

June 2019



**MEXICO TO THE
MARQUESAS:
THROUGH THE ITCZ**

**Salvadoreño
Summer**

Greening your galley



THE CHALLENGE OF HEALTHY CRUISING

Cruising the Coast of Scotland: Part 2

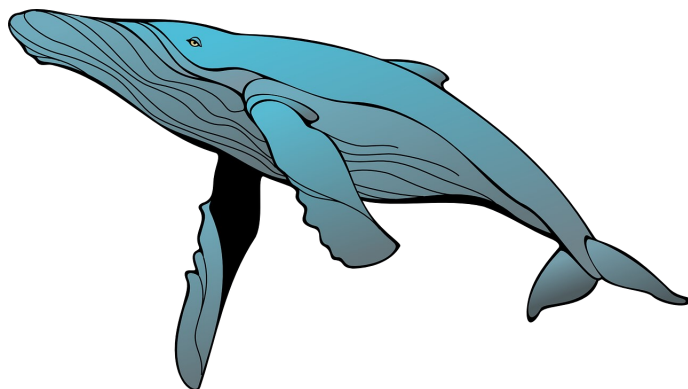
WOMEN WHO SAIL AUSTRALIA

PLUS Pearls of Wisdom, photos, and much more!

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Celebrating real women on the water

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



ABOVE: SALLY PETRIE doing a rigging check after arriving in Opuia, NEW ZEALAND, from New Caledonia October 2018.



ABOVE: LEANNE PARAS at the helm, taking on the Clarence River, NSW, AUSTRALIA.

BELOW: ALIS WOOD and MELANIE LEIGH ROBERTS were dancing to 'sisters are doing it for themselves' while anti-fouling Alis' boat recently! Tasmania, AUSTRALIA.



Above: SHELLEY WRIGHT at work anti-fouling. Lake Macquarie, NSW, AUSTRALIA.

The bowsprit



Welcome to the June issue of *SisterShip*!

There is a powerful bond that joins women on the water and this was evident at the Women Who Sail Australia Gathering on the Bay (GOTB4) at Port Stephens, Australia, in April. The *SisterShip* magazine and press (book publishing) teams attended and enjoyed catching up with many of our readers. The energy, enthusiasm, encouragement, and inspiration that abounds during these annual events is indescribable. If it could be harnessed we could probably power a small country!

While at the GOTB4 we were delighted to announce that *SisterShip* is teaming up with Lisa Blair to bring you the 'Lisa Blair Offshore Masterclass'. These classes will be rolled out across Australia (and possibly beyond) so be sure to check the new sistershiptraining.com webpage for more information.

Each year the WWSA GOTB has a different coloured 'event shirt'. This year it was green. Likewise, our June issue has a 'green' theme. The *SisterShip* team is greatly concerned about the marine environment and we strive to reduce our footprint where we can. This can be overwhelming at times and it is easy to think that small actions don't make a difference. They do. Karen Oberg outlines ways to green your galley (or home kitchen) with more to follow in the August issue. If you have environmentally friendly ideas or

tips to share we'd love to hear them!

Congratulations to Steph Barnes who is the winner of our April 'Compass to True' navigation challenge! The answer can be found on Page 51 and we include a new challenge, a nautical quiz, on Page 52. All correct entries received by July 10th will go into a draw to win a *SisterShip* navigation pouch.

We hope you enjoy this issue and welcome all feedback. Thanks for joining us on our voyage, and as always, look for the dolphin!

Shelley Wright



BELOW: *SisterShip* editors Shelley and Jackie with Lisa Blair (centre) at the 4th annual WWSA Gathering on the Bay.



Message in a bottle

Send your letters to

editor@sistershipmagazine.com

Hi,

I wanted to provide feedback from the WWSA Gathering on the Bay weekend.

I thought that Mel Yeomans from Deck Hardware was absolutely fabulous, I learnt so much in her session and most of it I didn't realise that I needed to know! They needed much more time, they were oozing expertise and the practical splicing aspect was invaluable. Just so much useful information like how to correctly coil a rope and how to match lines with blocks. Information that I haven't heard anywhere else. They could potentially pack out half or more of a Friday all by themselves.

The RADAR and outboard sessions were great, along with Karen's food session. The marine flare session was fabulous, it was just so great to see them in action. I know what to do now if I ever need to use one, which I would have had to read about first before use - not a great situation in an emergency. I

found Annette Hesselmanns' session on Melbourne-Osaka race and Renee Smith's session very inspiring, even though I am an occupational therapist dealing with people with disabilities every day, it has me in awe of what she has done and what sailing can do for those with disabilities. Lisa Blair is always inspirational.

The pop up shops were great too- fancy 'Sailing Gear for Women and Girls' bringing one pair of shoes that were the correct size for my mini WWSA! They were a real hit for the Little Tackers holiday program that she did last week. Loved the eco friendly wheat straws and sunnies too.

Thanks again for a great weekend.

Jo Hallett

From the Eds: Thanks for your feedback Jo, we'll pass that on to the rest of the WWSA GOTB team and hope to see you at the 2020 event!

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

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

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



Salvadoreño Summer

Jane Chevous

SV *Chantey* crossing the bar (Photo Credit: Annual El Salvador Rally).

‘Okay guys, we’re over at the bar, *bienvenido a El Salvador*,’ The calm voice of Bill came over the radio from the pilot boat.

‘Thank you very much. I think Jane enjoyed it!’ Ivan replied, as I ‘woohoo’d’ and danced excitedly, still keeping a hand on the wheel. Bouncing on the shingle in our home sailing ground of England’s east coast is one thing; but surfing in a yacht was a new experience!

Next thing we knew, SV *Chantey* was tied up to the Hotel Bahia del Sol marina dock, and we were met by the smiling faces of Bill and Jean, the annual El Salvador Rally organisers, and the hotel staff bearing a complimentary rum punch. Excited, relieved, and a little dazed, we followed the port captain and immigration officer to their on-site office, for the easiest international check-in. This warm welcome was just a foretaste of our magical summer.

We planned to sit out the hurricane season and prepare to head south towards Panama in the late summer. But this little community

captivated our hearts, and we ended up lingering for six months. Why was this one of the highlights of our four years cruising in Central America? Let me share with you some of the magic.

A beautiful setting with all you need

The estuary became a comfortable home from home. We anchored out, off Isla Cordoncillo, for the first couple of months, making good use of the marina’s weekly deal to use their dinghy dock and facilities. Other options are Bill’s secure La Palma Moorings, or the quieter Paradise Fishing Lodge four miles upstream. You can find most things locally; laundry, propane, fuel, potable water, repairs. Bill and Jean, and Willy at Paradise Lodge, are a great source of knowledge about any services you might need, from healthcare to boat parts. Skilled artisans are inexpensive; we had a beautiful wooden table made for less than the cost of the materials in the UK. Even provisioning can be fun, when it involves a chicken bus ride to the small

market town of Zacatecoluca or dinghying up the estuary to Herradura.

An active cruisers' community

Even though the official rally was over, it was hard to focus on boat jobs as there were so many distractions! We gathered at the marina pool for cruisers happy hour, with family friendly activities like racing homemade model boats. Sunday afternoon was open house at Casa Lynn and Lou, another excuse for a pot luck BBQ and pool party. We didn't take ourselves too seriously. In true British tradition, *Chantey's* crew flew the skull and crossbones in the dinghy race to the stilt restaurants. Our prize? A cold beer and delicious fresh fish dinner. I don't know what the locals must have made of the crazy assortment of jury-rigged sails!

Experience island time

Have you ever tried a pupusa? These are typical Salvadoreño fare, a bit like a Mexican tortilla, made with corn or rice flour and stuffed with your choice of cheese, beans and

pork or chicharrón (pork rinds). On Saturday nights everyone gathers at Bill and Jean's house on Isla Cordoncillo for sunset happy hour then meanders along the shore path, past the small chapel and local homes to the little family pupuseria. Children, chickens, and dogs wander around as we enjoy pupusas and curtido (pickled cabbage) – mmmm, so tasty! Sometimes a guitar or violin is brought out to join my accordion for an impromptu jamming session, and my happiness is complete.

The island has a special magic, from the sound of Maura's horn as she walks along early each morning with a basket of fresh bread; to the dug-out canoes favoured by the fisherman as they work the estuary tides. For many it's subsistence living and the environment here has an immediate impact; drought means carrying barrels of water from the mainland, unusually high tides mean homes can be flooded or washed away. The islanders come together to face these challenges, in a practical solidarity we can all learn from. There's time to play too; one day we were invited to take my accordion to a birthday party and play while they bashed the piñata. One cruising family decided to linger a while longer and enrol their son in the island school; you can read about their island time on their blog (see info below).

Explore El Salvador

With the boat in a secure spot, most cruisers take the opportunity to go travelling and there's lots to choose from. Explore the history of the civil war on the Ruta de la Paz (Route of Peace), visiting the memorial at El Mozote and the museum of the revolution at Perquín. Marvel at the Mayan ruins at Tazumal, and the village buried under volcanic ash at Joya de Cerén. Peer into the crater of one of the twenty-five volcanoes or indigo tie-dye a t-shirt in the charming colonial style town of Suchitoto. And then there's Olocuilta, famous for its pupusas – did I mention how tasty they are?



Isla Cordoncillo with volcano, viewed from the anchorage.

From Bahia it's just a short ride on a local bus and a *colectivo* to San Salvador, for memorable architecture, culture, and the city shopping experience. I have always loved the naive style of Fernando Llorca, probably the best-known Salvadoran artist. The most powerful exhibition we saw at the Museo de Arte (MARTE) de El Salvador featured many younger artists, exploring the eras of their country's development. They described it as moving from rebellion (civil protest), through forgetting ("rebellion of memory"), migration (to USA) and now, unity and community solutions. Mindful of the challenges in our world, they still had a vision of a better future.

Rediscovering community

It is that hopeful and collective Salvadoreño character, especially among young people, that kept us on Estero Jaltepeque for so long. We moved the boat up to anchor just above Paradise, to be near Rosi Mar, the Campos family restaurant, host to the English "school" we became involved with. Cruisers

and locals volunteered to run weekly conversation classes for local youngsters, whose ambition and passion for learning were an inspiration. It wasn't just about language; we called the project Living English because we talked about everything in life, from chat-up lines to how to save the environment.

This was what had been missing from our cruising life. Stopping long enough to be part of a tribe, to experience a community not just observe it. We love the travelling aspect of cruising life, but the downside can be remaining perpetual tourists. You know how it goes: talk only to cruisers and service providers, see only tourist destinations, take photos, tick off the top sites, move on. Our new friends gave us the chance to be members of a community again, to reap the reward of working together. We regained the sense of worth from contributing something to this world, not just being a floating passenger. At the end of the summer our boat still needed painting and there were yet more holes in the bimini; but my heart was bursting as forty-five students proudly made



English pirates and Americans battle it out.
(Photo Credit: Annual El Salvador Rally).

presentations in English at their graduation celebration.

The magic dust that transformed this from a special experience to a life changing one is the warmth and breadth of the Salvadoreño heart, which is as wide as their arms when they hug you. I made deep friendships there, especially with the women of the Campos family, continued for the time being via Facebook, but I know I will return. They have adopted me into their tribe and given me so much. The Polynesian navigators have a tradition; when they sail to a new island, they should bring a treasure they have found there back home with them. The treasures I shall bring back from this summer are timeless and priceless; the gifts of generosity, family values, resilience of spirit, acceptance, and love that I will carry in my heart forever.

If you want to share a little sprinkling of this magic dust, head on down to Bahia del Sol as soon as you can. Visit this magical corner of El Salvador and you can experience it for yourself. As well as the Living English project, you can volunteer on Isla Cordoncillo with the Just Water charity founded by Bill



and Jean. You can come with empty pockets and an open heart and you won't be disappointed.

JANE CHEVOUS was born with salt in her veins, raised messing about in boats and has owned several. She lives aboard the sailing yacht *SV Chantey* with her husband Ivan (Greybeard). Currently they are cruising Costa Rica heading for a Panama Canal transit, to be nearer to their three sons and six grandchildren in England. A writer, educator and activist, Jane loves sewing, playing the accordion and getting involved in local communities as she voyages.

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

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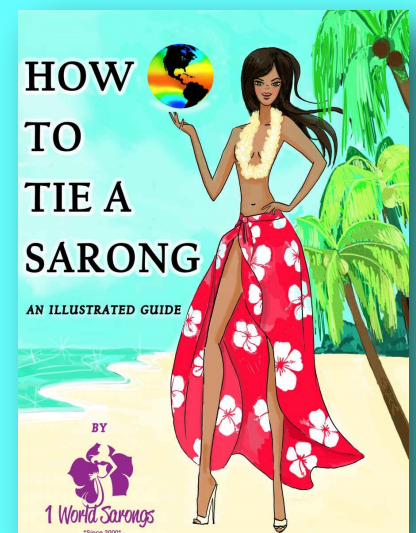
www.sistershiptraining.com

HOW TO TIE A SARONG

This book will inspire you to experiment with the versatility of sarongs and create sarong styles that work for you. Everyone has a different body shape, personal style and taste. The main idea is to have a relaxed attitude while having fun experimenting with new ways to tie your sarongs. With this illustrated guide, you can learn, play and experiment so you can discover the magic and mystery and wonder a sarong can give to you.

How to tie a sarong book: <http://geni.us/uDrDk>

10%
of all profits are donated
to the International Red
Cross.



WOMEN'S Laser Regatta

hosted by Double Bay Sailing Club



28-29 September 2019

A 2-day regatta run by women, coached by women and competed by women and girls on the wonderful waters of Sydney Harbour.

Krystal Weir is leading the coaching
- an opportunity not to be missed!

Venue - Double Bay Sailing Club

Please register your interest (no payment required as yet) by filling in the EOI form via this link:
<http://www.dbsc.com.au/new-events/wr2019-eoi>

Event Secretary: Clare Alexander

Email: events@dbsc.com.au

Phone: 0409 391 304

Organising Authority: Double Bay Sailing Club



With Karen Oberg

Greening your galley: Part one

Plastic pollution is a widespread problem. Only about nine percent of all plastic ever made has likely been recycled with twelve percent of all plastic waste having been incinerated. The remaining seventy-nine percent has accumulated in either landfill or the natural environment if not still in use. One million seabirds and 100,000 marine mammals die each year from plastic pollution in our oceans.

