

January 2020



NORTH!

Sailing Under the Midnight Sun Shetland Islands

MARINE RADIO:

- Christmas Ham Spirit
- Watery-jungle-drums
- Thanks Darl!

MANAGING PAIN

Doggie Life Jackets

From the Galley

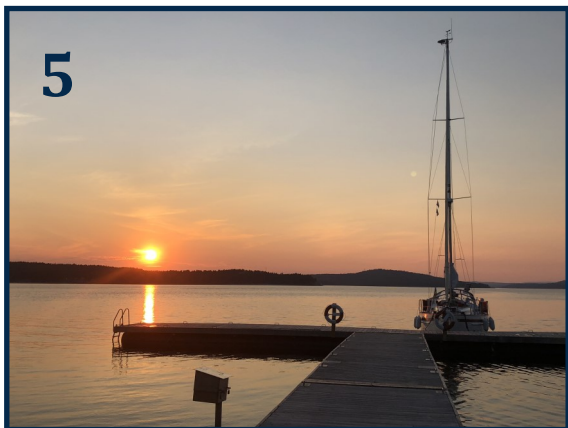
Women of the 'Hobart'

PLUS Barge Boats, Dogs Who Sail, photos, and more!

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Celebrating real women on the water

RIGHT: GAYE JENNINGS at the helm of *Wildfire*. Gaye says "We headed out of Queenscliff, Bellarine Peninsula, to head to Martha's Cove, Mornington Peninsula, on the opposite side of Port Phillip Bay, Victoria, on *Wildfire's* maiden voyage/sea trial. We were meeting up with the Cruising Yacht Association of Victoria for their annual Melbourne Cup Day long weekend gathering. Weather-wise it was raining, not too much wind, and a swell of about 1.5 metres. We were only motoring.

A few minor teething problems but all in all she went well and the captain was happy. The things I have learnt: more handrails internally need to be put up, particularly beside the toilet. Very hard to get off the loo when the boat is rocking and rolling, doing up sailing jackets, crotch straps etc. Kudos to you ladies on monos - going to the loo must be a nightmare! Thank you to lemonade, potato chips, and Kwells for easing my queasy stomach! But all in all a good trip. Soooooo much to learn. Soooooo many aching muscles. A good first experience." Victoria, AUSTRALIA.

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



LENA KEMPÉN: The northernmost buoy (see story page 5), SWEDEN.





The bowsprit

From the editor

Bushfires and ham.

Welcome to the January issue of *SisterShip Magazine*, as we set sail into a new year!

Many of our Australian readers have experienced a horrendous start to 2020 due to the bushfire crisis and our hearts go out to you. As I write this, parts of the country that have been hard hit by long-running drought and/or fire have finally received desperately needed rain, and lots of it! Unfortunately other areas are still in emergency fire conditions. One of those directly affected by the bushfire crisis was our own Jackie Parry, who was flung straight from her record-breaking race aboard Lisa Blair's *d'Albora's Climate Action Now* into defending her home and horses from fire. Jackie's 'Westcoaster' story has been delayed and will appear in the March issue. In the meantime, congratulations to both Jackie and Lisa on their double-handed Melbourne to Hobart race!

Lyn Battle's (with input from Jeanne Socrates) story on Ham radio in this issue took me back some years to when my son was a mad keen 'amateur radio operator' and a box full of various HF radios, antennas, and associated paraphernalia accompanied us

on every holiday as we travelled to the sound of 'CQ' calls along the way!

Continuing the radio theme, Gaye Jennings shares a 'warts and all' experience of her first VHF radio call which will have you chuckling (and perhaps relating to!).

In exciting news, Jeanne Socrates will be the keynote speaker at the 5th annual Women Who Sail Australia Gathering on the Bay at Port Stephens in April! Along with Topsail Insurance, *SisterShip Magazine* and *SisterShip Training* are proud sponsors of the 'Gathering', a three day conference and workshops for women on the water, and we look forward to catching up with many of our readers at the event.

As always, look for the dolphin!

Shelley Wright



Where the Sun Never Goes Down

Lena Kempén

Where the sun never goes down. It sounds like romantic lyrics, and the words do occur in a song or two as a metaphoric expression for happiness. But does such a place exist?

I sit in the cockpit in the cosy harbour of Töre Yacht Club and watch the sun lower towards the horizon. It's Midsummer Eve, the unofficial National Day of Sweden. This always occurs on the second last Friday in June and therefore the date alters from year to year. (We do have an ordinary National Day on the 6th of June, but Midsummer Eve is the day Swedes consider to be the most important.)

Here on the top of the Gulf of Bothnia, at 65.54.00N, the sun never sets on Midsummer, and for a few weeks before and after that, it only makes a quick dip beneath the horizon and then smoothly sails upwards again. It never gets really dark, so you can easily distinguish details as if it were daylight.

A sudden storm at night hitting your boat? No problem! You just hoist the anchor and sail away to find a better sheltered bay. You won't even have to turn on the lights to be seen, even though you probably would do



that anyway. After all, it is officially nighttime. And there is no hurry to get into harbour to avoid berthing in darkness. In fact, I often preferred leaving in the evening when the kids were small and didn't enjoy being strapped to the children's chairs too long. With the children safely tucked into bed

we had undisturbed sailing with good visibility at late hours.

Yes, it might be a problem to fall asleep for those who aren't used to these bright nights - and even for us who are used to it! The magical light lures us to stay awake. And when you finally hit the sack, thick curtains are convenient.

The crews on the 12-metre yachts from all over the world marvelled when the 12-metre World Championship took place in 1998 at Luleå, a coastal city in the north of Sweden. They had expected cold and rough weather at only 60 miles south of the Arctic Circle and had packed woollen clothes for the purpose. Instead it was warm and sunny – whole days and nights! The yachts battled at midnight in the city bay with the quayside crowded by spectators.

Peter Gilmour, the Australian skipper of the winning yacht *Kookaburra III*, was enthusiastic when the crew received the prize. The

people, the weather, the sun. All this, although he did have a crash with the boat before the races. In these shallow waters he hit an excavator that had sunk through the ice in the winter! Can it be more exotic than that for an Australian? Gilmour promised to come back, but that was 30 years ago. The inhabitants of Luleå still remember the Midnight Sun Cup in 1988.



Late berthing.

The top of Gulf of Bothnia.



Local sailing competitions also take place at midnight, with the island Malören in the outer archipelago as a natural rounding mark. It might be a bit of a problem to keep pace, as the wind tends to decrease at night. But who cares? It's a fantastic experience to enjoy the magical scenery; the low sun colouring the sky and the sea in red, orange, pink and purple; the icy blue colour when the sun touches the surface; and then the soft pastel colour accompanying the rising sun.

In the most northerly harbour of Sweden, Töre, sailors receive a certificate which states that the boat has reached this location. A few years ago, it was permitted to hitch at the buoy that marked this northernmost point of the Baltic Sea. You could fill out a form and leave it in a mailbox attached to the buoy, and later on have the certificate delivered to your home. Nowadays the mailbox is placed on land.

This is a popular destination for boaters from the south of Sweden and from other countries, who have the time and patience to travel the long distance along the Swedish

coast to reach the “endpoint” of the Baltic Sea. Their reward is the pleasure of admiring the magical sun that never goes down.



Lena Kempén lives in Luleå, in the very north of Sweden, and has sailed in the Gulf of Bothnia for more than 30 years. Lena is active within the network “Woman, take the helm” (see SisterShip Magazine Feb 2019). She is a teacher part-time, writes part-time, and coaches others how to write.





Sailing with an open heart

Elizabeth Ogg

Avalon in Bahia Santa Maria.

The islands became smaller and more distant through the rear window of the helicopter. I stared, longing to be back at anchor, aboard *SV Avalon*. Tears welled in my eyes. I leaned my head back to the pillow and let the tears seep out, rolling down the sides of my face. I felt the medic lift the sound-deadening headset from one ear. “Are you experiencing more symptoms?” She practically shouted in order for me to hear over the deafening sound of the helicopter blades spinning above. “No, just nervous”, was all I could seem to get past the lump in my throat.

There was no explaining to her all our impending plans. How could she understand my dreams of sailing the world, to never see another heart monitor again? Could she even comprehend everything I survived and pushed myself past to achieve in my ever-fragile state of health? High blood pressure wasn’t something I’d faced before. My aneurysm, combined with high blood pressure, had me on my way, rather quickly, to Swedish Hospital in Seattle from Orcas Island, in the San Juan Islands of Washington state.

What I began experiencing was a heaviness in my chest, limited strength, heart beats that pounded extra beats, shortness of breath, exhaustion, and now high blood pressure over the past several weeks. Could it all be stress related? I couldn’t tell. With the exception of the blood pressure issue, it felt all too familiar to my childhood experience. I could vividly recall how my second open heart surgery had uprooted my life so abruptly. I was thrown back into that feeling of helplessness. My mind wandered between the present and every surgery I endured and survived, allowing me to live into my mid-thirties.

I was born with congenital aortic stenosis, which is practically a closed aortic valve. At the age of only three weeks I underwent my first open heart surgery. They wheeled me away for surgery on my mother’s twenty-third birthday. My childhood was consumed by bi-annual and annual cardiology appointments, acute heart related ER visits, and often unique and rare health conditions. Each appointment required tests, waiting for results, giving me another few months or a

year until surgery would be discussed. My cardiologist encouraged me to have no limits except during times I was sick or recovering. I believed I would thrive... someday.

And thrived I did. I was active. I ran and played, was a gymnast and cheerleader. I would launch myself from feet to hands and back again across the floor. I swung on bars and learned to do a back handspring on the balance beam. I would do handstand push ups for fun and once won the school record for the most sit ups in a minute, however I wound up in the ER that evening, having strained my chest wall.

During those years I received post cards and small gifts from around the world. My birthfather's sister had set a goal to visit every continent. Each letter brought me with her, vicariously. It meant the world to me, literally, that she included me in her journeys. It was her travel and letters that set a spark of wanderlust within my soul. She had no children of her own and I benefitted greatly from her love of travel and writing. She traveled to each of the seven continents and still takes a trip somewhere on her birthday every year. I kept the cards and read them often, dreaming of my own travels one day.

At the age of twelve I was part of the clinical study at the Children's Hospital of Philadelphia for the Ross Procedure. They replaced my diseased aorta valve with my own pulmonary valve and I received a homograft in my pulmonary valve location. Ten years later, they found an aneurysm on my ascending aorta. The children's hospital notified me of their study findings just two weeks after my cardiologist discovered it in my yearly exam. They said the aneurysms were being found during patients' year ten post op. Despite having low blood pressure, I was immediately put on medication for high blood pressure. My interest in the medication quickly faded and I remained off medications without incident until now. My aneurysm had remained stable, being measured via echocardiograms and CT scans almost yearly.

My blood pressure was challenging my current reality. Now just weeks away from sailing down the Pacific coastline with my little family in our fifty-foot sailboat, my husband and I had been making plans for years. We evolved our plans and goals through each health struggle I needed to hurdle. The weight of needing to be healthy enough to be a competent sailor is often more than the weight of the world for me.

Beach treasures in Caleta Partida.



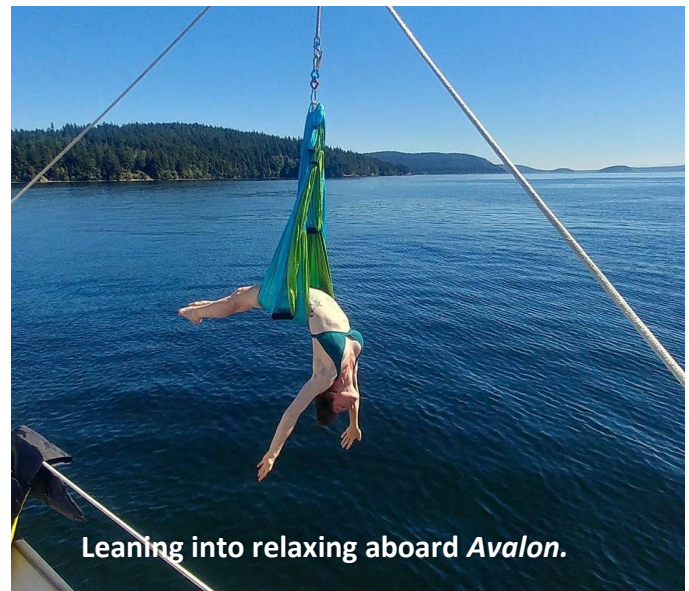
In this moment, it's crushing me to tears.

The medic 'copter landed just blocks from the ER I was headed to. Once there, I was transferred via ambulance, finding myself alone in an ER room. By the time more tests were performed, my blood pressure had stabilized to my normal low. Over the next many hours, there were many tests and time in solitude. The nursing staff dimmed the lights, allowing me to rest, mentally as well as physically.

My husband and two sons were on their way. The ambulance staff on Orcas Island had given my husband a ferry pass, allowing him to catch the first ferry he was able to rush aboard without reservation or waiting in line. From their mainland landing they would still have hours of driving before reaching Seattle. At the same time, my mom was making the drive north to me from Shelton. My mom was the first to arrive. I was released and would see my cardiologist in two days.

The days quickly passed and we met with my cardiologist at Swedish. Everything from the ER visit showed that things were stable. We discussed our plans of traveling on our sailboat. He ordered a stress echo and within an hour I was running on a treadmill and experiencing similar symptoms. My aneurysm was still of stable size. My blood pressure had stayed at my normal low since leaving the island. My aorta regurgitation, leaking backward, is now mild to moderate causing my left ventricle to grow. I learned the pounding heartbeats I was experiencing was one half of my heart contracting in between beats and is safe enough, so long as it isn't occurring too often. I left the appointment informed, relieved, and with well wishes from the team of cardiac staff.

Once given our well wishes we headed north from Seattle and made the last ferry of the day headed off mainland for Orcas Island.



Leaning into relaxing aboard *Avalon*.

As we motored our dinghy toward *Avalon* the sky was filled with stars and the water was glowing with bioluminescence. Our dinghy was lit from below and left a trail of neon wake. Fish darted around creating fireworks of light before us. Our sons each reached into the water and scooped up handfuls of glowing water that dripped through their fingers. We were all smiles and no worries. The late evening show of lights was exactly the sort of earth magic celebration we needed.

Since last July, we sailed down the Pacific coast of the U.S. and the Baja California Peninsula. In Oregon we were pleasantly surprised to have made it just in time for the Blackberry Festival. We filled our bellies and our spirits with all things local and blackberry. Our autopilot went out within an hour of crossing the bar at Coos Bay. I learned how much sleep you lose when you are a two-person crew and you're hand steering from Coos Bay to San Francisco. My mother drove overnight to us in Crescent City, CA to deliver a prescription of antibiotics for an infection in my jaw that had kindly developed from a pulled wisdom tooth. I spent days in bed. Prior to realizing the infection, I'd been extremely seasick coming down the coast. Thankfully that seemed to clear after treatment.

We enjoyed three weeks with fellow 'kidboats' in the Bay area once reaching the Golden Gate Bridge. We celebrated our younger son's birthday there as well. From Monterey Bay we traveled in a small pod of 'kidboats' for three weeks, visiting Morro Bay, Santa Barbara, and Santa Cruz Island together. The sailing friends we've come to know and love have been some of the highlights of our journey so far.

The sunrise we witnessed as we entered the bay in Ensenada, Mexico, will forever be blazed into my memories. The sky seemed to be on fire, dancing through a kaleidoscope of colors. It was spectacular show of lights and color, celebrating a milestone in our lives. We had entered another country as a family for the first time and done so by traveling over 1,200 nautical miles.

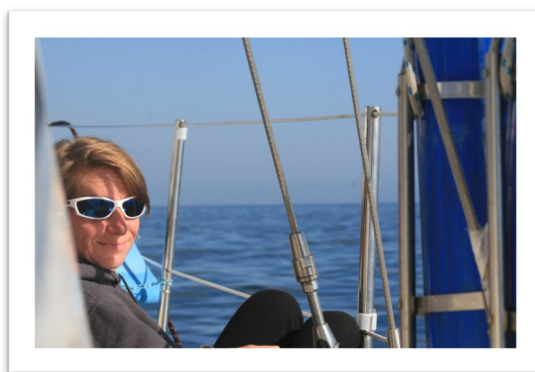
We stayed in Ensenada long enough to enjoy the Baja 1,000 off road race. Bahia Santa Maria was an incredible bay to visit along the Baja Peninsula. We took our dinghy through the surf and into the mangroves of warm water. We had a wonderful sail from there straight to Cabo San Lucas. The winds were in our favor from the moment we picked up anchor to dropping it again in Cabo. That cannot be said for our passage from Cabo to La Paz. The winds were against us as well as the seas. We attempted to leave Bahia Los Frailes once, only to turn around and return after beating into the wind and stacked seas



for hours. Our 125lb mantas anchor had lifted from being secure and was hammering our bow. That was one moment we learned the strength of *Avalon's* steel hull. We were trying to rush north to fly back to the states. My step-father had had a stroke and passed away on my birthday. He was so encouraging of our plans and we kept him constantly updated as we made it to each next location.

His passing hit hard, not unlike the stacked seas we attempted to force *Avalon* through. We reminded ourselves why we weather plan, and waited two days to begin north again. We reached La Paz three days before Christmas and returned just before Carnival began here. We've stayed in the La Paz area for two months, allowing us to visit with new and old boat friends. We've explored the islands and bays within a day's sail and soaked in having each of our moms visit us, escaping the colder PNW weather.

Sailing is how I've learned to slow down my life. Nothing is accomplished quickly while living on a sailboat with your family. At a sailing, boat life, pace I'm able to discover how to love each moment as it comes. It seems that it's exactly what my heart was demanding, sailing.



Beth is a double open-heart surgery survivor living with an aortic aneurysm and Crohn's disease. She and her family lived off grid for four years prior to living aboard *SV Avalon*. She hopes to inspire others to stretch their limits and encourages those with serious health conditions to still live their life to the fullest. You can follow her family's journey on Facebook at OGGventures.

From one extreme to another...

Jackie and Lisa's 'Westcoaster' race



As you know, *SisterShip* Training's Jackie Parry set out last month on a record-breaking attempt with Lisa Blair to become the first all women, double-handed team to complete the gruelling Melbourne to Hobart 'Westcoaster' Yacht Race. And they did just that!

d'Albora's Climate Action Now was one of only four vessels to complete the race, placing Jackie and Lisa well into the record book. Jackie had hoped to have her account of the race for us in this month's issue, however *d'Albora's Climate Action Now* had barely docked in Hobart when Jackie learned that the bushfire crisis was threatening her home on the NSW far south coast. There was no time to catch up on sleep or enjoy the limelight as she was plunged straight into saving her home and much-loved horses. All going well we'll have Jackie's story in the March issue of *SisterShip*. In the meantime here are a few photos to keep you going!

Race Result:

Six starters. *d'Albora's Climate Action Now* placements:

1st: Division 123 DH

2nd: Division 123 IRC

3rd: Division 123 PHS

4th: Line honours



Photo: Bruno Coccozza.

