

July/August 2020

SisterShip

women on the water



Ocean Passages:

An interview with Vivian Vuong

Sustainable Sailing:

Tackling e-waste on board

SEA KAYAKING IN THE GALAPAGOS

Cruising with a purpose:

PNG, the Bahamas, and SE Asia

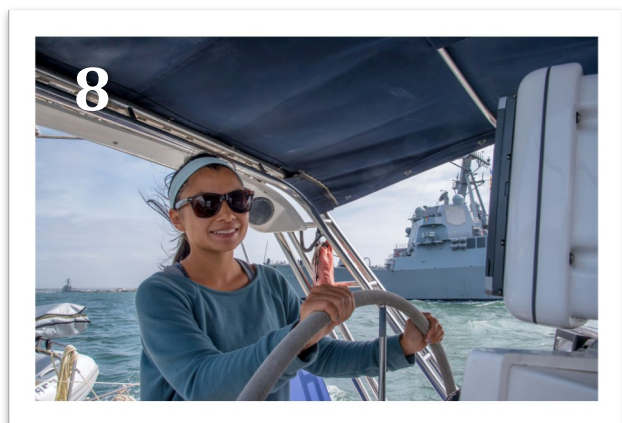
Croc wise in Queensland

PLUS Barge Boats, Dogs Who Sail, Art, and much more!

Contents

Features

- 4 Sea Kayaking in the Galapagos
- 8 Interview with a Sailor: Vivian Vuong
- 23 Bahamian Relief Run
- 28 It's Never Too Late
- 36 Croc wise in Queensland
- 46 The Season That Was
- 62 The Sea Monkey Project



Lockers

- 3 The Bowsprit: Editorial
- 16 Flat Bottomed Girl: Barge Boats
- 41 Sustainable Sailing: E-waste
- 51 Dogs Who Sail: First Aid Kit
- 58 Cruising Artist: Elisa Krey
- 66 Book Club
- 67 Market Place



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The bowsprit

From the editor



Pandemics, plastic, and positivity

As I write this, the world is still grappling with the pandemic and we are all navigating strange waters. Some of us are back cruising (with caution and some restrictions) but our sailing sisters in the Australian state of Victoria are now back in full lockdown. The *SisterShip* team's thoughts are with you and we hope this issue provides not only a brief escape but also a breath of positivity as we bring you the stories of women delivering aid to the Bahamas, helping in remote villages of Papua New Guinea, and tackling marine debris in South East Asia.

Our regular 'Sustainable Sailing' column sees Heather Francis tackle the problem of e-waste, an issue I imagine most of us face at some time. For those with doggy crew on board, Tanya Rabe shares her tips for a canine First Aid kit.

It can be challenging being a woman in the marine industry, even more so if you are a woman of colour. New *SisterShip* contributor Erin Carey joins us to share her chat with remarkable woman on the water, Vivian Vuong. We'd love to hear more from women working on the water so please drop us a line



ABOVE: Sydney Steenland is a young woman on a mission to clean up our oceans (read more on Page 62).

if you'd like to share your story.

Please stay safe and, as always, look for the dolphin!

Shelley Wright

Sea-kayaking in the Galapagos

Sarah A Miller

Sea lions playing at Muelle Tijeretas.

My sister Ruth had been keen to go to the Galapagos and do some sea-kayaking for a few years and when I retired, I agreed to go too. In April 2019, Robyn and I (from Lake Macquarie, NSW), met up with Ruth and Don (from Point Elliot, SA) in Lima, Peru. After a few days we flew on to Quito in Ecuador, where we met our ROW Adventures local tour guide, Ignatio (who preferred to be called Nacho from his time in Australia), and two other group members, a lovely couple, Diane and David from New York, USA. The next morning, we flew to Santa Cruz, with quarantine checks at the airports in both Quito and Isla Baltra.

We spent a few days on Santa Cruz visiting a farm with Giant Tortoises, a farm that grows sugar and coffee and value adding to make fudge and 'Galapagos Moonshine', as well as visiting the Charles Darwin Research Station. These visits were interspersed with a half day paddle on 'sit-on-kayaks' looking at wildlife in the water and on the cliffs of the bay, as well as swims at the beach. Ruth was thrilled to see a blue-footed-booby so early in our trip. We stayed at a local hotel in Puerto Ayora, dining on local fish and produce. Our Galapian guides were tertiary trained, a requirement for

Sea-kayaking from Puerto Baquerizo to Playa El Manglecito (Photo: Robyn Fry).



leading tours into the National Parks, and had a wealth of experience and willingness to answer all manner of questions.

Early one morning we took a high-speed inter-island boat to Puerto Baquerizo on Isla San Cristobal, where we stayed in a local hotel and picked up our snorkelling gear. As our trip had limited luggage allowances, I had packed only my prescription diving mask and underwater phone casing for snorkelling. We walked 2.5 kilometres around to a bay called Muelle Tijeretas, where we saw a range of beautiful sponges, schools of fish, and gracious turtles, and were entertained by sea-lions playing, with one pair tugging on the same stick.

The next morning, we dropped our luggage off for the support boat and collected our sea-kayaks; plastic doubles. After adjusting the

footrests for length, and a safety briefing, we launched into a small breaking wave, avoiding the odd seal, to paddle 12 km to a National Park permitted camping ground, Manglecito. The paddle took about three hours in very good conditions with a slight breeze and swell while being mainly overcast. The four sea-kayaks rafted up several times so we could compare notes on fish or bird sightings, sip some water, snack and chat, knowing our support crew were not far away catching fish for dinner.



Exploring rocks and photographing crabs on a "sit-on kayak" near Puerto Ayora.

There were a couple of motorised boats moored at Playa El Manglecito, but no other campers. After we helped the fabulous support team of cook, skipper, and two other camp helpers, set up camp with kitchen and dining areas and tents-for-two, we were free to swim, walk and explore the vicinity. The camp area was lovely white sand with small bits of coral and black volcanic rock. There were plenty of birds, iguanas, and crabs, as well as few turtles venturing out to fish. While I was lazing around in the bay, a turtle swam only a few metres past me. The sunset was spectacular and was followed by an excellent meal cooked by the support staff.

The next morning the support boat motored us around to Puerto Grande for a swim in a beautiful little bay before taking our allocated time to visit Kicker Rock, or León Dormido. Snorkelling at Kicker Rock was a definite



Galapagos tortoise lazing in a pond.

highlight of the trip. Kicker Rock is a couple of monoliths rising sharply out of the Pacific Ocean and renowned for its birds, hammerhead sharks, and eagle rays. While we saw a number of birds nesting in nooks and crannies as we circumnavigated in the boat, we could also see many schools of fish in the crystal-clear water. We anchored in the north-west cove to snorkel around the rock(s). An interesting experience was a swim through a gorge-like tunnel near the middle of the rock. Our lead guide knew how to time the swim through this tunnel and back in a lull of the waves, so that we were not washed around or into the walls.

We saw a lot of fish and number of sea lions and a few sea turtles, however I managed only a glimpse of a passing eagle-ray and the hammerheads took the day off. We were in



Preparing for sea-kayaking at Puerto Baquerizo (Photo: Robyn Fry).



ABOVE: Colourful sponges, soft coral and fish at Kicker Rock.

the water about an hour and a half but, if a self-guided tour was allowed, I would have spent much longer looking at the beautiful sponges, mainly soft corals and molluscs and tiny fish swimming around them. Back on board the boat, a hot chocolate and spot in the sun was in order to warm up. Returning to camp we were treated to an equally brilliant sunset and dinner.

The next day we were required to move onto another campsite, sea-kayaking 10 km to the Puerto Grande lunch spot of the day before. Once we had set up camp, the sea-kayaks were loaded onto the support boat to return and we spent the afternoon swimming and exploring. A highlight was watching the blue-footed boobies circling and then dive bombing for fish in the lagoon. At times, the pelicans were also roused but were not quite as elegant. Another highlight was watching the small red crabs appear out of the sand, scampering around and then disappear again. There was another brilliant sunset and dinner, this time with pisco sour and local wine.



INSET: Sea turtle passing-by at Muelle Tijeretas.

MAIN: Campsite at Playa El Manglecito.



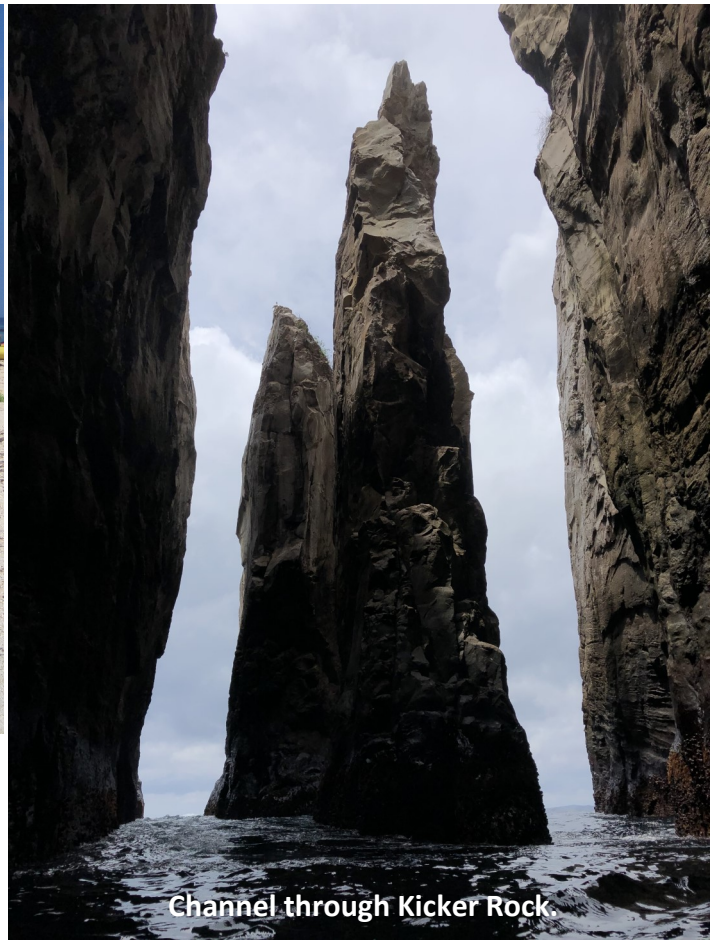
Preparing to leave Playa El Manglecito for Puerto Grande.



We were up early the next morning to pack up camp and await a water taxi to take us back to Puerto Baquerizo for breakfast and showers, before a return flight to Quito. Our taxi was delayed, but a large private boat gave us a lift, with luggage and camping gear, and when we met the water taxi, we swapped over. Fortunately, we had plenty of time for brunch and showers, and were not too disappointed about missing ‘shopping’ time.

The rest of the trip back at the Quito was

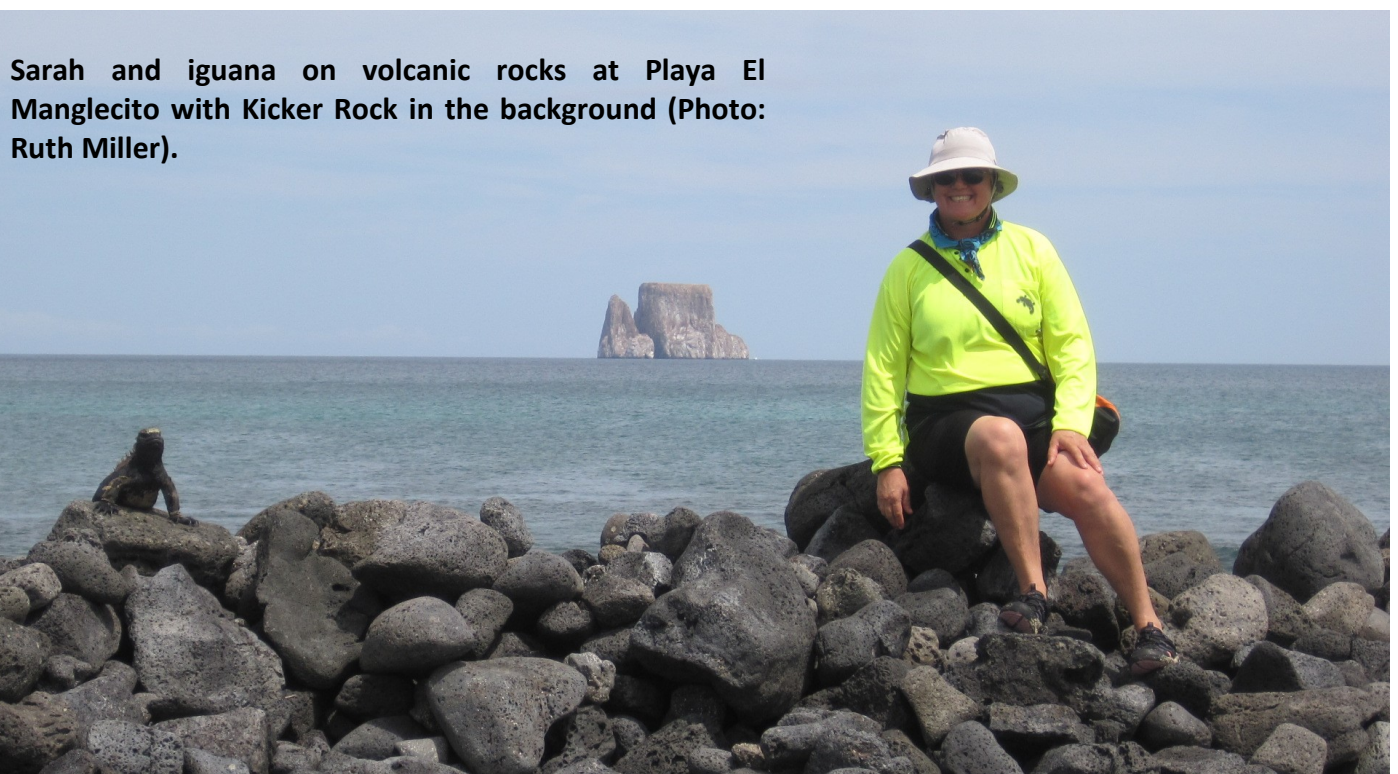
Channel through Kicker Rock.



uneventful and we enjoyed dinner with our New York friends at the airport hotel before heading home.

Sarah Miller sails and kayaks on Lake Macquarie, Australia.

Sarah and iguana on volcanic rocks at Playa El Manglecito with Kicker Rock in the background (Photo: Ruth Miller).



Interview With a Sailor: Vivian Vuong



By Erin Carey

Vivian Vuong is a talented photographer and videographer who tacked her way into the sailing world, with hopes of combining her passions collectively, through storytelling her voyages. She is the owner of a Compass 47, *Ultima*, a South African built sloop that is the floating classroom in which she and her husband, Nathan, conduct long-distance, offshore, sail training expeditions. Through their business, *Ocean Passages*, the couple share the raw and powerful beauty of deep blue ocean sailing, with those with a thirst for exploration and adventure.

Vivian has her FAA remote pilots licence, has worked on two documentary films, and owns a second business called VIZA Media. This lady of many talents started her life afloat aboard superyachts, polishing stainless steel and slaving over a hot galley stove, before eventually partnering with renowned author and sailor, John Kretschmer, to bring her long-held dream to reality.

I sat down with this delightful woman, whose

smile can light up a room, to talk about her challenging past, her promising future, and the importance of striving to achieving your goals.

What are three words that describe you?

Silly, small, and loving.

What is something that most people wouldn't know about you?

I went to 12 different schools in multiple states before I graduated high school. I was always the new girl! I was the fresh meat, constantly being tossed into new environments, often being bullied, and that inevitably toughened me up.