Think the problem is too big for you and me to make an impact? Think again. One of the best ways to fight plastic pollution is to live by example and ensure the products you buy are produced with both ethics and the environment in mind.

Started as a small grassroots movement in Western Australia in 2011, Plastic Free July has grown into a global phenomenon. This year, Plastic Free July will see millions of people around the world pledge to be more aware of their plastic use and “choose to refuse”.

“Virtually every piece of plastic ever manufactured still exists in some form today,” says Executive Director and Founder of the Plastic Free July Foundation, Rebecca Prince Ruiz. “Plastic, particularly single-use plastic or ‘throw-away’ plastic items, are not getting recycled effectively and are having a detrimental impact on our environment.”

The single-use plastic challenge

The average plastic bag is used for just twelve minutes and then thrown out. The following six items are strictly designed for single use and can be easily swapped for alternatives:

- Plastic shopping bags - reusable cloth bags
- Plastic water bottles - refillable metal bottles
- Plastic straws - metal, paper, or wheat straws
- Plastic takeaway containers - bamboo containers
- Plastic coffee cups - bio degradable or ‘keep’ cups
- Plastic cutlery - bamboo cutlery

How am I taking on this challenge in our galley? I believe an eco-friendly galley begins with not only refusing plastics but eating green, and it doesn’t end there. Energy-efficient food preparation and cleaning habits,

using equipment made from sustainable materials, and dodging toxic chemicals are also important if I want to have a truly healthy galley and reduce our single-use plastic. Fortunately, making the right choices for our well-being is also good for the sailing kitty and the planet.

Keep in mind the following when moving forward on your plans for Plastic Free July:

Minimise: Use less, conserve more. What can you use less of? Makeup, toilet paper, printer paper, etc just to name a few. Well, maybe not toilet paper ...

Maximise: Use it up, wear it out, make it do, or do without. Basically, get the most out of your clothing, food, personal energy, resources, etc.

Prioritise: Make time for what matters. Eliminate things that don't. Don't waste time, money, energy, or resources on the wrong things. Do you know what matters most to you?

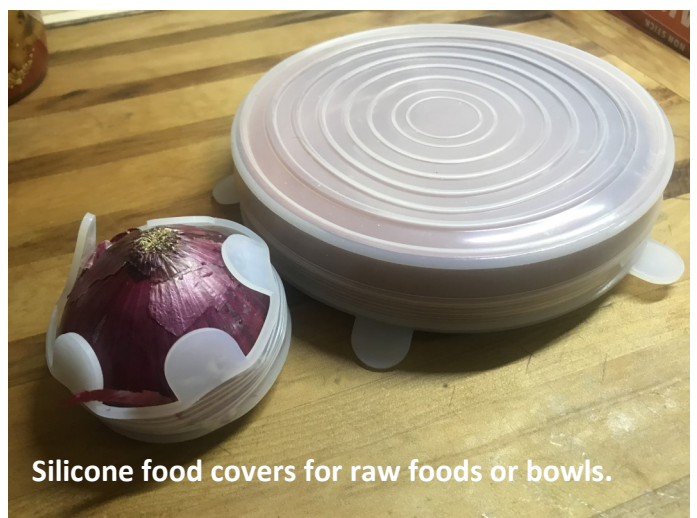
Emptying out our galley's lockers has certainly been an eye opener. I've put together this list of eco-friendly ideas to remind me just how easy it can be to replace some of the plastic products purchased and reduce our energy footprint. Here are some basics to start our journey.

Make it last

Choose cookware and utensils that stand the



test of time and won't have to be thrown away with your leftover casserole. Go for stainless steel or cast iron. Although a bit of an investment, a good cast iron skillet will last for generations. I am currently using my late mother-in-law's skillet pan in our galley and I wouldn't be without it, she had it for as long as I can remember. The same with my whisk, it was my nana's. These items have stood the test of time. Likewise, choose sturdy utensils rather than cheap ones; low-quality wooden spoons, for example, can rot, and plastic will melt if you leave it on the stove too long. Buy high-quality knives that you can sharpen by hand, and use long-lasting cloth towels instead of paper.



Silicone bakeware can be reused. It allows you to replace disposables like paper muffin tins and baking paper, although both of those can go in the compost. Silicones aren't biodegradable and can't be recycled, so be sure this is the product for you. For now, silicone is a safer alternative to non-stick cookware treated with perfluorooctanoic acid. Silicone bakeware is heat-resistant and safe for the oven and freezer.

Silicone doesn't change flavours or release odours that might affect food quality. It's believed to have low toxicity and thermal stability. It's also non-stick and easy to clean. It is important to use food-grade silicone products at recommended temperatures, not above 220C.

Silicone stretch wraps... yes, the ones we are replacing cling wrap with can also be used in the oven instead of baking paper. Do it with me now - s-t-r-e-t-c-h!

Energy-efficient cooking

If you're roasting or baking something that's a little flexible when it comes to cooking time, you can turn the oven off five or ten minutes early and let dishes finish cooking in the residual heat. Making the best use of the oven as possible, cooking more than one thing at once, for instance, is also wise. When cooking on the stove, using a properly sized pot for each of the stove burners also makes a difference. For example, a 15 cm pot used on a 20 cm burner wastes more than 40 percent of the burner's heat. Make sure all your pots and pans have close-fitting lids, then use them whenever possible. Of course, the most energy efficient cooking means leaving heat out of the equation altogether ... and this is where we can use our solar and thermal cookers.

A thermal cooker is a cooking utensil which consists of usually two containers, one inner clad stainless-steel pot (for direct heating) and the outer vacuum insulated container for heat preserved cooking. You simply assemble your ingredients into the inner pot and heat on a stove. After it comes to the boil, reduce heat, cover and simmer for 10-15 minutes. Turn off heat and transfer to outer container, close and that's it. The heat is retained to continue slowly cooking your food for hours without any constant attention.

A solar cooker is a device which uses the energy of direct sunlight to heat, cook or pasteurise drink and other food materials. Many solar cookers currently in use are relatively inexpensive, low-tech devices, although some are as powerful or as expensive as traditional stoves. Advanced, large-scale solar cookers can cook for hundreds of people. Because they use no fuel and cost nothing to operate, many non-profit

organisations are promoting their use worldwide in order to help reduce fuel costs (especially where monetary reciprocity is low) and air pollution, and to slow down the deforestation and desertification caused by gathering firewood for cooking.

Do it yourself

Avoid purchasing pre-packaged, pre-prepared, frozen foods. Make them yourself, at home. There is nothing better than the smell of fresh bread baking in the galley or a fresh batch of cookies straight from the oven. Many meals can be frozen and reheated without any loss in taste or quality. Yoghurt is so easy to make, and you can produce a healthier version using fresh fruit and no sugar. Make your own breakfast cereal, again you will know what is going into it without the hidden sugars. Mayonnaise, peanut butter, pesto, mustard, and pasta sauce can all be easily made reusing the same jar over and over. You could even buy a soda stream to make your own soft drinks, reducing the number of plastic bottles you use. I know of many cruisers who home brew beer, not only saving them money but recycling the beer bottles is keeping them out of landfill.

Buy local

The food you bring into your galley is just as important as the equipment you have, so buy local whenever you can. Buying fresh fruits and vegetables in the middle of winter may seem harmless enough, but where and how



Mesh bags for vegetables.

was your food grown, how did it get to the store, and how is it packaged? The fewer miles from farm to table, the better. We always try to buy from local farmers' markets or purchasing directly from farmers themselves. Buy organically when you can. If you cannot afford the organic price tag, consider going organic on a few staples such as milk, peanut butter, and apples.

When buying fruit and vegetables I use mesh bags. They come in assorted sizes and I store the produce in the bags in the refrigerator or in my fruit hammock. Ask your local butcher to provide their meat in cryovaced packing ready for your freezer or supplied with no plastic.

Bulk up

Buy in bulk and cook in bulk; just make sure you can consume what you purchase and produce! Purchasing from the bulk bins means less packaging, fewer trips to the store, and can also mean financial savings. Bulk cooking is a more efficient use of appliance energy and your time. Plan ahead; planning meals that can feed you and your family for a few days is a great way to provision efficiently and free up your precious leisure time.

Products we use instead of ziplock bags

For purchase like grains, nuts, lentils I use calico bags designed for bulk food shopping. For anything that would slip through a mesh bag, just scoop your produce straight into these lightweight bags and take home. Once emptied into your storage containers they are easy to wash and reuse.

Waste not, want not

On average, the galley generates the most waste on your boat. But fear not, it's not as hard as it may seem to cut back on waste. Step one: refuse excessive packaging by taking your own bags, and buying fresh, unwrapped produce. Reuse what you can, like old glass jars or bottles, grocery bags, and packaging

you can't avoid. Ask yourself: Do I really need it? How can I buy this with the least amount of packaging? How can the packaging be reused? Is recycling the packaging worth it? Can I make it myself?

Eat me first

Create an "Eat Me First" or fridge triage box. While it may look ridiculous – yes, it's just a box with a sign on it – this device acts as a surprisingly effective visual cue that changes the way you view the food in your fridge. Just place all of your more easily perishable, or close to expiring, eats in the box and teach the other crew members to check the items in the box first when they open the fridge.

Not confusing "best before" with "expired" dates will lead to these three things: you'll waste less food, you'll save money, you'll avoid sending food waste to the landfill.

Preserve/freeze your excess

Apart from buying less, you can also dry, bottle, or freeze, your fruits, vegetables and herbs. This way, you're not wasting anything, and you have a range of ingredients on hand – even if it's not in season to buy fresh. If you're preserving food from farmers' markets, minimising your produce's standing



Preserving is one of the best ways to stop food waste.

time between being picked and preserved is key to retaining the highest nutritional content. Preserving has a positive impact on sustainable living, by reducing packaging and waste.

Meal planning

No one likes sitting down on the weekend and planning the week's meals but thinking about what you're going to use each week can certainly help cut down on food wastage – and save a dollar or two. I always find it useful to carefully check my fridge and lockers when planning meals, on *Our Dreamtime* we have an excel spreadsheet that helps me keep track of our provisions. Also check your food labels and use up items that are close to expiry. Think about these things first when you're planning your meals so you can use up your existing food items and save money by purchasing less. Move these items to your everyday pantry locker so it reminds you to use.

However, much of what we do to live green isn't something that fits on a list of ideas. In our every choice, we need to decrease our footprint. We have all learnt the basics by turning off the tap a few seconds faster or choosing not to switch on a light whenever possible, by purchasing energy efficient technology and appliances, by using solar, wind and water to generate our power. But there are things that we can be doing better.

Can you take part in the “Galley Challenge” and discard the single use plastics?

Don't forget to share the journey with your friends and family. The more friends you convince, the more people you share articles with, the more people will begin using environmentally friendly products in their everyday lives, and that is how we change the world. Use social media to show the world you are making the change, by showcasing products that you are using. You alone can make a huge impact on others.



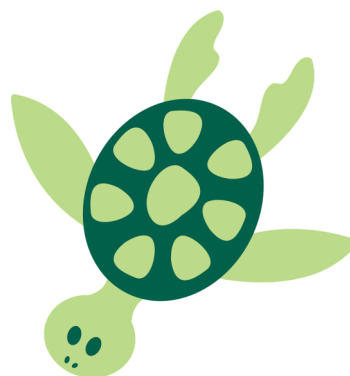
FURTHER READING:

www.plasticfreejuly.org/

www.take3.org/

www.tangaroablue.org/

www.goingzerowaste.com/



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

www.dreamtimesail.blogspot.com.au/

www.dreamtimesailourgalley.blogspot.com.au/

SHERO



Celebrating achievements big and small!

The pictures are of me concentrating hard as I helmed our monohull through the Panama Canal in July 2017. I love these pictures because they capture the moment. I was only able to concentrate on the task in hand because I knew our two children were stationary — attached to the boat, fascinated with what was going on, and busy with a lolly! We came through exhilarated and unscathed but could easily have been otherwise!

These pictures were on the way up through the locks. On the second day, on the way down to the Pacific side, we were tying and untying at each lock to a day cruise ship. The ship had a guide onboard talking the passengers through what they could see. At one point, he pointed out that we were a British family onboard with our two kids. “And look,” he said, “The skipper is a woman! Let’s give her a round of applause.” We all had a giggle onboard. Tell me that’s only

news in Central America! (In truth, my husband is the skipper in title but as is the way with these things, we run the boat and family life together.)

Emily Davidson

SY BONARE

Currently in New Zealand





Flat bottomed girl

Views from the canal

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

The meaning of greening when cleaning

Nowadays, I think we can all agree that the word 'green' is no longer simply associated with the colour of grass, the leaves on the trees, or even particularly verdant veggies. Today, we use the word in a much broader context and going 'green' or even 'greening' is more often used in the discussion of being kind to the environment and all that goes with it, a much nobler connotation than a mere colour. I mean, if we talk about green countryside now, it would probably not be about the lush hills and valleys, it would more likely be about how sustainable the farming methods are, wouldn't it? Nonetheless, in both cases, it is synonymous with all that is good and fresh and natural. But – and it's a big but – there's one type of green that no one likes, especially not boat owners.

I'm sure you all know what happens to objects left outside during wet winter months. The mould forms and the moss grows, turning everything to a not so pretty



shade of rather turgid... yes... you've guessed it... green. This is especially true when it comes to boats and barges in the northern hemisphere countries where damp cold is the prevailing condition in winter rather than crisp, frosty, sunny weather. Now, the Netherlands is about as damp and cold as it gets in Europe; they even have a word for it here: *waterkoud*. A typical winter's day is marked by a sodden, chill mist that hangs in the air and clings to everything, but especially to anything made of wood. This kind of weather is the perfect breeding ground for moss and one of the main problems with old barges is that it manages to grow in the most awkward to get at places; as if it's determined to cause the maximum trouble possible.