© Bruno Coccozza



Photo: Richard Milnes.

Hobart! (Photo: Nic Wright)



Crossing the finish line (Photo: Nic Wright).



Presentation.



Bushfire emergency (Photo: Jackie Parry).



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Yoga4Yachties



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

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

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Christmas Ham Spirit

Lyn Battle

Lyn VK4EI onshore at Macona Inlet, Whitsundays, for the IOTA program.

Most of us have heard now about Jeanne Socrates and how, aged 77, she recently became the oldest person to sail solo, non-stop, and unassisted around the world. Although she was alone on her 38-foot cutter *Nereida*, Jeanne had a huge support group following her journey.

Modern technology allowed fellow sailors to follow her blog, and friends to email while she transmitted her position and received information on weather patterns. The addition of good old-fashioned HF radio technology enabled her to keep in daily contact with radio operators all around the world as she crossed the various time zones, and she was also able to receive emails via the Amateur Radio 'Winlink' System. Among her many qualifications, Jeanne is a licensed Amateur Radio Operator, or 'HAM'.

Jeanne's marine callsign on this voyage was VE0JS, the prefix 'VE' denoting Canada and the suffix, by lucky choice, being her initials 'JS'.

Nereida is fitted with an Icom M801E HF

radio, and AT141 automatic antenna tuner, connected to a single wire antenna being the backstay, with insulators top and bottom. To make a good connection with 'ground/earth/ocean!', she has a sintered bronze ground plate on the underwater hull, in seawater, plus one square metre of thin copper sheet glassed into the inside of the hull.

Some vessels use vertical whip antennas. Our friend Don who sailed his 45-foot Cavalier *Freedom* around Asia and the South Pacific, used to have a backup vertical antenna laid over flat on deck to protect it in event of a knockdown which could then be raised upright for emergency comms.

There are many dedicated marine frequencies with several being reserved for emergency traffic, and regular cruisers' 'Nets' are commonplace on various marine bands.

Licensed amateur or Ham radio operators are able to use not just marine frequencies, but also have access to the 'Ham Bands'. These are monitored worldwide by enthusiastic

Hams, many of whom have followed Jeanne's journey since the beginning, eager to chat with her, exchange information, or assist with technical support. Jeanne was able to receive critical technical support in this way to talk her through some tricky repairs to her communications equipment.

The advantage of being able to chat with Hams is that there is bound to be someone on air, somewhere in the world, at any given time. Even if they are not in your part of the world, they can relay a message to another station for you.

"The Ham radio is such a useful thing on the boat," she says. "I just know that there are lots of friends and people out there."

Some Hams get on air individually, others join in an organised group or 'Net'.

One of these groups is the ANZA DX Net (Australia, New Zealand, and Africa DX

Net). It takes place each day on 14.183 MHz at 05:15UTC, with a different Net Controller each day, who takes a list of callsigns checking in and makes sure that everyone gets a turn to make a call, assisting where required.

Jeanne became a regular on this Net and it was great to hear her voice grow louder and clearer over the airwaves as she sailed closer to the Australian coast. It was interesting to hear about her daily routine, the intense cold of the Southern Ocean giving way to the sweltering heat of the tropics, then temperatures dropping again as she neared



ABOVE INSET: Jeanne Socrates VE0JS sailing *Nereida* into the record books.

MAIN: Jeanne VE0JS in her maritime mobile 'Ham shack.'

Canada. When she had her knockdown close to New Zealand's South Cape, it was very reassuring to hear her voice and know that she was OK. It's one thing to read a well written Blog, but it's even better to hear the excitement or weariness in the voice of the actual person on air.

Jeanne was especially popular on the unofficial 'Ladies Day' (Thursdays), when Shirley VK5YL and I (with my home callsign of VK4SWE) take turns as Net Controllers. We get quite a few ladies checking in on Thursdays to what can otherwise be a rather male-dominated hobby, although by no means is it in any way exclusive, and the ladies - or 'YLs' - are always made welcome. Female ham radio operators are often referred to as 'YLs', or Young Ladies, regardless of age, whereas males are simply 'Oms' or Old Man! Go figure!

Fellow Ham Mike Scott KH6GOZ, an expat Aussie currently living in Hawaii, kept us updated with info and enabled Shirley and me to observe Jeanne cross the finish line via the port webcam and marine traffic monitors. It was very exciting!

Women Who Sail Australia member



ABOVE: Making emergency repairs on board *MV Trim*. Note the use of the kitchen whisk to hold the hot soldering iron!

Catherine, who has recently returned from sailing around SE Asia on board her vessel *Catchery II*, is also a licensed Ham and uses HF radio both for comms and for fun. Catherine, currently VK7GH, is a keen contester and likes taking part in competitions whereby the operator gets on air for a specified time, making as many contacts as possible, collecting points for each one.

Other fun can be had with Ham radio on sea voyages, whether long or short. On our small



Lyn VK4EI with second operator Justine off *SV Shima* activating Dunk Island for the IOTA Award program.

aluminium-hulled motor catamaran *Trim*, I carry a small Icom 718 HF transceiver and a vertical antenna which can be bolted to the roof. As well as joining in the ANZA DX Net whenever possible, I also take the radio and antenna ashore - along with a small portable battery, a beach umbrella and a stool - setting up station onshore for an hour or two. Calling “CQ” from an island our boat has reached sometimes results in an immediate ‘pileup’ of stations wanting to make contact with that island which otherwise would never be heard on air, due to no resident ‘Ham’ operating from there.

An award scheme run by the Radio Society of Great Britain called ‘Islands on the Air’, commonly known as IOTA, is hugely popular among Ham radio operators, who will go to great lengths to collect contacts with islands for the coveted ‘100 Islands’ or ‘500 Islands’ award certificates. It’s not just the IOTA Chasers who have all the fun; there are intrepid Hams who set out on ‘DXpeditions’ to remote islands specifically to set up a portable station and ‘give’ that



Catherine VK4GH maritime mobile on board *Catchcry II*.

island to the Ham community. Some of these islands are extremely isolated and can only be accessed by boat.

These Hams don’t just sit in isolation in their radio ‘Shacks’, talking into a microphone or tapping on a Morse key. We are gregarious

BELOW: Sample QSL Card used to confirm Ham radio contacts.



creatures and often seek each other out. Hams on holiday are especially so, and it is a rare sort of bond that results in many opening their doors to fellow Ham travellers, whether they have spoken on air or not. I've met up with Hams all over the world and hosted a few on our island. It is akin to the connection you feel when you are travelling the world and run into someone from your own country or hometown. It is a special bond and results in worldwide friendships similar to those between yachties who may have met while cruising the east coast of Australia then meet again somewhere in the Pacific islands. Lots of stories to share and re-tell.

We are all looking forward to Jeanne Socrates' visit to Australia this year and hear more about her exciting adventures. If you are interested in learning more about Ham Radio and how to attain your own license and callsign, watch this space next issue!



LYN BATTLE has lived for over 30 years on Sweers Island, in Australia's Gulf of Carpentaria, where she runs a small fishing lodge with her husband Tex. Lyn recently circumnavigated Sweers Island by kayak to raise funds for the Royal Flying Doctor Service, Queensland. Along with her kayak rolling coach, she hopes to make the Sweers Island Challenge a regular event, with more paddlers taking the opportunity to explore this isolated but beautiful part of Australia's coastline.

Sweers Island: www.sweers.com.au



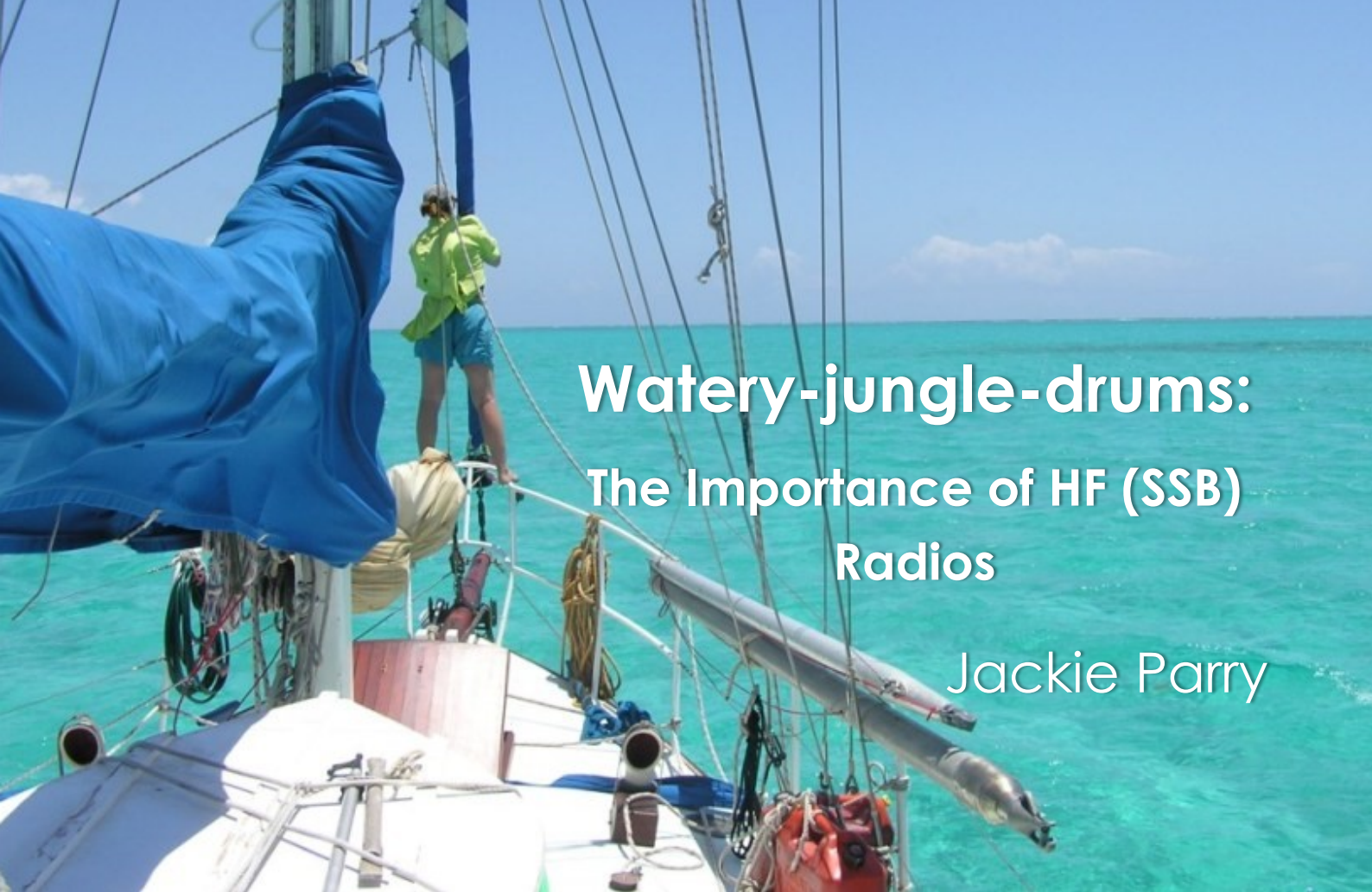
What is sintered bronze?!

Many of you ladies may already know what sintered bronze is, but I didn't. So when I was compiling this article I asked my DH and our cruising yachtie friend – neither of them was sure so I resorted to Cap'n Google and discovered the following...

Whereas solid brass might be best for a grounding plate for a lightning conductor, to make a good 'earthing' for radio waves, you want the greatest surface area possible to be in contact with the ground – or in this case, the ocean. Enter the humble sintered bronze or dynaplate. Sintered bronze is where thousands of tiny spheres of bronze are squeezed together, forming a dimpled surface on the brass plate – think of those tiny silver beads you see silversmiths turning into filigree jewellery. Under great pressure, the bronze beads form a solid mass, but at a microscopic level there is still 'space' around each of those beads, so the actual surface area is far greater than if it was just a simple lump of 'four by two'. The sea water can penetrate between these microscopic beads and form a far greater 'contact' thus improving your radio signal immensely.

A common household example of 'sintering' can be seen at Sundowners, when the ice cubes in your gin and tonic start to stick together due to the temperature difference between the tonic water and the ice. An example of pressure-driven sintering can be seen if you have ever enjoyed the fun of a snowball fight and compressed snowflakes in your hand to form a compact snowball.

(I'm preferring the G & T example!)



Watery-jungle-drums: The Importance of HF (SSB) Radios

Jackie Parry

The conversation about HF (SSB) radios (long range) and satellite phones/Internet is gathering momentum in the salty world. In Australia the Australia Maritime Safety Authority (AMSA) are considering discontinuing the emergency channels on HF, and many cruisers prefer modern technology for emailing and weather.

Jackie Parry is one of a few voices who speaks out about the usefulness of HF radio. Here's one story of the watery-jungle-drums coming into its own. You can listen to another extraordinary story on Jackie's podcast show *Turning Your Cruising Dreams Into Reality*.

The three-week, 2,000 nautical miles from Galapagos to Rapa Nui were anything but easy: 20 to 30 knots of wind and forward of the beam for fifteen days followed six days of almost becalming stillness.

During the endless days, we chatted to different boats on the radio, swapping

positions, conditions, and general welfare. Sailing Vessel *Bobbie*, with Emily at the helm, was experiencing difficulties.

"The forestay has snapped, and there's a leak," she gasped, stopping for breath. "I don't know where it is."

Aboard *Pyewacket* we led the bouncing troupe. Wrapped within the drama were an international cast of vessels from Canada and America, namely *Silas Crosby*, *Ainia*, and *Curare*.

"*Pyewacket* is a fair distance in front. I think they should push on and see what help Easter Island can offer. We're happy to stay close to Emily."

"Us too."

"And us." *Silas Crosby*, *Ainia*, and *Curare* would keep within sight of *Bobbie* and Emily, and be on hand if the situation became desperate.

The strong, predicted south easterlies had

materialised. We all laboured hard to battle some way east to compensate for the inevitable south easterlies that would blow us in a westerly direction. Emily was farther west and fighting to work her way east, testing her rigging to breaking point.

Sailing to remote locations, in vigorous winds, and with precious little diesel, is a great recipe to miss landfall. If you are blown past an island, backtracking is not as simple as turning around. Wind, waves, and swell can make it impossible to make way forward – forethought and planning is prerequisite for good seamanship and navigation.

At this stage, *Bobbie's* water intake was increasing; the enormous rolling swells topped with waves fed the doubt as to the type of the assistance that could be offered. But if the leak could not be fixed, boats were nearby for a rescue.

At times, Emily's voice would break, her anxiousness tugged at my heart as the words were carried along by radio waves.

Then another change, "Sorry, team, we're changing course directly for Easter Island." Amid angry weather, *Ainia's* inner forestay had snapped, confirming the combative component of sailing these latitudes. The rest of the team valiantly made way for *Bobbie*.

In the meantime, the leak on board Emily's boat was blindly analysed by radio, enabling her to courageously repair the identified stuffing box problem in unkind seas. Emily was out of immediate trouble and found comfort within the company of *Silas Crosby* and *Curare*.

To gain better easting (i.e. to make way in a south east direction), and therefore achieve a better angle once we had gained a more southerly position, meant bashing into the swell, the waves, and the wind. The briny water slammed into the hull, creating a jerky, violent motion that caused tea to jump from our cups and books to leap off the shelf. Our

movements had to be carefully choreographed. Traversing the companionway stairs, moving forward from saloon to bathroom, at every step, we clasped handholds; a smooth moment would be rudely interrupted with a slam, bump, and – what felt like – *Pyewacket* leaping vertically in the air with disdain. Lethargy crowded our minds and muscles; exhaustion nipped at our extremities. We had to stay alert. Sleeping in the bunks became a struggle; the rolling, lurching, and hull-shudders crudely yanked us awake.

"I hate this!" I said to no one in particular while cooking in the galley, trying to catch sliding plates, tame clanging utensils, and pin down skating food.

Pyewacket tilted at a forty-five degree angle; the gimballled cooker slanted away from me. My muscles bunched as I tried to counter-balance the lean to stay upright. This caused the galley and my body to be at odds – angle wise, everything was out of kilter. While the cupboards leaned one way, I leaned the other to stay up right – a bizarre fairground ride complete with tummy somersaults and threatening seasickness.

"Whose bloody stupid idea was this?" I continued muttering. "I said I didn't want to go sailing again." I stopped short. I had said no such thing, but that annoyed me more. I needed to blame someone, and right then, it was all Noel's fault.

"Bloody boats, bloody weather," I continued my grumpy, ungrateful tirade. We were okay, though. The boat was coping; we were uncomfortable, but managing. I was grouchy because I was tired. I took a moment to calm down. *This won't last forever*.

"It bloody better not," I said as if the horrid me was talking to the nice me!

I fought my way around the galley, trying to ignore the water dripping on my head and the floor tilting, jumping with each new wave. All

the boats on this leg were finding new leaks. The constant pumping into walls of frothy ocean meant water forced its way through every minuscule gap and all the vents. While standing at the stove, I didn't need an icy, salt water shower, too.

Although I was cranky, I wasn't scared. Not once did I fear the boat sinking, us drowning, or hypothermia claiming our bodies. I had complete faith in Noel and me. *Pyewacket* continued to earn our faith moment by moment. She had successfully answered every challenge. The only doubt that niggled was the engine. That was because we had had a brand new one on our previous boat *Mariah* – I prefer new engines!

In the middle of the ocean, we were under sail, and I didn't dwell on how insignificantly tiny we were or the 'thousands of containers lurking beneath the surface, waiting to sink a boat.' This is a common worry and discussion between cruisers, but many people have a perverse joy in reminding you of this possibility prior to a voyage.

The entire troupe made it safely to Easter Island. We all sat on anchor, rolling gunwale to gunwale as Emily on Bobbie limped in to the tiny harbour to make her repairs. (Full story in "*This Is It, 2 hemispheres, 2 people, and 1 boat*" on Amazon).

"This is why I'd still install an HF on board," Jackie says. "Not only can you easily connect with other boaters, you can download weather from all over the world several times a day – for free (Weatherfax). All you need is the software, connect your laptop to the HF and off you go. Of course, you need a good HF set with a strong signal (turn the fridge and other electrical items off when in use, if you can). But once that job and expense is over you are good to go with no monthly fees to fork out. It's easy to use, and in my opinion, a good piece of safety equipment."

Podcasts: <https://sistershiptraining.com/cruising-dreams-into-reality/podcasts/>

Articles: <https://sistershiptraining.com/blog/> (Breaking the Ice with a Net is the HF radio story with pirates and injuries!)

Many tips and advice on the FB group Turning Your Cruising Dreams Into Reality



After nine years of sailing around the world with her husband, Noel, Jackie became a commercial skipper working on an array of different vessels in different countries. Jackie has spent three years in the French and Belgium canals on an 18.5 metre, Dutch barge, sailed the Pacific Ocean twice, and traversed The Great Loop in America. As well as writing five books, she taught commercial skippers' tickets at TAFE.