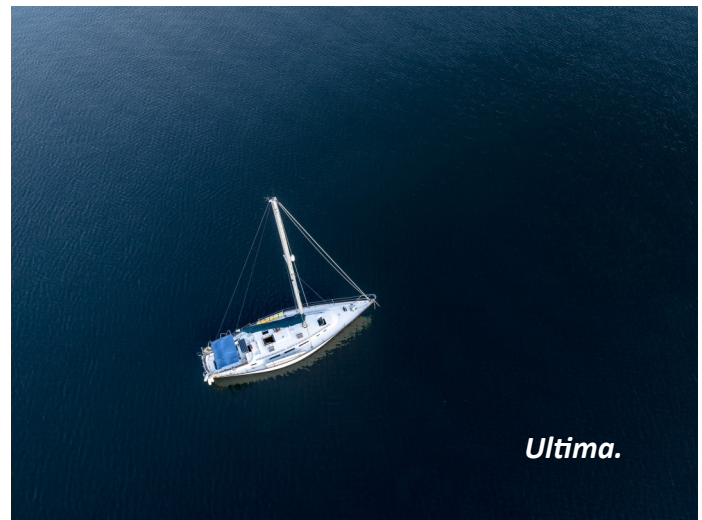
When did you discover a love for sailing and the water?

I knew I enjoyed being on the water, but I didn't realize I loved it until my first offshore

trip, from the BVIs to Newport via Bermuda. For me, sailing was a challenging yet rewarding way to travel. My patience and skills are tested, and the trust you have in others while you're offshore is an incredible thing. Camaraderie is important and crucial to a successful passage.

Many people dream of living afloat but worry they can't afford it. What are some of the ways you've managed to make a living on the water?

At first, I found people willing to split the cost of sailing. We (two couples) shared everything 50/50. When we sold that boat, my husband Nathan and I sought to find a career on boats. I've gained skills for almost every position aboard a yacht under 120 feet. I started out as a stewardess, became a deckhand, upgraded to a mate, and went on to become a chef. My next goal is to earn my captain's license. When you are a well-rounded crewmember, you can get



compensated on private and charter boats for whatever positions are available. For every new job on a boat, my CV has changed to fit the criteria. It's really up to you on how much you want to learn, but for me, I enjoy the challenge. I want to be able to help in all aspects of boating, I want to make sure I know how to deal with any situation that arises at sea. I want to know how to efficiently and effectively sail, maintain, and repair everything on my boat. Having jobs on other boats helps prepare you for this, especially when there are captains and



mentors willing to teach you. Take advice, seek answers, and never be afraid to ask questions.

You mentioned that you've recently launched a business with your husband, called Ocean Passages, can you tell us about that?

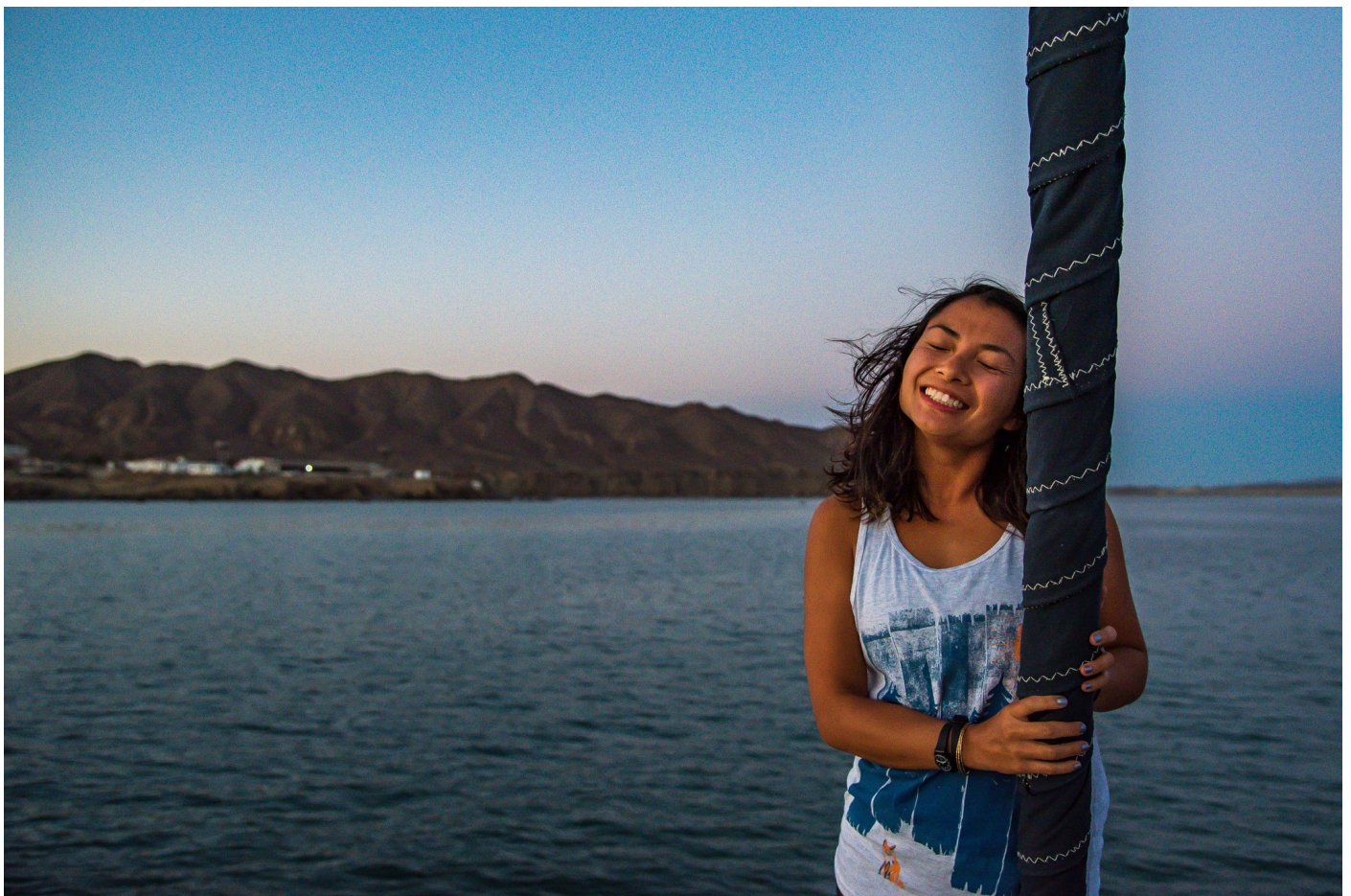
Yes, my husband Nathan and I run offshore training passages. Whether it's aboard our Compass 47, or on a client's boat, we help people get used to long-distance sailing to prepare them to voyage on their own. We also deliver sailboats as well as train owners on their yachts if they are seeking help. It can be as simple as docking or taking on 1000+nm passages, we are here to get you confidently sailing to achieve your own specific goals.

What is it about the deep blue ocean that makes you want to share that with others?

I want to share the quiet solitude as well as



the openness you get while sailing the deep blue sea. It is funny how philosophical one can get while underway. You tell each other secrets you don't tell your closest friends. Because in reality, most of our closest friends don't have any idea what sailing or the vastness of the water is like. That's what we are unintentionally doing, creating deep sea bonds with those like-minded enough to take the leap of faith and head out into the unknown blue wilderness. We seek comfort in sharing our love for the ocean, our fears back home, and just surviving out at sea,





sailing to our destination together on a journey most of our land friends can only dream of.

What/who inspired you to start your own offshore expedition/ delivery business?

John and Tadj Kretschmer. John's book 'Flirting with Mermaids' taught us that we could somehow make a living delivering boats. When we got into the delivery business, Tadj and John asked if we would be interested in taking clients on their wait-list

on our boat to fulfil the passages they could no longer take as they set off on a circumnavigation they call 'The Big One'. Being able to run these passages is a dream come true for us, we always wanted to end up running an adventure company, and when it actually came to fruition, we were over the moon. It finally made sense that everything we'd been through has prepared us for this next passage in our professional career.

You're an American with Filipino and Vietnamese blood, who is barely five foot tall. Do you think being a woman of colour has made your career on the water more challenging?

Yes and no. As a crewmember on bigger yachts, I can easily get to the hard-to-reach places deep within the bilges and lockers of all sizes of boats. It's been very advantageous for learning basic engineering skills to help with running electrical wires, hoses, installing pumps, etc. On the other hand, I am often



Vivian on Ultima.

the only Asian female attending or speaking at events at yacht clubs, crew parties, and boat shows. I'd like to be someone who empowers minorities to sail. I want to show everyone that you don't have to be affluent and wealthy, you don't have to be part of a fancy club, and you don't have to own a pair of deck shoes to fit in.

What obstacles/adversities/hardships have you faced to get where you are today?

So many. I'm a victim of sexual and physical abuse during my childhood, something that I haven't openly discussed until the #MeToo movement. Since then, I want to share my story to help other women know that they are worthy of extraordinary experiences. Forget the past, overcome your fears, and just do what makes you happy. Even the marine industry has bashed me unforgivingly, but I knew that being at sea honestly makes me feel the strongest, bravest, and more resilient than anything I've ever experienced on land. I want to help women feel that power too. It's incredible making landfalls, all the mistakes and mishaps that happen along the way are just chapters in our evolving story.

How have you overcome these hardships?

By realizing that whatever happened in the past was out of my control. What I'm in control of now is my present and my future. I can manifest my destiny and it's this crazy, unstable, not normal existence that I love and crave that keeps me going. I get to go to places I never knew existed. I meet people from different backgrounds and cultures that share insight and knowledge I would have never known, had I stayed put in my hometown. I have done things I never thought I could do. I am now comfortable at the helm of my boat steering toward the unknown. That in itself is well worth whatever damage happened to me as a child.



What we overcome in the past is what shapes our future. It's just up to us to listen to our heart and strive to achieve the goals we set for ourselves.

What are your hobbies, what lights you up?

I am extremely happy taking photos and sharing them in print. This year, I have started selling my photos as art printed on metal. Sometimes, I feel like a hoax. But then I realize that I have taught myself a craft and I know what I'm doing. I am sharing my experiences through a medium where people can hang my work on their walls and be in the places I've been. For a moment, they can experience a Caribbean twilight and I can help inspire them to live their dreams of sailing off on a tack towards that sunset.

What advice would you give your 12-year-old self?

My advice to my 12-year-old self would be: trust in your gut. Often, our natural instincts are right. Throughout my life, I felt like the voices of others overshadowed how I truly felt. If something is uncomfortable for you, don't keep going. If you are unhappy, don't try to keep doing it until you are. You know yourself better than anyone else, so don't let other people decide your fate. It's like when you are trying to make a decision. Imagine at that point flipping a coin. Heads yes, tails no, only you know what you truly want mid-air and you secretly hope for one or the other.

side. Seek that inner voice telling you what you want. You are the commander, master, and admiral of your ship, steer yourself onto the course you want to take, no matter the weather.

What do you want to be remembered for?

I want to be remembered as someone who empowers those who have little confidence in themselves. I know that feeling all too well, and it held me back for too many years. But once you're on the path you're supposed to be, things fall into place the way they should. I want to be that person who pushes you through your own boundaries, shattering whatever negative thoughts you had and gives you the courage you always had within to truly shine. I recall a Joseph Campbell quote that struck a chord in my soul, "If you do follow your bliss, you put yourself on a kind of track that has been there all the while, waiting for you, and the life you ought to be living is the one you are living. Follow your bliss and don't be afraid, and doors will open where you didn't know they were going to be."

What are your top tips for women who want to be an effective crew member?

1. Be Assertive. Everything is done quicker with an extra set of hands, so be the help no one asks for.
2. Be Grateful. Some jobs may suck. But at the end of the day, if you're getting paid to be on the water, or doing hard work outside, if you're the kind of person who can't be stuck in an Monday to Friday 9-5 job, be grateful. The circumstances may not be the best, but they will be eventually if you keep pressing on. Nothing is forever. Even the worst situations don't last a lifetime.
3. Be the Breath of Fresh Air. Smiling is contagious. If you brighten someone's day

with your upbeat attitude and uplifting presence, people will forever be grateful for you. That in itself is a present worth opening. You will never know whose day you turn around with this attitude, they may help you in ways you never knew possible.

4. Burn Those Bridges. If you are scared of burning bridges, don't be. If there are people in your life who have made you struggle, given you anxiety, or just been mean, you don't need them in your life. So many times I have tried to keep potential references happy, even if it meant me suffering. What I've realized is that negative people don't deserve a place on your path to success. If you want to make it, just subtract the people who put you down because they'll never take the time to help lift you up. Seek mentors that are on your side, they are out there and want to see you succeed.



Hailing from the land down under, Erin and her family recently cruised the Caribbean for two years before crossing the Atlantic Ocean aboard their Moody 47 named *Roam*. Erin now runs her own PR and communications company called Roam Generation, helping fellow sailors and adventurers share their unique and inspiring stories.

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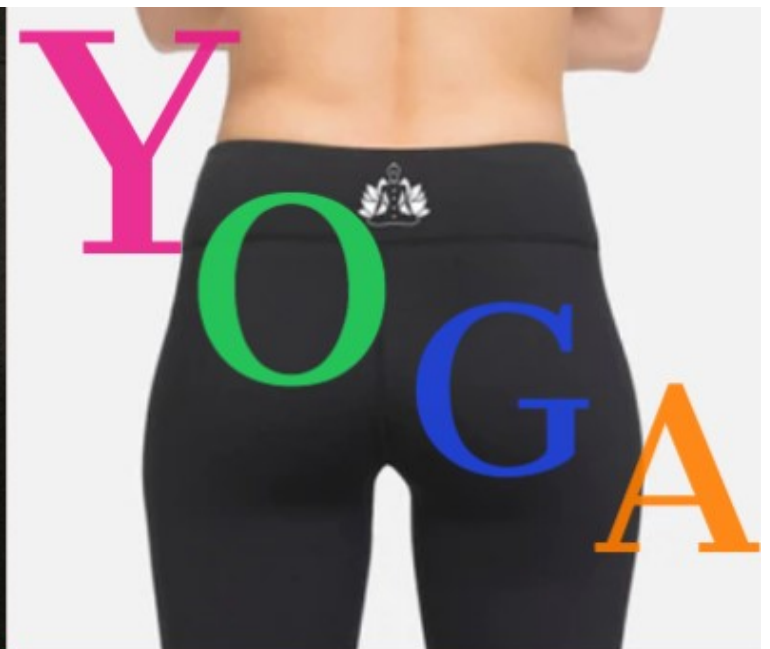
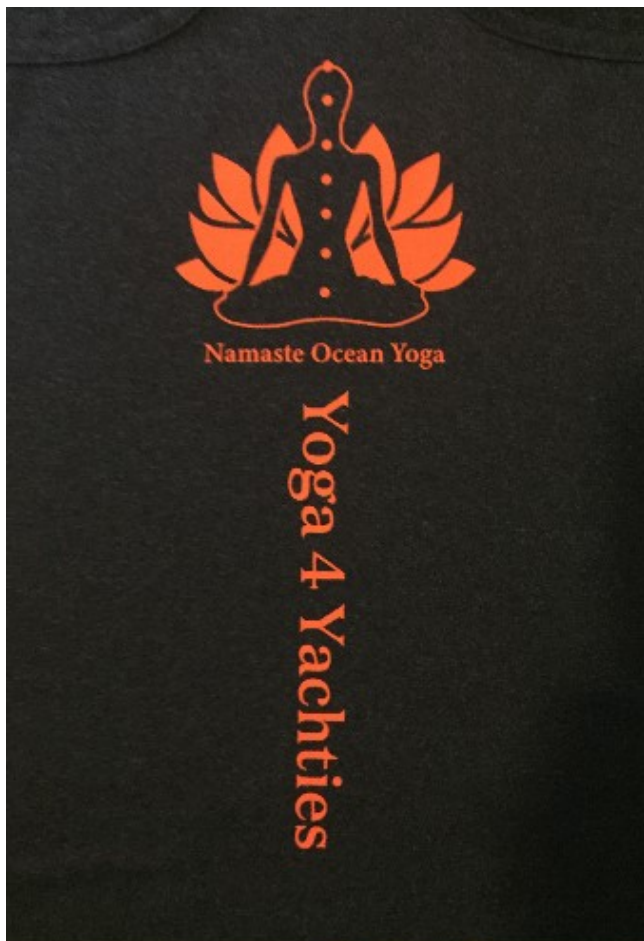
***SisterShip* Magazine cruises along with an international flavour.**

Our contributors hail from all around the globe. We encourage writers to maintain their voice and therefore their local spelling.