In the case of my barge, *Vereeniging*, I have more wood than most: the side panels are wood; the rubbing rail, which runs right around the hull, is wood; the bases of the bollards on the foredeck and at the stern are also wood, as are my hatch boards. And into

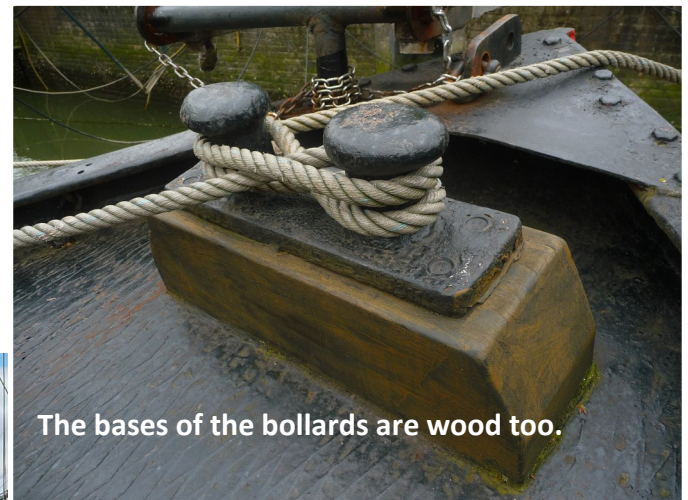
all these parts, the winter moss creeps. It grows in the cracks between them, on narrow ledges and behind the steering mechanism. It even grows on the underside of my mast. What's worse is that it flourishes in places where I have to fold myself into shapes only a professional contortionist would deem comfortable to try and clean it out. It's either that, or I have to hang perilously over the side of the barge to scrape and scrub the insidious growth off the panels and rubbing rail. This, I should say, is the most nerve-wracking.

The problem is that the *Vereeniging* has no gunwales. It is also normally sandwiched between two other much larger barges. Using my grubby (and mouldy) rowing boat is therefore not an option. Defying death by faith in my ability not to slide off the hatches and between the moored vessels is the only thing. Such a scenario is not one of the upsides of owning a barge, I have to say. In fact, I've often thought that householders have it easy. After all, they only have bits of paving and patios to scrub. They rarely need

to spring-clean the whole exterior of the house the way boat owners do.

I love my *Vereeniging*, as everyone who knows me is aware, but this is one mouldy (sorry) job that I would gladly do without. Each year, I look for ways to try and prevent it, but barring waging chemical warfare on the surrounding waters, I have yet to find a good solution. The only way to deal with it is elbow grease, plenty of vigour and a five-litre container of natural cleaning vinegar. Oh and yes, that death defying faith. I need that too.

The sight of me embarking on my annual scrubbing activities in spring is enough to halt the tourists in their tracks along the quayside. Not because I'm in any way lovely



The bases of the bollards are wood too.



Barges all in a row.

to look at, I hasten to say; rather, because I give a new meaning to the expression 'bottoms up'. My rear end is actually about all they can see as I lie on the hatches and dangle over the side, and that's not a pretty view, I can assure you. I'll guarantee they're all just praying for the moment I lose my grip and slither into the murky depths of the harbour. It's a kind of minimalist disaster tourism, if you like, or at least, breathless anticipation.

Well, I'm keeping them entertained again this year too. My crop of moss and mould is just as well established as it was last winter, and although I managed to do some cleaning during an unseasonably dry spell in February, there's still plenty more. In fact, by the time I've finished, it will be autumn again, just in time for the new growth. So, since the fish don't deserve to swim round in an evil soup of my making, I shall just have to bite my own bullet and send myself into suspended animation over the side once more. Weather permitting, of course. For as the great bard



A new meaning to 'Bottoms Up'.

once wrote, there's the rub. The weather in the Netherlands doesn't exactly dry up in summer; the rain just gets warmer, which results in an even more enticing breeding ground for that horribly mean green.

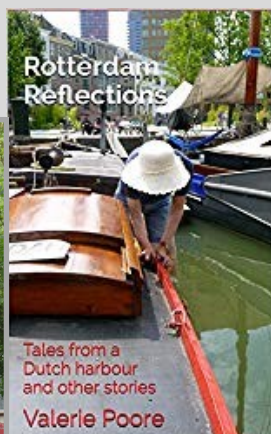
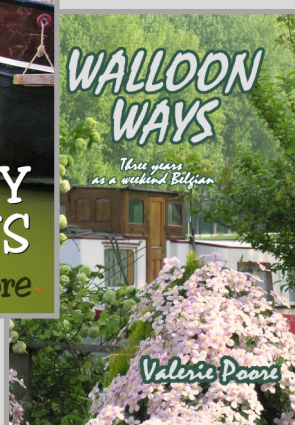
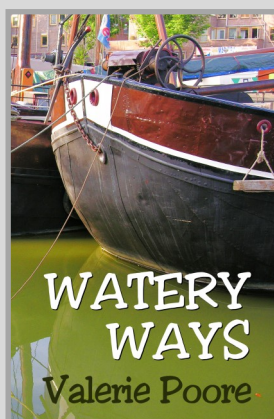
I can, however, console myself that at least these types of jobs are something all women on all boats can share. Whether we be sailors, river cruisers, or barge owners, the list of chores never ends and we do more cleaning and scouring than a Victorian kitchen maid. Happy scrubbing everyone!



Using the grubby green boat is not an option.



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>

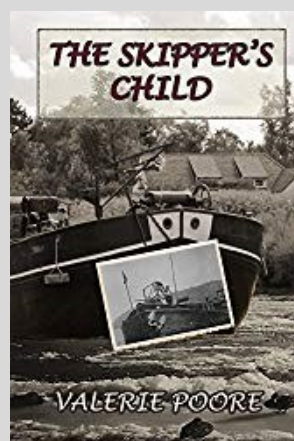
Walloon Ways: <http://geni.us/1CDTu>

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

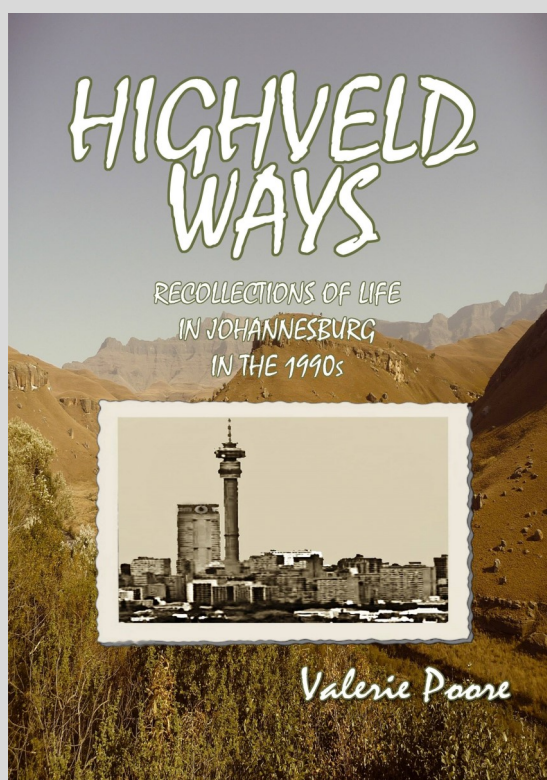
Rotterdam Reflections: <http://geni.us/5pSxcgs>

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

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



Coming soon 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.

'BOTTOMS UP' FOR SAILING



SARAH STEENLAND



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MEXICO TO THE MARQUESAS:

And the Intertropical Convergence Zone

Cheryle Matthew

Sea Nymph at Fatu Hiva Island, Marquesas.

We crossed the Pacific for the first time in 2009 on our previous yacht *Sea Dove*, a Savage Oceanic 42. The weather was glorious for the whole trip and we were spoiled with 15-20 knot trade winds, sunshine, and blue skies. The toughest part of the trip was deciding which book to read next and what lure to put on the fishing line. However, our trip was cut short as we had to race home for family reasons.

We rushed through the Pacific in less than three months on that first trip and sold *Sea Dove* as family commitments dominated our life for the next few years, but that is a story best left for another time. We later bought *Sea Nymph* in Los Angeles with the intention of sailing the South Pacific again.

Had we tempted fate? Should we have been satisfied with our first dream run?

This second crossing was as different as chalk and cheese. We left from the Northern Hemisphere this time and had to cross the intertropical convergence zone (ITCZ) to

reach the Southern Hemisphere. We left the Mexican coast at Cabo San Lucas on a southwest heading to 10 degrees north where we had planned to cross the ITCZ at right angles and then set a course to the Marquesas Islands.

The ITCZ, known by sailors as the doldrums or the calms, is a band of unsettled weather encircling the earth where the north east and south east trade winds converge. This band of disturbed weather moves and meanders along the equator and can vary as much as 120 miles in a 24-hour period. The weather patterns in the ITCZ can form and dissipate in less than 24 hours. Seas usually are moderate to small but can be confused since they can come from any direction or several directions at once. The area is characterised by doldrums, squalls, and torrential rain. Conditions change regularly and the best laid plans can go astray with the changing weather patterns. Sounds terrific doesn't it?

Leaving Cabo San Lucas and the Mexican coast our plan was to remain north of the

ITCZ for as long as possible. Our course mimicked the shape of a giant squashed letter S. We wanted to make the most of the north east trades and the further west we travelled the thinner the band of ITCZ would be. Here we would cross into the southern latitudes and pick up the south east trades. We had been talking to three other yachts on the radio in the Sea of Cortez as we made our way from La Paz to Cabo San Lucas and agreed to stay in radio communication for as long as we could. *Sea Nymph* didn't have a HF radio and due to the added expense of buying and installing one, we opted to purchase a Satellite phone instead for weather reports that we would download to our laptop along with emails using the MailASail program. This meant we wouldn't be able to join in the HF Community Radio Sched which would keep us in radio contact with sailors on the same route. Once we were 20-30 miles away from them we would lose our VHF signal.

We left Cabo San Lucas and the Mexican coast with south west winds. Our first two



days and nights out were most uncomfortable with confused seas due to the cape effect and the wind was on the nose. As we hadn't been out in the ocean for some time, we were both feeling a bit under the weather and exhausted so on the second night we hove-to for six hours and felt much better for the rest and three hours sleep each. We then picked up the north east trades on April 30th and the entire scene changed. It was superb trade wind sailing with the mainsail out and a poled headsail as we cruised along nicely at around six knots. Bruce and I are conservative sailors and we generally reef our main at night and furl the head sail a little depending on the



conditions. We feel it best to reef when it's still day light rather than having to do it with increased weather conditions in the middle of the night. For the next week the sailing conditions were terrific, we made good mileage each day and our spirits soared as our bodies adjusted to the movement of the boat and we found comfort in the routine of long-distance passage making.

About a week out from land we were joined by up to six large booby birds. They were constantly trying to land on the boat. If they had been content to sit on the deck or railings that would have been fine, but they were determined to land on the top of the mast with all our masthead instruments and antennae. The numbers increased on dusk, all desperately seeking a perch for the night. We shone the spotlight on them and sounded the foghorn to scare them off. This went on for at least an hour every evening for about a week. Occasionally they would try at night but would fall off the spreaders or the radar dome as the yacht rolled. Our concern was suffering damage to the mast head instruments including the VHF antenna, wind speed instruments, or navigation lights. After a week they gave up and disappeared as quickly as they had first appeared.

About 10 days into the passage we noticed the weather pattern changing. As we sailed west above the ITCZ we saw clouds forming south of us, they were only about five or six miles away and were as black and ominous as imaginable. If they'd stayed put it wouldn't have been an issue, but they would irregularly



move north and give us a thorough drenching. As we neared the position 10 degrees north and 130 degrees west, where we intended to cross the ITCZ, we looked for a gap in the weather and black clouds, decided that there wasn't going to be any reprieve, took a deep breath and turned south to cross the zone. I wasn't looking forward to crossing this particular part of ocean, perhaps I had done too much reading preparation. I was quite concerned, was our new little yacht up to the task? She was far livelier than our previous yachts and this would be the test. We found a problem in the canvas spray dodger, it leaked like a sieve. We smothered it in water repellent spray, but it didn't last long. It was going to be a wet trip, luckily it was warm.

On the second day into the crossing of the zone 20 pilot whales came to greet us, keeping us company for at least half an hour. We could hear their high pitch whistling noise as they communicated with each other, and perhaps with us. They were about twice the length of a dolphin and looked quite dolphin-like but without the beak. It was exhilarating, and at times breathtaking, as they seemed to play a game of tag with us. They would swim in a circular pattern, coming in smaller groups of five-to-ten swimming about 100 metres behind the boat, then race up to the stern, stop short for a moment then swim down the side of the hull, disappearing only to reappear behind us again. They were coming so close to the windvane that we





***Sea Nymph* anchored Fatu Hiva Island, Marquesas, with her dirty bottom.**

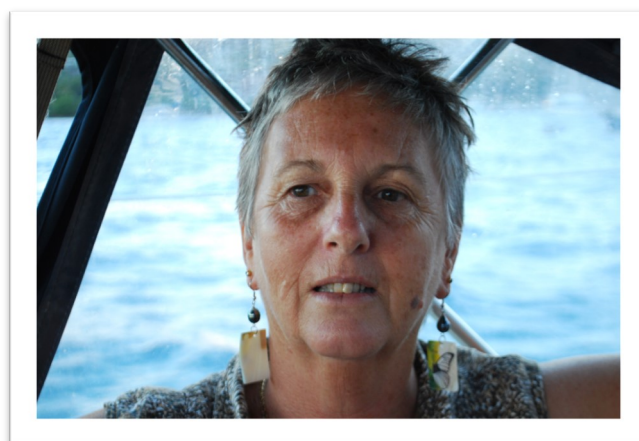
started to worry they might break it. Just as we were discussing taking it out of the water to be on the safe side, one of the pilot whales did something almost unbelievable. It was a whale with a very noticeable jagged fin, the biggest of the pod, and perhaps the leader. He rushed up with the next group in the tag game and stopped just behind the paddle, which was moving from side to side like a metronome. As we were watching we held our breath as the whale paused only five inches from the paddle and waited a moment watching it, then amazingly he moved his body and nudged the paddle sideways in time with the regular movement of the windvane paddle. That was it, Bruce yelled, and we quickly pulled the paddle out of the water before the pilot whale decided to play with it again.