Jackie is co-owner of SisterShip Press and founder of SisterShip Training. After creating a successful Navigation Course, she is now writing more maritime courses while caring for four rescued horses. When time permits, she gives talks, hosts a podcast show (Turning Your Cruising Dreams into Reality), creates tutorial videos and helps other sailors and writers. She's looking forward to writing a fiction book and another memoir on their travels in Europe.

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Congratulations to Ollie(5) and Ada (7) for winning last month. Here is a new one, spot 12 differences and email them to me with subject line: **"SS competition"** to: **topsy@topsailinsurance.com.au** for another chance to win **\$50**
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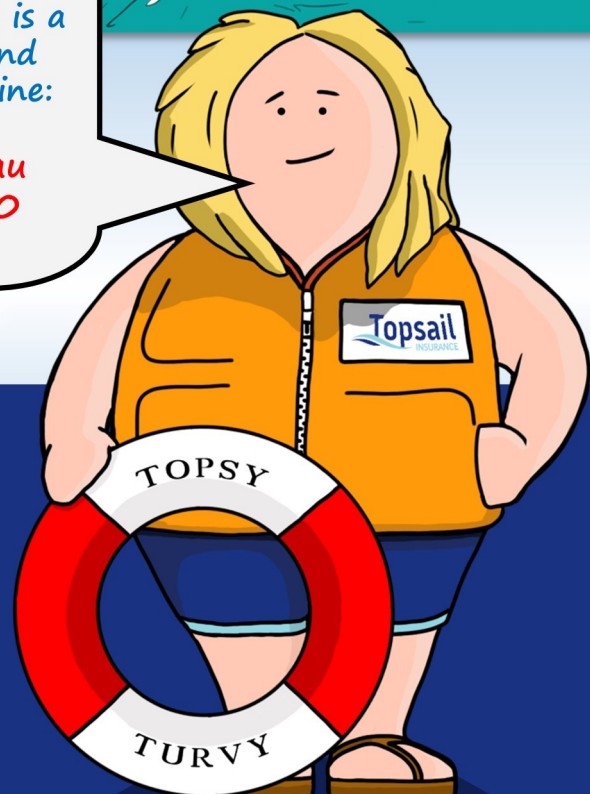
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Thanks darl...

Gaye Jennings shares the humourous tale of her first marine radio experience...

Yesterday we returned back to Queenscliff after our maiden trip to Martha Cove aboard *Wildfire*. The weather gods were much kinder and we had the chance to relax and enjoy the sunshine and have a fun time. We saw dolphins frolicking in the distance and had a great Melbourne Cup lunch while we drifted on the bay.

One thing I must share was my radio experience - just bear with me - it's worth it - believe me!

We have been studying for this and sit the exam this Sunday. Our Coast Guard instructor said to do a radio check. "Just have a crack at it - you will be fine", he said, "you have learnt it all now just go for it".

While everyone was chatting outside in the sun I was inside eyeing off the radio. "Okay you can do this", I tell myself. "You have got this you have done the course. It's right there in front of you. You have monitored the radio, you have heard what they say. Come on girl, just do it - after all you spent 10 years in the Navy in communications - how hard can it be".

I gingerly picked up the transmitter, checked it out, giving it the once over. This is it, show time.

"Marine Radio Victoria x 3
This is *Wildfire* x 3
Request radio check please
Over."

Perfect - super proud - how good was that yay!

"*Wildfire* x 3

This MRV x3

Request you standby until after All Stations weather forecast
Out."

What the...?

That wasn't part of the plan - oh well guess MRV must have heard me - that's a start anyway. Note to self - check the time in future before you call up on the radio.

After weather forecast finished I decided to have another crack at the radio.

"MRV x 3

This is *WildFire* x 3

Request radio check please



Over.”

Yay perfect again.

“*WildFire* x 3

This MRV x 3

Good morning *Wildfire*. Request your location for my radio log please?

Over.”

What the hell was that? Isn't he meant to ask me to change channels?

Where the hell were we anyway?

I transmit...

“Ummmm we just left Martha's Cove headed towards Portarlington”.

What else do I say? Do I yell for DH? This wasn't part of the plan - where the hell are we?

Lightbulb moment - the GPS is on the radio so I could give him the Lat/Long from that. Phew. Wait a minute how do you say that again? Oh gawd this is going from bad to worse. Where's Jackie Parry when you need her?

Somehow, I stumble through giving MRV the Lat/Long and start to say, “I am just learning”. No I can't say that, I'm meant to have a radio licence. Maybe I could say, “First time caller, long time listener”?

No, no, no, I can't say that. That's Jon Faine's line on ABC Radio. But nothing is coming out of my mouth - nothing - not a thing - nada.

Finally, I hear (thinking thank goodness MRV has rescued me):

“*Wildfire* x 3

This MRV x 3

I hear you 5 x 5. Can I help you with anything else today?

Over” (while he is saying all this I am thinking is 'is that laughter I hear in his voice - no way - OMG this is a nightmare - get me out of here').

Thinking 'yay he heard me! Phew!' I respond with lots of relief, and no procedure of course:

“Great - thanks darl, that's good to know”. (WHAT - who said that?! Hooley Dooley where did that come from?).

“*Wildfire* x 3

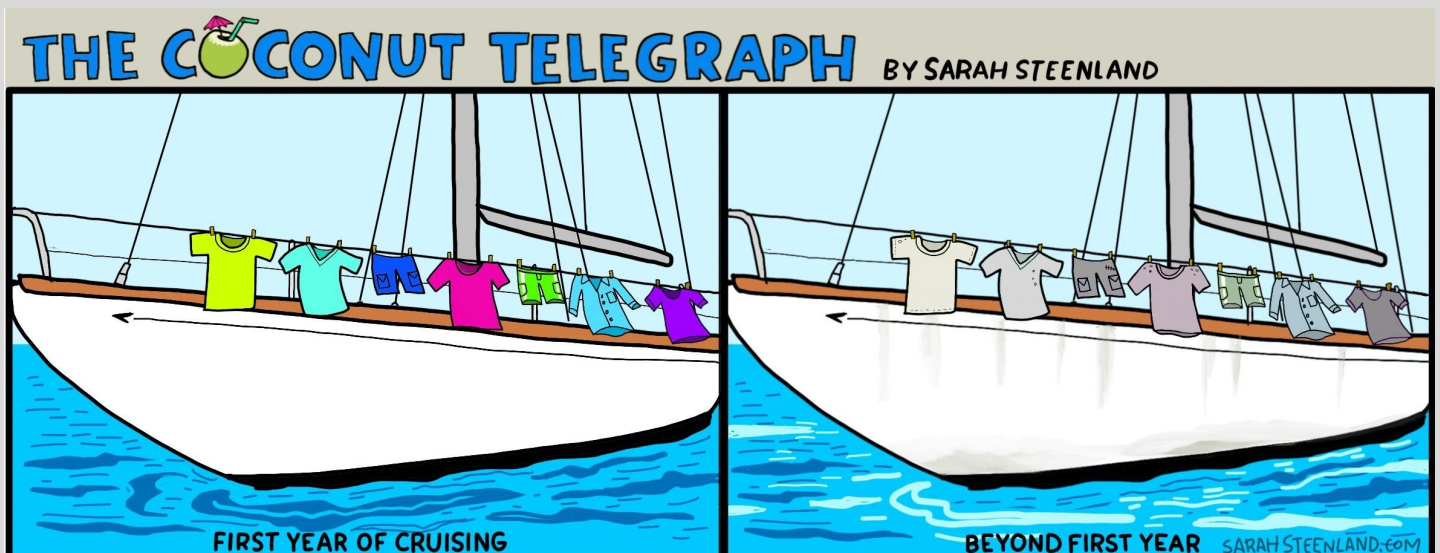
This MRV x 3

Enjoy your afternoon. (I am positive that I heard laughter in his voice this time) MRV out.”

I reply (thinking Gawd get me off this thing) again with no procedure...

“BYE HUN”.

***‘Darl’ and ‘Hun’ are terms of endearment in Australia, shortened forms of Darling and Honey!**



Planning for your best year ever!



Gina de Vere

Gina kayaking near *Stardancer* in Thailand.

The year 2019 has come and gone. Was it a good year for you? Did you feel truly satisfied that you had enjoyed the journey as much as you hoped, achieved as much as you hoped, grown as a person as much as you hoped? You have a wonderful opportunity right now to make this year a better one, to build on the steps from last year or rectify any disappointments. When I was a landlubber in New Zealand 15 years ago, I was a Life Coach and a specialist in time management among other things and would be asked by large companies to teach their staff how to manage their time better. Basically, it was a way for a company to become more productive. Even though life is not about being ever more productive to increase a company's bottom line, similar goal setting principles can be very effective as a baseline for enjoying more of what life has to offer.

The act of sailing a boat and living on a boat makes huge demands on time and energy and the major goals that you share with your partner will be the major focus: your boat and your voyaging. But there will be some time that is yours alone to pursue your other goals. When sailing, the boat always comes first and I sometimes feel that my personal needs are at the bottom of a long list of things that need attention, then I tend to feel disgruntled. This is when I work on feeling fulfilled in other ways by making time to focus on goals for myself. Naturally I discuss my ideas with my DH to see how or if they will fit in with our joint overarching goals as well as including his personal goals too. We sit down and discuss what is realistic and what is not and how we can compromise on some issues. We will not, perhaps, be able to realise all the goals we want which is when we need to be willing to compromise. This is when HOT communication is required; honest, open, and trusting.

When I first became a sailor and cruiser the intensity of preparing to leave friends and family, take the sailing courses I needed to, selling properties, finalising paperwork and

finishing my two jobs, the strong, swift current of things-to-complete pulled me along, and there was no time for thinking of myself.

It was a very strange feeling when we set sail for Tonga to find all of a sudden, I had plenty of time and nothing much to do. I had no obvious purpose where I could use my land-based skills and I still needed to be useful. But useful to whom? My DH of course, but I had left myself out of the equation. From the many interviews with other sailing women for my book 'Blue Water Women; Making the Leap from Landlubber to a Life at Sea' I found I was not alone in feeling a lack of identity and purpose in those early years of cruising.

Cate Storey says she had intense "post work blues..." and wondered who she was if she was not "a high achieving Aid worker who was going to save the world". She suffered deep depression for the first ten months. "Mostly", she says, "it was loss of control I felt". Focussing on sides of herself other than work/achievement was alien to her. However, making plans to take control of the medical kit and other facets of boating life enabled Cate to start feeling useful, and thereby overcome her depression. And as she learned more on her voyage across the Pacific, she became more useful as crew and her feeling of self-worth improved. As she said to me, "I learned I am an alright and at times, interesting person, [even] without my career".

Mary Anne Unrau felt guilty about not making better use of her talents and time than to have the luxury of constant travel. She looked for a job at most every anchorage until she came to terms with her guilt at no longer being a contributing member of society. When we set sail, we need to be prepared to become a different person, open to learning about a very different world and what it can teach us. But this is not always easy. This is when we need to have personal

goals which will stimulate us and support us when we need them, like the friends we left behind.

My DH and I have a wonderful life together, and it keeps getting better, but it needs work. To be happy being 24/7 with a loved one full time on a boat for 15 years requires a good dollop of awareness and constant effort. I found if I was busy most of the time thinking of the boat and how I could contribute, plus supporting the captain the rest of the time, even though we were experiencing amazing things together, a small note called 'resentment' could sometimes creep in. To begin with I couldn't put my finger on where this was coming from. And so I examined possibilities. Was it that my brain wasn't being used enough or that I needed more stimulation or was simply grieving for my old self? I felt I was stagnating. I felt the 'me' I knew was disappearing. At the time I couldn't see this was a good thing as I clung to past habits which were all I had that was truly 'mine'. It was time to create a new 'me'. As the motivator Anthony Robbins says, we do not change unless the pain of not changing gets

too much to bear.

I realised that just as we make joint plans A, B, and C every year for the boat and our travels, I needed to make goals for myself as well. It was a case of 'doctor heal thyself' – I had taught just under two thousand people how to expand their lives and enjoy bliss. It was time I did this for myself. I started to meditate on what else, apart from sailing, did I want in my life. I knew I could write articles on our adventures and misadventures in various parts of the world, but perhaps I could write a book? I looked at the sides of me that I had prized in my former life – could I re-integrate some of them into my sailing life? One of these, a sense of style and pride in how I present myself to the world, found a place in my galley with investing in the best pans, the best coffee, good glasses, and so on. *Stardancer* is my home. I am not simply camping. Even if my DH thought the upholstery just fine, I didn't. It didn't reflect who I am, so re-furbishing became another goal.

Going to classical concerts and visiting art galleries are what I love to do when in a city

Gina and Christian, "An island to ourselves".



so that side of me needed some research. I now subscribe to radio stations and YouTube sites where I can keep up with the art scene and listen to live classical music recitals throughout the world. I wrote a goal to listen to podcasts of interest once a week. There are a few rules when it comes to goal setting if you ever want them to move from dream-state into reality. When you physically write a goal down it becomes more concrete and more real, and it *must* have action and a timeframe attached. So, grab a piece of paper and start thinking and writing about what goals you intend to make for yourself; things to *Do*, to *Have* and to *Be*. Make your goals SMART, Specific, Measurable (How am I doing?), Actionable (Not Lotto!), Realistic, and Timed.

Susan Jeffers in her book *Feel the Fear and Do It Anyway* has an excellent diagram to make us look at the balance in our lives; what we need more of and what we need less of too. Draw a box about three or four inches across and divide this into nine boxes. Label each box with the most important parts of your whole life; e.g. Community/Contribution, Hobbies, Leisure/Sport/etc, Family, Alone time, Personal growth, Work, Health, Relationship, and Friends/Social life, etc. Then make a sort of wonky, coloured circle to include what proportion of these is in your life now, then make another coloured circle to include those areas where you may have a blank or wish to have more balance. You can then see what areas you want to make goals around.

Balance is a shifting thing as we are never static, but if just one of those boxes is your whole life, e.g. Family, when that is *not* in your life then you become truly out of balance with no other aspects of your life to fill the space and support you. I found when interviewing sailing women for my book that many of us feel guilty about leaving family behind. When we are sailing long-term it is not always easy to keep in contact as much as we would like, and we cannot often be physically 'there' for our families. However,

we can communicate on a regular basis.

With our three sons we have found it is easier for them to join us than for us to leave the boat to visit them, but this cannot happen that often so 'facetime' becomes a regular part of our lives (or as regular as sailing with internet coverage can be) if we diarise it either manually or electronically. Otherwise we may skip some chats, or forget. A goal must be written down and time blocked off to chat at a certain time each day/week/month or chances are this good intention will fall by the wayside.

With a new decade beginning take some quiet time to think – what DO you want for yourself? Think of things which will make you happy, things to integrate into your life or pull out of the hat when you are having a tough time on the boat. And plan for these. Write down the steps you need to achieve your goals, for example, buy the paints and watercolour paper you have always wanted, enrol for that course online you promised yourself, research the history and culture of places you cruise to etc. Then block off 'Me' time to enjoy your goals. And do not feel guilty! You should feel a real sense of control, achievement and fulfilment from this exercise. Make your 'Us' goals with your partner the same way, and of course – your cruising, sailing, travelling goals, and share your personal goals, compromising where necessary.

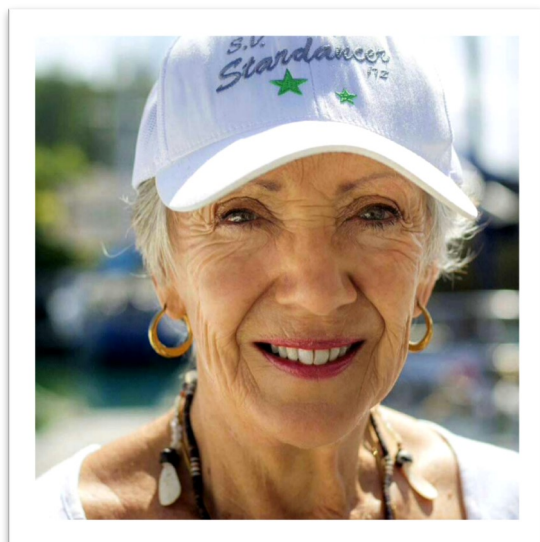
Any feelings of depression or negativity will disappear once you take control of your life on board. You are not simply a sailor, you are a woman with endless abilities and potential to feel happily fulfilled whether on land or sea. As Lou Holtz says, "If you are bored with life – if you don't get up every morning with a burning desire to do things – you don't have enough goals." So, make time at the start of the year to make 2020 your very best year yet!

If *SisterShip* readers and Women Who Sail members wish to have a one-off free consultation with me about their goal setting, please send me an email to bluewaterwomen2016@gmail.com to arrange communication either by email or chat.

Website: <https://www.bluewaterwomen.com>

Instagram: Bluewaterwomen.com

Facebook:: Bluewaterwomen.com



A New Zealander by birth, GINA DE VERE has been sailing full time on her monohull, a Gib Sea 47.2 with her husband Christian Selaries for the past 15 years. They set sail from NZ in 2005, sailing the South Pacific, Papua New Guinea twice, Australia to Indonesia twice, exploring Borneo, Thailand and Malaysia, and the South China Sea.

Sailing was a huge change from the career Gina enjoyed as university lecturer in marketing, innovation, and entrepreneurship, and as CEO of her business consultancy, Masters Consulting. She continues her work as Life Coach. Her newest adventure is as book author, having previously had articles published in sailing magazines in Germany, USA, Australia, and NZ. Gina's aim in life is to inspire and support women in particular, to make the 'leap' to a more adventurous, fulfilling life.

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Flat bottomed girl

Views from the canal

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

CHRISTMAS ON BOARD

Looking back over the articles I've written for this Flat-Bottomed Girl page, I realise I've never talked about Christmas on board here in Rotterdam's Oude Haven, and what better time to do so than now with the end of 2019 coming up?

When I first started living on board here at the beginning of January 2001, Christmas was just over so I missed any of the fun and frolics that went on over the festive season. What I remember about that year was that it was incredibly cold and snowy and I'd just arrived from South Africa complete with a tan but no suitable clothing. Big mistake. I froze and wondered what on earth I'd done. Well, eleven months on I'd survived, so at last I experienced a real Dutch Christmas for the first time. And what a novel experience it was, especially for someone from the 'rainbow nation' as South Africa is often known.