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

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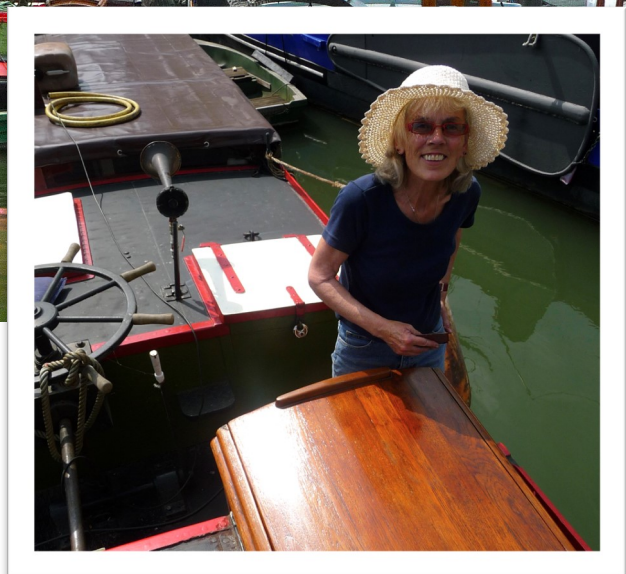
Views from the canal

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

Remembering the magic of the Scheldt

Well here we are. It's July 2020, and we're still in the Netherlands thanks to the COVID-19 pandemic. Previous summers have seen us travelling far and wide, although on canals far and wide is somewhat relative. The distance most people do in a car in a couple of hours can easily take a week to travel on a barge if we spin it out. But I digress. This year we're not going anywhere because COVID-19 has basically scuppered all our attempts to get the engine on our little holiday barge, *Hennie H*, up and running in time to go faring (as I call it).

So, as a result of having our wings clipped, or to put it more aptly, our propeller clamped, we can only reminisce about our former years' travels and dream of the moment when we can cast off our ropes and go cruising once again. The memories have been flooding in recently (excuse the pun), and a recent walk along the river Scheldt in Belgium reminded me of the pleasure and excitement of experiencing it by boat in 2018. It was our



last long cruise before disaster struck when our engine emptied itself of oil into the sump with somewhat terminal consequences. But that's another story for another time. For now, I'm going to a happier place by remembering our trip along the Scheldt again.

For those who don't know it, the Scheldt is a tidal river; it's fast running and has an impressive rise of around ten metres at its narrowest point. The tidal section is from Ghent to Antwerp and a trip either up or downstream has to be well planned for boats that don't have much power on board. Running with the tide is definitely a good idea if you don't have many horses in your engine room – pushing against the current tends to be a thirsty job for the poor horses. And thirsty means expensive.

Anyway, until 2018, I'd never done it, the Scheldt that is. When I heard it was going to be the first and last part of our route through Belgium, I was more than a bit nervous. The speed of the current and the risks of running aground on the silted up banks of the river's numerous bends set my 'what if' monitor on



high alert. On the morning we set out on our travels, we did the downstream run from Ghent to Dendermonde, a town about halfway along the tidal section. That turned out to be quite enough excitement for one trip as the impeller in our water pump disintegrated, luckily just before we joined the river. But the fact that my partner had to replace it at the lock in Ghent meant a serious delay and we were late leaving. This in turn meant we lost the advantage of the ebb tide and had to race to reach the lock at Dendermonde by low water. And believe me, it was very low when we arrived. It was a bit like manoeuvring our way through a country stream rather than a serious waterway, so we were pretty relieved to make it onto the river Dender before the tide turned.

Our return journey was much more relaxed and I was captivated by the magic of this wild and winsome river. For a start, we joined it much further downstream at Wintam. We'd come up from Charleroi on the canal to Brussels. From there, we joined the sea canal which leads to the Scheldt, the fastest route for barges travelling from southern Belgium

to Antwerp.

Wintam sea lock was a bit of a surprise after the bustle of Brussels. It lies at the end of a wide section of canal bordered not by industry as it is for most of the stretch, but by peaceful farmland. Although I expected a large lock, I wasn't anticipating one of quite such huge proportions. It was a massive 250 metres long and 25 wide and we were the only ones using it that afternoon. Talk about feeling overwhelmed; not just about the size, but about all the water being used on our behalf too.

We'd planned our exit onto the Scheldt to coincide with what we thought would be slack tide, but once we were out on the river,

we realised the tide wasn't slack at all and we'd need to wait a while. The current was still running fast downstream, so any progress we might have made towards our intended night stop back at Dendermonde would be slow, tough-going, and consequently very costly. None of these challenges appealed to us, especially not the last, and anyway, we needed to nurse the *Hennie H's* meagre sixty old horses along. So we crossed the river and tied up to a commercial pontoon where we could wait for the tide to turn, which happened an hour or so later. We'd miscalculated somewhat, but it didn't matter.

Initially we set off on the slack tide, but we made good progress and it wasn't long before the current helped us forge ahead. As we wound our way along the river, I realised how special it was. The weather was glorious and emphasised the Scheldt's untamed, rather mysterious beauty punctuated by its many sculpted mudflats and tiny inlets. I could imagine taking a small boat into them at high water and staying there to sit on the mud when the tide ran out. Alone in a watery



wilderness. Bliss.

The river's course meandered sinuously through the countryside, so there were buoys to ensure the commercial barges kept to the deeper channels. In places the water was so shallow the birds (waders, of course) simply walked on the bottom, which looked both funny and worrying. But it was as good a 'don't go there' sign as you could get.

Actually, the bird life was quite different from on the canalised rivers we were used to. There were none of the familiar ducks or coots; instead, there were all manner of



coastal birds, as well as flocks of seagulls. We might have been forty kilometres from the estuary beyond Antwerp, but we were still very much in touch with the sea.

I forget what time it was when we reached Dendermonde, but it was early evening as the light was turning gold. The entire scene was quite bewitching in its remote, natural splendour. Although we'd passed several riverside marinas on the way, most of them were full of boaters making the most of the gorgeous weather. As a result, we were relieved to find two empty pontoons next to the bank just before the turning into the Dendermonde sea lock, the point at which we'd started our journey several weeks before. Koos made a u-turn so we'd be facing into the flow and we used four hefty ropes to tie up. The current was running pretty fast upstream by this time and we didn't want any nasty overnight surprises. Being wrenched from our mooring and carried off on the tide



held no romantic notions, not for me at least.

That evening, after we'd explored the town, we sat on the back deck in the dark and watched the water flowing past us at a crazy speed. In full spate, it carried the detritus of bank life with it: logs, clumps of weed, and small branches all tore past us at a hectic pace. The following morning we caught the incoming tide again and revelled in the glittering morning as we sped past the now familiar scenery, dodging the flotsam we'd watched the night before.

Looking back, the Scheldt was a magical



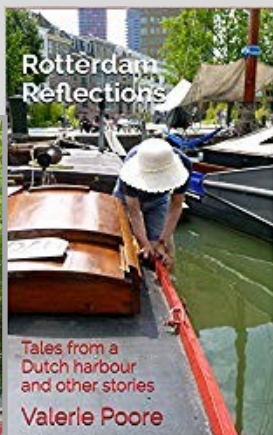
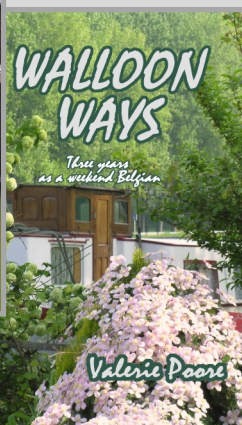
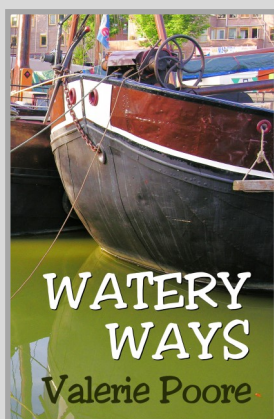
experience and one I hope we'll repeat in the not too distant future. Being so natural and elemental, it was definitely the crowning highlight of what had been a glorious holiday. For me, it provided exactly the right bookends to our travels and images of its beauty linger on, calling to be revisited as soon as the situation allows. Let's all keep everything crossed and hope that will be sooner rather than later, engine repairs permitting!



Map ref: <https://northsearegion.eu/immerse/project-estuaries/the-scheldt-estuary/>

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>

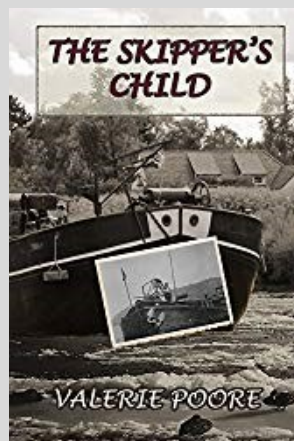
Walloon Ways: <http://geni.us/1CDTu>

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

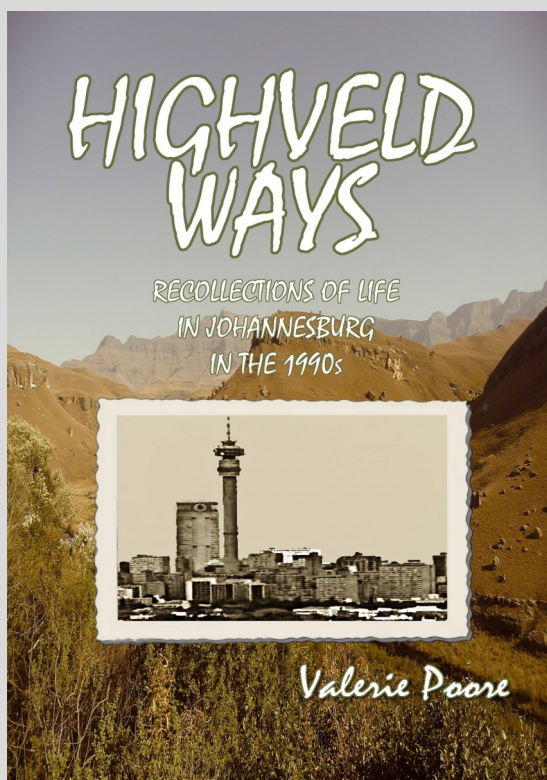
Rotterdam Reflections: <http://geni.us/5pSxcgs>

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.

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SisterShip 22

Bahamian Relief Run

Monica Kendrick

Bahamas sunset.

We depart Fort Lauderdale after a fuel stop at the 15th Street Fuel Dock, bound for Old Bahama Bay Marina located at West End, Grand Bahama. *Otter*, a Catalina MKII 42, is fully loaded with a multitude of relief supplies for various people, organizations and families.

“Tell me again,” I ask, “how long for the crossing?”

“If everything is in our favor, between ten and twelve hours,” the captain replies.

Captain Judy Hildebrand, a delivery and charter captain since the 1980s, has spent her time in the wake of Hurricane Dorian raising funds, shopping for, and delivering supplies to the folks affected by the most devastating hurricane in the history of the Bahamas. Having formed in early September of 2019, Dorian destroyed much of the Abaco chain and Grand Bahama Island. As a nation, the Bahamas consists of over 700 islands and over 2,000 cays. It is one of the most beautiful marine environments on earth, with some of the most wonderful people. Judy’s mission is one of compassion and service.

Relief supplies being loaded.



This is trip number nine since her first on September 27th of 2019.

Many generous people donate to this cause in a variety of ways. Longtime friend, Ned Cray, a retired harbor pilot from Ft. Lauderdale, donates the use of his sailboat. *Team Otter* is comprised of those who give money and those who donate time and/or a myriad of other resources. On this occasion I am volunteering as Judy’s first mate. Captain Judy receives lists of requests from people she’s

known for many years while working as a charter captain primarily in the Abacos. She's also contacted by folks and organizations stateside who have supplies and are looking for ways to get them delivered.

I meet Judy at a Costco in Ft. Lauderdale. I've just completed my four-and-a-half-hour drive to join the boat. The last of the provisioning includes cases of water, juice, paper goods, laundry and dish soaps, as well as meat and dairy products and other essentials. "Holy smokes, this stuff is heavy!" I exclaim as we navigate the fully laden cart through the warehouse and to the parking lot.

Loading *Otter* is a chore unto itself, and typically requires three to five trips to various stores, warehouses, and residences. Once loaded, with the help of two more volunteers, I lay out my sleeping bag on what's left of the settee. The salon table has been removed to accommodate relief supplies. The forward portion of the boat, a head and pullman berth, are packed more than halfway up the overhead. The main salon floor is covered with cases of water and

layered on top with lighter items. "A lot of ballast," Judy jokes.

Our departure is not straightforward. With the boat loaded we are ready to sail, however our window of opportunity for departing closes the following day due to weather, a head sail problem, and a few other issues. "Sometimes the Universe is telling you something and it's best to listen," says the captain. When safety is in question Captain Judy is a conservative sailor. I feel relieved in one way and disappointed in another. I'm looking forward to this experience, but don't



Captain Judy Hildebrand.



SV Otter at private dock.

relish the idea of a rough crossing of the Gulf Stream. We take the perishables to a supporter's freezer then head to my home. Six days later we return to *Otter*, pick up the now frozen meats, as well as a bag of new clothing to be distributed at Judy's discretion, and set sail for West End, Grand Bahama.

It is an uncommonly easy and beautiful seventy-mile crossing. With a southerly wind our points of sail range from a close reach to a broad reach, and we enjoy speeds of up to 10 knots on three to four-foot seas. "I wish all my crossings were like this one!" I say. "Perfect conditions in every way." I am delighted and feel accomplished at not having to run the engine once the sails are set. We arrive at Old Bahama Bay Marina just as the sun goes down ten hours later.

The following morning Judy clears in with Customs and Immigration. A woman who has been faithfully following Judy's posts on the Facebook page *Women Who Sail* approaches the boat. She hands me an envelope and shares her feelings of admiration and high regard for Judy's

continuing endeavors. "Come back and meet Captain Judy. You can give her your envelope in person. She'll be happy to meet you." I invite.

She declines. "I don't want to be in the way."

I pass the envelope on to the captain upon her return. Judy is touched and grateful for the monetary donation.

People begin to arrive as the contents of the boat are unloaded onto the dock. Judy organizes and distributes everything among six different groups comprised of individuals, families, and organizations; all of whom are filled with gratitude.

A member of a disaster and abuse relief organization dedicated to feeding, spaying and neutering dogs and cats on Grand Bahama island has been feeding many animals in the wake of Dorian. Judy stumbled upon a request to transport pet food to West End for this organization early on, and indirectly became a benefactor on November 15th when she delivered

Relief supplies unloaded at Old Bahama Bay Marina.



hundreds of pounds of dog food. The care and feeding of the animals on Grand Bahama and the Abacos are issues near and dear to Judy's heart. Pet food is a large part of what Judy brings to the Bahamas. "We have to take care of the critters," is Judy's mantra.

Her trips are altruistic. What she brings is minimal by comparison to others, a drop in a large bucket of need. However, as they say, every drop fills the bucket over time. There are hardships involved with her commitment. For example, *Otter* is a sailing vessel donated to the cause, but needs fuel and maintenance. Judy does much of the maintenance and *Otter's* owner happily buys and or replaces equipment at Judy's request.

The Bahamian government require the purchase of a cruising permit to gain entry. The cruising permit costs \$300 and is valid for 90 days or two entries into the Bahamas. Monies that could go towards the purchase of much needed supplies for people and families still in need now go to the Bahamian government. At \$150 per delivery this is a hardship on the relief kitty. Captain Judy sails a boat filled with much needed items. She's small scale and definitely not a cruiser in this context. But because she is on a privately-owned sailboat, as opposed to operating a vessel under NEMA (the Bahamian version of our FEMA) approved organization, she must renew the cruising permit every third trip. There are many who benefit from her ongoing commitment, and some of these folks are working to discover a way for her to continue her efforts by finding an exemption to this charge. The waiver for duty and VAT (value added tax) will expire in June meaning incoming goods will be taxed at 12% of their retail value. It seems inevitable that much needed aid will dwindle unless the government chooses to continue its current waiver.

As with all natural catastrophes, relief and rebuilding efforts will continue for many

years. This experience, for me, is a lesson in the importance of generosity that extends beyond the initial event.