We sailed for three days through typical ITCZ weather, watching as huge black clouds formed to surround us. Hoping to avoid another drenching we used the radar to aim for the thinnest band of bad weather, changing direction if the clouds looked particularly threatening or if the radar showed them to be large areas of bad weather. When in doldrums we motored and recharged our batteries. One day followed the next, we dodged storms, cooked, read books, and I played with my iPad and Navionics charting program. This was our backup chart plotter and I love it. We crossed the ITCZ and were welcomed by a rainbow.

Landfall was early morning May 29th. We

finally arrived at Baie (Bay) Hanaiapa on Hiva-Oa Island after a 31-day passage from Cabo San Lucas, over 3,000 nautical miles. This was the first ocean crossing we had made in *Sea Nymph* and she proved herself a capable bluewater passage maker. My faith in her had grown immensely. Although the ITCZ was hard work, it wasn't as terrifying as I had expected, we found it just wet and gloomy with frequent squalls to keep us on our toes. The waves weren't huge, just confused. Our water tanks were topped up with rainwater, all our clothes were washed, and we had the most wonderful experience with pilot whales that I could have wished for, so the ITCZ had some positive outcomes.

Would I do it again? Yes, for sure, but next time I'd like a solid waterproof spray dodger and a dry cockpit.



CHERYLE MATTHEW is a registered nurse. She and her husband Bruce spent nine and a half years circumnavigating the globe. They had regular trips back home to work and top up their sailing kitty and to spend time with their five children and ever increasing number of grandchildren. Cheryle and Bruce have sailed over 80,000 nm together.

Sea Nymph is currently for sale. See details on Page 54.

Buying and Selling Boats Made Easy

Want to save money and sell privately?

Yacht Broker SONIA ROBINSON shares

seven important steps you need to consider before going to market.

EziYacht Series – Part 1: Selling Privately



Are you a boat owner wanting to make top dollar on the sale of your yacht? Don't want to throw away \$\$\$ using a broker? There are several factors that will help to make your life easier and save you time and pain so that you walk away happy!

You've just hung up the phone from the last broker on your scratch list. Frustrated, you bury your head in your hands and let out a big sigh...

"Seriously honey – can you believe how much commission these brokers want? Stuff that, we're not giving money away for nothing... we'll just have to try it ourselves. And if it doesn't work out, well let's just wait and see. I mean how hard can it be right?"

So, you've decided you're going to have a crack at it yourselves. As you can imagine there is a fair bit to consider and most of it

entails hard work and a few weekends working on the water to get your boat looking her best. You'll need to de-clutter first and then give her a really good clean inside and out. But it doesn't stop there, you'll also need to list all the gear down to the last sponge, take hundreds of photos and then upload them all to various sites online. You'll also need to be available to take calls at all hours from the various random callers, weed out the tyre kickers and respond to a multitude of emails asking for photos of the propeller shaft or the bilges and provide responses to questions like 'who built the davits?', 'why does the boom look funny?', 'why is she so over-priced?'....and on and on it goes.

(Warning: don't expect to enjoy the whole process of listing and selling your boat privately.)

Then, if you do get interest, you'll need to sacrifice your spare time and your weekends showing people on board trying to be polite while they tread on your clean decks with inappropriate footwear, open every cabinet and slam it shut again, ask a million questions while you listen to them whispering amongst themselves saying 'hmmm' a lot while possibly looking for things to find fault with, or maybe they're criticising the interior colours or size of the head or the upholstery while telling you how much they know about your yacht when really you couldn't care less... and all that before you even get your first offer which will probably be well under your asking price! Huh what an insult!

However, this is your worst-case scenario and you may be lucky and it won't be that bad, and maybe you love a good challenge, and maybe it all sounds easy peasy... and what do brokers know anyway? Good on you.

The following are a few things to consider and a few tips for your checklist which will help you along the way and attract the right

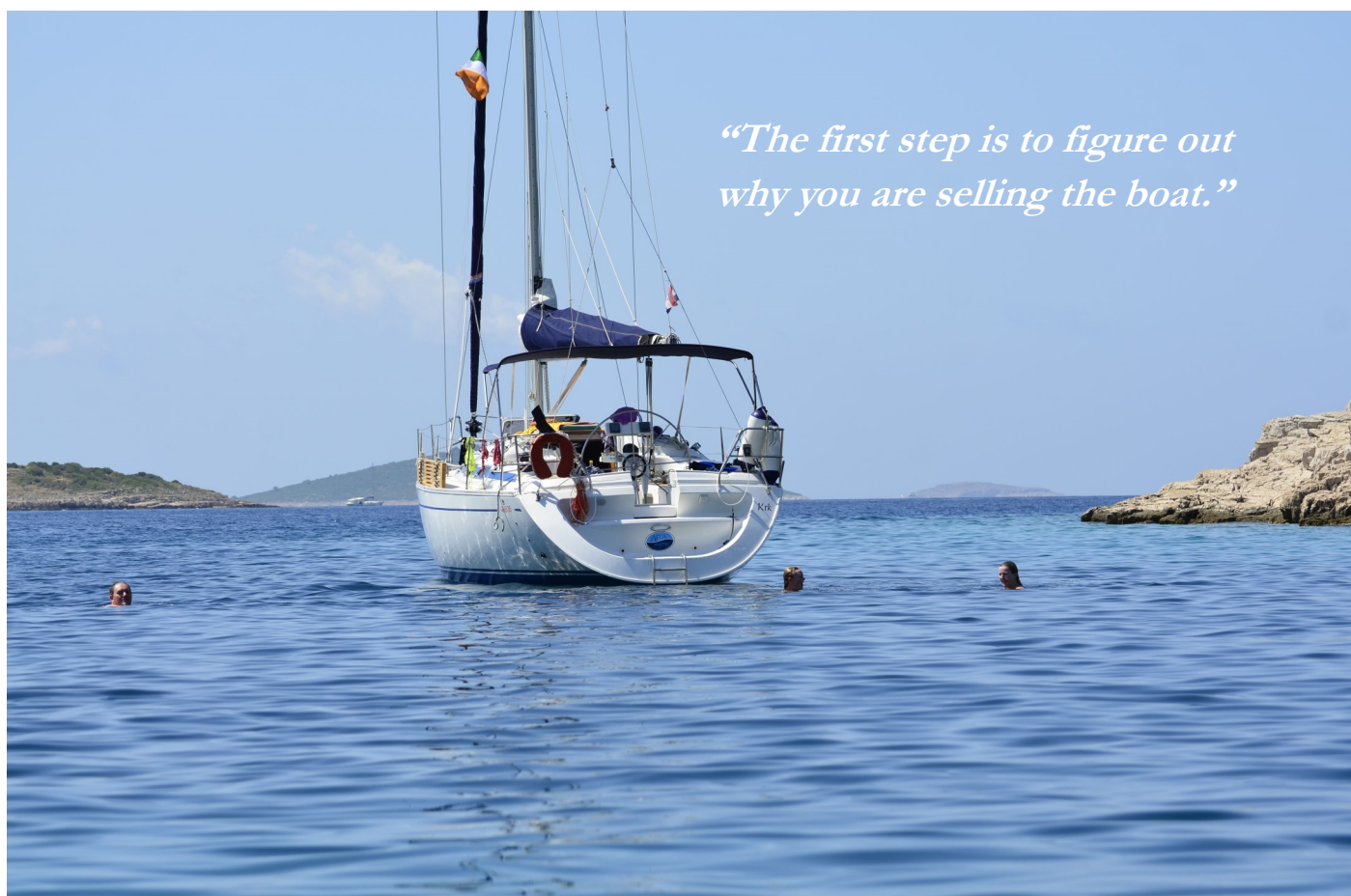
type of customer on board – and you never know, it might just be smooth sailing – and I sincerely hope it is.

EziYacht Tip 1

If you are going to sell privately then you must commit wholeheartedly to the project

COMMIT: The first step is to figure out why you are selling the boat – and if this makes your face scrunch up and your gut goes wobbly... then maybe you're not quite ready. A really good tell-tale sign that you're not, is when you can't bring yourself to take stuff off the boat. "But that's really handy for when we go ashore" or "Oh but I like reading that book when I stay on board" and "No, that has to stay — it's my favourite pasta bowl". STOP right there. Go back to the drawing board and seriously ask yourself "Am I Ready?"

"The first step is to figure out why you are selling the boat."



DO YOUR HOMEWORK: Well in advance of deciding to sell yourself or deciding on a price, research the market, look for similar yacht listings and their price range, make a note of features that are comparable to your yacht and ask yourself where your vessel is placed in comparison. In some cases, if a listing is marked as 'Sold' a broker may (or may not) disclose the sale price. (Be prepared to provide more information to the broker in return if asked.)

PICK THE BEST TIME OF YEAR TO SUIT YOU: Give yourself a 'sell by' date. For example, if you're planning on spending three or more months on board cruising don't list your yacht until closer to the end of this period – you're not only wasting your time but you're also wasting buyers' time.

Consider some of the following factors when determining the best time to sell:

- i) vessel location;
- ii) your intended usage;
- iii) what maintenance needs to be completed;
- iv) other plans (travel/separation/medical);
- v) arrival of new yacht etc; and
- vi) extended periods overseas or at work.

DON'T OVERPRICE YOUR YACHT to recover costs because you just replaced an expensive part and you want to make your money back on it. For example, you just fitted a new toilet and hoses because the old one totally shat itself (excuse the pun). The point is, if it needed replacing then it's not 'adding' to the value of the vessel. However, you should certainly highlight the fact that you have 'just replaced' or 'upgraded' the toilet and macerator. This sounds a lot better than saying 'not working' or 'needs replacing' and there's nothing worse than finding out at survey that the toilet's blocked... or even worse after the sale (not funny). But we all

have a good poo story so let's leave that for another time.

EziYacht Tip 2

Make every effort to present your yacht immaculately (as good as new) by removing all your personal items and extra gear. Give the interior and exterior a thorough wash down and polish. (You'll find more details in this blog 'How to prepare your yacht for market')

BE HONEST: It sounds obvious right? But you'd be surprised how many people try to cover up certain issues when selling their boat and it backfires in their face. It isn't a general election so try to be honest about the condition of the yacht and its parts, and outline any significant jobs you've done or you know may need doing soon. Being upfront from the get go is the best way to build trust with any prospective buyer – and also saves time negotiating later down the track – or even worse... losing the sale.

EziYacht Tip 3

If you are going to mention new equipment or newly replaced items on your inventory be sure to have the receipts as back up...or you may have to end up coughing up later...ouch!

KNOW WHEN TO SHUT UP: Unlike certain politicians who could use a lesson in discretion – sometimes being silent is better off for everyone. There may be something that you don't like about the boat – just keep it to yourself as there's no point in drawing attention to negatives. Instead, highlight the good features and what you love most about the boat and why you were drawn to her initially. Allow the prospective buyer to make their own judgements and observations and let them lead the conversation. Refer them to

the inventory details and description of the yacht. If they need more information they'll ask and if they are genuinely interested, you'll most likely know it. So, keep your trap shut because unlike brokers you are bound to be somewhat biased about your vessel and quite possibly prone to taking offence to certain comments.

EZIYACHT TIP 4

Your emotional attachment doesn't add a commercial value to your boat – put yourself in the shoes of the buyer.

BE PATIENT: Try to recall when you last bought a boat. Nine out of ten buyers will take their time because it's a big decision and there are plenty of factors to consider. If you have done everything that needs to be done, priced your yacht accurately and have already had interest then trust that right buyer is out there and will buy at the right time and the right price to suit both yours and their needs.

About the Author

SONIA ROBINSON grew up sailing the Irish coastal waters and became comfortable at sea from a young age encouraged by her mother, a passionate sailor. From humble beginnings as a sailing instructor in the Mediterranean, she found her dream job racing classic yachts only to discover a life of adventure which took her across the Atlantic working aboard numerous ocean going yachts. She's a qualified RYA Offshore Yachtmaster and Australian Sailing Senior Keelboat Instructor and has devoted a large part of her career in the development of sailing with Australian Sailing, RYA, YNZ and Fiji Yachting Association.

Having owned boats throughout her life, Sonia realised through her own experience that a good Broker is a rare find. She decided to set the world straight by turning to yacht broking in 2017. Sonia believes in excellent customer service combined with quality marketing and an honest approach and attitude to selling. Sonia's goal for EziYacht is to become the number one cruising and classic Yacht Brokerage in Australia.

Sonia is happiest when sharing her passion for boating by helping to make it accessible and safe for everyone and she would love nothing more than to encourage more women to take the step towards boat ownership.

***My profession is selling yachts and you can call me at any time for a free consultation on 0410 35 77 55 or shoot me an email on sonia@eziyacht.com.**

Final Note: A savvy buyer will have already done their research and they will have chosen your yacht based on what they're looking for – have confidence that your yacht is looking great and let her do the rest.

After reading this, if you have doubts about doing it yourself then put yourself out of misery, pick up the phone and call a broker you trust. You'll thank yourself for opting to do it the easy way!

Next in this EziYacht series 'Buying and Selling Boats Made Easy' we'll look at the most common questions asked by potential buyers, and how to negotiate an offer.



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Women Who Sail Australia 2019 Gathering on the Bay



Photos courtesy of Belinda Collins, Deb Keeley, Justine Porter, and Shelley Wright.





Now in its fourth year, the annual Women Who Sail Australia Gathering on the Bay attracts women from around Australia, New Zealand, and even the United States, for three days of workshops and seminars covering a range of nautical topics from diesel engine maintenance to cooking on boats. The Gathering is held at Port Stephens on the New South Wales coast in April.

This year 80 women attended the event. The Gathering began with a moving Welcome to Country from Worimi young community leader Nadine Russell. Nadine welcomed attendees in her Indigenous language before telling a Dreaming dolphin story.