This is because the Dutch Christmas I witnessed wasn't Christmas at all, but Sinterklaas, a festival for children celebrated over a number of weeks from mid-

November (this year, it was the 17th) until December the 5th. It should be said that Sinterklaas has become quite controversial over the years, and actually I too was taken aback when I first saw these festivities. But

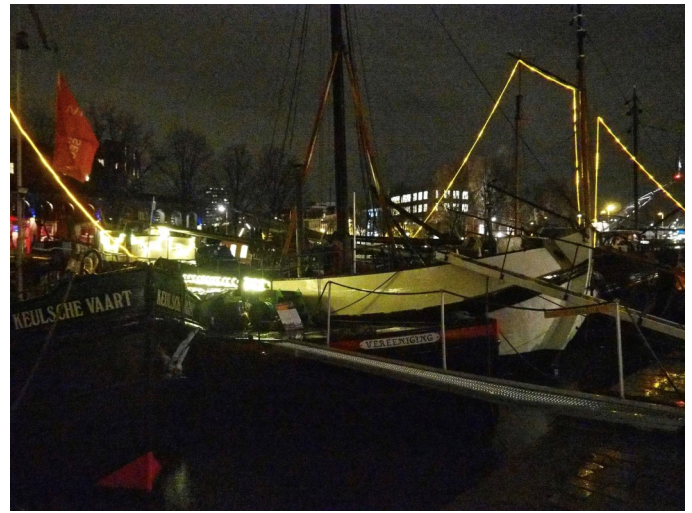


leaving all the arguments aside, let me explain what it involves.

As a Dutch festival, I'm not sure how far back it goes but it seems to stem from medieval times and is actually the celebration of the feast of St Nicholas whose main claim to fame was his care of the poor. Why it is that in the Netherlands and Belgium the good bishop arrives from Spain with a throng of Zwarte Pieten (black faced helpers) is open to discussion and much dispute. All the same, it's been a pretty long-standing tradition. I should also mention that in many places nowadays, Pieten are taking on a more multi-coloured hue and are often seen with purple or even green faces. Traditions that are out-dated can still be adapted, can't they?

However, what gives the festival a special connection to us here in the Oude Haven is that Sinterklaas always comes to these shores by boat.

Officially, he steps foot in the country at a different harbour each year, but in reality, he's a bit like Elvis. Sinterklaas lookalikes pop up all over the country and wherever there is a harbour and boats, there will be a Sinterklaas



to entertain the local populace.

The custom is that all the children in the area flock to the harbour to watch the great bishop and his helpers arrive. Sinterklaas, dressed in full clerical regalia, and his team of Pieten, decked out in similarly colourful and silky garb, disembark and dispense *pepernoten*, special crunchy biscuits flavoured with cinnamon. They stir up the crowd grandly and then set off around the country for three weeks.

The bishop's annual tour goes on until December the 5th, which is when the children finally get their gifts from the great man,



assuming they've been good enough. The length of this celebration probably explains why there are so many Sinterklaas clones. The poor old boy would be exhausted after just one day on the road, let alone more than two weeks. After all, judging by the length and brilliance of his snowy beard, he's pretty ancient. On December the 6th, however, it's all over and Sinterklaas disappears back to Spain and the Middle East to replenish his stock of gifts and nurture his white beard until next year.

But going back to the boat aspect, one year the barges in the Oude Haven were invited to take part in the grand Sinterklaas arrival in Rotterdam, and several of my neighbours went to join in the procession. It was a fantastic sight. Sinterklaas cruised into port on a magnificent historic paddle steamer, followed by half a dozen equally historic sailing and canal barges crewed by our friends. The boats were filled with excited children in fancy dress and the quayside thronged with hundreds of other beaming mites, many of whom were dressed up in

fitting style as well. The Sinterklaas boat is called the *pakjesboot* (parcel boat), which refers to the load of gifts it's meant to be carrying. It's never a sailing boat or even a cruiser. These would be far too modern to contemplate. No, Sinterklaas must be carried across the waves in a boat of appropriate age, hence our harbour's involvement.

One of the results of such an early celebration in the Netherlands is that the whole Christmas atmosphere tends to start earlier too. When I lived in the UK and South Africa, we didn't begin our build up to Christmas until December, and in my family we only put our tree and lights up on Christmas Eve. Here in Holland, it's quite usual for the lights to go on in November, and in fact we had our lighting up evening in the harbour on November the 9th this year. After all, it was less than a month to Sinterklaas.

I love our Christmas in the harbour, because everyone who can do so strings lights over their masts and on 'lighting-up' evening we



have drinks and snacks (called a *borrel*) on the yard next to the slipway. Then at a designated moment, the harbour director gives a signal and everyone's fairy lights go on at the same time. It's beautiful to see and gives a great community feeling. It also makes the harbour exceptionally pretty and attracts visitors who throng the cafés in the evenings.

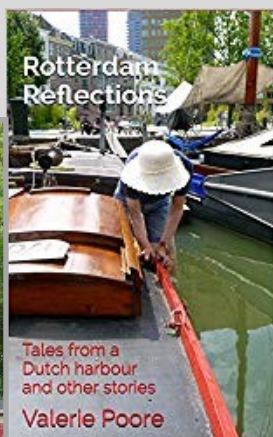
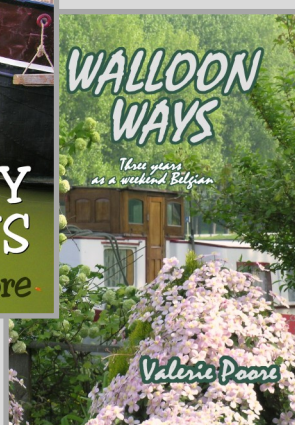
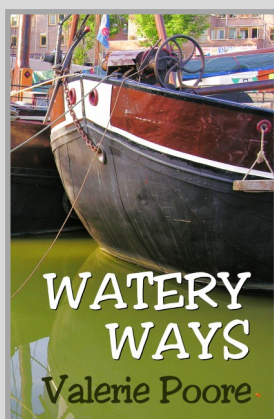
This year, we had a communal clean-up day on the yard prior to the lighting-up party, which added even more to the sense of convivial good humour. I even remember that one year, several of the more musical harbour residents got together and walked around the quays carrying lanterns and playing Christmas carols, also a special idea. I wasn't there, though, and I've wondered since if perhaps the quality didn't quite match the enthusiasm as it hasn't been repeated.

But when it comes to December the 25th, there really isn't that much activity at all. It tends to be a time for families to get together. Christmas Day in the Oude Haven is a quiet affair and I vividly recall going for a long walk with my partner without seeing another soul. Mind you, New Year's Eve (called Old and New here) makes up for everything Christmas lacks, but that's another story altogether. Suffice to say that if World War III were to start on New Year's Eve, no one in Holland would notice, such is the noise from all the exploding fireworks.

So there you have it. Christmas that isn't Christmas, but it's all part of the Dutch experience and of our harbour life too.



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



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

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

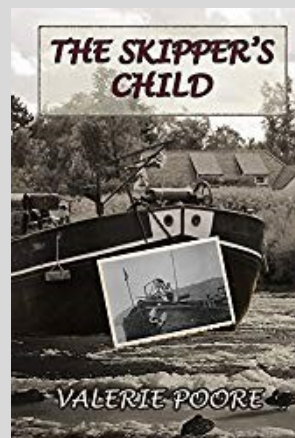
Walloon Ways: <http://geni.us/1CDTu>

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

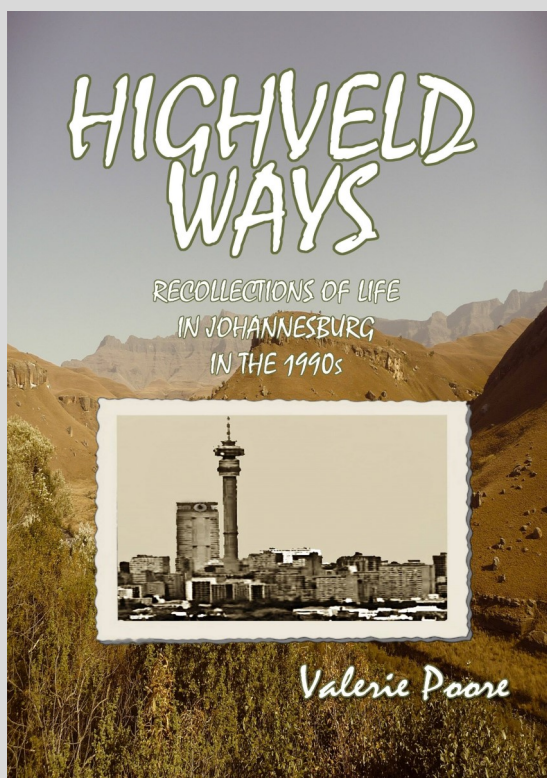
Rotterdam Reflections: <http://geni.us/5pSxcgs>

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

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



New from Valerie Poore....



This is the third book about the author's life in South Africa. In Highveld Ways, Valerie and her children join her husband in Johannesburg and begin a decade of life in and around the city. During the years that follow her arrival in 1989, Valerie explores the Highveld area on which Johannesburg is built and learns to love every aspect of South Africa's biggest, baddest city. The family move house five times and each new home brings its own memories and adventures, along with trips to Namibia, Zimbabwe and other parts of South Africa. The backcloth to this memoir is the turbulent political upheaval of the early 90s as well as the emergence of the New South Africa under Nelson Mandela. While no story about South Africa at the time can escape the often violent lead-up to the changes, Valerie's memories are focused on the events, the places and above all, the people who filled her life at the time.

Women of the 'Hobart'

Deborah Wallace was at the finish line of the 2019 Rolex Sydney to Hobart Yacht Race and chatted to some of the women competitors.

What an amazing start to the 75th Rolex Sydney Hobart Yacht Race (RSHYR) from Sydney harbour on Boxing day! The bushfire smoke cleared a few days before and the harbor was at its best as 157 boats successfully started the race, cleared the heads at the Zulu mark, and turned south, bound for Constitution Dock, Hobart. Of those boats, 154 completed the race with three retirements, one protest and one 720*. Approximately 1700 sailors took part and in that mix we had about 180 women (figures are approx based on averages). The fastest boat, *Comanche*, finished in one day, eighteen hours, thirty minutes and with *Take Five* finishing in five days, twenty-three hours, and forty-one minutes. We saw some very close finishes as boats raced across the line, including *Wild Oats XI*, *SHK Scallywag*, and *Black Jack* only a few minutes behind. This made for one of the closest RSHYR finishes we have seen.

Celestial and *Smuggler* raced it out down the Derwent, with only fifty seconds between them. *Primitive Cool* and *Koa 1* had only one second between them, you could call that a photo finish! There were dead patches which

saw yachts searching for breeze and sitting close to the finish, for hours. For full Line Honors and all Divisional places please visit www.rolexsydneyhobart.com.

I chatted with three of the women who competed, and the following is a snapshot of their thoughts, as they reflected on the race and their achievements.

DEB FISH: Navigator and solo British sailor

YACHT: *Mister Lucky*

Deb hails from the UK and was a late comer to the sport of yacht racing, starting sailing at the age of thirty. One of her biggest regrets is that she didn't have a background in dinghies. This didn't stop her from taking up dinghy sailing later as a way to learn more and get experience.

After spending time on dinghies, she moved up to the larger boats and has completed ten Fastnet yacht races over the past twenty years, in various positions. She started in the pit, moved very quickly into the navigation, and also experienced the excitement of the bow, so she has done a bit of everything. Deb says, "It's a sport where you just keep on learning".

In 2007 she did some double handed sailing and absolutely loved it. Deb purchased her own Jeanneau Sun Fast 3200 in 2013, which she owned for four years, to pursue her passion of solo sailing with the UK Solo Offshore Racing Club. This is where she met Mark Hipgrave, the owner of *Mister Lucky*, a Jeanneau Sun Fast 3600. Mark was solo sailing in the UK when he met Deb and four



other British solo sailors. He invited the British contingent to join him and his son in the RSHYR in 2017, their first 'Hobart'.

The crew of *Mister Lucky* is an unusual combination, as it's made up of six experienced solo skippers. They were all under the general assumption, tongue in cheek, the watches would rotate with one hour on and six hours off, funny that didn't happen.

The 2017 RSHYR was a fast downhill run nearly all the way, with great weather. Deb said that when they arrived in Hobart after that race aboard *Mister Lucky* the Tasmanians were saying, "Don't do the race again, it's never this good" and they don't think it would be like this again.

Fast forward to 2019; similar conditions, fast downhill running again. They couldn't believe it! Although this race provided them with stronger winds. They flew the kite on the second night, in some rough conditions and with the most load Deb had seen the kite under and had experienced in twenty years of sailing. Deb commented, "It was awesome and very impressive."

For the second time coming into Storm Bay, they couldn't believe it, NO WIND. Why do they call it Storm Bay? That night their top speed was around three knots, but mostly around one knot. Deb says, "It was a hard night".

They crossed the line around 8 am. It was a challenging finish; the line was only fifty metres away, but they began to drift backwards with the current. Then they were blessed with a little bit of wind, picking them up, still so close but so far from the line.

What's next for Deb? She may head over to do some racing with the French at the start of the year, then around Ireland, another 700 nm and more double handed racing. Will we see her back her for another 'Hobart' next year? We'll see.

JULIE HODDER: Navigator

YACHT: *About Time*

Julie is a veteran of twelve 'Hobarts' with the 2019 race clocking up number thirteen. She comes from a family of sailors and a lifetime of yacht racing experience. Born in the UK, she sailed with her parents, starting in dinghies and then progressed to larger yachts. Julie raced regularly inshore and offshore with Middle Harbour Yacht Club (Sydney) and the Cruising Yacht Club of Australia. Julie was also the Commodore of Middle Harbour Yacht Club from 2010 to 2012 and is still a key member of the Club. She understands boats extremely well having co-owned two boats including a Volvo 60 *Magnavox*.

The Cookson 50 *About Time* has all the modern technology onboard - very different to her first two 'Hobarts' on *Diamond Cutter II* a Davidson 36 with no GPS, Sat Nav etc.

The 2019 race was fast in the beginning, the boat was flying, and it was exciting, until the unexpected happened – engine trouble. A little smoke in the cabin is never good, however the crew was well prepared. All on deck for three hours, grab bag ready, talking about the life raft and assessing the situation. However, they were able to continue.

The issues with the engine affected the hydraulics. This meant that the electric winches were not working, leaving the team with no choice but to go manual.

They lost their advantage and fell behind the first fleet of larger boats. The wind died out and left *About Time* in a hole at Tasman Island with no wind for hours. Hours of frustration with no other boats around them, not even on the AIS, then suddenly five boats were visible, and beyond those first five, in the background an armada of yachts. The breeze came in and the race was on again. *About Time* led the smaller boats across the line.

What does Julie have planned for 2020? The

Raja Muda Selangor International Regatta in Asia, the Sydney to New Zealand Race, and of course Middle Harbour Yacht Club has their Women's Regatta on the 8th March (which is also International Women's Day).

A few words of advice from Julie, "If you want to get into ocean racing, find out how you can be useful, be prepared and ready to go. Have your sailing bag at the ready. I jumped on *Condor* after I had cleaned the bottom of the boat and a crew member hadn't shown up." Julie adds, "Stick to the one boat."

In closing Julie wanted to share that she has sailed with many people around the world and found when sailing in England the attitude of male sailors to be extemporary towards women sailors, recognising their skill, knowledge, and ability. Sailors in Australia are slowly catching up.

JACKIE SAPIR: Sailor

YACHT: *About Time*

Jackie has just completed her first 'Hobart'

despite having always said she would never do one as she struggles with sea sickness.

Trying to get her sea sickness under control, a friend from overseas suggested a new product which Jackie tried, and it made all the difference. She started a few days out from the Hobart, to test to see if there were any side effects, such as dizziness, drowsiness. Fortunately, there were none.

Jackie had no doubt about her sailing ability, it was the worry of being debilitated by sea sickness and not be able to perform as a part of the team. "*About Time* is the ideal boat to do the Hobart as she is comfortable and *EAST*", Jackie said.

In Hobart after the race I asked Jackie how she felt when they came over the finish line.

"The A1 (spinnaker) was up in 20 knots of wind and I was praying that it wouldn't blow up. The wind picked up suddenly and we didn't have time to change to the A2."

Looking up, ready to bring the kite down, Jackie knew they had finished when the guys



Julie and Jackie aboard *About Time*.

were hugging each other. She popped up through the hatch and joined in the hugs, it was extremely emotional, and she may have even had a tear in her eye. Watching the race start from friend's boats, following the yachts down the coast, and seeing the TV footage of the finish had been part of her life every year but was something she never thought she would do.

Jackie discussed the engine issue they had early on the Saturday morning. With everyone on deck they assessed the issues whilst keeping the boat going, as they were still in the race. They realized that with the hydraulics gone, it was now about what sails they could use without electric winches, as the boat wasn't designed for manual grinding. The goal of finishing on Saturday night lost, they sat out there for a further eight hours until the next weather pattern came in.

With the hydraulics out of action there was another situation the crew had to contend with, the *head*. The toilet could not be used. Jackie found a new skill she didn't know she had! Like most people, you cope and get creative in emergency situations.

Thinking back on the beginning of the race Jackie said she loved the start. The buzz of being chased by the spectator fleet and followed by helicopters. They began well and kept up with the TP52s**. It was thrilling and something I'm sure Jackie will remember in the years ahead. Her FIRST Rolex Sydney Hobart Yacht Race! CONGRATULATIONS Jackie!

WINGS SAILING TEAM UPDATE

After many sail changes and some challenging moments *WINGS* (see *SisterShip* Dec 2019) crossed the finish line in three days, five hours and forty-nine minutes. Wings was in the top half of the fleet with fifty-third on IRC overall and a pleasing sixth place in Corinthian PHS (amateur) boat. The team had a great time and enjoyed the race. Lindy Edwards was at the dock to greet Ian and the Wings crew with champagne to celebrate their achievement. They raised close to \$30,000 for The Kids Cancer Project and donations are still coming in. The crew of *WINGS* would like to thank everyone for their support and donations.



HOBART CELEBRATES

There are a few 'Hobart' traditions every sailor should experience once they finish the race and after docking. The first is a few drinks on the boat, and for those who complete their first race a quick dip from the boat into the harbour. Then there is the migration of the crew, in sailing gear, to 'Customs House' for cold beer, rum, or a bottle of champagne, followed by a famous scallop pie. Customs House is open 24 hours, and crews arriving late in the evening or early in the morning can come together to share stories and welcome mates from other vessels.

Even boats arriving after five days are welcomed like heroes. Family and friends on the dock, and visitors to the 'Taste of Tassie'*** cheer the last few boats in as they drop and pack sails, before heading over to Customs House.

The celebrations continue with the New Year party around Constitution Dock. Locals and visitors gather to bring in the new year enjoying the view of 9 pm and midnight fireworks through the masts of the yachts. Crews congregate on their boats to watch the fireworks.

Last but not least, is the first party of the New Year. Starting late morning on the first of January, is the 'QLD' (Quiet Little Drink). This year saw the 50th QLD, held at the Shipwright Arms. It's a party you shouldn't miss! Crews, family, friends, and locals gather to celebrate and let their hair down, before the fleet heads out of Hobart to return home. A local band plays great rock music, and you find yourself caught up in the atmosphere, dancing the afternoon away. It's a wonderful celebration which is enjoyed by all, but particularly by the sailors of the Rolex Sydney Hobart Yacht Race.