Captain Judy Hildebrand completed her relief efforts with her tenth and final trip to the Abacos just as the Bahamian government closed its borders due to COVID-19. I was her first mate again as she coordinated delivery of supplies between five cays as well as transporting one passenger to her now-for-sale second home on Green Turtle Cay. Her passenger retrieved the few boxes of personal items not ripped away by Dorian. We returned to the US and to the reality of a virus that changed the world.



Monica Kendrick lives in Tarpon Springs, Florida, USA and sails primarily between the Gulf of Mexico and the Bahamas. She began sailing three years ago and was so impassioned that she's now collecting sea time for her US Coast Guard captain license. Monica enjoys spending time off the water with her family and friends. She is an avid gardener, hiker and bicycler.

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My first is a bird that when put in the oven is always hopeless.

My second sticks out, so can break if you take a trip.

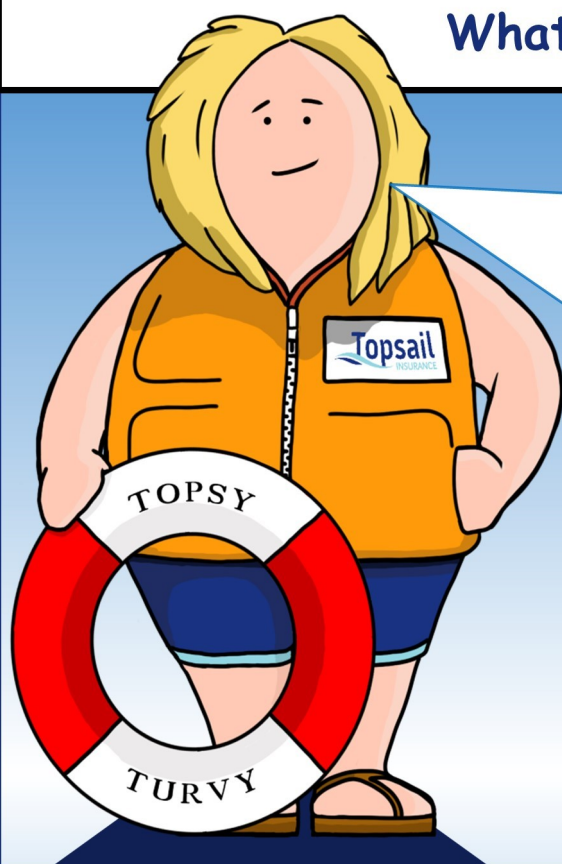
I'm part of a bottle which collects in a skein,

I'm tough as steel but I'm shy,

so don't ask me to make it jump.

When at work, I'm flexible but always hold it together and
my job starts at the post but always ends with a "crash"

What part of a yacht am I ?



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It is never too late

Toloyot under sail.

GINA DE VERE

As I was trying to find a more comfortable way of sitting cross-legged on the hard wooden floor in the Chief's house a thought entered my head; what would my mother in her twinset and pearls think of me now as I sat enjoying the harmonies of the villagers in a thatched hut in the remote islands of Papua New Guinea? These islands are well off the tourist track and only reachable by intrepid sailors. The adventures we have had here and the people we lived with on Gigila Island are especially dear to me.

Christian and I decided to take the road 'less travelled' fifteen years ago to explore the world on our sailboat *Stardancer*. Since living and sailing full time on our sailboat we have experienced many fulfilling and memorable moments. We are eternally glad we made the

effort and left our comfort zones to experience this way of life.

Along with two other couples, Cathy and Eric Gray on *SV Erica* and Rick and Alex Mateer on *SV Roxanne*, Christian and I had sailed to Gigila Island, PNG, on a boat building project to teach the islanders how to use fibreglass.* We had sailed from Townsville and made an uneventful crossing in a few days of light winds toward the 150 nautical mile long Louisiade Archipelago, PNG. There are no cars, no roads, no wheels, and no electricity on most of these islands. Boats are the only transport. The year previously, when we had sailed there, we had met Councillor and Chief, John, in Valeha village. He agreed for us to teach his men fibre glassing while building a sailing yacht they named *Toloyot*, made from two disused and holed 'banana' boats. (But this is another story!)

What did we women do when we were shoed away from the boat-building site by the chief while our husbands were busy in the village for eight weeks? We had fun. We three women, Alex an ex-school teacher, Cathy a nurse, and myself would jump naked over the sides of our boats to meet in lovely clear water to have 'meetings' about what we each would do that day, and who would take the men their lunch. From time to time we had other boats joining us for parts of the project and it was then we met Christine, Sue, Jenny, Elisabeth, Rachel, and Mandy. We had the run of the island. Most days I would go with Alex along the beach to the bamboo hut called school. Children poured from the wooden huts, grabbing our hands, and pulling us along, all the time singing merrily. The school** had a sandy floor and gaping holes through which dogs and pigs entered at will and defecated. So, every day started with cleaning the floor.



Little helpers.

Because of the language difficulties maths was the easiest subject to teach. Alex had brought dried beans with her and basic maths was taught using these. We had also brought with us large posters of multiplication tables and the alphabet. There was nowhere to put them on the bamboo walls, so they were hung on strings across the room together with the children's artwork. Olive, the schoolteacher, had not been paid for several



Councillor John (with dreadlocks)
and Bernard the Magistrate.

months. It was too easy for the authorities on mainland PNG to overlook tiny schools hundreds of miles away, but the children still came to school or visited Olive's house each day.

In the two months we were there we made many good friends. One sweet woman called Christine suffered badly from malaria but was still helping her husband the 'baggi maker'. These shell 'baggi' necklaces are all made, cut, and polished by hand and have great value. If you wore several baggi it meant you were esteemed and wealthy. Although desperately poor in our eyes, Christine would insist on us giving us a cup of tea, water with some perfumed leaves.

With Alex, we set up a foundation to create a trading shop, a pig farm, send a young woman named Basilea to the mainland to college, and send Terecita to get First Aid training. Terecita was a bright young woman in the village, outgoing and full of fun, with

three children (by different fathers) whom her mother Elisabeth brought up. Elisabeth was married to my special friend, the Magistrate cum Medicine Man. Many an afternoon was spent on our boat with the Magistrate for the ward who would consume several cups of very sweet tea and copious amounts of biscuits. He had found out I had been a business consultant and we would discuss all manner of subjects, but mostly he wanted my opinion of his suggested punishments for local crimes including stealing and adultery!

One day we invited the village women onto Cathy's yacht *Erica* to hand out the second-hand bras, t-shirts, and spectacles we had brought over in big bags from Australian op shops. The bras were fought over, whether they fitted or not. We asked if they wore clothes when we were not there, and they replied they wear grass skirts and go braless in the very hot weather. It was heart-warming



to see the delight on the face of the Chief's mother when she tried on a pair of old spectacles. She could see clearly for the first time in many years.

Some days I would go with Cathy to different parts of the island. She was in great demand, especially among the mothers. Cathy is also a midwife and because of this we got invited into many of the huts. The huts were well elevated on strong wooden piles with four or five steps up to the door. The main room was dark and cool with floors made of smooth polished hardwood covered with woven mats to sit on.

Sadly, PNG has one of the highest rates of AIDs per capita and Chief John asked Cathy to speak to women from all the villages on Gigila about it. We had misunderstood and thought Cathy should talk about hygiene, handwashing etc. About 30 women arrived to sit under the shade of the big thatched roof of the meeting house in the village. Finally,

we understood what they really wanted to know. Cathy had a hard time explaining to them that there was no easy cure but that they should wear condoms. We saw the trading boats come into the bay occasionally and stay for a night or two. The young girls would rush to these boat boys and exchange sexual favours for cigarettes, which brought a few cases to the islands that had otherwise been free of AIDS. The local bakery on the main island of Misima was giving away free condoms. They went like hot cakes! Only later to find that they had been blown up, drawn on and made into fishing lures!

One day Cathy and I walked around the perimeter of the island with the Magistrate to identify the 'bush medicine' plants on Gigila. We took the photos and wrote down the name and what the leaf or root or berry was used for. There was one bush with hardly any leaves on it. It seems this bush was used for birth control, to stop menstruation, but only





Cathy dispensing medications.



Cathy holding bush medications book.



ABOVE: "I can see!" The Chief's mother on SV Erica.

a few women knew about it. This was because knowledge is power and not to be shared but perhaps traded for. The point of this excursion was so that we could create a book of herbal medicines with pictures and a description of what they are used for, translated into the local language so the information would not be lost and instead, shared by all the islanders. We left this book of laminated pages with the Chief, but I often wonder if it has not been tucked away somewhere. We found that items we gave to the community often ended up in one person's hut so the 'mana' was theirs. We gave away several pairs of hooped earrings to find women wore only one; they had traded the other one.

We also left the village of Valeha with a

BELOW: Dancers on 'splash day'.



ABOVE: Sharing op shop clothes on SV Erica.

photographed step by step guide on how to use fibreglass, all translated into their language, so they can repair not only their boats they had holed on the coral but their water tanks as well. If you happen to go that way, please take paint and fibreglass materials! And take *Toloyot* out for a sail. She sails very well. Launch day was a day all the neighbouring villages will remember. The days before were spent hurriedly finishing the accommodation and painting of the boat



plus hours of cooking by islanders and by us *dimdins* as white people are called.

Mandy visits Gigila most years. Bruce brings a chain saw and cuts fence posts for the village and Mandy teaches the women how to cook. She had made a good in-ground oven and now they can bake tasty cakes.

The boat was heaved into the water on coconut tree rollers by all the men for the big splash! The local preacher was invited to say the prayers of protection and safety for all who sail in her and many lovely songs were sung. We were welcomed and entertained by the dancers from the neighbouring island, which was a rare privilege as they are renowned throughout the archipelago. This was no tourist show, but authentic tribal dancing and very impressive.

Later that night we all crammed into the Chief's hut to share a final meal and sing songs. We simply could not compete with their harmonies. Saying farewell to our new friends was very emotional. Speeches were made. Tears were shed on both sides. This bonding and sharing will long be remembered by us all.

I had been worried about missing family and friends when leaving home to go full time sailing and living on our boat, but I need not have been anxious, this cruising life has lead us into many adventures where we have met

wonderful people and had experiences I could never have dreamed of. If you haven't left on your voyages yet I urge you to go soon and enjoy the adventures of a lifetime.

*For information on the boat building project for *Toloyot*, see the article on my website <https://www.bluewaterwomen.com> under blog: 'Paradise with a Purpose'

**Thanks to the Lions of Australia and Chris and Paul Taylor in particular, the children of Gigila now have a new school. See 'The Gigila School Project' on YouTube.

***The biographies of Cathy Gray, Alexandra Mateer and Jenny Gordon-Jones are on my website: <https://www.bluewaterwomen.com/contributors-1>



A New Zealander by birth, Gina 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 a 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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2017 Go East Participants 'Gadji' - New Caledonia

Image Credit: Luke Ludemann - DIY Sailing

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

GOWEST

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Shelley Wright

Croc wise in Queensland

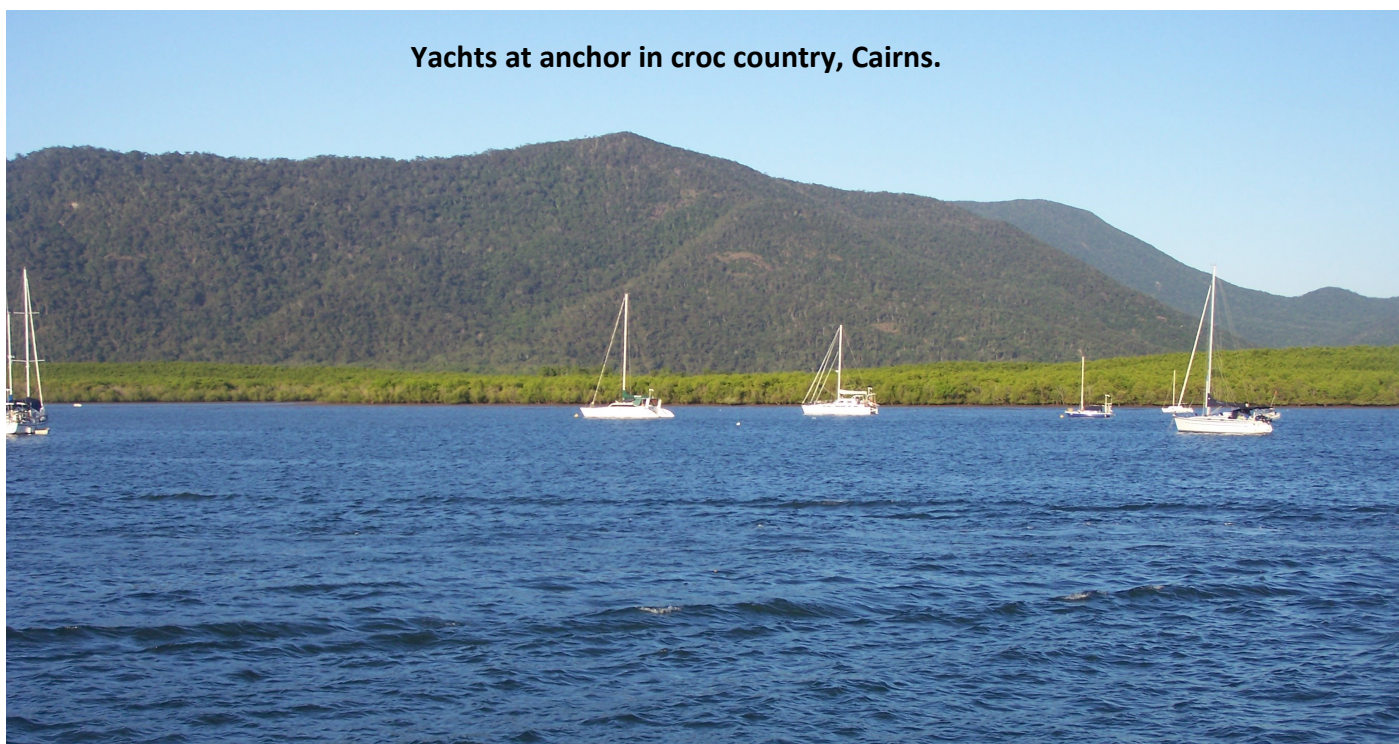
When I first arrived on the Central Queensland coast many decades ago, fresh from the lush green hills of New Zealand where the most terrifying creature is a wētā (a large cricket), the thought of crocodiles had not crossed my mind. After buying a small neglected trailer sailer, my husband-to-be and I set about teaching ourselves to sail the hard way, by dodging coal ships and running on to nearly every sand bank in the harbour. Over a few drinks at the local sailing club, an old yachtie warned us to be careful sailing around the 'Narrows', the stretch of water surrounded by mangroves that runs between

the mainland and Curtis Island. He said there were crocs. We figured he was joking and took little notice. However, it wasn't long before the chilling sound of a throaty growl and the sight of mud slides at low tide while we were out on our little boat had us taking him seriously.

The estuarine crocodile

The estuarine, or saltwater, crocodile is the largest of all living reptiles, with males growing to five metres or more. They are found from India to northern Australia, and across to Vanuatu and the Solomon Islands.

Yachts at anchor in croc country, Cairns.



An ambush predator, estuarine crocodiles usually spend the northern Australian wet season in rivers and swamps. Breeding and nesting occurs between October and April. In the dry season (May to October) they move downstream into estuaries and coastal areas.

The estuarine crocodile population in northern Australia was decimated by widespread, unregulated, hunting last century. By 1971, 95 per cent of the population had been killed. Since then full legal protection across all Australian states has seen a rapid recovery with current populations estimated at 100,000 to 200,000 adults. Yachties are reporting more sightings, this could be the result of increasing crocodile numbers, increasing cruising yacht numbers, the advent of social media or, more likely, a combination of all three. Habitat destruction is also resulting in more croc interaction with people.



Estuarine crocodiles generally hunt at night, their night vision is excellent. They are more active during the summer months and spend more time in the water at this time. Estuarine crocodiles are highly mobile and can swim up to 25-30 km per hour in short bursts. In a study of 20 satellite tagged crocodiles in northern Australia, eight were tracked into the open ocean, with one travelling 590 km in 25 days.