Key speakers included solo Antarctic sailor Lisa Blair, talking about her recent non-stop record-breaking circumnavigation of Australia. Author of 'Love with a Chance of Drowning' and 'The Worrier's Guide to the End of the World' Torre DeRoche discussed coping with fear. Annette Hesselmans described competing in the 2018 Melbourne to Osaka two-handed race and Renee Smith from 'Sailors with DisABILITIES' explained

the role of SWD and her own path to sailing. Other topics included cooking while afloat, general boat maintenance, a forum on sailing in the Mediterranean, radar and VHF radio, and the issue of marine debris. A ropes and splicing workshop held by the staff from DeckHardware, and an outboard engine maintenance session run by Cove Marine, were both extremely popular.

While the conference is aimed at women, male partners were not forgotten. In addition to social events including the conference dinner and a sunset cruise on the bay to wrap up the event, Port Stephens Marine Rescue developed a 'partner's program' for the men with refresher training in topics such as CPR and VHF radio operation.

The event is sponsored by Pantaenius Sail and Motor Yacht Insurance and *SisterShip*, and raises funds for Port Stephens Marine Rescue and Sailors with DisABILITIES. The 2020 Gathering on the Bay (GOTB5) will be held at Port Stephens from 3-5th April.

Author Torre DeRoche.



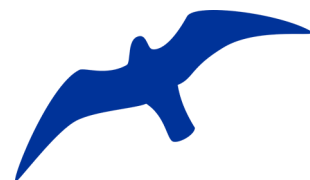
Deb Keeley and Renee Smith.



MC Justine Porter and Leanne Paras drawing prize winners.



The team from EziYacht and friends.





Glen Porter discussing boat maintenance.

BELOW: Belinda Collins talking about blogging your boat life.



BELOW: Nadine Russell welcomed us to Country.



ABOVE: Outboard maintenance with William from Cove Marine.



ABOVE: Sophie Snijders and Debi Thornton showing us how to reduce single-use plastic.



ABOVE: Sandra Clark from Grotty Yachty.

RIGHT: Karen Oberg cooking up a storm.

BELOW: Annette Hesselmans.





ABOVE: Jackie Parry from *SisterShip* and Leanne Hembrow from *Yoga4Yachties* looking gorgeous at dinner.



ABOVE: WWSNZ members looking glamorous at dinner.



BELOW: Celia Davey and Torre DeRoche modelling Batela rain jackets at dinner.



Flare demonstration.

WWS the Med members led by Jane Jarratt discussing cruising the Med.





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The Challenge of Healthy Cruising

By Deb Akey

When you think of cruising, what comes to mind?

My view was sitting in the cockpit of my sailboat, with a book and a cool drink, as it bobbed in turquoise water just off a crystalline beach. But my vision of cruising just might have needed an overhaul.

Before we cast off the dock lines, we had the impression that cruising was a healthy lifestyle. After five years of full-time cruising, I found it wasn't quite so. While some of the lifestyle was inherently healthy, other parts were not. Certainly, cruising vastly improved my mental health. The adventure of visiting new places, the exposure to different

cultures, the beauty of nature, the kindness of strangers, and deep friendships in the cruising community, all greatly improved my view of the world and my place in it. Learning to handle and maintain a sailboat increased my self-sufficiency and self-esteem. Learning to live in a small place with another person taught me a lot about respect, caring, kindness, and patience. I've been left with a deep-seated sense of peace, of being settled, content. I am forever changed by cruising these last five years.

Unfortunately, I was also changed physically. Before we left, I was in pretty good shape; at my goal weight and going to the gym four days a week for an intense aerobic and



weight lifting routine. After cruising five years, I was thirty pounds heavier and struggling to catch my breath at the top of several flights of stairs.

“But how could that happen?” you ask, “When you spent so much time working the sails, maintaining the boat, moving around, walking to the store, and handling the dinghy?”

Good question.

One reason was the fact that we spent way more time sitting at anchor than we spent moving, and a lot of the moving we did was motoring. We did do a lot of moving around the boat: up and down the companionway stairs, loading and unloading the dinghy, and carrying out maintenance in small places, which are all good callisthenic exercises. But walking as an aerobic exercise for heart health was insufficient. Shopping was seldom more than a mile each way once a week – not anywhere near enough aerobic exercise to combat sitting on our derrieres the rest of



the time. There were many days that we thought about launching the dinghy and going to shore for a walk, but unless we were staying somewhere for at least a few days, launching the dinghy off the foredeck was not worth the time and effort it took. Then there's the other reason that you launch the dinghy... the social event.

One thing we completely missed in our preparation for cruising was the fact that every cruiser gathering, whether it's sundowners in the cockpit or a potluck on the beach, is centered around alcohol. Lots of alcohol, and cheese and crackers and dips and chips and fried bar food... I tried to convince myself that because I'm a decent cook, and we rarely eat out, we would be fine. I love to cook but being at anchor gave me too much time to do it, and in the Bahamas fresh produce and healthy whole grain ingredients were hard to come by. Coconut bread that makes fantastic French toast with a side of Cuban coffee, on the other hand, was not. Add to that, after a lifetime of intense work schedules I needed a break - time to relax and sit in the cockpit and read my accumulating Kindle library. Rest is essential, but I got lazy after a while. So, what's the solution? I needed a plan.

Healthy cruising is possible, but you have to want it badly enough to do the work it involves. Since we're land-bound for two years to build up the cruising kitty, I've been given the opportunity I need to come up with a good plan for successful, healthy cruising. I'm back at the gym five days a week. I'm working on changing my eating habits through a new national program. Gradually, the cruising pounds are coming off. But I'm determined not to step foot on whatever boat we acquire next without committing to a solid health plan, the beginning of which I've outlined here.

Be willing to adapt your cruising plans

The desire to visit our eleven grandchildren

frequently meant cruising up and down the East Coast and to the Bahamas and not much farther. We love the Bahamas, particularly the Abacos, but challenging areas to hike are less common there, and winter cold fronts can wreak havoc with shore-side excursions. A good, onboard exercise program is a solution, but it may be that we have to push hard to the southern Bahamas first, then work our way north as the temperatures warm up so that we can hike or swim wherever we travel.

The Abacos are our favorite cruising grounds, but the area is a difficult place to find healthy food. There are well-stocked supermarkets in the larger cities of Freeport, Lucaya, Nassau, Marsh Harbor, and Treasure Cay, but many of the cays in the Abacos have tiny stores with limited produce that is not very fresh. The vast majority of their food is imported, meaning that it can be many weeks old before you purchase it and prices are much higher than in the States. A substantial amount of planning is required if you want to cruise in these locations. Stocking frozen or dehydrated vegetables before you leave can be helpful. A good solution for fresh nutrients is growing micro greens and sprout seeds on board, but check the regulations for each country you plan to visit regarding plants.

Choose a cruising boat that will support your plan

Most sailboats don't have a lot of flat surface area to exercise on. Ours was probably better than most, with a bulkhead table in the saloon that, when up, allowed enough room for many walk-at-home videos that I have since found online. Those with catamarans have room to exercise on the foredeck, but when we bought our boat, most catamarans were out of our price range.

In addition to space for exercising, room to store exercise equipment and weight distribution must be considered. We've tried resistance bands and the TRX™ system, but

our personal preference is free weights. An adequate supply of weights for the two of us would be a set of dumbbells in 10, 20, 30, 40 and 50 pound sizes, a total of three hundred pounds and a storage area of about three or four cubic feet, neither of which were possible on our narrow-stern, cutter-rigged boat. While land-bound, I'm working hard to find solutions, to create a sustainable workout plan that will work on a boat. That plan will most likely include a set of nesting dumbbells that we've located that take up much less space.

Since cruising boats and their crew are so varied, and layouts so numerous, it's impossible to state which one is the best for exercise onboard. The type of sailor that you are, and what type of exercise keeps you interested and motivated, will determine the type of boat you choose and the layout that will accommodate your plan.

Choose a dinghy that makes it easy to go ashore

Our Tartan 42 had a narrow stern that did not allow for dinghy davits. Traveling the Intracoastal Waterways (ICW) in the spring and fall, this often meant going more than a week without stepping off the boat. It would take us 30-45 minutes to get the dinghy from the foredeck to being usable transportation, something we didn't have the energy to do after a long day of traveling. Choosing a dinghy that can carry us to shore in the rougher water of winter cold fronts and one that can row well is high on my list. While we would never keep a dinghy in davits for offshore work, having a good, sturdy dinghy available for quick deployment would allow us to take more exercise with less opportunity for excuses.

Analyze your food prep when choosing a galley

My new, healthy food plan involves copious amounts of fresh produce. Our Tartan 42

was an amazing boat but, like any sailboat, the refrigeration space was limited. Even our six cubic foot refrigerator would have been inadequate for large amounts of produce. In that boat, trips to the market would be made much more frequently, in some cases every other day. If we were anchored long-term by a Caribbean island with an excellent farmers' market, this would be no problem. But if we were anchored on one of the outer cays in the Abacos, availability would be much more limited.

Produce also requires a counter space to prepare. When making a main-dish dinner salad on our sailboat, I would often take over the whole refrigerator top (our only real counter space) as well as the companionway stairs and the nav station. As we search for our next boat, I'll be picturing my preparation steps to see if the galley will work. While we made our boat work, our next one will be one where I can easily prepare healthy food. The easier it is to prepare, the more likely I will stick with healthy eating.

Set alcohol consumption limits and stick to them

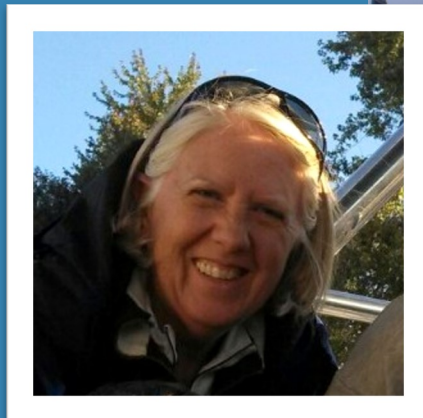
During our last year of cruising, we began to hear a rumbling amongst the tribe, the center of which was alcohol consumption. Many are finding that the amount of alcohol consumed by the average cruiser is simply unsustainable. It is possible to set limits and stick with it – if you're willing to make the commitment. Since it's common cruising etiquette to bring your own drinks and a snack to share, drinks can be controlled by what you throw in your cooler – if you're willing to stand fast and refuse the offers of refills. Early on, before we even cast off the dock lines, my husband determined that he would have a two-drink limit at any social function. Even with that limit, alcohol became a significant part of our cruising budget. Since I've never cared for it much, the difficulty for me was not the alcohol, but

with the foods that always accompanied it. No matter where we went, the food at gatherings was delicious but rarely healthy. The reason for this is simple – it's easier to store a can of nuts, a box of crackers, and a jar of cheese spread that don't require refrigeration than it is to have the ingredients for a fruit or vegetable tray on hand.

Cruising has been the most amazing adventure we've ever embarked on, and what better way to improve the experience than by doing it with a healthy body and mind? You can cruise and still maintain a healthy body in any kind of boat, whether it's a 25-foot production boat or a 50-foot ketch, but to succeed you must be aware of the challenges facing you and be determined to overcome them. We're eagerly looking forward to returning to the lifestyle soon, but this time we will be fully committed to nurturing our bodies as well as our souls with all the beauty and adventure that cruising has to offer.



DEB AKEY is a former pilot, motorcyclist, and computer guru.



In 2013 she and her husband T.J. sold everything, moved onto their 42-ft sailboat and left to cruise the East Coast and Caribbean waters. They spend much of their time writing about their experiences on their blog,

www.theretirementproject.blogspot.com

and wrote the book *How NOT to Buy a Cruising Boat* to help others with the dream of cruising to succeed. Deb's most recent book, *The Essence*, has just been released. It's a collection of the author's photography and short vignettes about what drew her to a life with the sea.

The Essence

A collection of photos and short vignettes reflecting on one sailor's life with the sea.

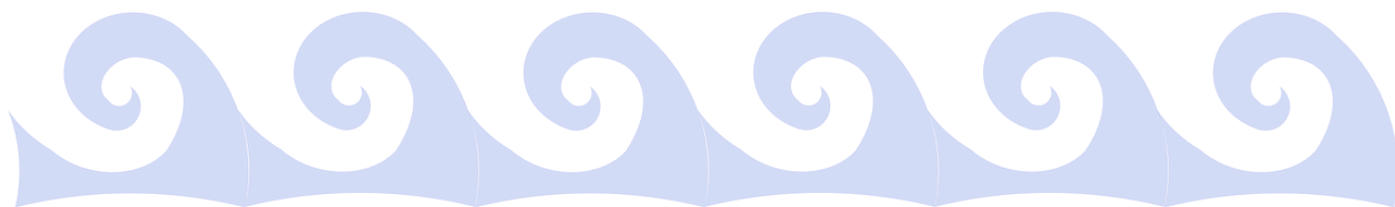
By Deb Akey



Available now on
Amazon.com

"If you live on the water, or want to imagine what such a life would feel like, you will love this book.... like unwrapping a chocolate to savor...one at a time."

Ardys Richards

Three book covers for Ellen Jacobson's Mollie McGhie Sailing Mysteries. The first cover is titled 'Murder at the Marina' and features a sailboat with a red sail. The second cover is titled 'Bodies in the Boatyard' and features two sailboats, one with a red sail and one with a yellow sail. The third cover is titled 'Poisoned by the Pier' and features a sailboat with a red sail. Each cover has a red header with the author's name 'ELLEN JACOBSON' and a red footer with the title 'A MOLLIE MCGHIE SAILING MYSTERY #1', '#2', and '#3' respectively. The background of the entire section is a photograph of a sailboat on the water.

ELLEN JACOBSON

Murder at the Marina

A MOLLIE MCGHIE SAILING MYSTERY #1

ELLEN JACOBSON

Bodies in the Boatyard

A MOLLIE MCGHIE SAILING MYSTERY #2

ELLEN JACOBSON

Poisoned by the Pier

A MOLLIE MCGHIE SAILING MYSTERY #3

Life on a sailboat can be deadly.

Humourous sailing mysteries at
ellenjacobsonauthor.com/books

Barefoot Boating Blunderment (BBB)

Jane Chevous

Are you into MMM (Maximum Mileage Madness) or BBB (Barefoot Boating Blunderment)?

The following is a story to explain why on *SV Chantey* we adopt the BBB philosophy.

