the light prescribed in Subparagraph (i), an all-round white light.

(b) A vessel of less than 50 metres in length may exhibit an all-round white light where it can best be seen instead of the lights prescribed in paragraph (a) of this Rule.



Length 50 m or more

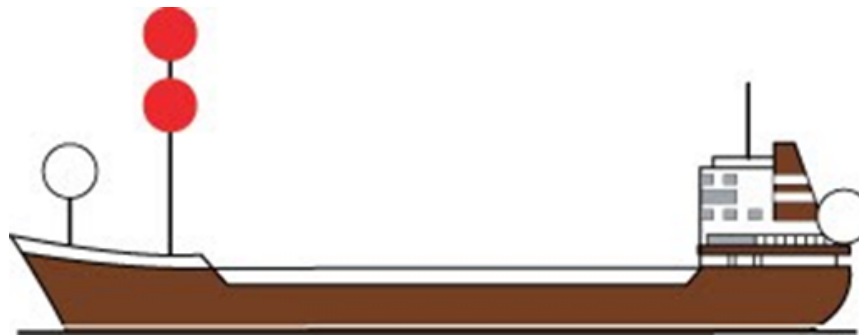


Length under 50 m

(c) A vessel at anchor may, and a vessel of 100 metres and more in length shall, also use the available working or equivalent lights to illuminate her decks.

(d) A vessel aground shall exhibit the lights prescribed in paragraph (a) or (b) of this Rule and in addition, where they can best be seen:

(i) two all-round red lights in a vertical line;



(ii) three balls in a vertical line.

(e) A vessel of less than 7 metres in length, when at anchor, not in or near a narrow channel, fairway or anchorage, or where other vessels normally navigate, shall not be required to exhibit the lights or shape prescribed in paragraphs (a) and (b) of this Rule.

(f) A vessel of less than 12 metres in length, when aground, shall not be required to exhibit the lights or shapes prescribed in subparagraphs (d)(i) and (ii) of this Rule.

Do you have a ‘pearl’ to share? We would love to see it! Every tip that is published goes into a draw at the end of the year for a *SisterShip* prize!

A paragraph or just a few lines - please email your ‘pearls’ to editor@sistershipmagazine.com to share your wisdom and be in with a chance to win!



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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.

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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

GOWEST

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



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A photograph showing the stern of a sailboat on a body of water. In the background, there are large, rugged mountains under a blue sky with some clouds. The water is a deep blue.

Port Davey and Bathurst Harbour

PHOTO ESSAY

Helene Young

The south west corner of Tasmania has a well-earned reputation as wild, majestic and remote. With buffeting winds straight from the Southern Ocean, weather fronts roar through, bending the vegetation and whipping the waters of Port Davey and the Bathurst Channel into a white maelstrom. That same water appears like onyx on a still morning, with tannin staining the rocks and sand the colour of dark ale.

The area has a rich, if tragic, Aboriginal history and since the 1800s has been home to small numbers of timber cutters, fishermen, miners, adventurers and sailors.

Leave Recherche Bay in the D'entrecasteaux Channel before dawn and you'll drop anchor in Bramble Cove as the sun is setting. Next morning venture through Bathurst Channel, past Mt Rugby and into Bathurst Harbour. The anchorages are varied – secluded and sheltered, to small and challenging, to wide and more forgiving like Clayton's Corner. The hikes range for easy to strenuous. Make the dinghy trip up Melaleuca Inlet and visit the volunteers at the Ranger station. And keep an eye out for the endangered Orange Bellied Parrot which migrates back for summer from Victoria.

View from Mt Milner over Kathleen Island and the north arm of Port Davey—worth the effort.



“The wild south west is worth the effort.”

Heading back down Mt Milner with *Roobinesque* and *Temptress* moored in Bramble Cove.



Flying is the only other way in.