A large male (in the water) and a smaller female at low tide in the mangroves near Port Douglas.



In Queensland, from 1985 to present, there have been approximately 36 attacks on humans by crocs in the wild. Of these, 11 were fatal. All were in the far north.

Staying safe in ‘croc country’

Many first-time cruisers heading north along the Queensland coast are unaware how far south estuarine crocodiles can occur.

‘Croc country’ is generally recognised as beginning at the Boyne River, near Gladstone, however, they may be present wherever there is suitable habitat and they have been sighted as far south as the Great Sandy Strait. Particular care should be exercised when travelling or anchored in close proximity of known croc habitat, for example large rivers or estuaries, and mangrove areas around islands and channels. Common sense should prevail when using these waters.

Crocodiles can, and do, make their way out to the clear water of reef islands. While Lizard Island has always been considered relatively ‘croc-free’, since 2004 crocs up to 2.5 m long have been sighted periodically and in 2016 a snorkeller at Lizard was bitten by a 2 metre crocodile while swimming at night. There have been five sightings around the island since 2011.

While many people cruise the Queensland coast for years without ever seeing a croc, in reality there is potential to encounter crocs anywhere within the Great Barrier Reef Marine Park or adjacent waterways.

Estuarine crocodiles are potentially very dangerous. Warning signs should not be ignored and the absence of a sign should not be taken as an absence of crocs.



INSET: Croc country, Hinchinbrook Channel.

MAIN: Crocs can be found even in the clear waters of reefs and islands.



Some tips for staying safe in croc country include:

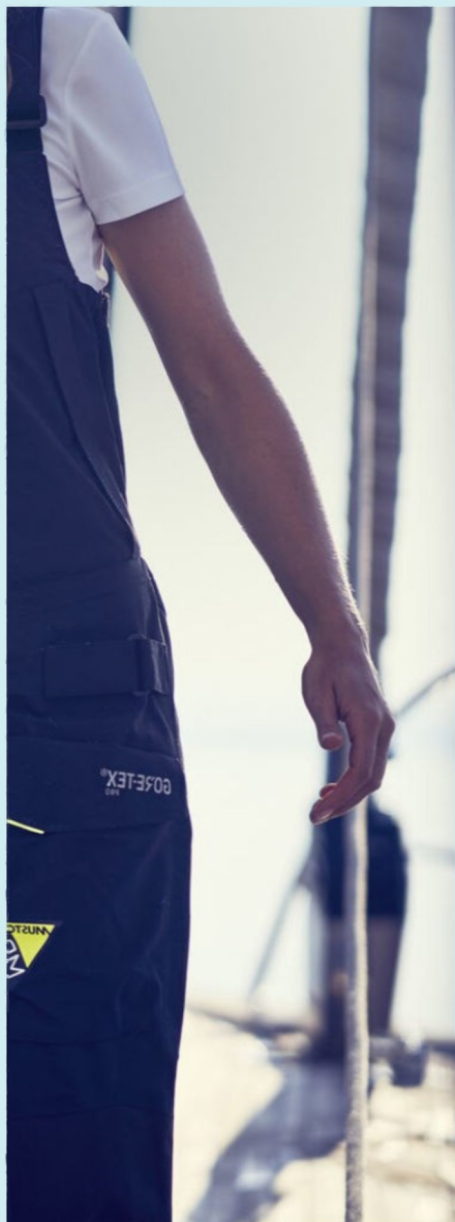
- Stay well back from croc slide marks (usually visible on mud banks) and away from the water's edge near slides.
- Never clean fish or discard scraps near boat ramps or beaches. Never feed crocs, it is illegal to do so.
- Keep vehicles and boats at least ten metres away from a croc in the wild – it is illegal to approach any closer.
- Keep arms and legs within your boat. If fishing from a beach, stand several metres back from the water's edge.
- Avoid being in or around the water at night.
- Estuarine crocodiles notice routine. If you are anchored somewhere for more than a day vary your activities and the time you undertake them.

All estuarine crocodile sightings in Queensland (particularly in populated areas) should be reported to the CrocWatch hotline 1300 130372. A summary of current sightings and 'crocodiles of concern' can be found on the CrocWatch website.

Further Reading:

<https://environment.des.qld.gov.au/wildlife/animals/living-with/crocodiles/croc-wise>

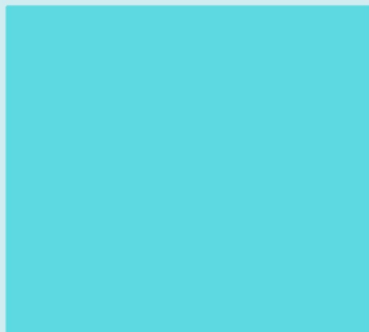
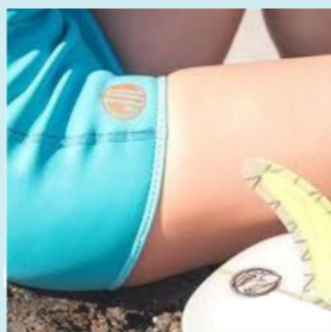




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SUSTAINABLE SAILING

HEATHER FRANCIS

E-WASTE

In late 2018 we were getting ready to splash after an extended yard period when we ran into yet another problem. One minute after bootup the LCD screen on our chartplotter went black. We were still running the same Raymarine set up that was onboard when we bought *Kate* in 2008, but had recently invested in new chart cards to cover the Philippines and SE Asia, where we would be sailing for the next few years. Although we ran device-based navigation programs as a backup we prefer a dedicated chartplotter onboard as our primary data source. Was it time to repair or replace?

Steve began to research our options and quickly discovered that not only was our chartplotter model discontinued, the manufacturer no longer offered repair services. Excited by the prospect of a new-fangled piece of equipment – vivid colours

and a touchscreen! – we were disappointed to find that the latest models were not compatible with either our radar or our chart cards. Besides the hefty price tag of the upgrade, the cost now more tripled than we factored in replacing other components. It didn't make any sense to be replacing the whole unit when it appeared only to be a problem with the LCD screen.

We decided to take a gamble and purchased a used chartplotter online, the same make and model as our malfunctioning unit. The seller could not verify if the chartplotter functioned correctly as a standalone as it had been used as a repeater display on the flybridge of a power boat, but the screen was crisp and bright. When it arrived we indeed had troubles with it communicating with our GPS but with nothing to lose, and steady hands, Steve was able to take out the delicate LCD screen and install it into our original unit. After all the drama and delays of the boatyard we were finally ready to sail.

It might seem that our choice to buy second hand parts to fix our chartplotter was

dictated by the cost constraints of upgrading our entire system. Of course, that was certainly a factor, but what tipped the scales for us was the waste that would be produced by replacing other, perfectly function components like the radar. This “e-waste”, as it is called, is a bigger problem than I realized.

WHAT IS E-WASTE?

E-waste, or electronic waste, is created when we discard any electric or electronic device. Although this category covers things like TVs, household appliances, and outdated office and medical equipment, it is largely made up of our discarded everyday digital tech: computers, laptops, tablets, and phones. And although this is the fastest growing waste sector on the planet, few people are aware of the far reaching, and sometimes deadly, effects that it is having.

It is estimated that approximately 50 million tonnes of e-waste is generated globally each year. As developments in technology accelerate, items become more affordable and replacement cycles get shorter, that figure is projected to reach 120 million tonnes per year by 2050. Startlingly, only about twenty percent of e-waste is properly recycled.

Outdated devices not only account for a large volume of waste, they also contribute to serious health problems and environmental pollution. Modern electronics are made up of small components, many of which are comprised of precious metals. While trying to recover those precious metals, or when items are thrown into landfills, harmful substances like mercury, lead, arsenic, and cadmium are released.

As with other waste sectors, much of the e-waste that is recycled is sent overseas to poor countries like Ghana. There the health and safety of the workers are largely ignored, despite exposure to heavy metals often being

fatal. Add to that the high levels of toxic waste that are allowed to leech into the landscape and the downstream affects that has on the surrounding communities and upgrading your smartphone, laptop or chartplotter becomes a little more frightening than just the initial sticker shock.

E-waste also includes the waste produced in the storing and distribution digital data. With more information being stored “in the cloud” and on demand streaming platforms like Netflix and YouTube eclipsing traditional entertainment mediums, larger servers and data centers are being built. These facilities must be temperature controlled and powered around the clock. Factor in the energy used by the consumer to keep their digital devices powered up and the power required to keep the mobile grid functioning and you are looking at a sector that is projected to use twenty percent of the all electricity produced globally by 2030.

BELOW: Swapping the LCD screens in our chartplotter.



WHAT CAN I DO?

We can all agree that giving up our phone and other digital mod cons is not an option for most people. Even the hardcore, minimalist sailors still need to stay in touch. However, I still believe that we each have a responsibility to understand the impacts of our decisions and to take actions, even if they are small, to minimize our impact on the planet. Here are a few easy, everyday ways to help reduce e-waste.

TURN OFF/UNPLUG WHEN NOT IN USE: Perhaps the simplest action you can take just is to turn off digital devices when not in use. Instead of letting your device idle in “Sleep” mode for hours or days at a time, turn it off completely and save battery power. Turn off your mobile data when not actively online and unplug any chargers and cords that are not being used. Like turning off the light when you leave the room make switching off digital devices when not in use a habit too.

IS IT A NEED OR A WANT? There seems to be no end to gadgets or gizmos that the advertisers are telling us we can't live without. Whether it is the next generation of an item you already have or a new toy to add to your collection, stop for a moment and ask yourself; Do I really NEED it, or do I just WANT? If it is item that you don't really need, can you do without it? Maybe asking this question will prevent impulse purchases. Hopefully it will make you consider the larger impact you have as a consumer.

TAKE CARE OF WHAT YOU HAVE: Salt air and damp environments are hard on electronics. Leave devices safely stowed while underway to prevent accidental drops or splashes, invest in a waterproof box or a drybag so that you don't have to worry about accidentally swamping your gear in the dinghy, and remember to rinse and dry any underwater equipment after use. Making an

effort to protect your devices will mean you will have to replace them less often.

REPAIR, REPURPOSE, REUSE and RECYCLE: Like our old chartplotter, many electronic devices can be repaired or refurbished by the right people. Instead of buying something new check resources like eBay, Gumtree, Craigslist, and other online classified listing for pre-owned equipment. Many small devices like phones can be repurposed into dedicated MP3 players or an offline device for the kids. And when you have finally exhausted the use of your electronic device make sure that it is recycled properly, by a reputable and authorized electronic goods recycling depot.

SAVE AND STREAM CONSCIOUSLY: I love a good podcast and occasionally fall down the rabbit hole of mindless YouTube videos just like everyone else. However, I try to be conscious of how much I stream and what I save online. If you use cloud storage for things like photos, avoid automatic backup from handheld devices. Afterall do

BELOW: After a decade we've got some old devices to deal with.



you need to save 50 pictures of dolphins that you took on burst mode? When using streaming platforms like YouTube turn off the AUTOPLAY option to avoid mindless binge watching. Buy and download music once rather than stream the same album every time you want to listen to it.

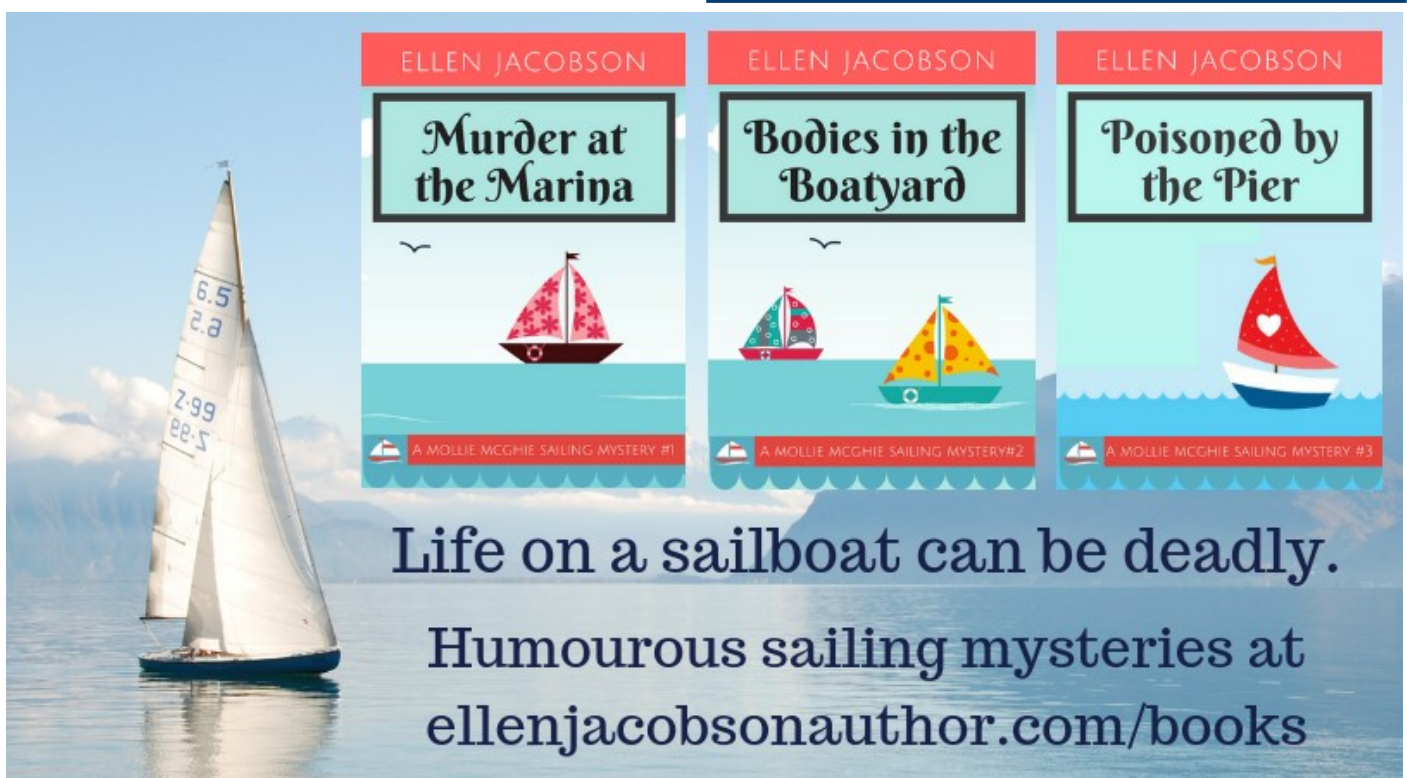
DAILY DIGITAL DETOX: Committing to a daily digital detox will not only help reduce stress and regain mental focus but it can also reduce your digital dependency and your potential e-waste. Start by turning your phone off at night and wait one hour after your wake in the morning before turning it back on. Turn off push notifications, especially for social media, so that you are not constantly being reminded to pick up your device. Set daily usage limits for yourself when using social media platforms like Facebook and Instagram. If you are like me and work on your device, consider turning off your internet connection if not needed. Make social time in the cockpit or ashore device-free time.

I wouldn't have the opportunity to open this conversation about e-waste if not for my laptop, digital camera, smartphone with internet connection, and *SisterShip*, a digital

magazine. Don't worry, the irony hasn't been lost on me. But I think that is important to remain curious, ask tough questions and be honest about how my habits, my decisions and my choices impact the world around me. And I hope you think so too.



Heather Francis is from Nova Scotia, Canada and has lived and worked on boats throughout the world. Since 2008 she has been living and sailing onboard *Kate*, a Newport 41 sloop, with her Aussie partner, Steve. She is a writer, photographer and cook who tries to live mindfully. Follow at www.yachtkate.com or [@sustainablesailing41](https://www.instagram.com/sustainablesailing41)



ELLEN JACOBSON

Murder at the Marina

ELLEN JACOBSON

Bodies in the Boatyard

ELLEN JACOBSON

Poisoned by the Pier

A MOLLIE MCGHIE SAILING MYSTERY #1

A MOLLIE MCGHIE SAILING MYSTERY #2

A MOLLIE MCGHIE SAILING MYSTERY #3

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26-27 SEPTEMBER 2020



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RSYS - LOTS Regatta 2019.