Once upon a time there was a salty sailor tacking up the channel to a new port. He saw a shiny superyacht motoring down at a great rate of knots. He called them up on the radio to check they had seen him and asked what it was like in the anchorage.

“Don’t go there!” was the reply. “The check-in took ages, the pier is falling apart, and I couldn’t find a decent wine anywhere. The surf is too strong to land on the town beach without getting wet. We’re off to the nearest marina.”

A little further up the channel Cap’n Salty saw a little old boat slowly running down with a young couple on board. He called them up and asked the same question.

“It’s a lovely place!” they enthused. “The people are super friendly, they spent ages helping us with the check-in and helped us get water. They showed us a calm spot to land the dinghy just a couple of kilometres

down the beach, it was a beautiful walk. They don’t get many visitors or tourist income, so we lent a hand repair the pier – we ended up having a dock party, with fresh fish, beer, music — it was wild!”



Huichol Indian dancers in Mexico .

To paraphrase William Blake, “As woman is, so she sees.” Our experience is that if we approach life with a positive, friendly and generous attitude, we find positive, friendly, and generous people. (Those of you who have read the Bible may recognise we are not the first to suggest this!)

So that is our first principle of BBB – go in with open arms.

There’s a well-known saying by Chief Seattle, “Take only memories and leave only footprints.” That chimes with our second principle of BBB – to walk barefoot and tread lightly on this earth.

If I’m honest, we are barefoot partly because of economic situation – we never have enough money for me to be the Imelda Marcos of the ocean. Luckily, Ivan is habitually what is known in England as ‘careful’ with his cash, so we never go hungry. We try to be frugal for other reasons,

like climate change, plastic oceans, and noxious greed. We repair, re-use, recycle everything from boats (we’re on our fifth good old boat) to coffee grounds (great compost.) We’re not purist (we have an iPad as well as a sextant) or perfect (too many plastic drinks bottles in the tropics), but we try to be thrifty and always seek new ways to reduce our footprint.

“Not all who wander are lost” is the Tolkein quote that sums up the third principle of BBB – random wandering in the flow. Now Ivan has always been a blunderment disciple, whereas I admit I am a later convert — as an educator I love a good programme plan! Then again as a writer I am as happy as a dolphin wandering through oceans of research, which always leads me into unexpected and intriguing diversions I would never have found if I’d stuck to a plan.

There you have the art of blunderment. Set out without a particular plan, open to all the





Honduran public well (on Isla Tigre).



Entrance to estuary boatyard, Quepos, Costa Rica.

possibilities the day might bring. Jump on a bus and see where it goes. Strike up a conversation with the family at the bus stop. Leave the tourist trail and wander up that little side alley. Play a game of football with the youngsters on the beach. Take your guitar and find someone to jam with.

All our best experiences have come through blundering. In Puerto Vallarta we blundered into a Huichol festival at the far end of town and took part in a Peyote cactus ceremony. In Golfo de Nicoya we crept into a little-known anchorage. In Quepos we found a great boatyard and the best ‘casado’ we’ve had in Costa Rica. In Honduras we found the public well and washhouse and were invited for Christmas dinner.

The final principle of BBB combines bare feet and open arms to give the saying a bit of a different twist. Our motto is something more like ‘take only friendship, leave only delight’. We try to find as many different ways as possible to be more than a tourist, to make friends with locals not just other

cruisers. Wherever we can, we try to make some positive contribution to the communities we visit. This may be as simple as buying from independent shops and producers, to volunteering with a community organised project.

So, I hope this has given you a flavour of BBB that entices you to have a try yourself. Over the next few issues I will share some of the ways that sailing sisters can practice Barefoot Boating Blunderment and avoid Maximum Mileage Madness.





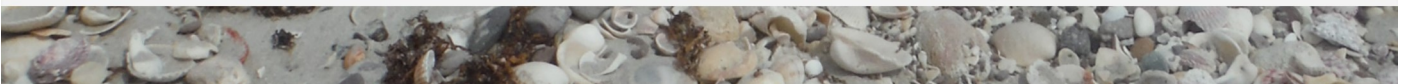
Jane Chevous
Writer, Educator, Activist

Barefoot Writing

www.barefoot-tales.uk

www.welearnwechange.org.uk

www.survivorsvoices.org



BROADEN YOUR HORIZONS WITH THE DOWN UNDER RALLY

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

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

GO EAST

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

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

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

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



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

GOWEST

CRUISERS RALLY TO AUSTRALIA

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

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

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

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

Find out more at: www.downunderrally.com

Green on blue

Environment

Stone-curlews

Dr Shelley Wright takes a look at two unusual bird species endemic to Australia that cruisers may encounter.

The bush stone-curlew (*Burhinus grallarius*)

Anyone who has spent time in Queensland, or sailed the islands of the Great Barrier Reef will be familiar with the eerie, and at



Bush stone-curlew pair, Moreton Bay, Qld.

times frightening, call of the bush stone-curlew (*Burhinus grallarius*). You could be forgiven for thinking someone was being



Bush stone-curlews, Far North Queensland.

Can you spot the chick? (Photo credit Lanise Edwards).

attacked, or even murdered, upon hearing this high pitched wailing for the first time. Also known as a bush thick-knee, this somewhat alien-looking bird is found along coastal and parts of inland northern Australia. Once common throughout southeast Australia, it is now listed as endangered in New South Wales and Victoria.

The bush stone-curlew is mainly nocturnal. During the day they stand quietly and well-camouflaged in the shade. Eggs are laid on the ground in shallow scrapes with both adults sharing incubation and care of hatchlings.

Although comfortable around people, and in urban areas, loss of habitat and predation from cats (domestic and feral) and foxes, are threats to this species.

The beach stone-curlew

(Esacus neglectus)

The bush stone-curlew's more secretive relation, the beach stone-curlew (*Esacus neglectus*), is far less common. The beach stone

-curlew can be found on open undisturbed beaches, reefs, and islands, where it nests on sandbanks and among mangroves. Only one egg is laid per season and, as with bush stone-curlews, the care is shared between parents.

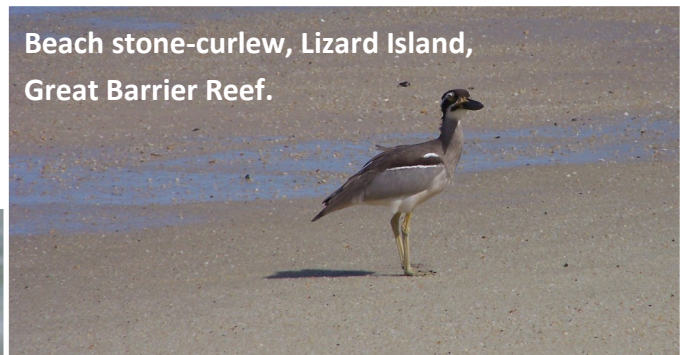
Loss of habitat, and disturbance and nest destruction from beach goers and domestic and feral animals, are major threats to this species. It is rarely recorded on NSW open beaches and is listed as critically endangered with only 13 breeding pairs known. In Queensland its conservation status is listed as vulnerable, however it is possible that sailors cruising the Great Barrier Reef coast and islands will see this species.

Further reading:

www.birdlife.org.au

australianmuseum.net.au

Beach stone-curlew, Lizard Island,
Great Barrier Reef.



Beach stone-curlew, Normanby Island,
Great Barrier Reef.





APRIL ISSUE CHALLENGE: CAN YOU ANSWER THIS QUESTION?

What is the variation for 2019?

39 years (difference between 1980 and 2019) $\times$ 8' W = 312' minutes

312' / 60 (degrees) = 5°

Take care with the remaining minutes.

You've calculated that there are 5° in 312'

5 $\times$ 60 = 300, so you have just 12 minutes left (312 – 300).

Note: When you calculate 312/60 the answer via a calculator is 5.2. That is 5° and NOT two minutes, you multiply the .2 $\times$ 60 to find the minutes = 12 (or use the steps above). Refer to Speed Distance Time calculations in forthcoming issue of *SisterShip*.

Disregard these minutes and only use the 5° W for adjusting your Variation to 2019

ANSWER: 16.5°E



**The winner of the April issue
navigation challenge is**

STEPH BARNES!

Congratulations!

**A *SisterShip* navigation pouch is
heading your way!**



1) How many nautical miles in a degree?

- A) Six
- B) Sixty
- C) One hundred
- D) Ten

2) A west cardinal marker has:

- A) Both black triangles pointing up
- B) Both black triangles pointing down
- C) The points of two black triangles meeting in middle
- D) The bases of two black triangles meeting in the middle

3) What is chart datum?

- A) The date a nautical chart was printed
- B) The date an area was hydrographically surveyed
- C) The water level that depths displayed on a nautical chart are measured from
- D) Mean sea level

4) Where would you find a 'zone of confidence'?

- A) On a coral reef
- B) On a nautical chart
- C) On a compass
- D) On a cardinal mark

5) True north is found:

- A) On a compass
- B) On a nautical chart
- C) In the Antarctic
- D) At Greenwich

**Send your answers to
editor@sistershipmagazine.com**

**All correct answers will be placed
in a draw to win a *SisterShip*
navigation pouch!***

***Tools not included**

Not all is what it seems.

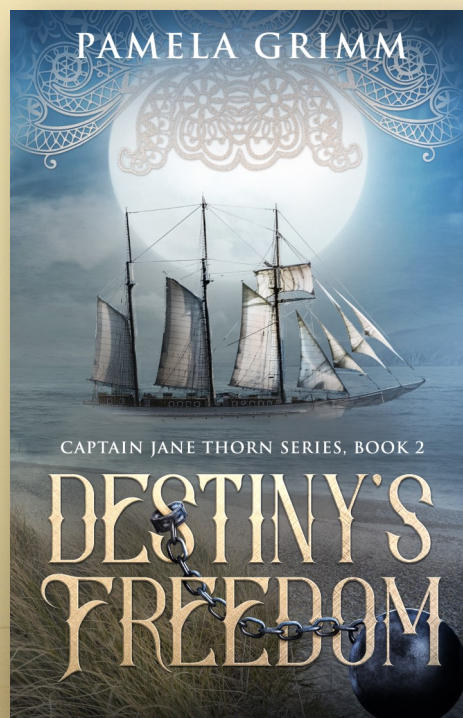
Home from a successful trading venture to Cuba and St Petersburg, Captain Jane Thorn is now tasked with a coastal trading voyage and a mystery to solve.

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

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

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

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For Sale: *Sea Nymph*

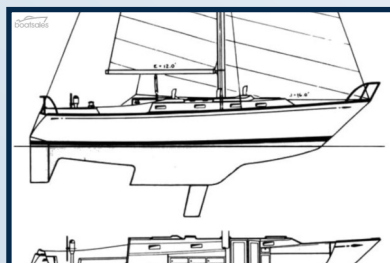
S & S Tartan 37

Sea Nymph is ready for you to go bluewater sailing. Just undo the mooring lines and wave goodbye.

1985 Tartan 37, hull number 451. We bought *Sea Nymph* in Los Angeles in 2011 and took our time sailing her to Australia via Mexico and the Pacific, arriving in Brisbane 2014.

Sea Nymph is fully imported into Australia. A current survey 2017 is available on request, also a rigging inspection was completed 2019, both with glowing reports.

If you are interested in looking at her please contact me (Cheryle) on 0418587436.



https://www.boatsales.com.au/boats/details/1985-tartan-37/SSE-AD-6082359?utm_campaign=price-alert&utm_source=notification-center&utm_medium=email



A collection of 46
inspiration and
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Please don't do that!



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

When I was working in the ER, I was always pushing to have a bright red “hot phone” installed in the department for anyone who was thinking of doing something dicey. You call me and I’ll tell you what I think. More often than not I’d have to say, “Please don’t do that”!



such as brain injury, stroke, brain infection or brain tumor. People are often given medication to keep this type of seizure from recurring. Though their seizures are controlled for the most part, something such as an illness, stress, or forgetting to take their medication could bring on

a seizure.

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

Today we take on seizures. Watching someone have a seizure is a really scary thing and can leave us feeling powerless to intervene. We’ve all heard, read or seen in the movies when someone is having a seizure, we should stick something in their mouth so they don’t swallow their tongue. PLEASE DON’T DO THAT! It will not help and can potentially cause injury to the teeth and jaw.

The brain has zillions of cells called neurons that talk to each other using electrical impulses. A seizure is a burst of excessive electrical activity in the brain that can cause dramatic movements such as shaking, jerking, or lip smacking. Seizures can happen from a disorder called epilepsy. Epilepsy - which simply means that someone is at risk of having recurring seizures - can be an inherited disorder or be caused by conditions

Non-recurring seizures can be caused by high fever, fainting, alcohol withdrawal, low blood sugar, certain drugs or a psychological condition. Once the problem causing the seizure is treated, it usually doesn’t come back.

What can we do? Regardless of the type of seizure or its cause, we have the power to intervene effectively. While we should never hold someone down, or try to “stop” the seizure, there are several things we can do. Our most important job is to protect our “patient” from injury. Move hard or sharp objects like winch handles or glass out of the way. Place padding around the things you can’t move. Use whatever is handy; blankets, rolled up towels, or even fenders. Protect their head from banging on the deck by placing padding underneath or cupping their head gently in your hands. Remove eyeglasses and loosen any tight clothing from around their neck. Speak to them in a calm, soothing voice. Reassure them that you are close by and they are not alone.

Swallowing one’s tongue is impossible. That’s not even a real thing. The tongue is firmly

attached to the floor of the mouth. The tongue, however, can be involved in two ways. Sometimes someone having a seizure will bite their tongue, lip or inside of the cheek, causing it to bleed. After the seizure is over, we can use some gauze and direct pressure to stop the bleeding. Have them gently rinse any blood out of their mouth when they have recovered enough to do so.

The muscles of the tongue can relax during a seizure causing the tongue to fall back a bit, which has the potential to block the airway, the same way it would during a cardiac arrest situation. After the seizure is over, we can use positioning to alleviate this problem. Roll them onto their side and gravity will move the tongue out of the way. It may seem that they are not breathing during the seizure, however even if they are not, they will usually start breathing again normally after it is over. If the seizure is over and they are not breathing, this is the time for the rescue breathing you learned in CPR class.