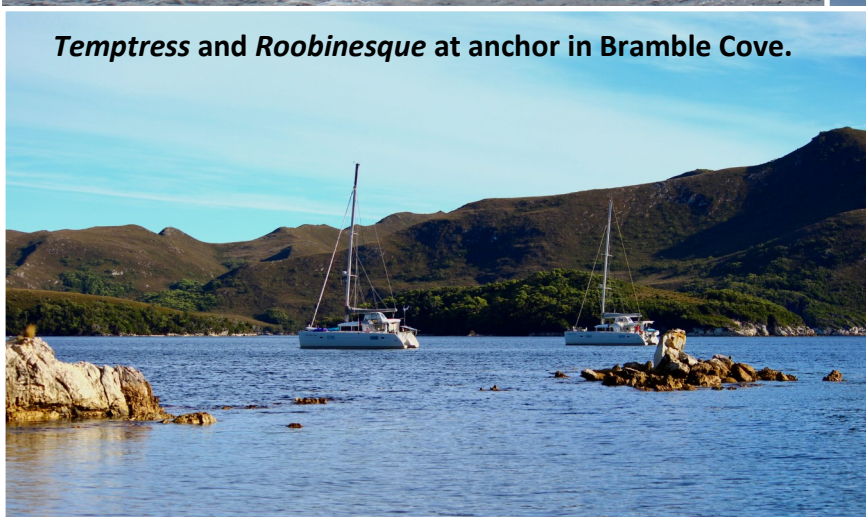
Tannin stained water.



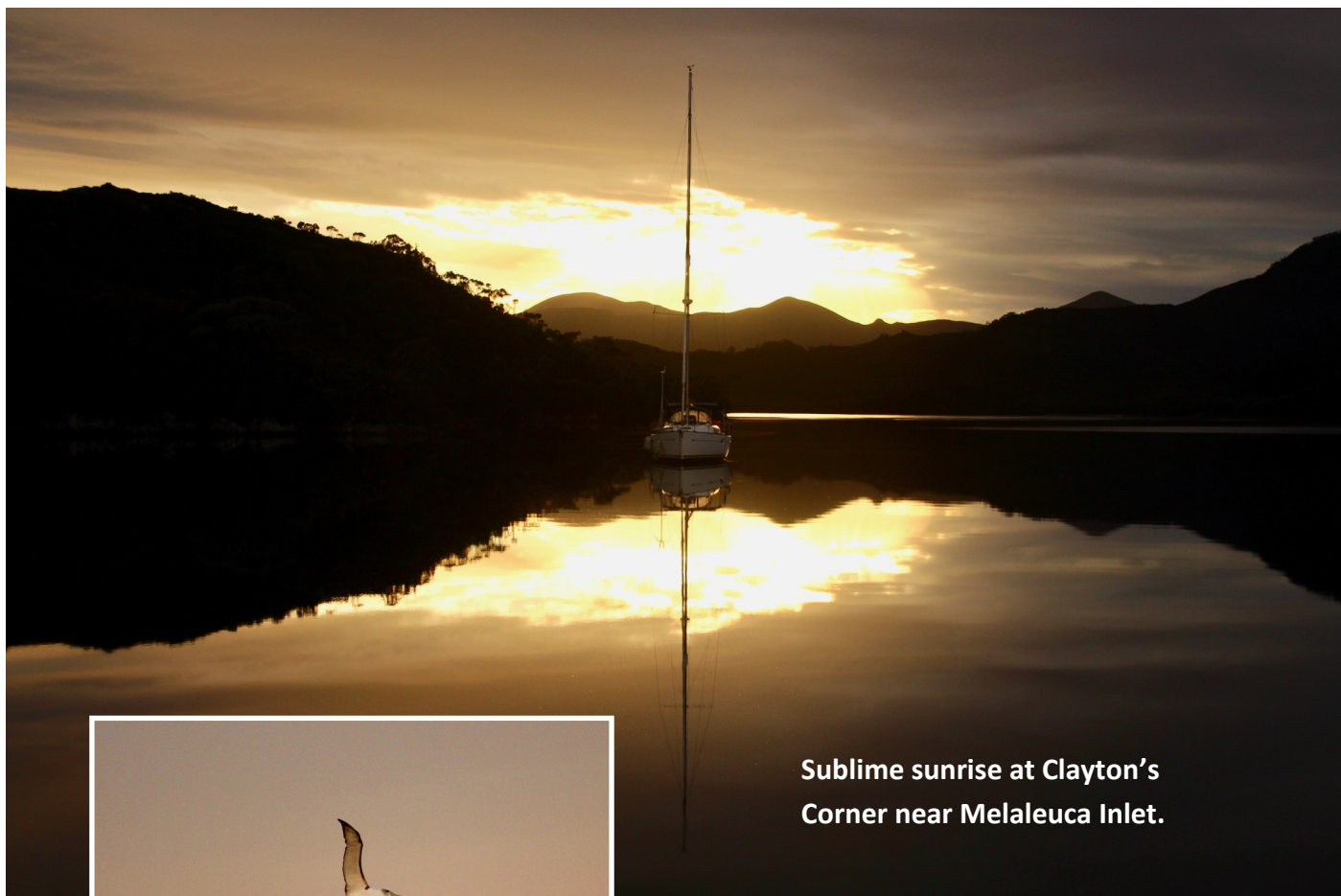
***Temptress* heading into the Bathurst Channel with Mt Rugby emerging from the clouds.**



***Temptress* and *Roobinesque* at anchor in Bramble Cove.**



One of the Breaksea Islands that protect the Bathurst Channel from the Southern Ocean.