CONGRATULATIONS to all the sailors that completed the race in 2019. The 2020

RSHYR will be a milestone for women as it will be 75 years since the first two women, Jane Tate and Dagmar O'Brien, set off on Boxing Day to race to Hobart.

BACK TO RACING ON SYDNEY HARBOUR

Sydney Harbour yacht racing is back to normal for 2020. Weekend Sailing and Twilights are in full swing. Here is a snapshot of some weekend sailing. Please refer to the club websites for further details also you can register via mysail.com.au.

Cruising Yacht Club of Australia: Monday and Wednesday evenings

Royal Sydney Yacht Squadron: Tuesday Ladies of the Sea, and Friday evenings

Middle Harbour Yacht Club: Thursday evenings

RANSA: Wednesday afternoons racing all year round and Friday evenings

*** A boat takes a two-turn penalty (720°) when they may have broken one or more racing rules**

**** The Transpac 52 (TP52) is a class of yacht used for competitive 52 Super Series yacht racing**

***** The Taste of Tasmania is Australia's biggest and longest running food and wine festival**

DEBORAH WALLACE is the founder of Sailing Women's Network Australia, a private group of like-minded women who enjoy and participate in inshore and offshore yacht racing Australia and worldwide. The group was formed with the idea to encourage networking and promote participation at all sailing events around Australia and overseas. Open to those who actively participate in weekly racing, volunteering, and key industry professionals, our group supports all levels of sailing skills and work with those who have a vision of participating in yacht racing. In the coming year we will be growing our group and developing partnerships that should benefit our members, more opportunities to connect with other sailors from around Australia and possibly overseas. We welcome women with a passion for yacht racing at all levels.

MIDWEST WOMEN'S SAILING CONFERENCE

Saturday, May 2, 2020
8:00 am – 7:00 pm

**Milwaukee Community
Sailing Center (Wisconsin)
USA**



**2020
Keynote Speaker
Deb Cantrell**

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**Classes and instructors may change without notice*

eXXpedition

Alison Foley

From a young age, growing up in Tasmania, Australia's island state, I held a deep respect for the ocean. I always wondered what adventures lay over the horizon. Supporting myself through university, I worked in some of the finest restaurants and wineries surrounding Hobart, and as soon as I finished, I gave into wanderlust and competed my STCW95 and joined my first boat, cruising the Great Barrier Reef. I spent the next eight years on board superyachts travelling the globe. I was fortunate to see some of the world's most beautiful places both above and below the water. My love for the ocean continues and addressing the impact of plastic pollution on it is now a core concern.

I am the founder of Ten Little Pieces, an empowerment movement for ordinary folks to make a big difference to the places they



Ten Little Pieces

love by collecting ten little pieces of rubbish, anytime, anywhere, especially with children involved. This opens conversations around environmental impact and stewardship, rethinking our concept of waste, and regenerative concepts.

It came about one beautiful summer's day on Noosa Main Beach, Queensland, with my kids, who were hot, tired, and cranky, and whinging for the long-promised ice-cream. While I packed up the beach kit, I said to my

kids that an ice-cream would cost them ten little pieces of rubbish. To my astonishment, within 20 metres or so of beach, they returned to me with three bags full of cans, bottles, straws, food wrappers, and cigarette butts. We washed our hands, got the ice-creams and, in an effort to think globally by acting locally, Ten Little Pieces was born.

Ten Little Pieces is a 5 Gyres Ambassador, a community ally of Clean Up Australia and we've just been welcomed into the United Nations Environment Program, The Global Partnership on Marine Litter. What started as a Facebook group two years ago, has evolved into a Not For Profit Organisation delivering education programs to our region's schools with a growing global following. And we're just getting started!

I've just been selected to join eXXpedition Round The World 2019-2021. eXXpedition is a pioneering two-year ocean sailing mission onboard 70-foot sailing vessel *TravelEdge* to circumnavigate the globe to research, raise awareness of, and advocate solutions to the devastating environmental and health impacts of plastics and toxics in our oceans. As our mission director, Emily Penn, says "There isn't one silver bullet solution to plastic pollution, but the beauty of it is that there are hundreds of solutions". The mission will be crewed by 300 women scientists, artists,



ABOVE: eXXpedition North Pacific Leg 1 Hawaii to Vancouver (Eleanor Church).

activists, educators, media experts, mothers, and changemakers from all over the world, connected by a passion to protect our shared oceans from plastic pollution. Each of the 30 voyages will engage in cutting edge research through documenting and sampling ocean plastics, and each landfall will involve local outreach through beach cleans and education activities encouraging networking, environmental awareness, and collaboration on solutions-based thinking. I'll be joining the crew for Leg 11, Tonga to Fiji in May 2020, covering 500 nautical miles through waters and islands afflicted by the debris that's accumulating in the Southern Pacific Gyre.

I know that this experience will be life



changing for me and I'll return to my role as director of Ten Little Pieces with a focus and clarity on using my skills and knowledge as a catalyst for cultural and societal shifts in consumption patterns and the encouragement of closed loop systems. Our oceans and all that live there are in peril, as are we, but there's still hope. And I'm so excited to be part of it. You can follow the voyage through www.exxpedition.com and of course through Ten Little Pieces social channels on [Facebook](#) and [Instagram](#).

You can hear more from Alison and donate to the project at https://www.gofundme.com/f/Alisons-eXXpedition-to-research-ocean-plastics?utm_source=customer&utm_medium=copy-link-tip&utm_campaign=p_cp+share-sheet



ABOVE: Alison Foley, Ten Little Pieces founder.
LEFT: eXXpedition, North Pacific 2018 (Eleanor Church)



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Dogs Who Sail!

My name is **TANYA RABE** and I look forward to spending time with you within the pages of *SisterShip Magazine* to share the stories, experiences and knowledge of some salty sea dogs.

Doggie Lifejackets

Ten tips to help you find the pawfect lifejacket for your furry four-legged crew members.

Sailors with furry four-legged crew members who join Dogs Who Sail will often request advice about doggie lifejackets. This was one of the very first purchases I made before Maxy and Mel were introduced to the boat.

Misguidedly, the purchase I made at the time was probably quite useless, and in the event one of our dogs fell overboard they would have drowned and this so-called *lifejacket* would have merely kept their drowning body on top of the water. The jacket was called all the right names and had a reputable brand associated with sailing but no thoughtful design to save a doggie's precious life.

Like many of you with dogs, I regarded Maxy and Mel as my fur-kids. If anything happened to either of them, especially from my carelessness, I would live with the heavy burden of regret to my last day. They deserve the same safety measures as I apply to myself, our crew, and guests.

#1 Quality

In the current market for doggie lifejackets I never look beyond Ruffwear. As much as I would like to be, we are in no way affiliated with the brand. After trialling many lifejackets on Maxy and Mel, Ruffwear ticked all of the boxes. They are designed for the serious



adventure dog. The Ruffwear price tag is a little higher than most but I do believe in this case, you get what you pay for. The lifejacket also acts as a form of insurance.

The purpose of the doggie lifejacket is quite simply to keep your dog from drowning. Let's have a look at features of a good lifejacket that will help to ensure the one you choose is of the highest quality.





#2 Design

The lifejacket you choose for your dog should allow her to swim naturally. The last thing you want is for your dog to be stressed out in the water, struggling to find their natural form in a cumbersome jacket. If your dog is not supported properly in the water, it makes it difficult for them to swim, and they are likely to tire more quickly adding risk to their safety.

A good quality design will consider where the foam panels are best placed in the lifejacket to keep your dog afloat and describe this feature in the product specifications. A well-designed lifejacket will have been tried and tested until the designers know exactly the perfect placement of the foam panels. A slab of foam that is strapped to your dog's back is not sufficient. It may keep them afloat for a short time but is an unreliable safety precaution over longer periods and could cause your dog to drown as you will see as you read on.

#3 A Perfect Fit

It is important to make sure that the lifejacket is a snug fit. When your dog is in the water or being pulled to safety you don't want them falling out of their lifejacket. A snug fit is also important because the dog will be wearing the device when they are dry as well and a

well-fitted device will help them to move naturally.

#4 Field Tested

Reputable brands take pride in their quality control and will test their designs in real life adventure situations, guaranteeing the product based on their qualitative analysis. By checking the website of the supplier, you can ascertain if the lifejacket you choose has been manufactured having been tested on different dogs swimming in various waterways and hiking different terrains.

#5 Chin Rest

This feature can be the difference between a life and death situation. If your dog has been swimming for an extended period of time or is a weak swimmer, when they become tired, an unsupported head will flop forward and they will ingest volumes of water into their lungs causing them to drown.

A strategically positioned chin rest will be padded with a closed cell foam panel that the dogs chin will naturally rest upon. The closed cell foam, which is more resistant to water penetration than open celled foam, keeps the dog's mouth above the waterline allowing them to breathe, offer head and neck support while minimising the amount of water that goes into the dog's mouth and lungs.

This is one feature I recommend you keep at the top of your wish list when looking for a lifejacket for your best furry four-legged friend.

#6 Strong Handle

We used Maxy and Mel's lifejackets to help them into and out of the dinghy, so I ensured the handle was strong and wouldn't tear the jacket under load. If you have to rescue your dog from the ocean, keep in mind that your waterlogged doggie will be much heavier than when they are dry. You want to have every confidence that the handle is easy to grab and will manage the weight of your soggy doggie.

When you are inspecting a doggie lifejacket look at the seams around the handle for reinforced stitching and where possible, try the jacket on your dog. With the lifejacket securely in place, lift them up like a suitcase. You will get a feel for the handle immediately. If the handle is cutting into your hands or you can see the stitching opening, even if slightly, this is not a high-quality product and not good enough for your furry crew member.

#7 Tummy Support

I have seen several doggie lifejackets where the foam finishes either on top of the dogs back or slightly down their sides leaving the belly exposed to the nylon straps that keep it in place. As described in the last point, the weight of your dog is going to increase in a rescue situation and when you are pulling him



out of the water you don't want those nylon straps cutting into your dog's belly, especially if they are already having difficulty breathing.

As the lifejacket is also worn out of the water, keep an eye on nylon straps rubbing under the armpits and belly which can lead to chafing and matting. A high quality thoughtfully designed doggie lifejacket will continue from the back, down the side of the dog's ribs to join under the belly.

#8 Water Compatible Material

Check the specifications to learn about the type of material and foam used within the lifejacket. The jacket should be as weightless and breathable as possible. A heavy fabric and foam that retains water like a sponge, adds to the weight of a wet pooch and will drag your dog down into the water, tiring her faster. Your safest bet is nylon fabrics and closed cell foam panels. I was once shown a lifejacket that someone's friend made for their dog, from denim. No, no, NO! This is not the doggie wear to make fashion statements. No sparkly diamantes and shiny silver studs, this has to be 100% practical my friends.

#9 Sturdy Clips

These are the clips that secure the lifejacket in place on your dog's body. Ensure the clips will hold the weight of the dog when under full load by checking that they clip securely in place. This can be heard by a nice crisp snap rather than a forcing of the clip and a



muffled snap sound. Bypass the smaller flimsy clips, you want the reassurance of a solid, strong fastener.

#10 Safety Tab

This is a small loop style tab where you can attach a safety light and a personal GPS device. These are added extras which I highly recommend as most are activated as soon as the dog falls into the water. The tabs are sewn into the lifejacket in a position that is out of the way of the dog's physical mobility on their back where the light and tracker are easily seen.

For The Doggie Bag

As you can see there are a few considerations to ensure your dog is safe on your boat. Every characteristic I have mentioned is important and if one is missing, I don't recommend buying that lifejacket. My dogs are my family and I will happily be called an overprotective doggie mum as long as I have every confidence that my fur babies are as safe as safe can be.

Fair winds and an abundance of doggie love,

Tanya



Tanya co-founded Dogs Who Sail with her two Cocker Spaniels Maxy and Mel. What began as a space to share their own story as liveaboards has now grown into a global community of dogs on boats. Tanya devotes her life to caring for dogs, celebrating their individuality and promoting responsible dog ownership.

www.dogswhosail.com

Ask to join Tanya's closed Facebook group Dogs Who Sail.





Meet Axel and Rudi

Doggie Breed: Weimaraner.

Doggie Ages: Axel ten, Rudi six.

Years Sailing: Axel eight years, Rudi one year.

Places Sailed: Tasmanian south east coast, across Bass Strait, up to the Gold Coast and on to Cairns, North Queensland.

About Axel

Weimaraners are an exceptionally stunning breed when they are well cared for, and Axel would have to be their pin-up boy.

Axel began his sailing life eight years ago onboard a 50-foot Passport sailboat, migrating from the chilly waters of Tasmania to the humid tropics of Queensland. He made this journey with his Weimaraner sister, Velvet, who has since sadly passed away.

Nothing much phases Axel, he personifies

the sailing life being one chilled out dog. His human mum Camilla says, "If Axel was anymore relaxed, he'd be in a coma".

These days Axel and his family have traded their 50-foot sailing vessel for a 50-foot motor vessel which has a few handy benefits for larger dogs as you will discover further on in the article.

About Rudi

Rudi joined the family just over a year ago as a five-year-old rescue dog with acute separation anxiety. This condition hasn't been resolved but young Rudi has settled on board as if he had been a boat dog his entire life. He has been travelling with Axel between the Gold Coast and Cairns, Queensland, for the past 12 months.

He is also known on board his vessel as the master 'counter surfer'. Turning his head to the left, then to the right to make sure the coast is clear, Rudi covertly stretches up from his hind legs to place his front paws ever so

gently on the galley counter top. Like a lizard, he will scan the counter and within a second, inhale any food he can reach, slinking stealthily back down onto the galley floor. Mission accomplished, or so he thinks.

Camilla tells me how much Rudi is adored. “He is quite the charmer”, she says. “Everyone falls in love with Rudi who has an equal amount of love to give in return”.

Axel and Rudi on board

How well have the dogs adapted to sailing life?

Both dogs have settled in well to life aboard. Axel and Rudi’s owners do everything they can to ensure the dogs have as normal a life as possible that meets the needs of their unique breed. The dogs’ wellbeing is just as important as their own.

What have been the biggest challenges with the dogs onboard?

Toileting, National Parks and Whitsunday Islands

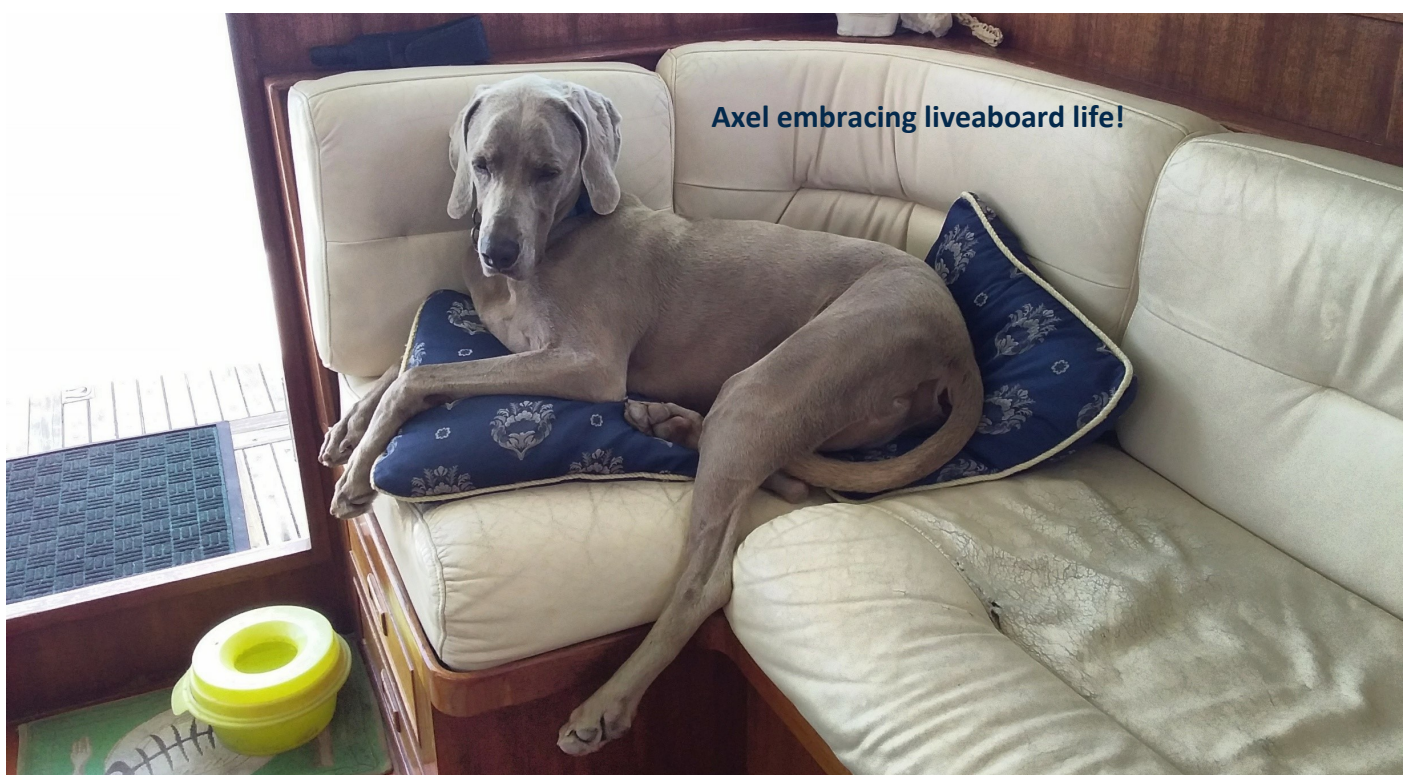
How did you overcome/manage these?

When he first started cruising, Axel would happily use a fake grass mat on the bow to go to the toilet and then one day he just stopped using it. Nope. Nothing. Nada. Axel was done with the pee mat for wees but will occasionally consider it for other business.

Of course, Rudi mimics whatever his older brother does so he won’t use the mat either and will become quite vocal when he needs to go to the toilet. At anchor this can be managed with a dinghy trip to shore but underway he will bark and bark until he is told, “It’s not happening Rudi,” at which point he knows that he has to wait until they arrive at an anchorage.

With the dogs not wanting to use the pee mat on the boat, passages are capped to an eight-hour maximum. This ensures their comfort and wellbeing and the sanity of all other crew.

National Parks are a shared challenge for people with dogs in Australia, both by sea and land with a majority of parks prohibiting dogs. The only way to manage this is to avoid places that are National Parks. Unfortunately, this includes most of the Whitsundays, one of Australia’s most popular and picturesque cruising destinations. The dogs can be walked



on leash at Airlie Beach and Gloucester Passage but there are fines for all other restricted areas.

How do you handle Rudi's separation anxiety if you need to go ashore?

Camilla explained to me that there needs to always be one person on the boat with the dogs, otherwise it becomes too much for Rudi who will bark for the return of his humans if he is left behind. It does place restrictions on Camilla and her husband Nick, as they are unable to do things together without Axel and Rudi but they're also aware of the sacrifices needed to ensure the wellbeing of their furry crew members.