Because a seizure causes massive electrical overload in the brain, the person is often very tired afterwards. We call this the postictal period. Don't give them anything to eat or drink until they have completely recovered. Note the length of time the seizure lasted if you are able. Stay with them until they have fully recovered.

When do you need help? Follow up is necessary if this is the first seizure someone has had; if the seizure lasts longer than five minutes; if it seems that one seizure is immediately followed by another; if they are injured during the seizure; if they have significant underlying medical conditions such as diabetes, heart disease, or are pregnant; or if they had a seizure in water (inhaling water can damage the lungs). Emergency intervention is also required if they don't wake up or have difficulty breathing afterward. The good news is that most seizures only last a few minutes and

usually don't require emergency medical attention.

Further reading is available at <https://www.cdc.gov/epilepsy/about/first-aid.htm> and <https://www.epilepsy.com/article/2014/3/seizures-water>.

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

Have a medical myth you want busted? I'm all ears. Contact me and we'll get to the bottom of it!

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



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



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Pearls of Wisdom

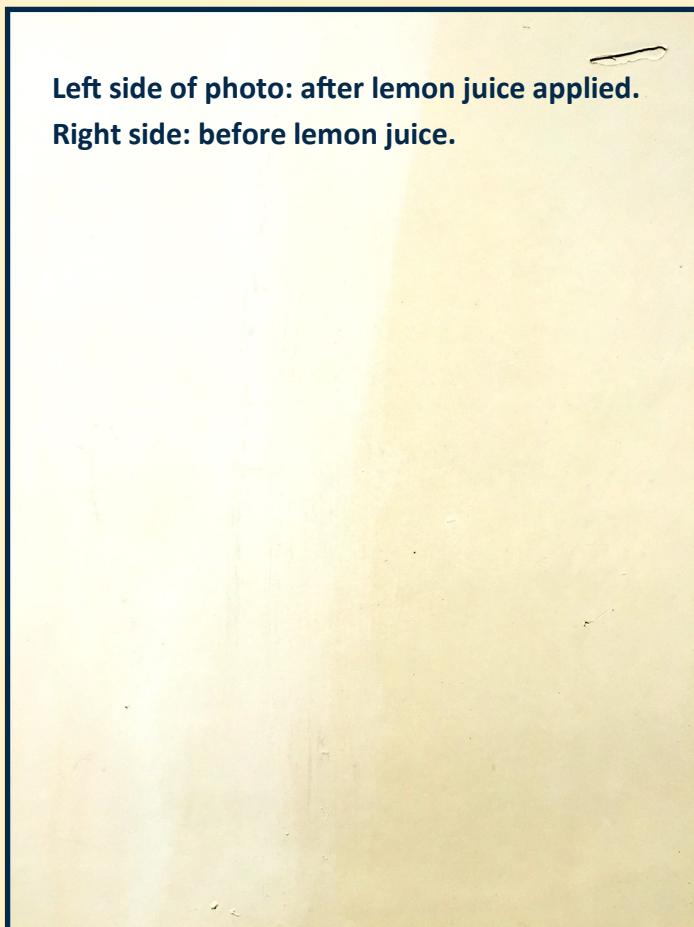


Shelley Wright shares her tip for cleaning gelcoat waterline stains.

Boatowners with white hulls will be familiar with waterline yellowing, that stain or boat 'moustache' that starts to appear around the bow when your boat has been in the water for a while. When our boat has been hauled out for antifouling over the years, I've often watched the boatyard workers donned in protective clothing washing these stains with various chemical preparations. We prefer a natural approach when at all possible and a quick trip to the local market is all we need. Squeeze half a dozen lemons into a jar, grab a cloth and wipe it on.

The first time I tried this I was sorely disappointed—nothing happened. Despite scrubbing furiously, the stain didn't budge. Nothing. However, the next morning I was pleasantly surprised to see a lovely white hull staring back at me! The key is time. Wipe the lemon on (no elbow grease necessary) and leave it alone. The result is surprising, and non toxic!

Left side of photo: after lemon juice applied.
Right side: before lemon juice.



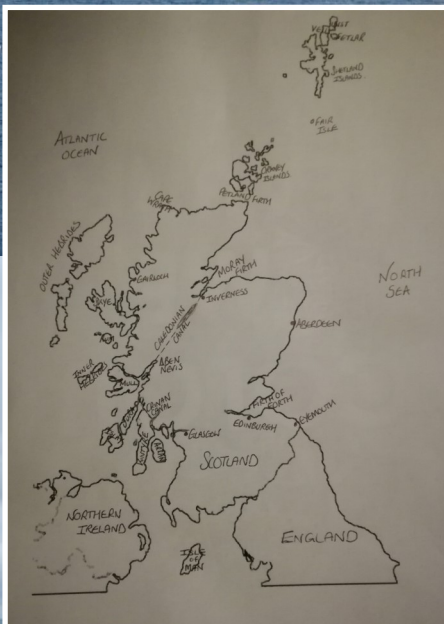
Send your 'pearls of wisdom' to editor@sistershipmagazine.com

Part 2

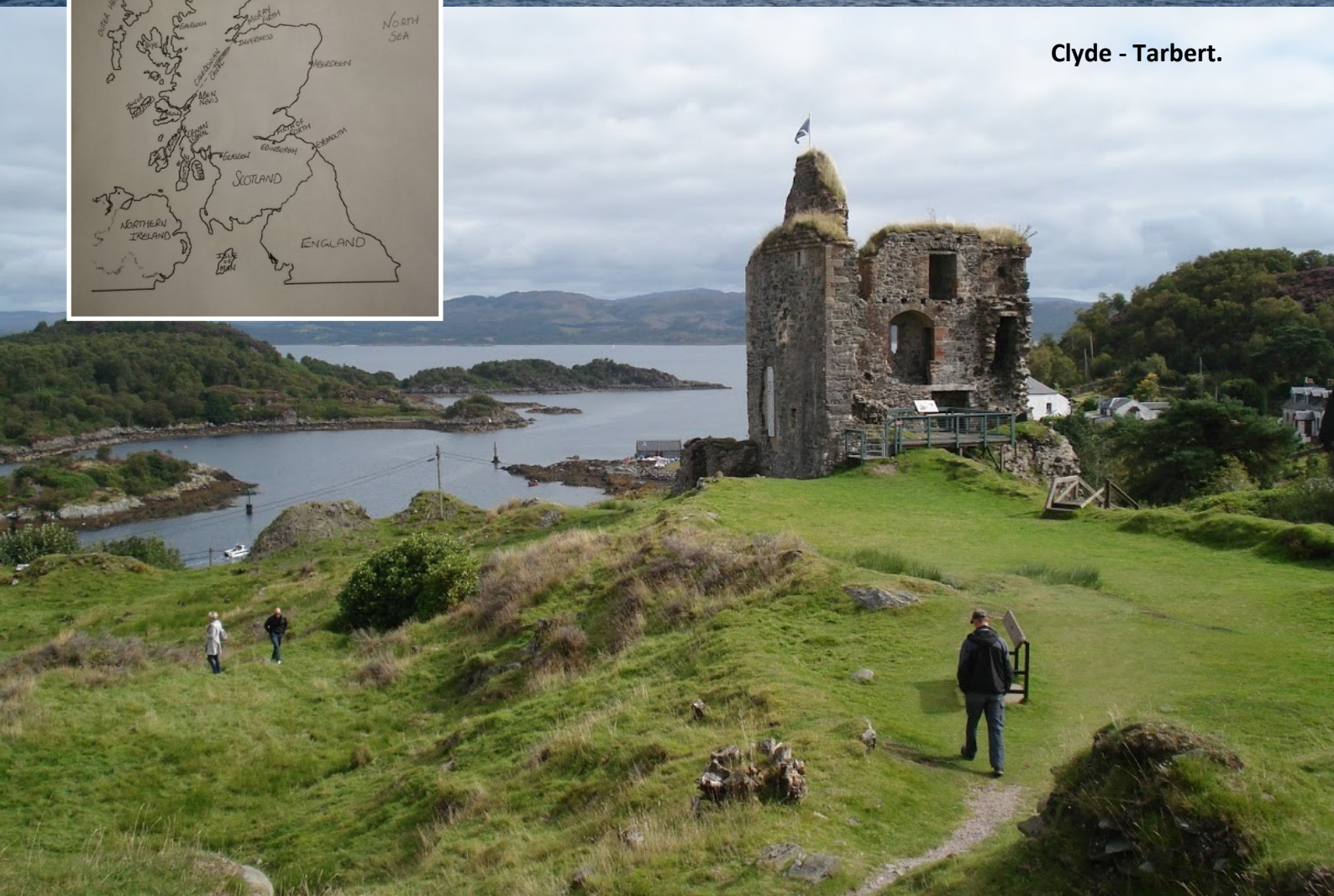
The coast of Scotland: A photo essay

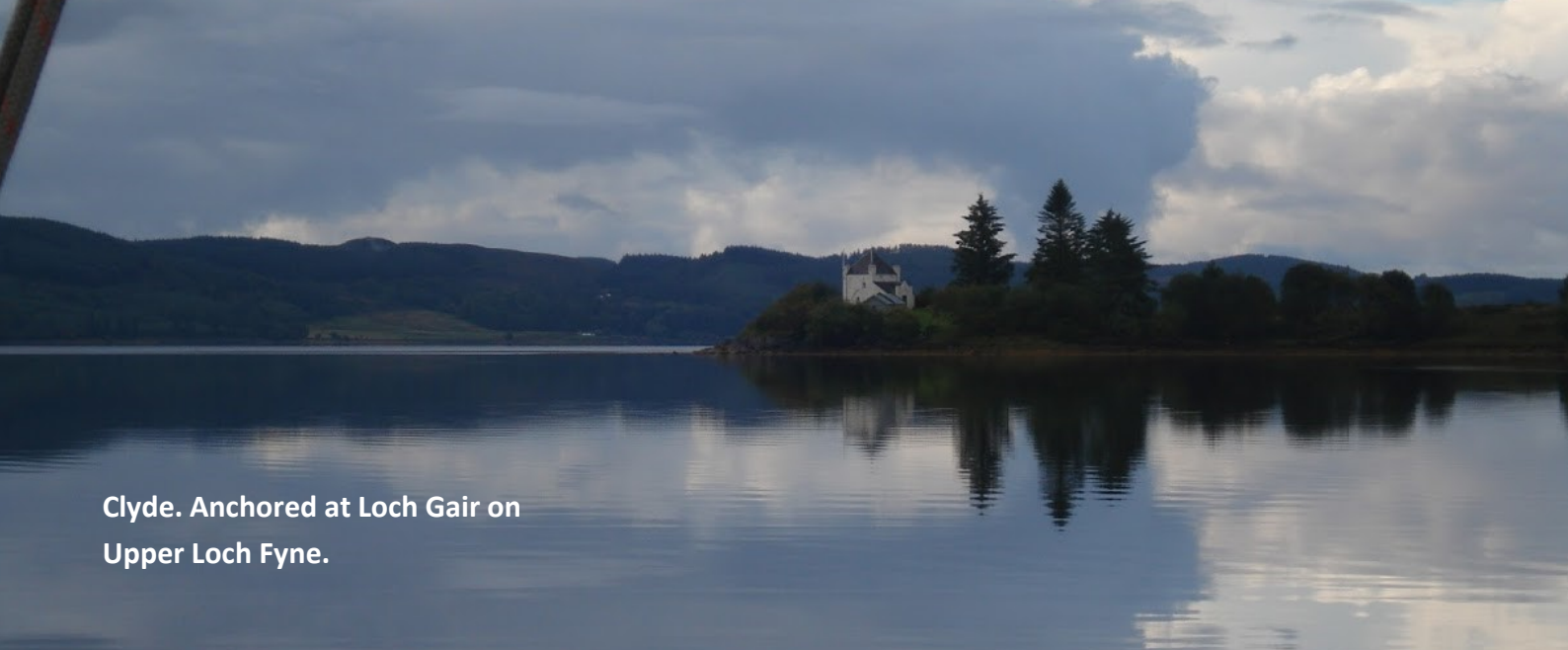
By Sarah Rutt

Oban.



Clyde - Tarbert.





**Clyde. Anchored at Loch Gair on
Upper Loch Fyne.**

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

The Clyde in the south with its protected waters is home to the City of Glasgow, with a choice of marinas but also many lochs and islands to explore. It is a great blend of urban bustle and rural life with quiet anchorages and wonderful views. The Clyde is protected from the Atlantic by the long Kintyre peninsular so to leave the Clyde you either head south towards the Mull of Kintyre or

north up Loch Fyne and through the Crinan Canal. Sailing around the Mull is more challenging but passes the Isles of Jura and Islay where you can anchor outside a few whiskey distilleries and hop ashore for a tour. The Crinan Canal is the less exposed option but it's all hands on deck (all hands on land) as the crew have to operate the 12 unmanned



Tarbert, Loch Fyne.



Loch Ranza, Arran (Clyde area).



Crinan Canal.

locks. Winch handles are used to open the sluices in the gates while brute force or gentle persuasion pushes open the gates, then a brisk walk onto the next lock while the skipper motors gently along the canal. It's great fun but very tiring if your short-handed.

The north west of Scotland was a special cruising ground for us, we loved the remoteness and the spectacular nature around us. The Isle of Skye is a geological wonder and a circumnavigation provides weeks of exploring. There are also smaller less populated islands to visit, a couple of our favorites being Rum and Rona. The Highlands of Scotland on the mainland are also remote with scenery that takes your breath away and small friendly communities. We briefly visited the Outer Hebrides, but we



Tobermory, Isle of Mull.

did not have time to really appreciate its character. This remote area provides great sailing, sheltered anchoring, amazing wildlife, and walks with wonderful views so I hope my photo selection will give you a taste of what we discovered although rain stopped play, preventing photos of all the places we visited.