Sublime sunrise at Clayton's
Corner near Melaleuca Inlet.



Anchored at Kings Point in 30 knots with Mt Rugby still
teasing us from its flat cap of clouds.



After 28 years as an airline captain in Australia, HELENE YOUNG has swapped the sky for the sea to go in search of adventure with her husband aboard a sailing catamaran. The rural and remote places she visits, along with the fascinating people she meets, provide boundless inspiration for her novels. Her strong interest in both social justice and the complexity of human nature shapes the themes she explores. Her six novels have won many awards including Romantic Book of the Year in Australia.

<https://www.heleneyoung.com/>



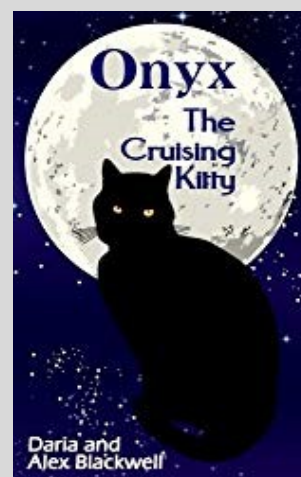
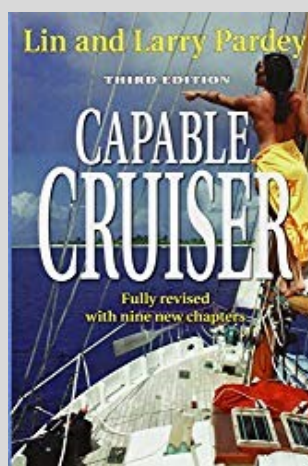
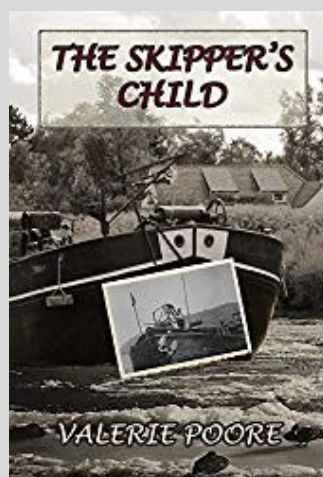
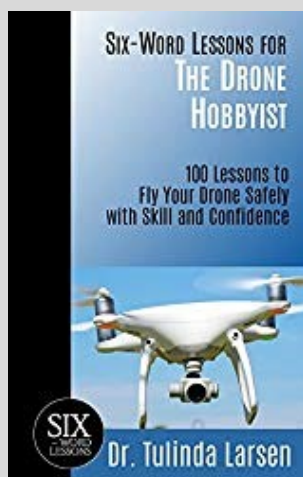
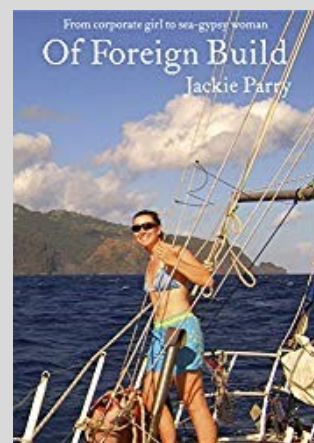
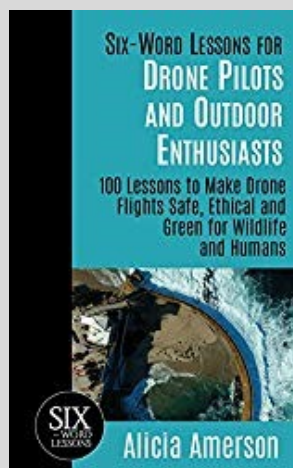
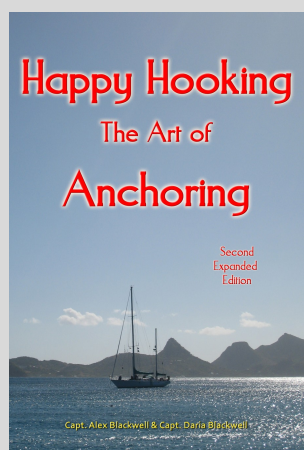
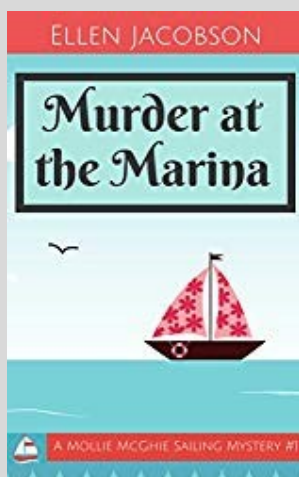
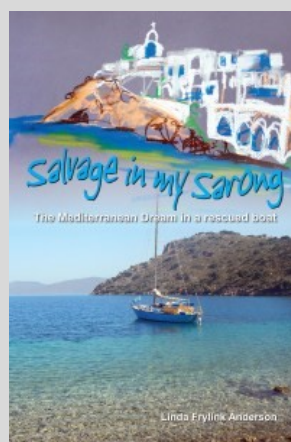
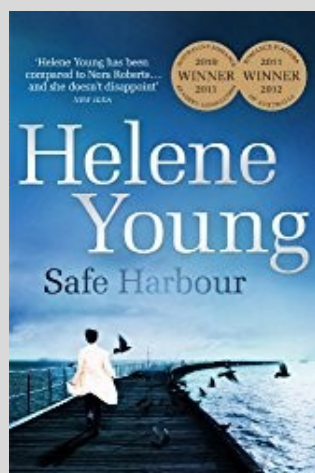
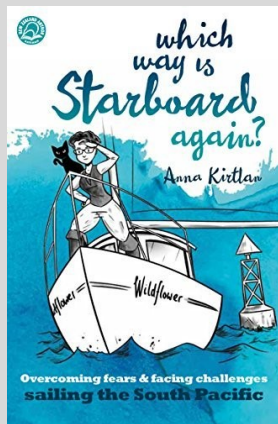
LEFT: Port Patrick, UK, taken by JAN CLENNELL aboard *Encore* during a trip along the NW of England then around the SW of Scotland.