Where have been the most dog friendly places you've experienced on your travels?

Southport Broadwater

- ♦ The Spit, Gold Coast, offers a superb ocean off-lead dog beach.
- ♦ The Broadwater Parklands have an extensive on-leash area. The beach adjacent to the parklands allows off-

leash time on the huge sandbanks.

- ♦ There are a growing number of dog friendly cafes in the area as well.

Keppel Islands

- ♦ The island has a great reputation among boaties with dogs offering white sandy beaches for dogs to run off-leash, and a bonus is there are no venomous snakes in the bush! (although care is needed near nesting shorebirds)

Horseshoe Bay, Magnetic Island

- ♦ A very dog friendly community with over two kilometres of off-leash sandy beach and safe water for swimming.
- ♦ Cafes welcome dogs too.

What's the longest leg the dogs have travelled?

Axel and dearly departed Velvet once sailed for four days and three nights non-stop from Kettering, Tasmania to Eden in southern New South Wales. They hunkered down in the main cabin for the majority of the time as it was an uncomfortable trip for the them,



and Camilla and Nick too.

Meals were kept light to avoid upset tummies and the need to go to the toilet more often. For the first 24 hours both Axel and Velvet used the pee mat, but then seas became too rough to go up on deck. “We hove-to trying to calm the boat so they might go to the toilet but it was still too rolly for their liking, so both dogs held on until close to arrival in Eden where the water was a lot calmer.

“Our sailboat at the time had netting on the lifelines to prevent the dogs from falling overboard and they always wear a dog harnesses the entire time. When underway Axel and Velvet were generally down below in a cabin of their choosing. If the conditions were gentle, they were allowed in the centre cockpit and would just laze about on the cushions.”

These days onboard the motorboat Axel and Rudi travel no more than six to eight hours at time and are content being inside with their humans when underway.

How do you manage their energy, toileting, and behaviour when underway or stuck at anchorage in bad weather?

Weimaraners must be exercised and this needs to happen rain, hail, or shine. The last thing you want is to have a bored Wei onboard.

Axel and Rudi are walked three to four times a day, averaging around 11 kilometres in total, more if possible. It will be pouring rain and the dinghy is loaded with dogs and humans and off to shore they go.

When cruising, regardless of the time of departure, Axel and Rudi have a long walk. This helps them settle when they are en route, and the exercise is usually enough for them to sleep until their destination is reached.

Anchorage along the east coast of Australia are mostly close together so the dogs are only on the boat for a few hours at a time. Occasionally, as we discussed earlier, there



Captain Rudi in charge of navigation to nearest beach.

may be a longer leg but the pre-departure walk is usually enough to keep them satisfied.

Have you made any modifications on your boat to accommodate your dogs?

On the sailboat, fold up steps were crafted for the dogs due to the high freeboard. There were two steps with a wide tread area so they could easily get on and off the boat at dock, and for easy access into and out of the dinghy. They were a huge success and when folded up, acted as a secure gate.

The motor boat is perfect for the dogs, as they walk directly out the back onto the duckboard straight into the dinghy. When at dock, the side entry is easy for them to step down onto the jetty.

Access on and off the boat and within the boat needs to be considered as your dog ages, especially for the larger breeds who just can't be carried.

What advice would you like to share with others who have dogs who sail, or who are considering having a dog on a boat?

The Dos

Just do it! Dogs adapt very easily and love being with you 24/7. Patience and perseverance for those sometimes-stubborn issues.

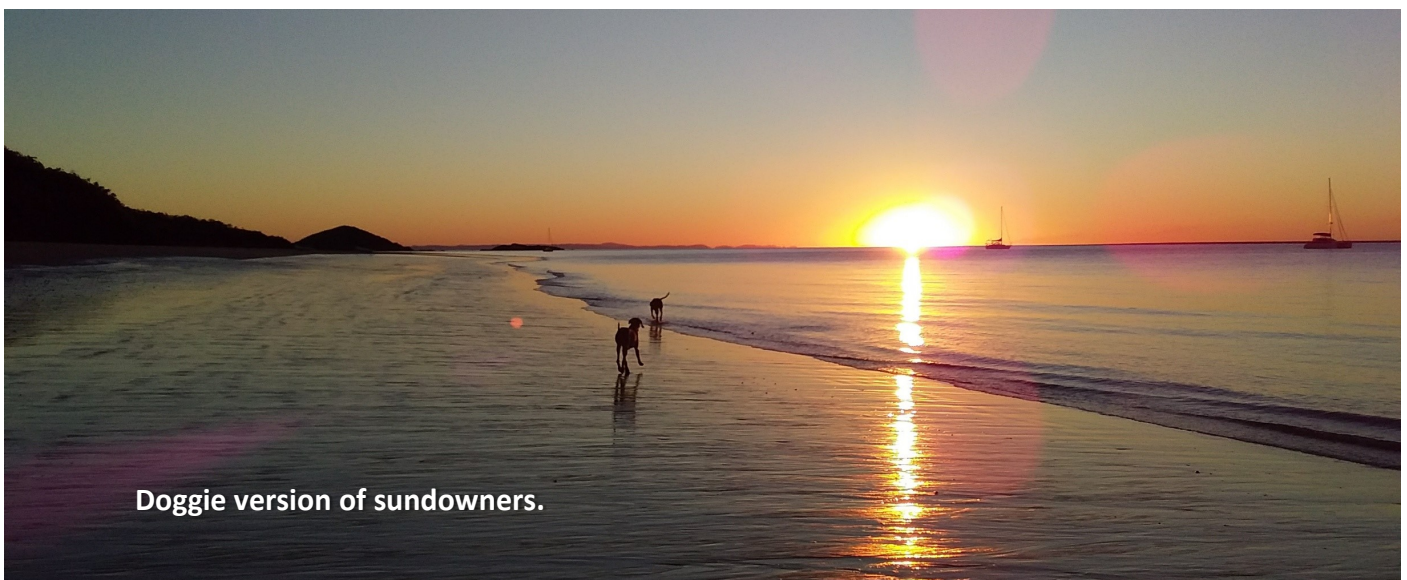
The Don'ts

Don't listen to people who say it can't be done. We had Weimaraners and everyone thought we were mad.

Is a Weimaraner suitable as a boat dog?

Camilla has had nine Weimaraners in her life, so she is well versed in the breed's character and idiosyncrasies. She does not recommend the breed as a boat dog for someone who has no experience with them for the following reasons:

- ♦ They are high maintenance requiring a lot of exercise. This is non-negotiable. A bored, energetic Wei becomes a demanding and destructive one.
- ♦ Being a bigger dog with long legs, their centre of gravity is higher which makes them less stable on the boat.
- ♦ These are large dogs weighing in excess of 30 kg. When they age or become injured the only way to get them on and off a boat is with a hoist which can aggravate an aching dog. If they happen to fall overboard you will have a tough time getting them back onboard, especially with a high freeboard.
- ♦ Weimaraners also have a nickname as a 'velcro dog'. They become very bonded with their owner and don't like to be



Doggie version of sundowners.

apart from them. This breed will not do well in a kennel as most are known to pine and lose weight and conditioning from nervous energy, fretting for their beloved owner.

- ◆ They are a highly intelligent breed and a huge part of their wellbeing plan is to ensure they are mentally stimulated. There is no substitute for exercise. For this point, they are also highly trainable.
- ◆ Weis were bred in Germany as gun dogs. They were raised with multi-skills; to hunt, point, and retrieve, traits that are still very strong in Weimaraners today. If they smell a scent or something racing by attracts their attention, they will be off in a flash.

Last thoughts from Axel and Rudi's perspective.

Being with the people we love most on a full-time basis, and all the beaches and swimming we could ever want, has to be the best.

In Memory of Velvet

This article is dedicated to the beautiful Velvet (8th December 2006 to 23rd July 2018).

A Tasmanian rescue dog, turned farm dog, turned sailor. Velvet lived a full and adventurous life.

Here, Camilla remembers her with the greatest love and affection. Their devotion to each other is palpable.

"Velvet was the most amazing, loyal, protective, sensitive, intuitive, loving, and faithful dog. She would have gone through fire for me. It was her role in life to watch over me and she never faltered, not even when the sea was so rough that she could hardly keep her balance."

"She loved running through the paddocks, bushes, and beaches, and swimming, and was so adaptable to all the many changes in her world. I am so lucky to have had her love."

Dear Velvet, Dogs Who Sail salutes you.



Velvet's 'sun salutation'.

FROM THE GALLEY

BY LINDA FRYLINK ANDERSON

Every time I enjoy mussels I think of Eden in NSW, Australia, where we've enjoyed the freshest, biggest mussels straight from the mussel boats tied up at the wharf. This recipe is simple, quick and fabulous. You can even eat it straight from the pan, which Bill and I always do.

Mussels in Tomato and Capsicum Sauce

1 kg fresh mussels, rinsed and drained
5 cloves of garlic crushed
1 red chilli finely chopped
1 cup of vegetable broth

1 large red capsicum seeded and chopped
1 onion chopped
1 cup of vegetable broth
Handful of fresh oregano leaves
2 cloves of garlic crushed
Salt and cracked black pepper
Chopped fresh parsley

Tomato and capsicum sauce:

1 tin of diced tomatoes (or use equivalent in fresh chopped)



Prepare the sauce first. In a pan add garlic and onion in a little broth. Keep adding broth until soft. Add capsicum and tomatoes with oregano and simmer on a very low heat for approximately 15-20 minutes.

In a large wide non-stick pan add garlic, chilli, and broth. When simmering add the mussels. Place a lid over the pan. The mussels will open within 5 minutes. Don't worry about any not fully open. You can use a knife to open them afterwards.

In individual serving bowls distribute the mussels straight away. Pour over the broth from the mussel pan. (Check that it's not too salty. It shouldn't be if the mussels were rinsed properly). Lastly, pour over the tomato and capsicum sauce. Garnish with parsley. Serve with crusty sourdough bread if desired.



GUT HEALTH: Preparing and eating food for gut health has been part of my life for a couple of years now. Along with my sailing friends Caitlin Harris, Lyndy Atkinson, Leanne Hembrow, and Burnice Starkey we are helping people around the world after enjoying the benefits of Gut Health ourselves. This year I published my third book 'Love Your Guts – Easy Recipes for Gut Health' with contributions from friends. 100 Recipes to suit all tastes illustrated with colour photos on every page and my artwork and Leanne's (yoga4yachties) yoga postures complimenting the recipes. (Edited and Foreword by Caitlin Harris)



Love Your Guts – Easy Recipes for Gut Health

LOVE YOUR GUTS AND YOUR GUTS WILL LOVE YOU BACK!

Simple and delicious recipes to improve gut health, lose weight and feel wonderful.

Gut health has a huge impact on our physical, mental and emotional well-being. Eating foods that promote a diverse "microbiome" can have dramatic effects on your health, including your weight. Knowing which foods will feed those good bacteria and keep the bad guys away can be confusing, but it doesn't need to be!

Linda Frylink Anderson amazed us with her tales of adventure and sailing the world in *SAILING IN MY SARONG* and *SALVAGE IN MY SARONG*. The extended holiday, regular sundowners, and indulgence in exotic cuisines around the world had its downside though, and the time came for Linda to make a healthy change.

She lost a sensational 30 kilograms (66 pounds) quickly and simply by eating for gut health! Now Linda is showing you how to LOVE YOUR GUTS too, with this collection of delicious, simple meals to make loving your guts easy and fun!

Linda Frylink Anderson, Artist, Writer, Teacher, Sailor, Gut Health Mentor

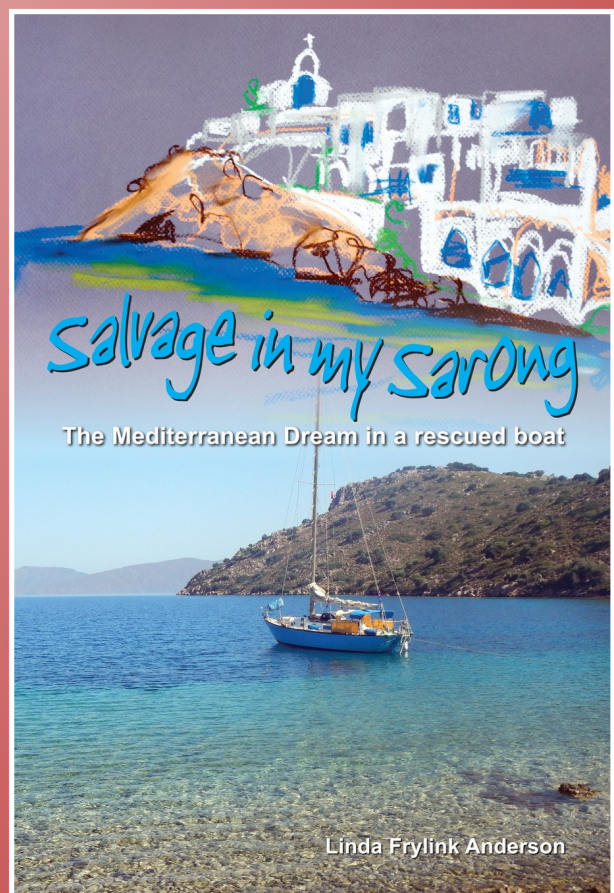
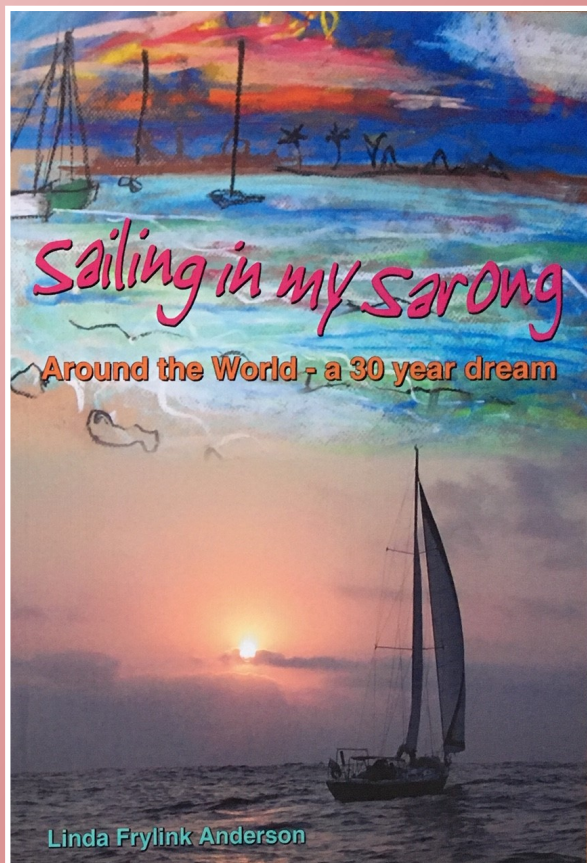
Phone 0402330244

Email: artistinthebush@gmail.com

Facebook Gut Health group: Love Your Guts with the Sunny Girls

Link to join : <https://www.facebook.com/groups/1779976948969216/?ref=share>

Sailing blog: www.valiam.com.au



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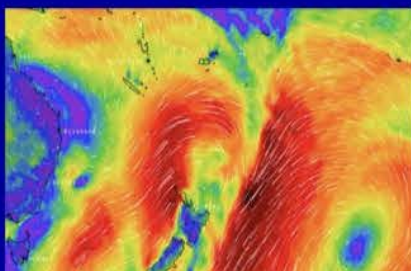
Safety Gear



Offshore Communications



Emergency Procedures



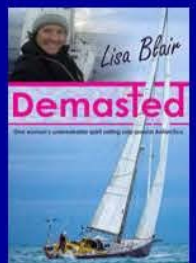
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www.downunderrally.com/events



Barefoot Boating Blunderment (BBB)



Jane Chevous

Jane and her husband Ivan try to follow the BBB principles on the sailing boat *Chantey*.

- 1. Go with open arms;***
- 2. Walk barefoot and tread lightly on this earth;***
- 3. Blundering or random wandering in the flow; and***
- 4. Take only friendship, leave only delight.***

We're back on the boat again after our trip to be with friends and family in England, and I have spent the whole week cleaning and tidying and am not even halfway through. Never leave your curtains up if you leave the boat in a humid climate!

As usual we have brought a suitcase full of parts and upgrades and so I am trying to follow my rule of one thing on means one thing off, to reduce the boat clutter that is currently very obvious as I empty and scrub every locker. The chaos is depressing.

To amuse myself, I start playing my favourite game of how many different uses can I think

of for some everyday items and supplies on the boat, that are also eco-friendly and frugal, meeting the second BBB principle. Here are some of my favourites, both discovered by us and tips from other cruisers. We would love to hear about yours.

1. Covered elastic hair ties: these don't disintegrate like elastic bands and are cheap as chips from market stalls around the world. We use them for holding tool handles shut, mousing hooks and catches, closing bags, and adding grips to small items as well as holding our ponytails back.

2. Nail files: as well as keeping your nails trim to avoid snags and tears, these are great for micro-filing jobs, sanding awkward little corners and cleaning narrow spaces like the track for the sliding galley doors.

3. Nail varnish and remover: well there's nothing like a quick manicure or pedicure to cheer you up when you're needing to feel a little more glamorous! As well as keeping my toes colourful, I use nail varnish to mark the oiling points on my trusty Sailrite sewing machine, and anywhere else that we need a dab of lacquer. Durable signs like which way to turn a seacock or shaft brake, boat name on gas bottles and potluck containers. The

remover is a form of acetone and great for cleaning epoxy and the glue off jars that you are repurposing.

4. Socks: we don't often need them to keep our feet warm in the tropics, but they are useful for storing collections of little items like Christmas ornaments, and protecting glass bottles and jars. Baby socks are just the right size for wine glasses. Paint stripes of 3D paint or silicone on the bottom of a thick pair of socks to make cosy non-slip slippers.

5. Nappies: we are decades beyond the baby years but still keep some of these to hand. Towelling ones are a great size for all sorts of cleaning jobs, as small hand towels and wrapping things to stop rattles and bumps. The muslin ones get used in the galley for jam and cheese-making and steam puddings and also make good hankies or sweat cloths. Disposable nappies are good for soaking up oils spills as well as emergency supplies for humans young or old who may need them! The older cloth ones are re-used in the engine room as fuel filters and rags.

6. Wire coat hanger: a nice thick one gets used for all sorts, from dipping the fuel tank, hooking crud out of a blocked hose, temporary potholders, emergency hooks, and cleaning out blocked glue or silicone nozzles.

7. Toothpicks: these aren't just for dental hygiene, serving olives, or popping a cherry on your G & T. They're great for all sorts of fiddly jobs from poking things in or out of small cracks and corners, to holding tiny things like beads. My favourite chippy's tip is to ram pieces of toothpick or matchstick into a worn screw hole with a dab of wood glue, when the glue is dry this is usually enough to allow the screw to grip again, until you can make a proper repair. (Full disclaimer – there are quite a number of these temporary repairs on our boat that have lasted for several years – obviously nothing bearing a vital load!)