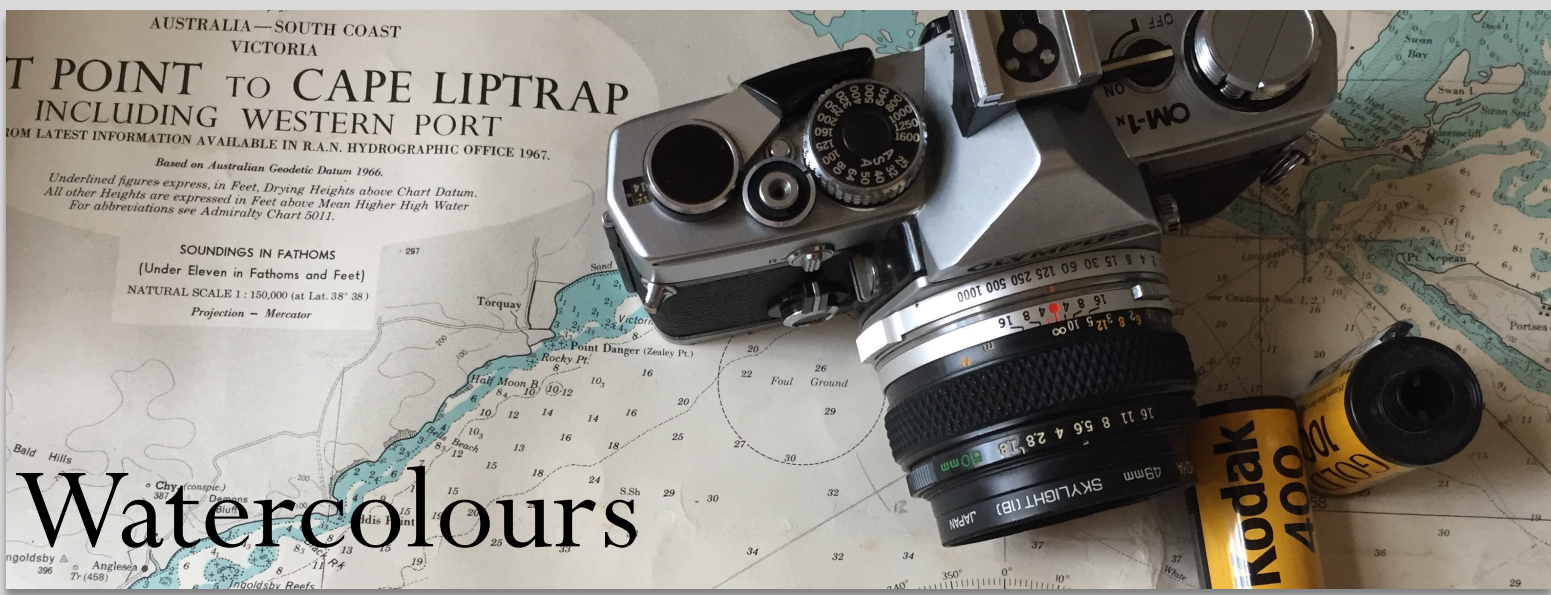
**Isle of Mull - David Balfour's Bay,
south Erraid, west of Mull.**

Isle of Mull.

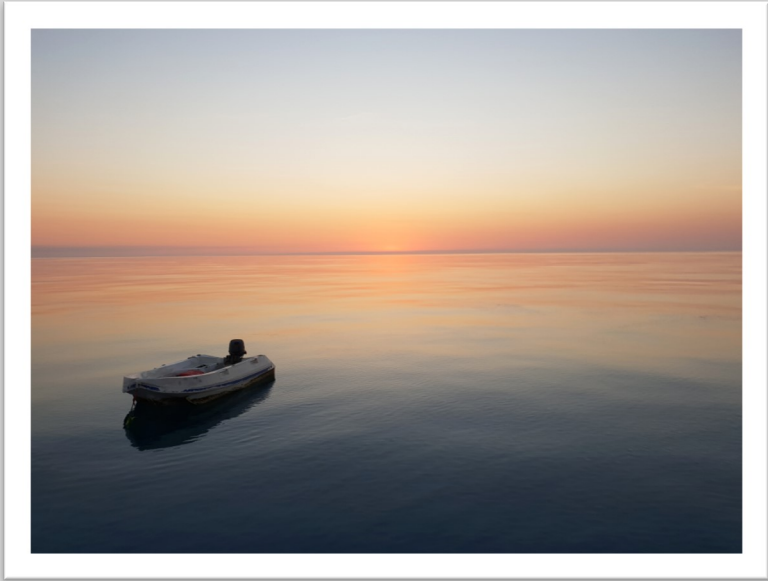


Caledonian Canal.





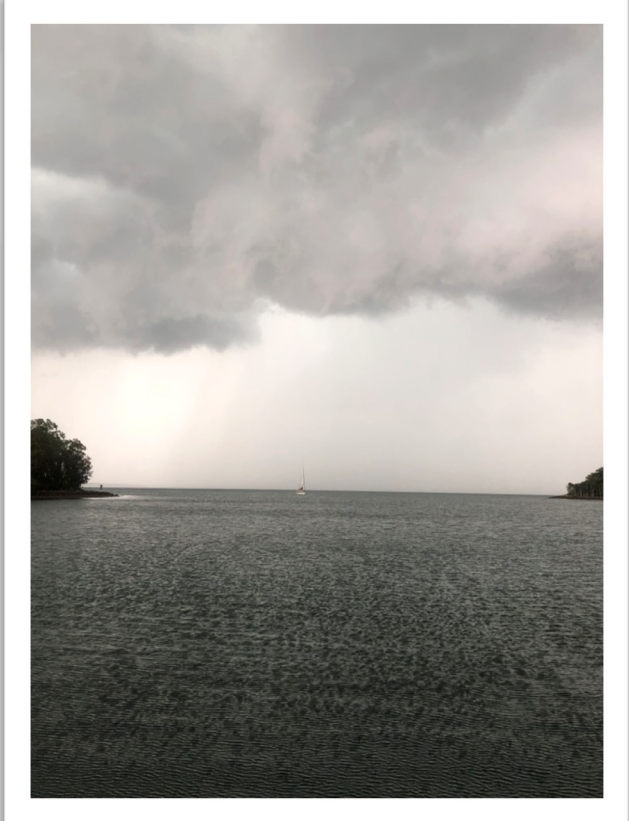
All photos published go into a draw at the end of the year to win SisterShip merchandise!

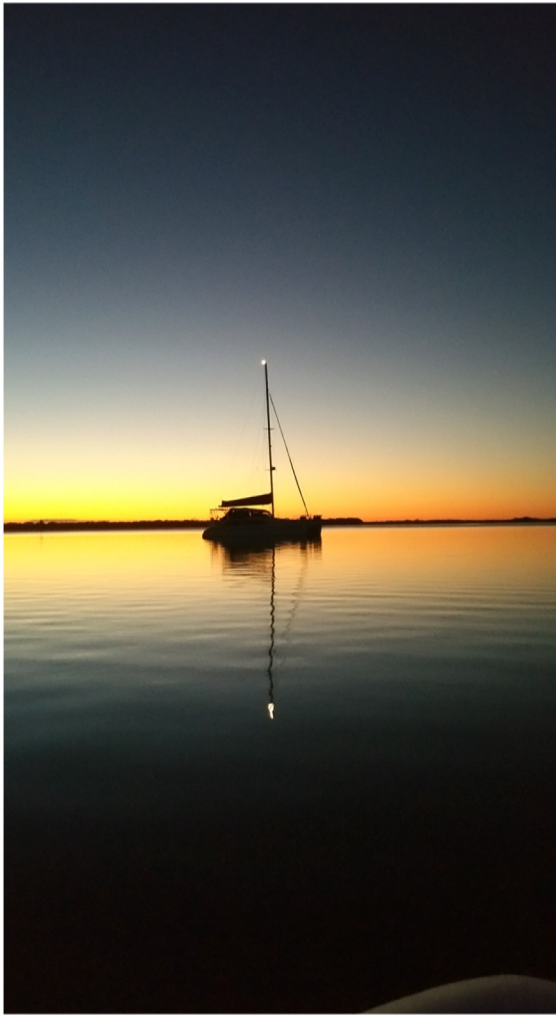


LEFT: Anchored at Kindermar reef in October 2018 Queensland, AUSTRALIA.
Taken by NAOMI GREEN

BELOW: A boat coming into Fame Cove to hide from a big storm - they got on mooring with seconds to spare! Port Stephens, AUSTRALIA.
Taken by JUSTINE PORTER

BELOW: Hummock island, Louisiana, PNG.
Taken by LYNNE DORNING-SANDS





**ABOVE: Dux anchorage Moreton Bay, Queensland.
AUSTRALIA. Taken by TERRIE CONNELLAN.**



**ABOVE: View from QVYC in Queenscliff,
AUSTRALIA. Taken by HELEN CAMERON.**



**LEFT: Sunset at Vuda Point, FIJI.
Taken by LINDA VAN BEMMELEN**

Send your photos to editor@sistershipmagazine.com



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LOVE YOUR GUTS AND YOUR GUTS WILL LOVE YOU BACK! Simple and delicious recipes to improve gut health, lose weight, and feel wonderful. Gut health has a huge impact on our physical, mental and emotional well-being. Eating foods that promote a diverse microbiome can have dramatic effects on your health, including your weight. Knowing which foods will feed those good bacteria and keep the bad guys away can be confusing, but it doesn't need to be!

Linda Frylink Anderson amazed us with her tales of adventure and sailing the world in *SAILING IN MY SARONG* and *SALVAGE IN MY SARONG*. The extended holiday, regular sundowners and indulgence in exotic cuisines around the world had its downside though, and the time came for Linda to make a healthy change. She lost a sensational 30 kilograms (66 pounds) quickly and simply by eating for gut health! Now Linda is showing you how to LOVE YOUR GUTS too, with this collection of delicious, simple meals to make loving your guts easy and fun!

Contact:

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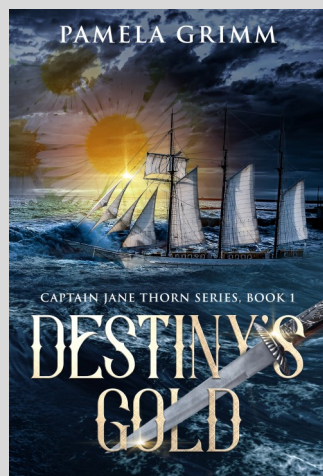
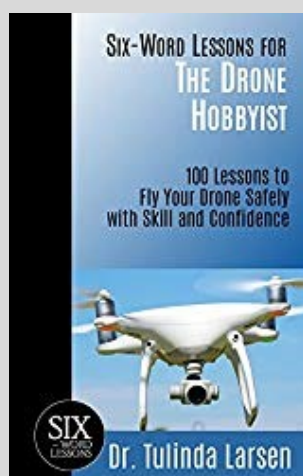
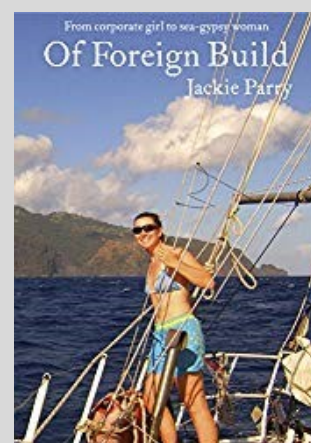
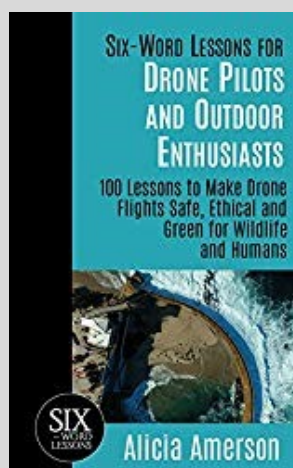
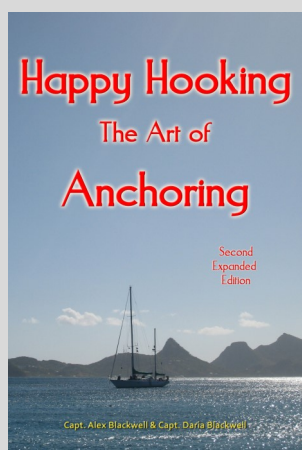
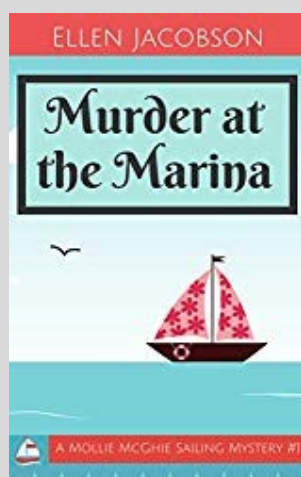
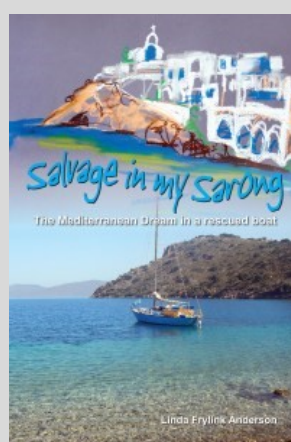
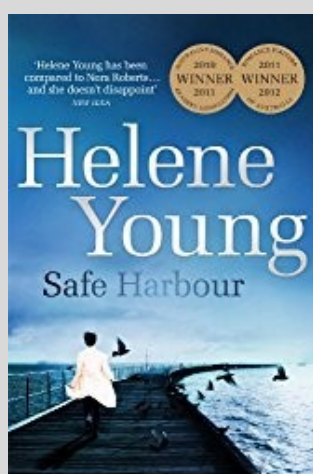
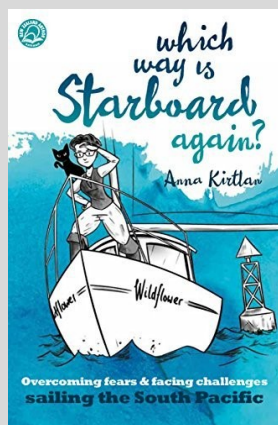
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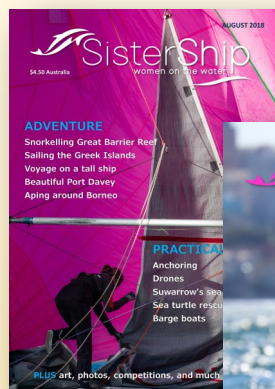
Look for the dolphin!

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