RIGHT: SV *Julienne* hidden behind the swell as she hugs the coast with the cliffs of South West Cape, Tasmania, behind the sea mist. Taken by SHEENAGH NEILL.



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

Send your photos to editor@sistershipmagazine.com



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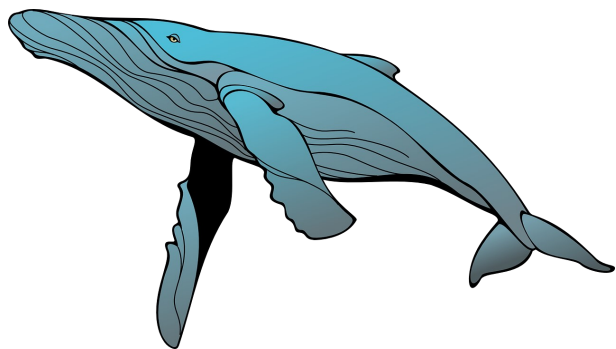
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On the horizon

GLOUCESTER SCHOONER FESTIVAL

Aug 31 - Sept 3, 2018 (USA)

Any Women Who Sail Schooners out there? If you live anywhere near Gloucester MA, consider the 34th Annual Gloucester Schooner Festival on Labor Day weekend. (See <http://gloucesterschoonerfestival.net>). This year we will offer a new prize category for Women at the Wheel, which will honor our women schooner skippers. Most of the race awards go to the boats, but we want to recognize Seawomanship!



WOMEN'S HINCHINBROOK ISLAND KAYAKING TRIP SEPTEMBER 22ND - 29TH 2018 (AUS)

Hinchinbrook Island is part of the UNESCO, World Heritage Listing for its unique flora and fauna. The waters of the Coral Sea which surround Hinchinbrook Island are part of the Great Barrier Reef Marine Park, world renowned for its

abundant marine life offering us a chance to view sea turtles, dolphins and dugong. Humpback whales migrate along the islands coastline and are frequently sighted during late July & August. These islands offer excellent conditions to view many sea birds including, osprey, white-breasted sea eagles, shy oystercatchers and endangered beach curlews.

Fitness Level: This moderate level trip will be most enjoyed by participants who are reasonably active and happy to participate in paddling, swimming/snorkelling and walking for up to six hours a day. Due to weather conditions some days may include some strenuous activity.

Price \$2790 Ex Mission Beach, North Queensland

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