‘The Season That Was’ Deborah Wallace

The biggest women’s sailing series in New South Wales (Australia) is the Tuesday night ‘Paspaley Twilight’, a regular evening for many women from the Sydney yachting community, including myself. I caught up with Karyn Gojnich, the Royal Sydney Yacht Squadron’s Club captain about ‘The Season That Was’, sailing before COVID-19, to reflect on the achievements and participation in their women’s racing program ‘Ladies of the Sea’.

We discussed the three key elements to the RSYS LOTS program including Tuesday Twilights, Women’s Learn to Sail and the Coaching Regatta.

TUESDAY TWILIGHT RACING sponsored by PASPALEY

The Royal Sydney Yacht Squadron have been running the Tuesday night twilight sailing for 16 years. It’s a 12-race program with six races before Christmas and six races after, for women helm. The serious racing kicks off the Tuesday after Melbourne Cup (Australia’s best-known horse race) and again in February until the end of March. A few years ago, after

feedback from the sailors, they introduced two pre-season warm up races in October and two also in January. There is a networking evening in September to introduce skippers and crew, which is also another wonderful opportunity to also meet up with other women who enjoy the sport of sailing.

What’s rewarding for Karyn and the team is that they are seeing growth in participation year on year. The number of boats on the water and frequency of crews coming together both to race and to socialize is increasing every season. Approximately 43 yachts registered to race in 2019, and 95% of the boats consistently racing every week. With a club trophy and Paspaley earrings up for grabs this series is competitively contested.

WOMEN’S LEARN TO SAIL

In addition to this Ladies of the Seas twilight series, the club also offers Adult Learn to Sail courses specifically for women on a Wednesday. The program focuses on developing your skills and confidence, and it’s conducted by an accredited Australian Sailing Instructor using the club’s Elliott 7 keelboats. It follows the Australian Sailing three step ‘Keelboat Program’ including Start Crewing, Start Helming, Start Skippering,

Spinnakers, and Start Racing. It provides a sound introduction for those who are interested in the sport. Don't worry if you work full time, mixed courses are also offered on Sundays. If you are close to Sydney Harbour it's offered to club members and non-members.

BELOW TOP: LOTS Regatta Dinner. Lisa Darmanin, Katie Pellew-Spithill, Lucinda Whitty, Karyn Gojnich.

BELOW BOTTOM: LOTS. Along-side coaching.

LADIES OF THE SEA (LOTS) COACHING REGATTA

Back in 2019, the club introduced the LOTS (Ladies of the Sea) Coaching and Sailing regatta, on the October long weekend.

It follows on from Karyn's experience coaching at a similar style event down in Western Port Yacht Club on the Mornington Peninsula, Victoria. Over the five years it was run the event brought together some of the finest women coaches from around Australia



including Tessa Parkinson (WA), Krystal Weir (VIC), and Karyn Gojnych (NSW). It was a dinghy coaching regatta 'for women, run by women' and an opportunity to showcase the talents of our great female sailors, who, in some circumstances, don't receive the recognition and seem to be overlooked when it came to the larger keelboats.

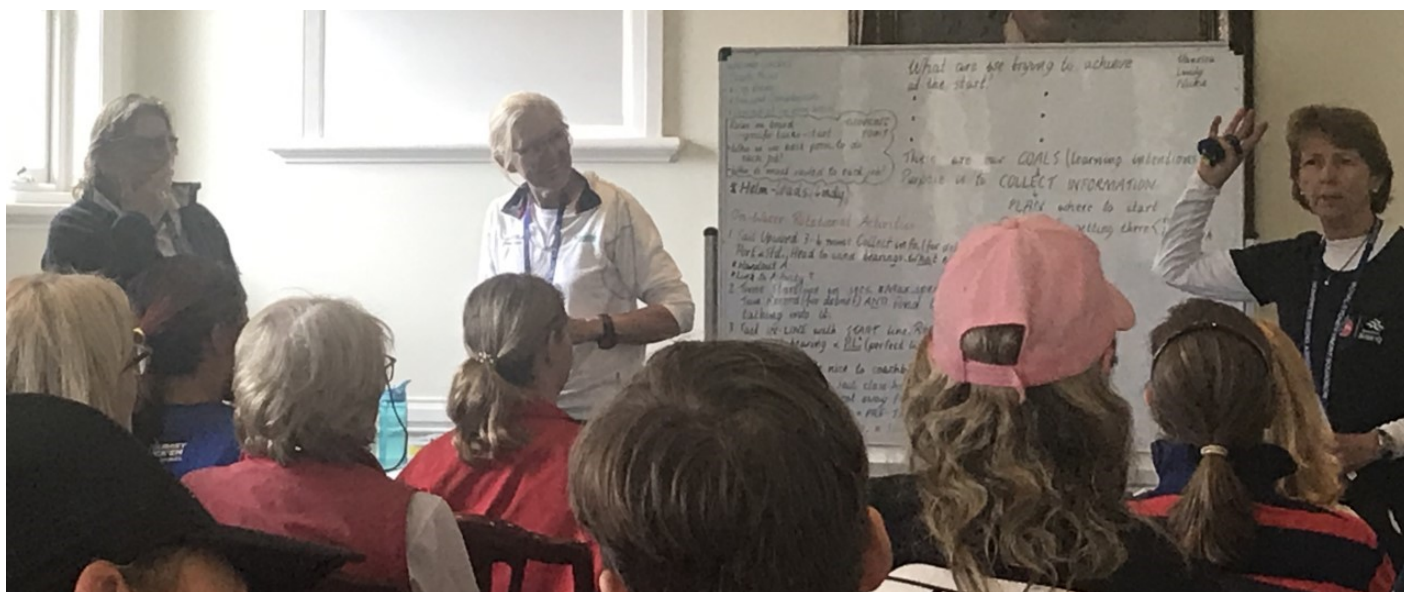
The weekend saw women from all around

BELOW TOP: LOTS coaching.

BELOW BOTTOM: LOTS boats.

Australia attend and it wasn't just about the sailing, it was a great opportunity for the club to come together; the camaraderie an ideal environment for those who wouldn't normally have access to this type of high grade coaching. This was a regular event for Karyn for a few years and she saw potential in bringing a similar event to Sydney Harbour.

With an idea that there was space in the sailing calendar the regatta was scheduled for the October long weekend. Karyn and the team set about planning and tackling the



logistics of such an event. It would have two divisions, including keelboats and one design, utilising the squadron's and the CYCA Elliott 7s.

The one design coaching, on water drills and racing was led by Karyn and Linda Bell (Balmain SC), Courtney Smith (Newcastle CYC), and RSYS members Michael Nash and Eddie Moul. Karyn found the key to success is placement of an experience sailor/instructor on the boat, as they do with the Paspaley Tuesday twilights, with those who need to build confidence and be empowered to take that next step, realising that they can do it.

For the keelboat division, Australian Sailing's chief instructor Nickie Jones came across from WA, and was accompanied by Vanessa Dudley and Lindy Hardcastle, to provide tactical tips for the keelboat maneuvers in the classroom. Those exercises were then put to the test out on Sydney Harbour.

Nickie, Vanessa, and Lindy set about refining skipper and crew skills focusing on a variety of technical tips to grow skippers' confidence and focused on crew techniques to streamline their performance during a variety of racing maneuvers, whilst Karyn utilised the RIB to

coach the more experienced crews from along side.

Karyn mentioned technique and some of the little things, for example, "Reminding everyone once you've got everything on, get the weight up on the rail", that can make all the difference. Unless people have sailed at a higher competitive level, it may be something they wouldn't think of doing instinctively.

The two-day event saw participation from multiple clubs: Middle Harbour, Manly, and the Cruising Yacht Club of Australia. Crews were made up of people with different levels of experience such as those who sailed regularly in the Paspaley Tuesday Twilight, The Royal Australian Navy, and included those who are new to the sport.

The weekend finished on the Sunday evening with presentations to the divisional winners and place getters and a special event dinner "Inspirational Women in Sailing" with guest speakers Lisa Darmanin, Lucinda Wittey, and Katie Pellew-Spithill.

An all round wonderful event for 2019, this a regatta you should schedule for this coming October long weekend in 2020.

BELOW: LOTS dinner speakers.



WOMEN IN SAILING PODCASTS

Whilst in lockdown, I've been putting together a series of Podcasts talking to "Women in Sailing" about their life and love of sailing. This will be an ongoing series which I hope will inspire fellow sailors and connect them with some of the yacht racing women here in Australia and around the world. You can catch up on this series by visiting <https://anchor.fm/womeninsailing> or register via the podcast website www.womeninsailing.com.au

WHAT'S NEXT FOR 2020

The end of May saw COVID-19 restrictions start to be lifted and sailing resume at our clubs around Australia. Many clubs have already posted some women's events. Below are some events and their dates already announced.

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.

* Dates were correct at time of writing but may be subject to change given COVID-19 restrictions.

DATES		CLUB
Sunday 23 August 2020	Women's Series	Cruising Yacht Club of Australia
Saturday 26 & Sunday 27 September 2020	Women's Laser Regatta	Double Bay Sailing Club
Friday Night 2, Saturday 3 & Sunday 4 October 2020	Ladies of the Sea Coaching Regatta	Royal Sydney Yacht Squadron
Saturday 24 October 2020	MYC Helly Hansen Women's Challenge	Manly Yacht Club
Sunday 25 October 2020	MYC Helly Hansen Women's Challenge	Manly Yacht Club

Yoga4Yachties



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

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

Leanne H Hembrow
Blissology Inspired Yoga Teacher
Blissology RYT 200hr
Yoga Alliance Registration # 122921
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Ph: Aus +61 0452204322 or
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Email: yoga4yachties@gmail.com
Website: www.yoga4yachties.com



Tanya Rabe



Doggy First Aid Kits

You have one for yourself and your crew so why not have a First Aid Kit for Fido?

First Aid is help given to a sick or injured dog until full veterinarian treatment is available. On land, if our dog falls ill or is hurt, we have the luxury of jumping in the car and getting our dog to a vet relatively quickly. Our boats don't travel as fast as a car and we may find ourselves hours, days, or even weeks from a veterinarian.

I encourage all boating dog owners who may find themselves in remote areas to gain a knowledge of basic First Aid for your dog and yourselves before you embark on your journey. There are many courses to choose from or books to read. It is much better to be prepared before an emergency happens.

In this article, I have prepared a list of items that we have used in our First Aid kit for our Cocker Spaniels Maxy and Mel. Our kit was put together with recommendations from local vets and our own research. *Dogs Who Sail* friend, Dr Sheridan Lathe from *Vet Tails' Sailing Chuffed* has also taken a look over our kit and given it a thumbs up.

I am not a veterinarian and at no time am I giving you advice on what to medicate your dog with. It is your responsibility to visit your vet and have a lengthy conversation around such things as the health of your dog, what meds they will tolerate, when to use medications, dosage and for how long your canine friend should remain on them. Please don't rely on Dr Google and social media to treat your best furry friend.

The Basics

- Adhesive tapes
- A variety of bandages
- Cotton tips
- Cotton wool
- Eye wash
- Gauze and other wound dressings
- Glue
- Non-stick pads
- Scissors
- Thermometer



Anti-Diarrhoeal

If you haven't experienced doggy diarrhoea on a boat yet, let me tell you, be armed for it when it does strike. Generally, you will need something a little stronger than your broad-spectrum antibiotics to target the

inflammation of the large intestine. Maxy was diagnosed with the pesky little parasite, Giardia, in fact we were all treated for it after discovering our water tanks were in need of a good flushing and cleanse.

You will know when you need to administer this medicine. The causes of diarrhoea are relatively straight forward. Often there has usually been a change in the food you have been serving your dog or they have eaten something they shouldn't have, causing an imbalance of the gastro-intestinal flora. Stress can be another factor that is behind diarrhoea.

It is helpful to feed a bland diet that is low in fat and high in carbohydrates, potatoes, pumpkin, pasta, white rice, and a little boiled chicken or turkey. Small amounts of natural yoghurt and cottage cheese that are low in fat are also nutritious options to be added to your dog's meal.

If their poos are watery, ensure they have access to fresh, clean water as this means they are losing water and there's a possibility they may become dehydrated.

Have clear instruction from your vet about at what point you give your dog the anti-



Pluto with broken toe in Bahamas (Annika Elias).

diarrhoeal medication.

Antibacterial Wash

There are specific doggy washes you can purchase from your vet or you can simply use something off the supermarket shelf. The antibacterial wash is used to clean wounds to safeguard from infections.

Antihistamine

Your vet may offer an antihistamine that can be given to your dog for any allergic reactions. Seasonal, food, environmental, and bites are most common allergies in dogs. The antihistamine eases swelling, inflammation, and irritation.

Apex Antibiotic Lotion

A broad-spectrum antifungal, antibacterial and anti-inflammatory cream used to treat dermatitis and eczema related infections.

Broad-Spectrum Antibiotic

A broad-spectrum bacterial antibiotic is used primarily for skin, periodontal and soft tissue infections (soft tissue being wounds,



Queen Elizabeth with torn paw pads from too much running (Stacey Newcomer).

abscesses, cellulitis etc). The last thing you want is for an infection to spread when it can be treated by medication. Yes, there is the argument around overuse of antibiotics but for the sake of your dog, have a supply of broad-spectrum antibiotics onboard and become knowledgeable as to when to use it by being guided by your vet's advice.

Cerenia

This is an antiemetic which helps relieve your dog of vomiting and the prevention of vomiting caused by motion sickness.

Liquid Bandage Spray

This stuff is brilliant for dogs and for human. It's no fuss application of spraying onto a clean, minor wound takes the fiddling out of wrapping a bandage wondering if it's too loose, only to rewrap and wonder if it's now too tight. Liquid bandages look and act like a second skin and they are created with compounds that allow the wound to breathe. The ingredients also promote healing and

offer a waterproof seal and some even have a bitter tasting agent involved to stop Fido from licking the area. This is a great bandaging solution to keep a wound clean.

Not all wounds can be treated with a liquid bandage. Gaping wounds or lacerations, meaning cuts which go all of the way through the skin, should not have a liquid bandage applied. Instead you are considering the need for sutures or old-fashioned gauze and supportive bandaging until you are able to receive veterinarian attention.

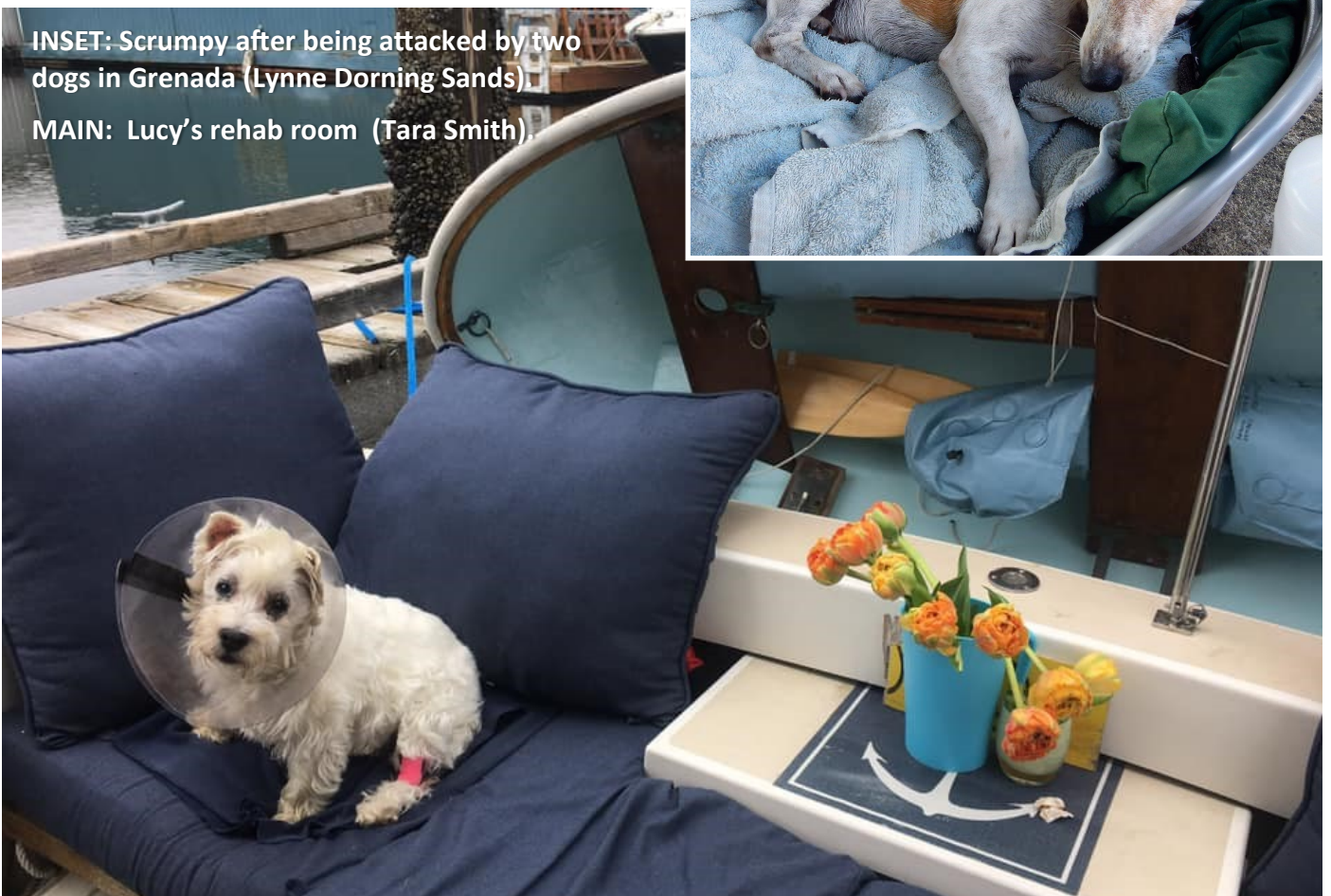
Magnoplasm

This substance is a thick paste made from glycerol and magnesium sulphate which has the potential to draw out infections. This has



INSET: Scrumpy after being attacked by two dogs in Grenada (Lynne Dorning Sands).