8. Vinegar: outside of the obvious galley use, we use white vinegar to clean our rigging and all kinds of metal items, including small seized fittings. I make my own cleaning spray with a mixture of vinegar, soap, essential oil



and water. We soak the heads with vinegar weekly, and wipe down the varnish, which does keep the mould down (if you don't forget the curtains).

9. Bicarbonate of soda: this is another galley ingredient that has multiple other uses (besides that yummy soda bread or pancakes.) Its kinder than bleach for getting stains out of sails or clothes. It makes a fine abrasive polish, for anything from teeth to pans. It works well in cockroach cookies. And add to vinegar to shift stubborn greasy gunge in the drains or entertain the children with a volcano!



ABOVE: Multi-purpose ingredients.

LEFT: Soda bread.



Jane Chevous
Writer, Educator, Activist
Barefoot Writing

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Dogs Who Sail is dedicated to dogs on boats around the world

If you have a dog who sails and would like to connect with other dogs who sail then this is the place for you.

If you are thinking of getting a dog who sails but have a few questions then this is perfect for you too.

**Dogs Who Sail burgees
now available!**

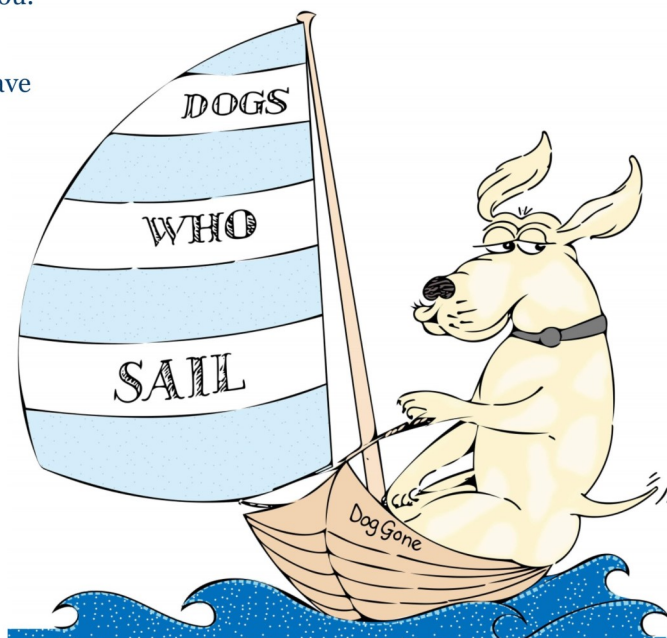


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Please don't do that!



Shelly Galligan busts medical myths and offers advice for medical emergencies on the water.

When I was working in the ER, my running schtick was that I wanted to have a bright red 'hot phone' installed in the department for anyone thinking of doing something that might make the world's collective eyebrows go up. You call me and I'll tell you what I think. Oh the lives I could have saved!



pharmacologic options. Let's use them properly!

Pain is personal, tricky, and super subjective. Some people come to the ER for a stubbed toe and others for an arrow through the head. We all tolerate pain differently and after a

certain age, a little pain is part of our world. As in show me a forty-year-old without an ache or a pain and I'll show you a liar. Getting older isn't for the faint of heart. Some pain, because of where it is or how long we've had it, is harder to get rid of. Every ER nurse in the world wishes she had a magic wand to wave over pain and make it disappear. Until that wand shows up, our goal isn't to get rid of pain, it's to bring its level down into a range that we can tolerate. Let's set our expectations there. Pain-free may not be realistic but having our pain under control is a reasonable goal.

In the world of offshore medicine, I am asked questions that bring back thoughts of my old "hot phone" days. This is where my beloved red phone meets paper. We're going to bust medical myths, kick a few Old Wives' Tales to the curb, grab Urban Legend by the ears, and maybe learn a thing or two about handling medical emergencies on the water.

Pain Medication

In this exciting episode, we throw pain medication myths right off a hydro foiling multihull. If I had a dime for every person who came into the ER with pain and hadn't taken anything for it yet because they didn't want to 'mask the pain' I'd be writing this from the back deck of my catamaran in Bora Bora. Or how about digging in the bottom of your purse for that old fuzz covered Vicodin so you can take it for some new pain? You know, the one left over from your wisdom tooth extraction years ago? Please Don't Do That! We have safe, effective, non-narcotic, medications in our tool belts as well as non-

OTC Pain Meds

When pain interferes with the enjoyment of our lives, it's time to intervene. The first rule of pain is to treat it early. Treating pain early in its cycle will give you better pain relief and require less medication in the long run than waiting until it's so bad you can't stand it. I completely understand those of you who like to tough things out. I'm one of you. But there's no prize for being in pain and the longer you wait the harder it's going to be to treat. Now I'm not saying pop a pill for every little ache. What I am saying is that if our uninvited guest isn't showing any signs of

leaving, it's time to start nudging him to the front door.

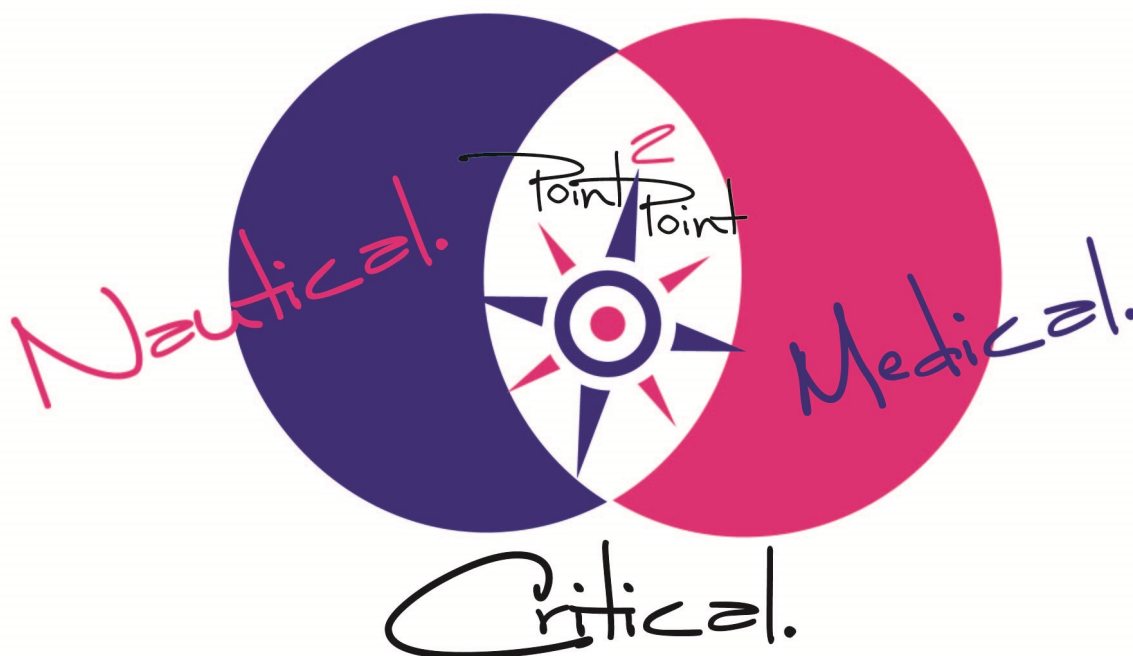
If pain requires medication, let's start with the wonderful world of over-the-counter (OTC) options available. Studies have shown that OTC pain medications, used properly, are equally as effective as prescription pain medication! Much of what we know about treating pain comes from dental research. Dental pain is one of the most difficult types of pain to treat. The dentists have it going on. What they found is that one regular strength Tylenol and one ibuprofen taken together are equally as effective as a Vicodin. Yes, you read that right! We used to have you alternate them. Not so anymore. Too fussy and hard to remember where you are in the sequence.

Get ready. Here is the secret of life. **Two Tylenol and two ibuprofens taken together every six hours as needed will relieve most pain.** This of course assumes you're not allergic to either product and that

you have no medical reason not to take either one. If you have any concerns, ask your doctor first. You know the drill. Make sure to take these with food so the ibuprofen doesn't upset your stomach. If it causes stomach upset, stop taking it for goodness sake. I can't tell you how many people I have shared this secret with who have come back to me later amazed at how well it worked. I share this tidbit at my nautical medical seminars. Last year, at a repeat performance, when I got to the pain control discussion a gentleman raised his hand. He shared a story of needing to go to an ER with an injury. When they asked what he was using for pain, he told them about the mix. They were impressed and wanted to know who had let him in on the secret!

Most of the Time, Prescription Medication Isn't Necessary

Darn near all of the time *prescription* pain medication is not necessary. We don't need to shoot a mouse with an elephant gun.



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Prescription pain medications being used improperly or abused, specifically narcotics, is a problem of cosmic proportions. Opioids are narcotic pain relievers with names like Vicodin, Percocet, OxyContin, hydrocodone, oxycodone and fentanyl. Opioid abuse has hit epidemic levels. I don't climb up on my soapbox often, but this is one of those times. Opioids cause so many more problems than they treat. They are addictive, dangerous, and should only be used under close medical supervision.

Narcotic pain relievers in general are problematic, but the problems are amplified on a boat, especially if you sail shorthanded. We depend on each other. Giving someone a narcotic pain reliever, however well intentioned, is likely going to make them drowsy, clumsy, constipated, and daft. Before even considering using a pain reliever of this kind on a boat, ask yourself if you can afford the risk of drowsy, clumsy, constipated, and daft? If the answer is no, don't even go there.

Non-Medication Options Abound

Let's not forget the non-pharmacological options. Ice, heat, and elevation are very effective in treating pain, either used alone or in conjunction with medication. Apply ice for the first 24-48 hours after an injury for 20 minutes at a time, at least 4-6 times per day. After the 24-48-hour ice window, switch over to gentle, moist heat. There is a little wiggle room here. If you find that the ice feels better than the heat after the 24-48 hours, carry on with the ice. Elevate injured body parts up above the level of your heart. This helps to reduce swelling and decrease throbbing. And I mean up above the level of your heart. Putting the feet up on the Lazy Boy doesn't count. Also, if you have a Lazy Boy on your boat, I'm intrigued. Rest injured body parts. If it hurts, don't do it! Please don't walk around on a twisted ankle if it makes the pain worse. Put an ice pack on it, elevate it, and rest it! Consider simple splints, an arm sling, buddy taping, or an elastic

bandage if appropriate. Remember the acronym RICE: Rest; Ice; Compression; Elevation. These solutions seem so simple, yet they are incredibly effective.

Pain is Also an Emotion

One final thought. Managing the anxiety we feel about pain is sometimes as important in the initial treatment of pain as managing the pain itself. Pain is a sensation, but more importantly it is an emotion, and we have to address that aspect of it in some people. Simply taking slow deep breaths can be like magic. I've talked more than one patient off the pain ledge through the years by encouraging them to breath deeply with me, using a calm, gentle voice. There are endless prescription medications to help with the anxiety of pain. If you're offshore, however, without access to your friendly neighborhood Walgreen's drug store drive-through and you don't carry anything in your kit, some of the OTC medications that should be in all medical kits can be helpful such as diphenhydramine or meclizine. Discuss these options with your doctor before using.

The good news is that most pain can be cared for easily, on the boat or off, using basic over-the-counter medications and non-pharmacological interventions. If your pain is so intense that you've tried these measures and they have not made your pain tolerable, don't reach for the fuzzy purse Vicodin, instead invite your physician onto your sinking ship to make sure there isn't more going on.

Further reading

If you'd like to geek out on the pain medication studies here are a few to peruse:

<http://bit.ly/DentalPainStudy>

<http://bit.ly/NonOpioidStudy>

<http://bit.ly/OTCStudy>

Your own internet search may give other advice but remember that you can't always trust Dr. Google. He's only as good as the questions we ask him, and he doesn't have malpractice insurance.

Have a medical myth you want busted? Bring it on! Contact me and we'll get to the bottom of it!

Medical Disclaimer: I am not a physician. I am an offshore medicine certified RN with 20+ years of ER experience and a heck of a lot of common sense. Follow up with your healthcare provider for any questions or concerns. Read my full disclaimer here (<https://shellygalligan.com/wp-content/uploads/2018/07/Terms-and-Conditions-180708.pdf>).



SHELLY GALLIGAN is a USCG 100 ton Captain and a registered nurse with over 25 years of Emergency Room experience. She joyfully shares her experiences with other water lovers, preparing them to intervene effectively in offshore emergencies. Shelly is passionate about life on the water and life in general.



BROADEN YOUR HORIZONS WITH THE DOWN UNDER RALLY

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

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

GO EAST

CRUISERS RALLY
AUSTRALIA TO NEW CALEDONIA

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

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

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

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

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



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

GO WEST

CRUISERS RALLY TO AUSTRALIA

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

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

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

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

Find out more at: www.downunderrally.com

Part 6

The coast of Scotland: A photo essay

By Sarah Rutt

Fair Isle.

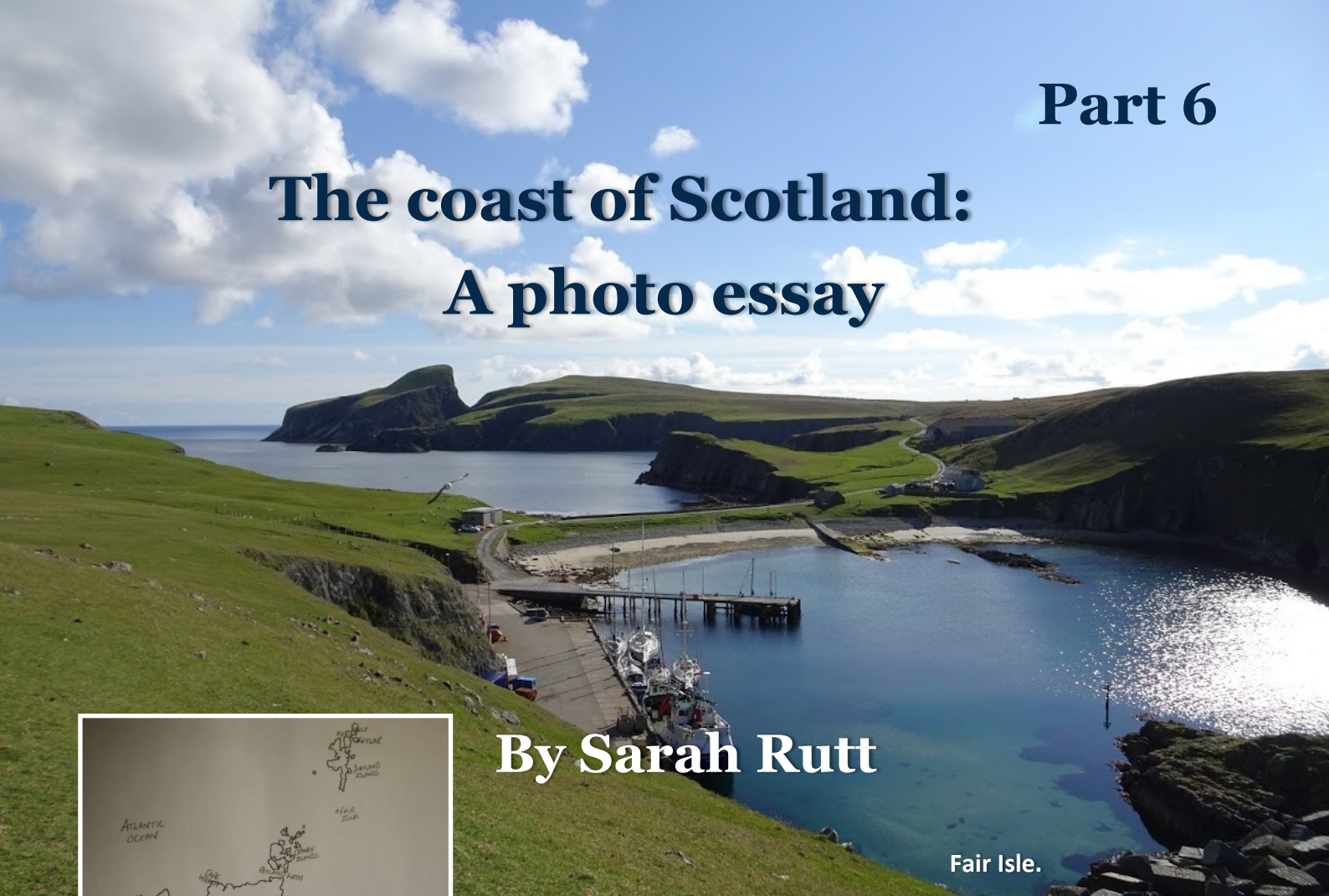
Part 6

The coast of Scotland: A photo essay

By Sarah Rutt

Fair Isle.

A hand-drawn map of Scotland with the Shetland Islands to the north. Fair Isle is marked in the Shetland Islands. Labels include 'ATLANTIC OCEAN', 'FAIR ISLE', 'SHETLAND ISLANDS', and 'FAIR ISLE'.