MAIN: Lucy's rehab room (Tara Smith).



been used successfully for boils and also grass seed infections.

Metoclopramide

Is another antiemetic option that is also really common in humans, might be easier to obtain and have on board.

Muzzle

We know that our dogs would never intentionally hurt us but when they are in pain and we are trying to help them they may feel inclined to protect themselves by giving us a nip. Putting a muzzle on your furry crew member doesn't mean they are a vicious dog. I have found the best muzzles are the soft ones with Velcro strapping. So very easy to pop on and off.

Neotopic – H

This is an antibiotic topical cream used to treat infections and skin conditions. It contains Hydrocortisone, Neomycin and Lignocaine. The Hydrocortisone eases the itch and swelling of skin irritations and the inflammation that comes with them. Neomycin is the antibiotic which will fight infection and Lignocaine offers effective pain relief.



Tilly on Morphine (Adam Nienkemper).

Numbing Agent – Anaesthetic

This may be a little challenging to get from your vet but if you have a long-term relationship, they may be happy to give you a script for this medication. Once again, this medication would only be administered in extreme medical emergencies when you may be required to suture a wound or splint a break.

Pain Relief and Anti-inflammatory

Ask your veterinarian for something they would use for stronger pain such as postoperative pain and inflammation associated with soft tissue surgery. If Maxy and Mel are in excruciating pain from a broken bone or sting ray barb, I want something that is going to bring them some relief quickly.

Pheromone Spray

Scientists have managed to replicate the pheromones emitted by mother dogs to communicate with their puppies. It is the messages from these pheromones that helps the dog feel calm and peaceful, just as their mother would make them feel. A simple



Winston after two knee replacements (Ruthie Jones Lilly).

spray is all that is needed.

Saline

Little tubes and pouches of saline are found in every First Aid kit and remain the go-to for flushing out wounds. Saline is defined as extremely diluted salt water. The salt has mild antiseptic properties while saline, when made to a specific recipe, has the same makeup as body tissue, tears, and blood and is gentle on essential healing cells.

The tubes often have a twist top or require a snip with scissors. Once opened apply liberally to wash the wound thoroughly. In some instances, you may use a syringe for a more precise cleanse.

Skin Stapler

An extension from sutures is the skin stapler. This is my preference for closing wounds. They are well known for their quicker application compared to traditional stitching, many brands claiming up to six times faster. The stapler is easier than making thread and needle sutures.

Due to its ease and speed of use, it is



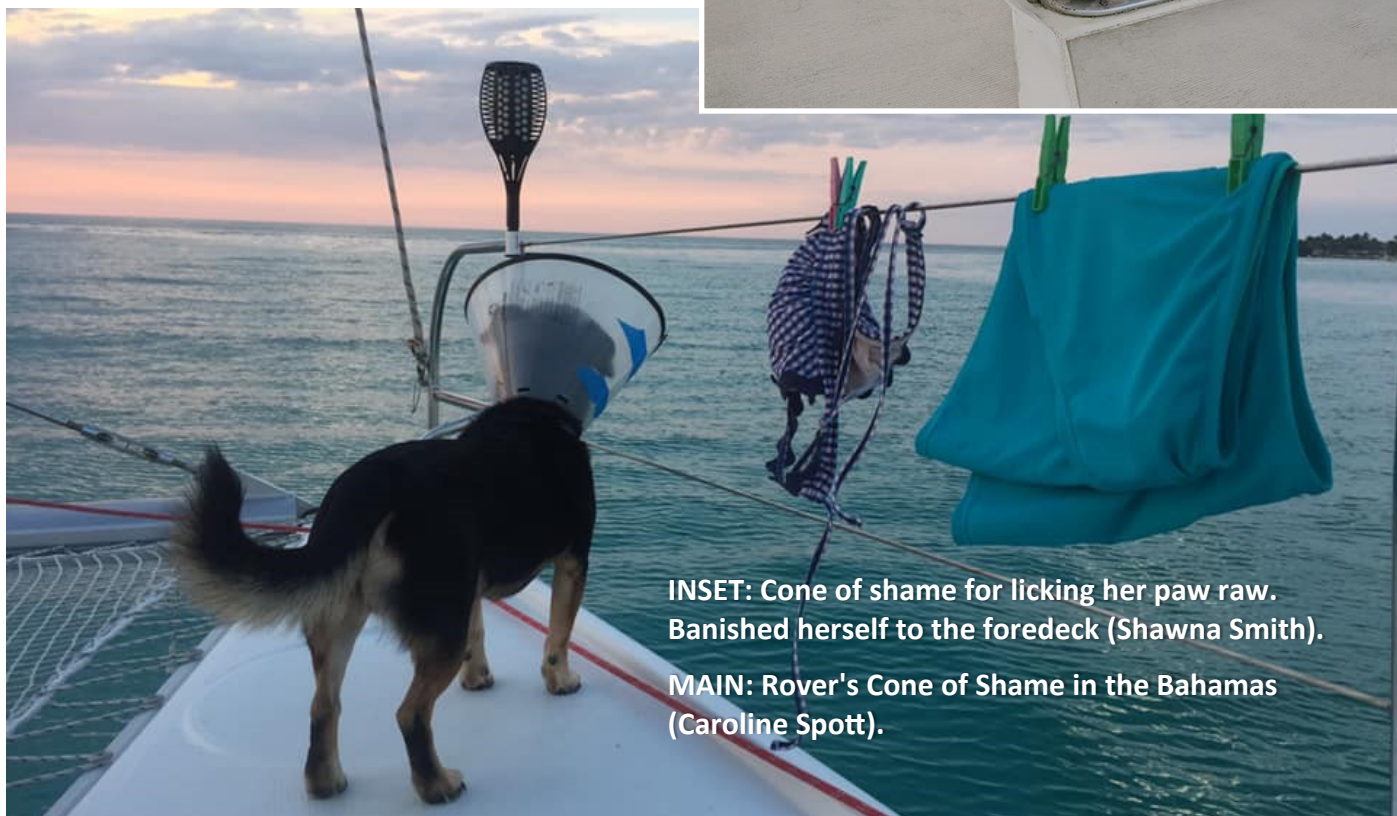
Mac sporting his doughnut collar (Eden Oterholm).

believed skin staplers are less painful for the dog. Just as you can buy suture kits you can also purchase staple gun kits. There are a variety of staple guns on the market, many offer a count feedback and some even give you confirmation of a successfully closed staple.



INSET: Cone of shame for licking her paw raw. Banished herself to the foredeck (Shawna Smith).

MAIN: Rover's Cone of Shame in the Bahamas (Caroline Spott).



As with conventional suturing, learn how to use the staple gun before you actually need to and know when to put the staples in and when to take them out. There are devices to assist with easy removal of the staples when the time comes.

Please don't scrimp on an el-cheapo skin stapler. They are not expensive items, ranging from \$10 to \$30. The higher end of the scale will often include a staple remover.

Suture Kit

I pray to the God of Dogs that I never have to perform this procedure on Maxy or Mel, or any other dog for that matter but, if they were hurt and the wound needed closure, I would without a doubt, step in as their suture nurse.

In reality, suturing a conscious dog is going to be nigh on impossible, especially if you don't have experience. I therefore do not recommend this procedure willingly. Instead, I will encourage you to talk to your vet about suturing or at the very least, take a look online at some videos from **reputable sources** to see how a suture is performed.

For some of us, this is hard to stomach, but in an emergency, you will be better equipped to deal with a serious wound having educated yourself prior to the event. The ultimate education is doing an Advanced First Aid certification which covers minor medical procedures.

The professional advice I have been given by vets is to ensure I have a skin stapler onboard.

A Word About the Cone of Shame

Last but not least I will include some thoughts around the Elizabethan Collar or E-

Collar. This is the big plastic cone that goes around your dog's head to stop them from interfering with wounds.

In a recent discussion on Dogs Who Sail, a member brought up a good point. She was hesitant to use the big cone collar on her dog onboard because she feared if her dog fell overboard while wearing it, he would be a greater risk of drowning.

There are alternatives to this style of collar including surgical t-shirts for dogs and different collars which are less hazardous such a blow-up doughnut style or a pool-noodle necklace.

Whatever option you use, ensure your dog is always supervised when onboard.

Important Reminders

- Always check used by dates of medicines.
- Don't use medication that your vet hasn't advised you about.



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

www.dogswhosail.com

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.

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Cruising Artist

Elisa Krey



Elisa Krey has been working as a professional photographer for the past 20 years and more recently as a creative designer and ceramicist.

From her childhood reptile collection, to boat deliveries, and now a studio in the Hunter Valley of New South Wales, Australia, the different facets of her life have contributed to the work she creates today.

Elisa was already an experienced photographer when she started underwater photography, having had the opportunity of being camera assistant on Richard Fitzpatrick's underwater documentaries, filming and photographing the giant squid in Baja California for National Geographic, whale sharks at Ningaloo reef for



Japanese TV, tagging and filming white tip reef sharks at Osprey reef, Queensland, and more between 1995 and 2012.

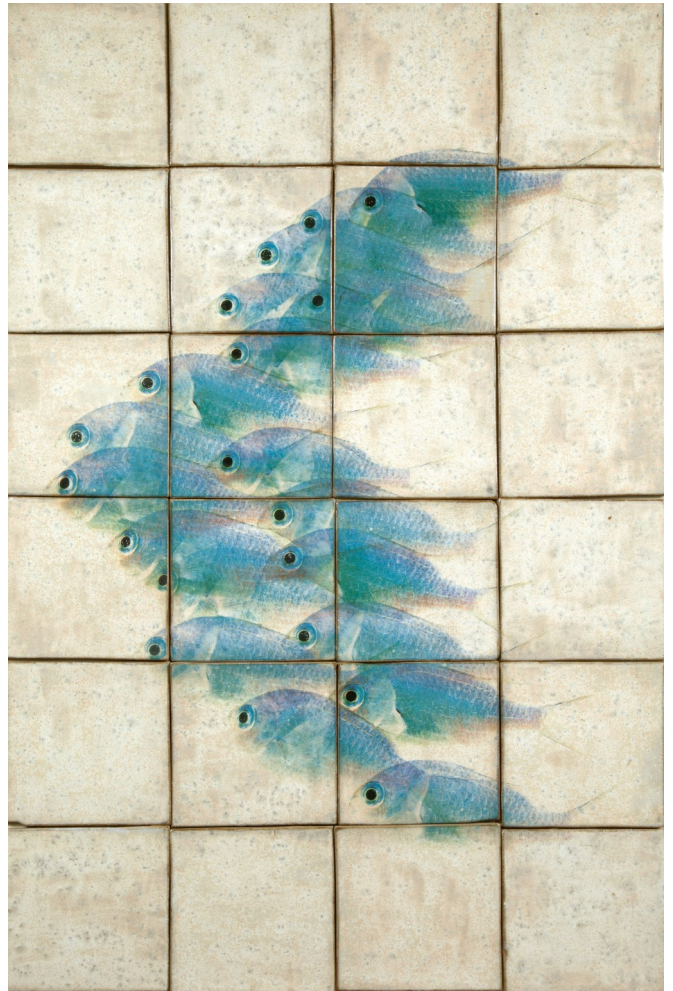
In 1997 an opportunity called her to London to work as Nadav Kander's assistant in advertising and fine art photography, where she stayed for four years.

Her 'Cuba' project, placed six of her photographs in the exhibition of the prestigious Association of Photographers Awards, where she won in three different categories: landscape, interiors, and portrait series.

As a sailor and later as a captain Eliza has sailed New Zealand, Tonga, the Mediterranean (Ibiza and Mallorca, Colombia to Honduras and Key West (USA), and all the NSW East Coast on her own yacht a 30-footer named *Sass*.

Some years ago, on a trip to Portugal and Morocco, Eliza fell in love with the ancient technique of ceramic tiles and its history. Since then, ceramics have become an obsession.

Combining all of her passions Elisa created Kreyfarer.



EXHIBITIONS AND AWARDS

2020: Roadside Gallery, Wollombi, opening in July. Artist collective.

2020: (postponed to 2021) Residency at Gaya Ceramics, Ubud, Bali.

2015: Residency at Warringah Creative Space. Collective Exhibition 'Converging Latitudes', Warringah.

2004: Australian Aboriginals living on the Tiwi Islands in a group exhibition called 'Women in Photojournalism', at the Photo Technica Gallery in Sydney.

2002: A Portfolio of Cuban work shown at 'Reportage', Palace Cinemas in Paddington, Sydney. Shown with some of the best photojournalists in the world.

2001: Group exhibition called 'Focus' with five other photographers, London, UK.

2000: 1st prize for her photographic work on Cuba, by The Association of Photographers Awards in London, which then was exhibited in a travelling exhibition around the UK.



RIGHT: Elisa Krey.

BELOW: Sass.





ABOUT KREYFARER

Kreyfarer handmade ceramics and unique designs bring a distinctive look to the craft and the industry, combining photography, design and ceramics.

The aim is to fossilise the images as most things in today's digital world are transient. Printing onto the ceramic surface using this technique is permanent, UV and scratch resistant. The images are kiln fired onto the hand-made ceramics. An aesthetic balance of craft and design to achieve one of a kind ceramic piece.

Our tile murals have an antique look resembling those of the old world still found in so many European, Middle Eastern and North African buildings influenced by Arabic culture.

This intriguing and ancient art is the basis of our passion for ceramics, so in our studio the traditional tile mural is transformed into a contemporary art form that can be featured indoor and outdoor, creating a unique atmosphere in partnership with the customer.

The tile murals can be applied to commercial spaces, cafes, restaurants, and hotels, as well as private residences as an internal and external wall feature.

In early 2019 Kreyfarer studio moved to the Hunter Valley, countryside NSW.

www.kreyfarer.com



The Sea Monkey Project

Sydney Steenland

My name is Sydney Steenland, I'm a 15-year-old who is on a mission to stop the flow of plastic into our ocean: my home and playground. My family (Mum, Dad and brother) and I have lived on our boat *Sea Monkey* since 2011. Sailing from Australia and through South East Asia, we saw first-hand that the ocean plastic pollution issue is a global and vast problem. Spanning to every corner of the Earth and affecting human and nature's health in ways you never even knew existed. I was pretty young when we first encountered the plastic covered beaches and tides of plastic in the sea, but I knew that it had no place to be there, so once we reached Malaysia we created The Sea Monkey Project!

The Sea Monkey Project is a social enterprise that focuses on plastic pollution solutions and education. To list all the different things we do to help the environment whilst benefitting underprivileged communities would take ages. But for now, let me tell you

about our latest product/ocean-saver. As sailors I know you will all be very intrigued!

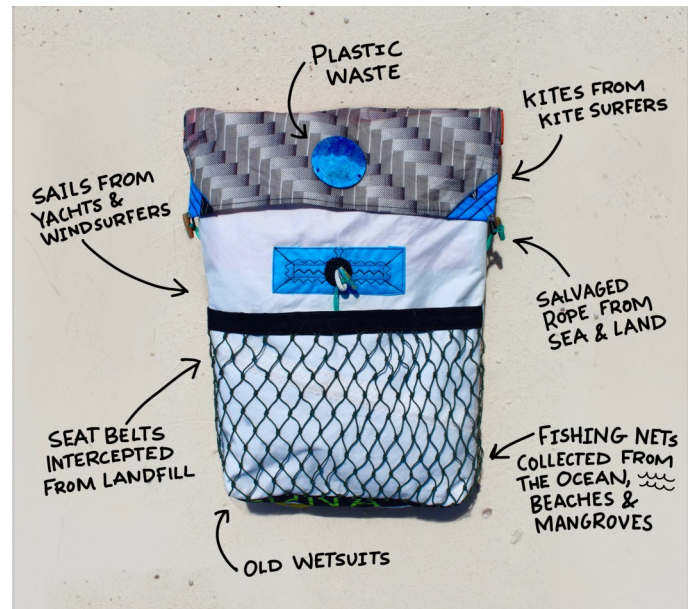
Things may have slowed down lately, but even during COVID-19 we are still:

- Selling our recycling machines and products
- Giving speeches
- Running project sites
- Running and participating in events (virtual)
- Up-cycling discarded materials
- Collecting discarded materials such as fishing nets, plastic, sails, rope and much more

Speaking of collecting and up-cycling discarded materials, I'd like to present to you our newest and snazziest up-cycled items that are our biggest triumph and keep much pollution out of our natural habitat.

I'm talking about backpacks, tote bags, and hip bags. These bags are truly bags for the Earth. We have taken items of pollution from all-over South-East Asia, such as:

- Boat sails and kite sails (collected in person from boaters)
- Fishing (ghost) nets
- Rope
- Seatbelts
- Plastic pollution



We take all these materials and breathe new life into them as bags. Handcrafted by refugees from Pakistan, each bag is unique with its distinct pattern and colour. And with every bag sold, we will plant one mangrove in Myanmar to make these a positive climate bag. If you have always wanted to help make a difference to help stop ocean plastic and have your contribution, and go right to a grassroots project that is making a direct impact, then please support our Kickstarter campaign by becoming a backer or even sharing will help us get to our goal.

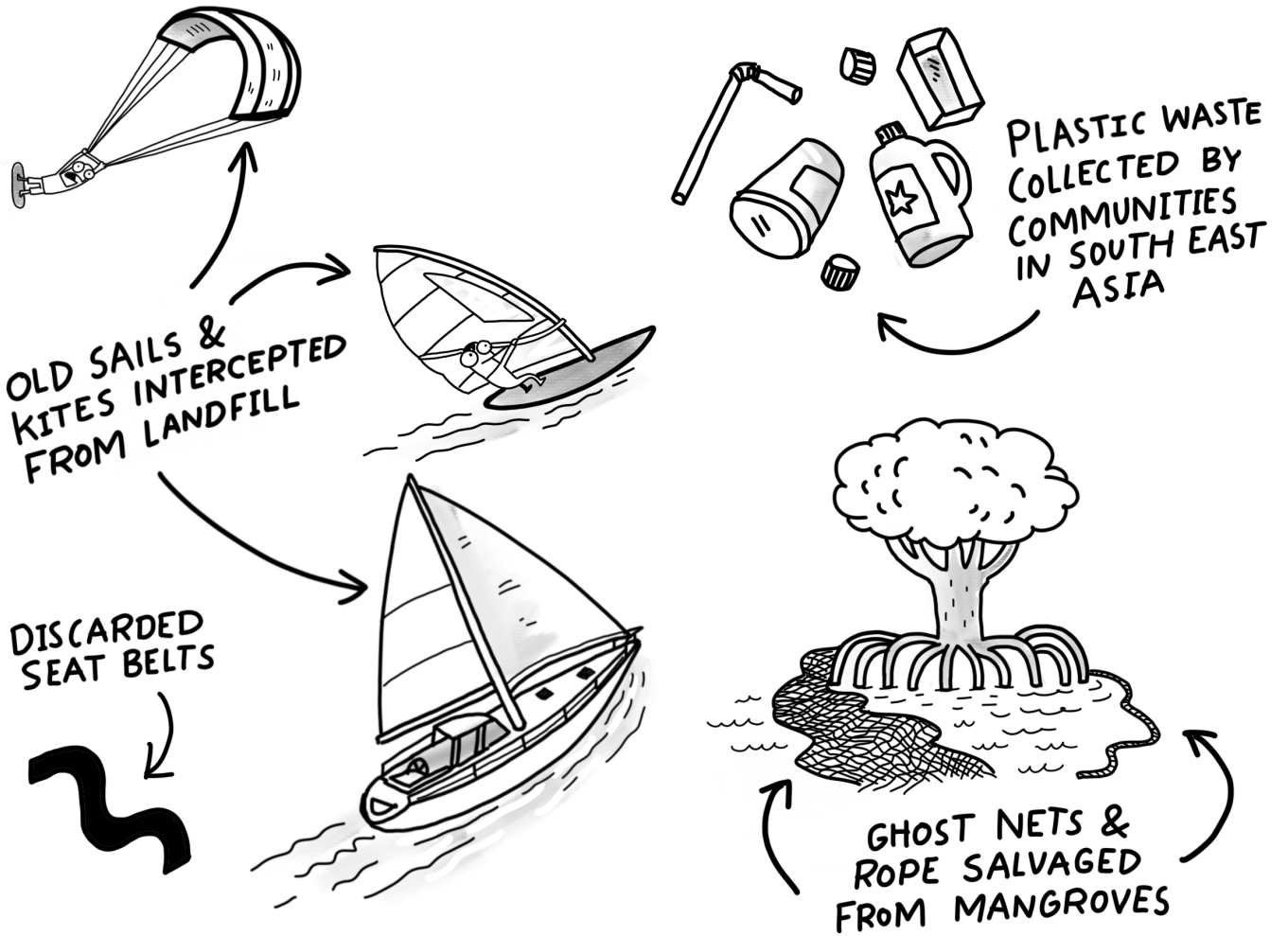
PS. Every SisterShip backer gets a custom toon from my mum The Cruising Cartoonist!

<https://www.kickstarter.com/projects/seamonkeyproject/100-percent-upcycled-bags-for-plastic-free-seas?ref=6yuszt>

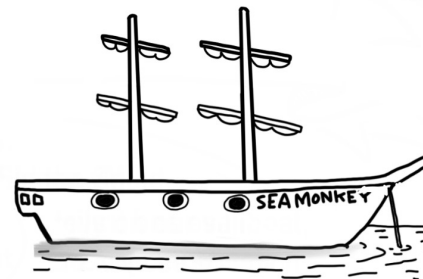
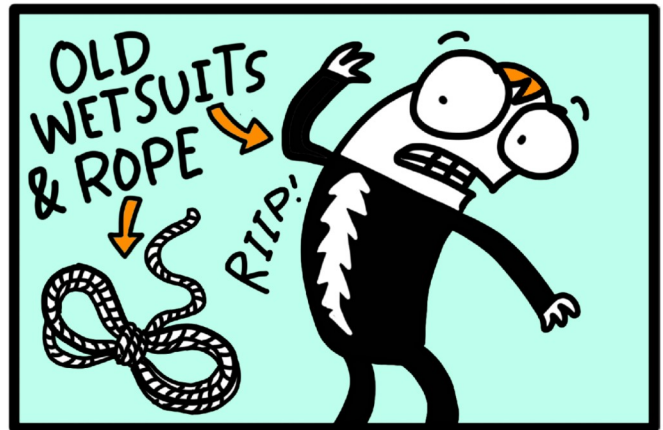
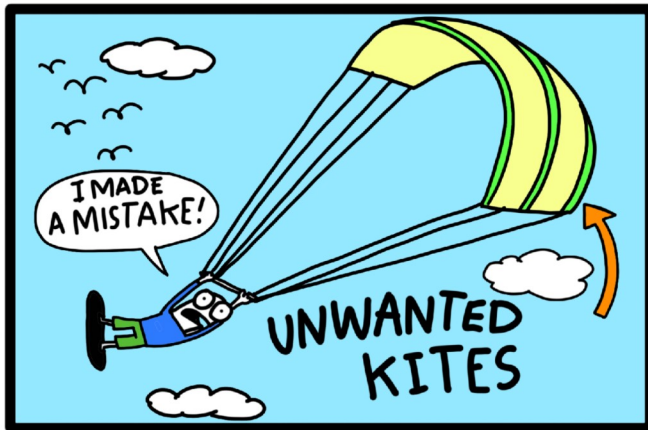
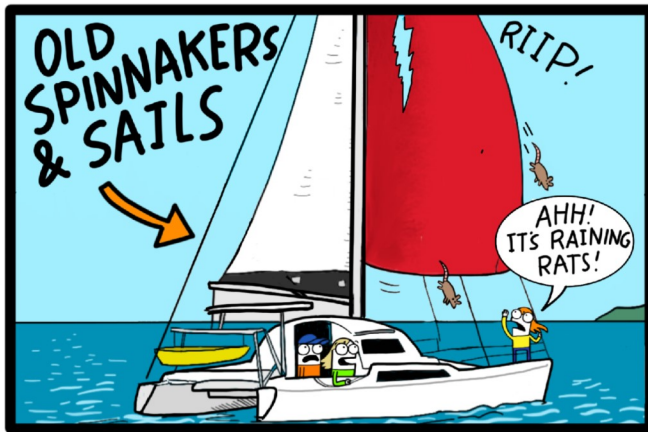
The Sea Monkey Project website:

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





Sydney and Sea Monkey Project backpack.



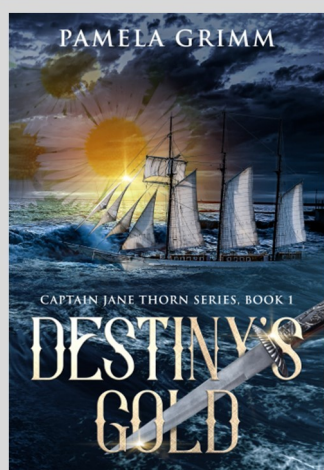
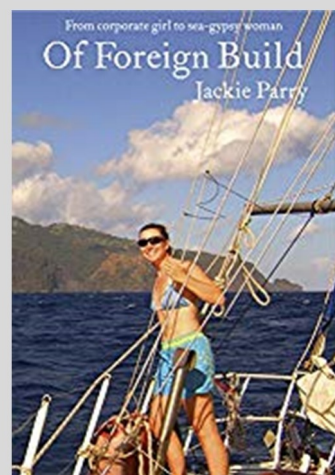
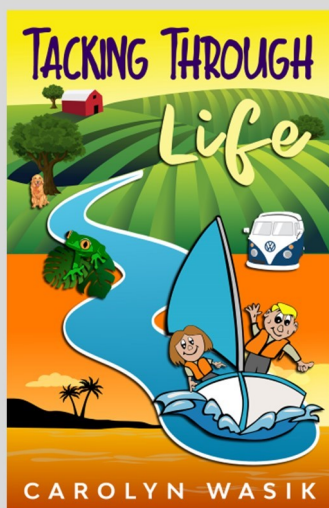
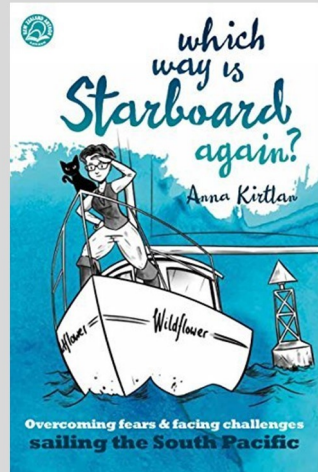
SYDNEY (15)
SPEAKER &
CO-FOUNDER

INDI (12)
ANIMATOR

SARAH
CARTOONIST

CARLOS
CO-FOUNDER

MICHAEL
PRODUCT
DEVELOPER

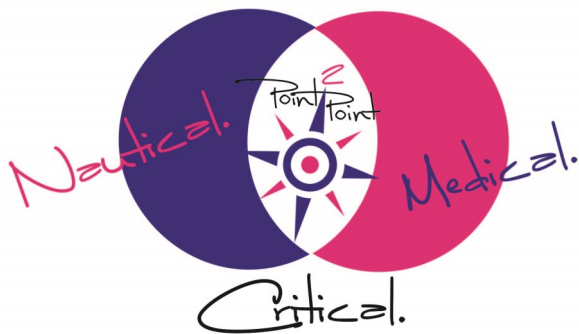


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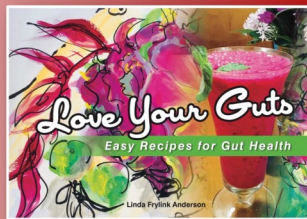
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Linda Frylink Anderson amazed us with her tales of adventure and sailing the world in *SAILING IN MY SARONG* and *SALVAGE IN MY SARONG*. The extended holiday, regular sundowners, and indulgence in exotic cuisines around the world had its downside though, 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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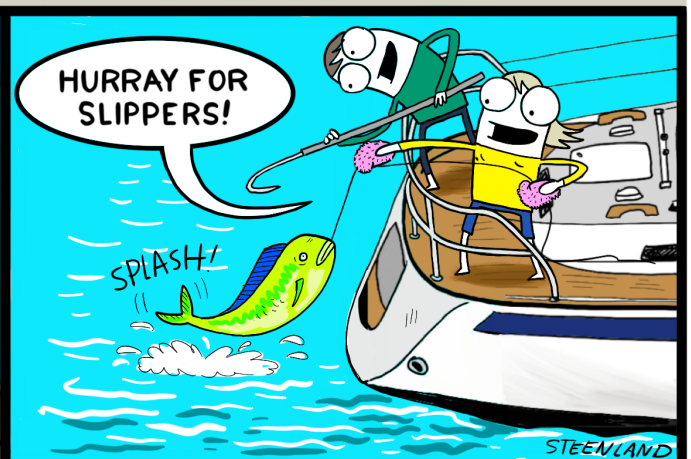
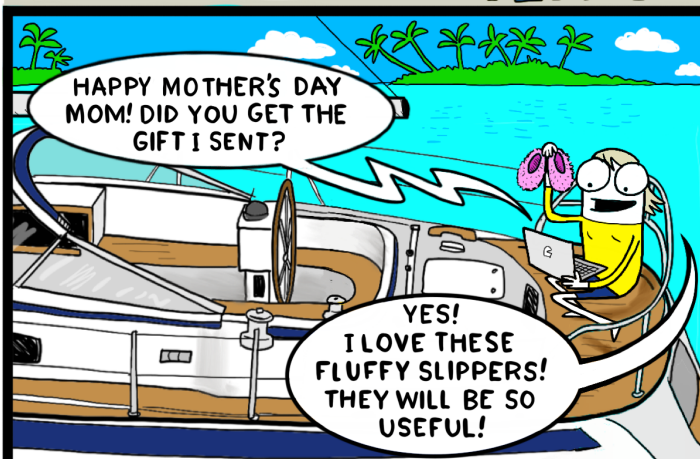
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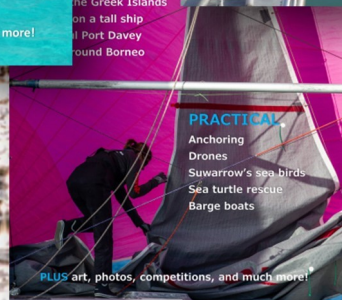
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THE COCONUT TELEGRAPH BY SARAH STEENLAND



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