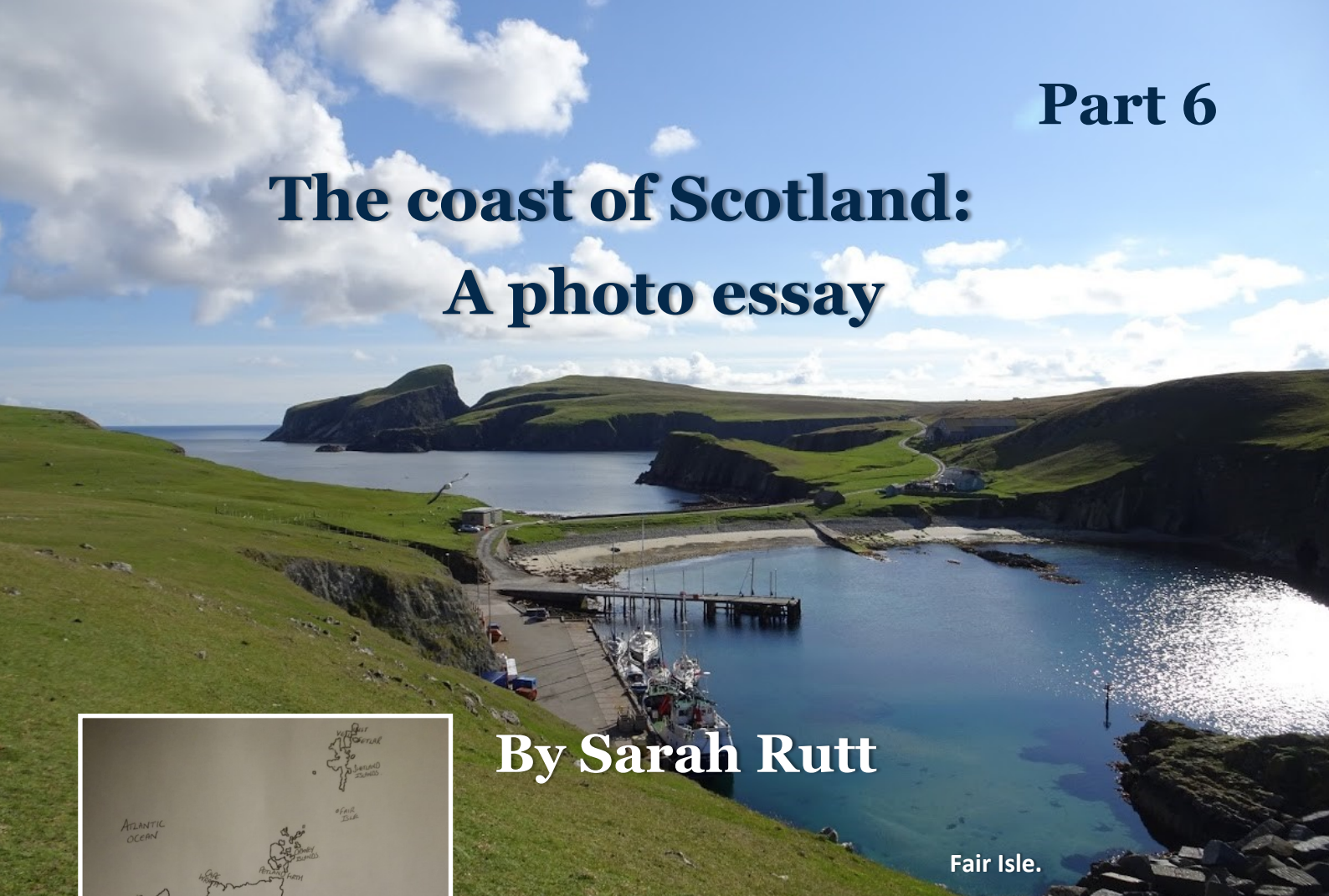
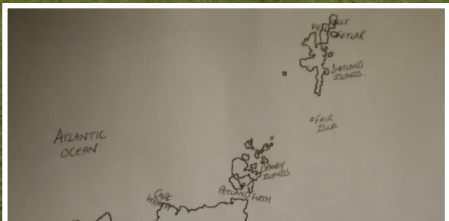


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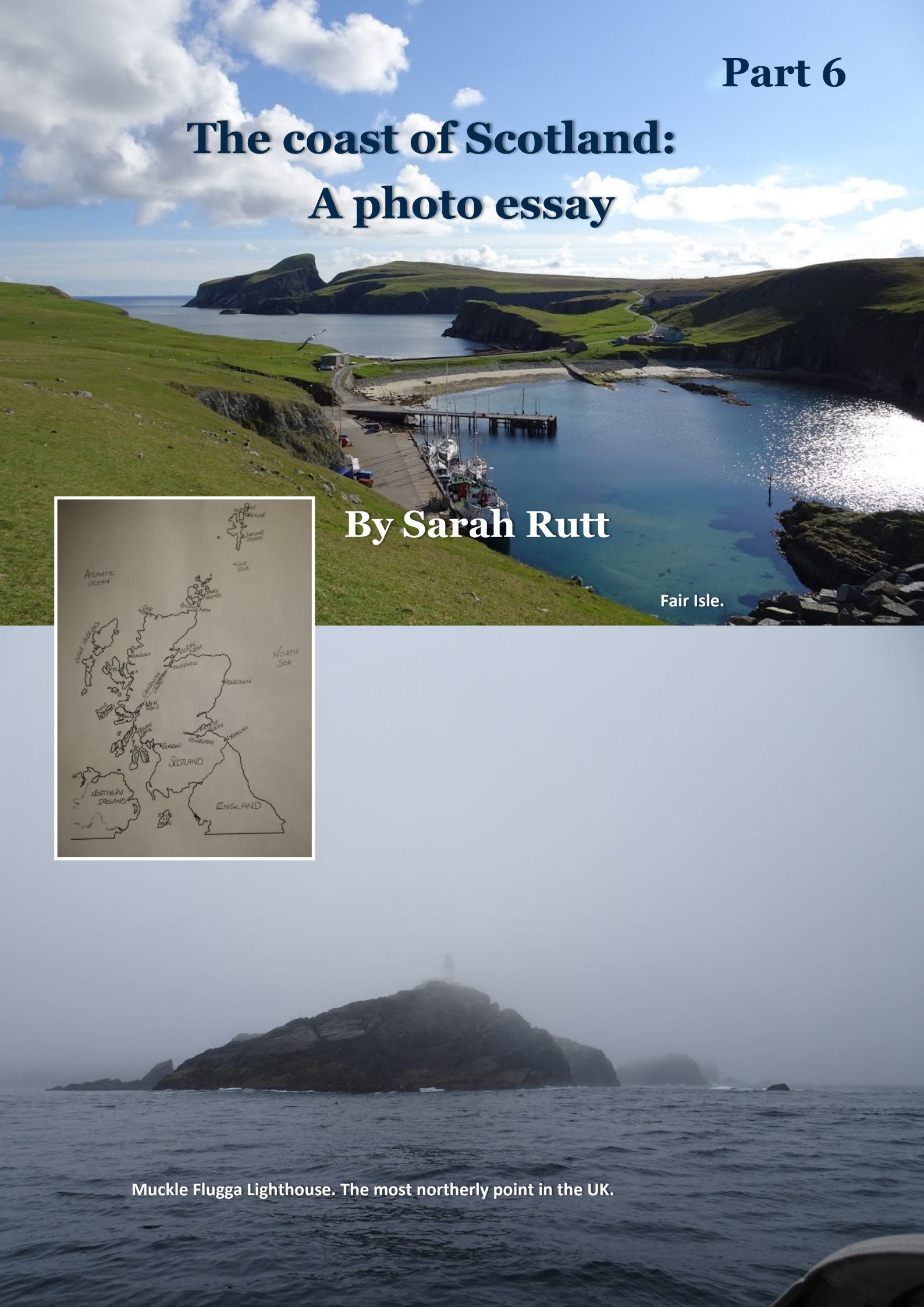
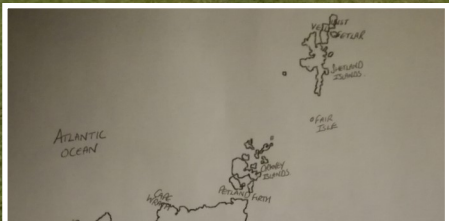


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By Sarah Rutt

Fair Isle.



The image is a composite of three photographs. The top photograph shows a coastal harbor with a pier, several boats, and a small settlement on a grassy hillside under a blue sky with white clouds. The middle photograph is a hand-drawn map of Scotland and surrounding regions, including the Atlantic Ocean, North Sea, and various Scottish cities and islands. The bottom photograph shows a lighthouse on a rocky island in the middle of the sea.

Part 6

The coast of Scotland: A photo essay

By Sarah Rutt

Fair Isle.

Muckle Flugga Lighthouse. The most northerly point in the UK.



Fetlar.

Shetland Islands

I hope you might like to join me in a little piece of northern paradise, while it's not bathed in wall to wall sunshine (in fact it rains quite a lot) the scenery is spectacular, the wildlife amazing, and it's not overcrowded with boats. Our forays around northern Europe have taken us to many different countries but Scotland is one of our favorite destinations. I hope the following photo journey will give you a small peek into a wonderful place.



Puffins at Fair Isle.

Baltasound, Unst.



ABOVE: Unst's famous bus stop. I don't think we saw a bus!

BELOW: Jarlshof prehistoric and Norse settlement.



Bressay.



Lerwick.



Mid Yell.





Lerwick.



Puffin at Fair Isle.

Sumburgh Head.



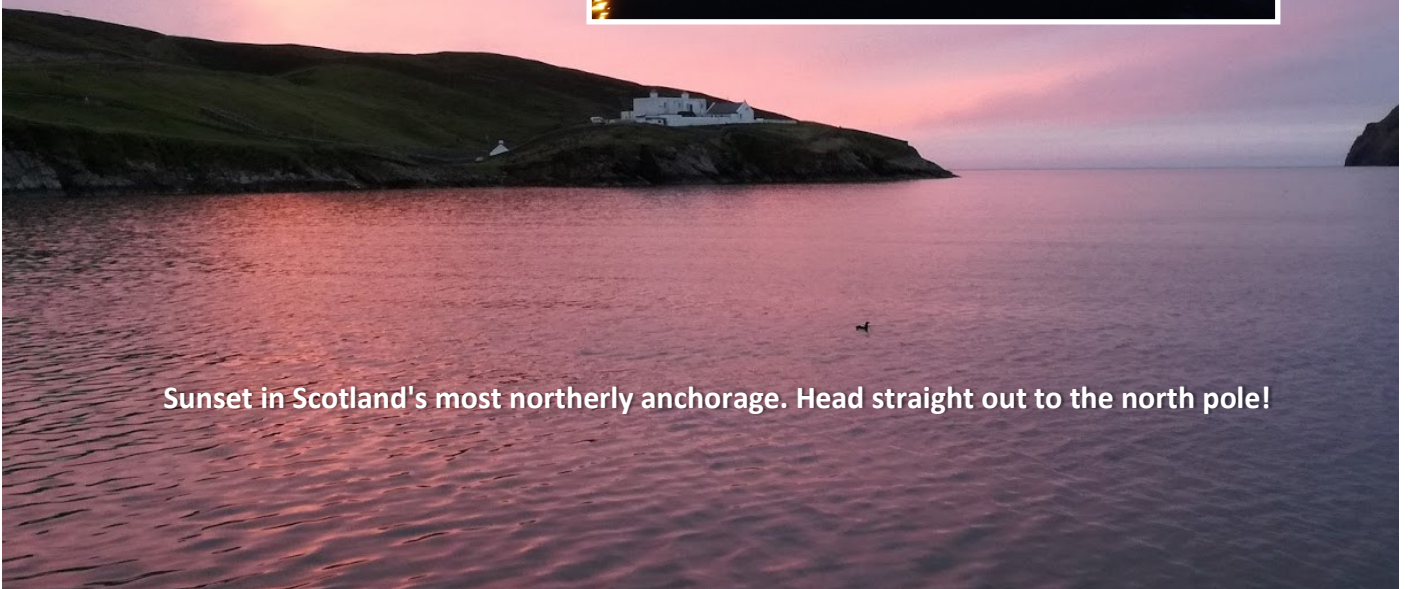
Sarah Rutt with Muckle Flugga Lighthouse in the background. The most northerly point in the UK.



Midnight in Lerwick.



Sunset in Scotland's most northerly anchorage. Head straight out to the north pole!



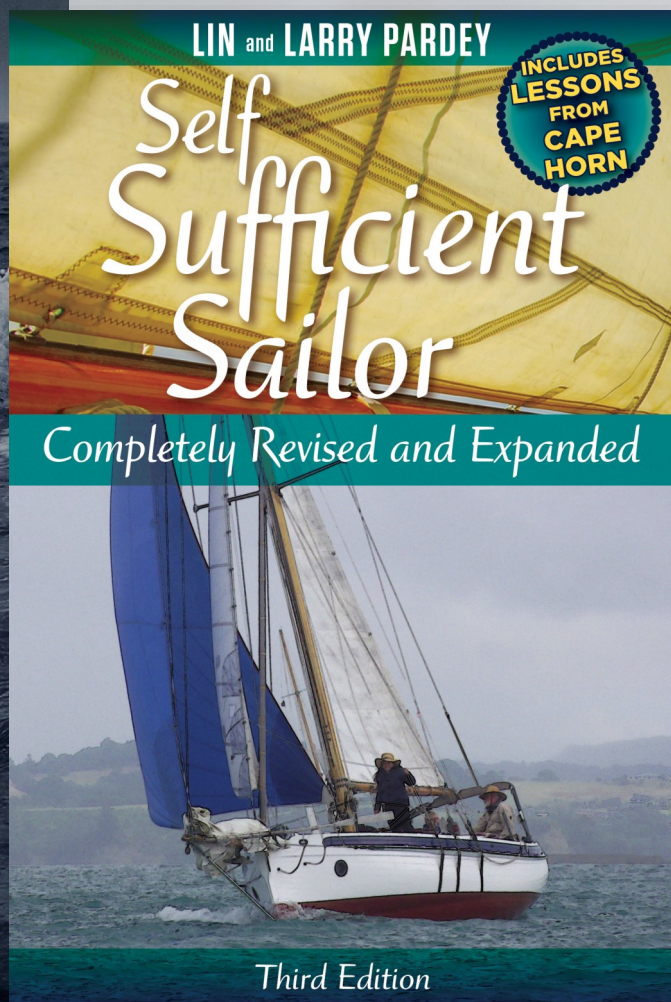
The Self Sufficient Sailor Rises Again

Lin and Larry Pardey's hugely popular and encouraging book, the Self Sufficient Sailor, has been revitalized and expanded by more than 40%. "This has been an exciting project for me," said Lin, "especially as I have spent much of the past two years voyaging through the western Pacific on a boat that has not only an engine, but much of the electronic gear Larry and I chose to sail without. This let me evaluate the advantages and disadvantages of what many folks call modern equipment. Better yet, it put me in touch with the people who are out cruising right now. And it is exciting to see that there are young and young at heart folks setting off voyaging on limited budgets and finding fine adventures."

The results of Lin's work are clear in this early review by John Kretschmer, who has sailed more than 300,000 miles and written several books including Sailing a Serious Ocean, Storms, Stories and lessons learned from 30 years at sea:

"Let me be clear, 'The Self Sufficient Sailor' was a very important book in my life," writes John Kretschmer, "and it makes perfect sense that Lin Pardey is releasing a 3rd revised and updated edition because the book transcends time. It spoke to me when I was a wide-eyed 24-year-old contemplating a passage around Cape Horn, and this new edition speaks me to today as a 60-year-old salt, still plying oceans year after year. I flat out love the premise, the practice and the reward of self-sufficiency that Lin and Larry Pardey espouse. While Lin includes new chapters for modern cruisers, and also chronicles their voyage around Cape Horn, she has included all the original material and that's where the magic lurks. I poured over delightful chapters that compared the merits of sculling over rowing, and completely

concur with Larry's frank assessment of how to prioritize safety concerns offshore. Lin also explains her new cruising life, tenderly paying homage to her life-long partner. The sense of simplicity, patience, honesty and quiet competence that are the corner stones of all of Lin and Larry's books are never more apparent than in this wonderful new release of a sailing classic. It was an honor to read it in draft form."



Self Sufficient Sailor, Revised and Expanded 3rd edition ISBN: 978 1 929214 87 7
328 pages, Pub. Date November 1, 2019
Hardcover \$29.95
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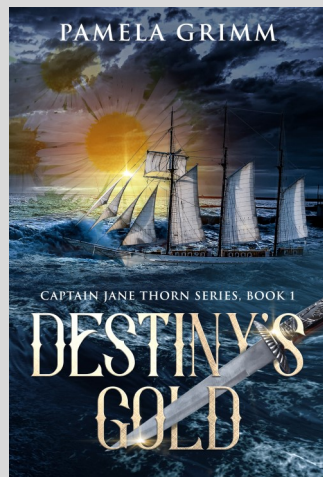
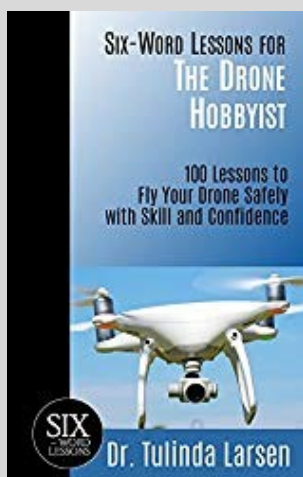
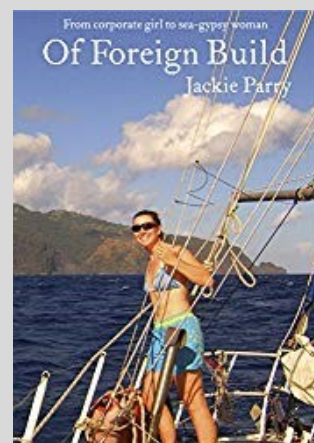
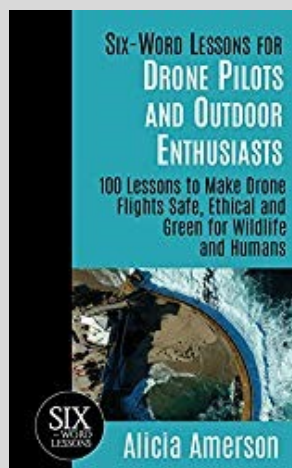
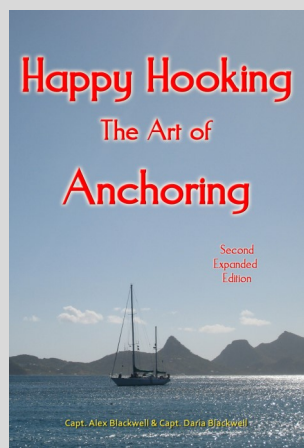
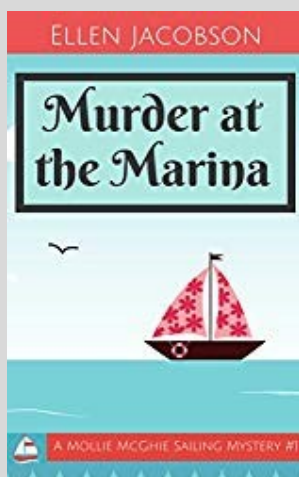
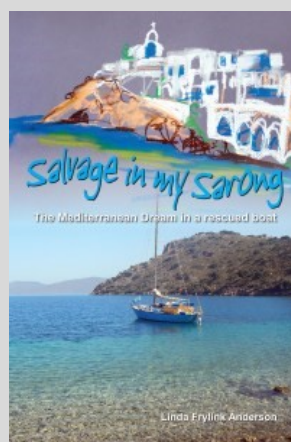
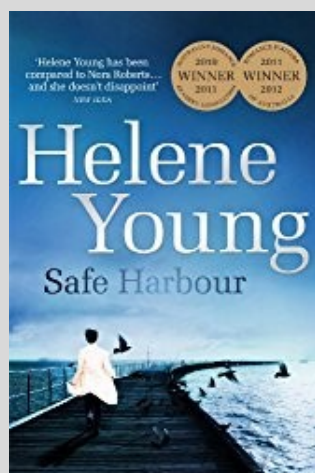
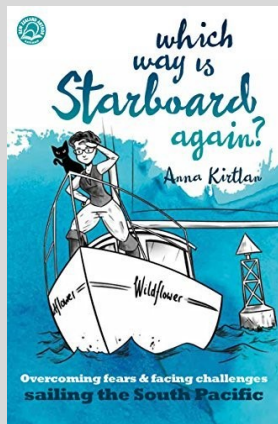


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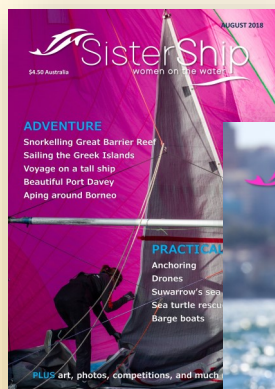
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