

May 2022

SisterShip

women on the water

LISA BLAIR

Antarctic Cup 2022



**LIVING ON A
LIFEBOAT**

Alaska Endeavour

Yoga

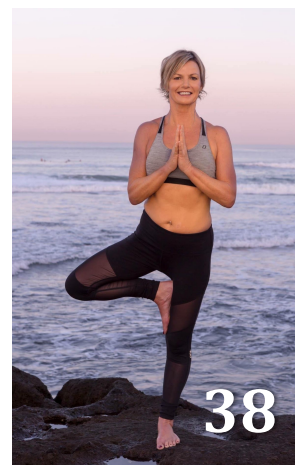
PLUS Barge Boats, Food Afloat, and much more!

Contents

3	The Bowsprit: Editorial.....	Shelley Wright
6	Alaska Endeavour.....	Patsy Clark Urschel
12	Lisa Blair's 2022 Antarctic Cup Challenge.....	Shelley Wright
25	Grum.....	Shelley Prentice
26	<i>SisterShip</i> Watches: <i>Living on a Lifeboat</i>	Amy Alton
38	Yoga Poses with Leanne	Leanne Hembrow
42	Book Reviews	
45	Dolphin Dreaming.....	Katie Dukes
46	Trim Tales.....	Lyn Battle
52	Flat-Bottomed Girl: Boat Hooks.....	Valerie Poore
57	Food Afloat: Tropical Chia Breakfast Pudding....	Quincey Cummings
60	Books on the Water by Women	

COVER: Lisa Blair *SV Climate Action Now*.

Photo: Corrina Ridgeway.



Published by: SeaScribe Pty Ltd.

ABN 636577789

Editor: Shelley Wright

Postal Address: PO Box 83

Anna Bay, NSW 2316, Australia.

www.sistershipmagazine.com

Email: editor@sistershipmagazine.com

Contributions are welcome. Please contact us for contributor guidelines.

©copyright 2022. SeaScribe Pty Ltd. Original editorial and advertisements in this magazine are copyright and exclusive property of SeaScribe Pty. Ltd.

Reprinting of any material in whole or part requires the written permission of the publisher.

Comments and opinions expressed within this magazine are not necessarily those of the publisher or editor.

The bowsprit

From the editor



Vessels large and small...

What an exciting year 2022 is for women solo sailors!

After 82 days at sea (at the time of writing), Lisa Blair, aboard *Climate Action Now*, is closing in fast on the finish line for the Antarctic Cup – and the completion of her second solo circumnavigation of Antarctica.

On the other side of the Indian Ocean, the only woman entrant in the Golden Globe 2022 race, Kirsten Neuschäfer, left Cape Town last week aboard her Cape George 36 *Minnehaba* on a two-month solo voyage to Les Sables-d'Olonne, France, where the Golden Globe 2022 will start on September 4th. *SisterShip* published an interview with Kirsten in our March 2020 issue and we will be following her progress eagerly.

In February I had the pleasure of meeting with solo sailor Jeanne Socrates as she travelled down the east coast of Australia (by land). Jeanne holds the record as the oldest woman to have circumnavigated the globe non-stop and unassisted, and was visiting Australia when the pandemic struck. After a much longer stay than planned, Jeanne was reunited with her sailboat *Nereida* in Canada

last month and is undertaking a major refit before heading off to sea again soon. I was excited to learn that she plans to return to Australia – this time by boat!

Lisa, Kirsten, and Jeanne are living life on the water to the extreme, however as Dani from the YouTube channel *Living on a Lifeboat* says, “Getting out on the water in whatever way works for you is the most important thing”. The team at *SisterShip* agree. The current issue highlights just this, with stories of women on watercraft ranging from a 72-foot steel research ship to a stand-up-paddleboard. The common thread is the joy of being out on the water and the love of the marine environment.

However you choose to get out on and around the water, *SisterShip Magazine* is for you. We'd love to hear about your boat, kayak, or surfboard. Send us your stories!

Wherever you are on this blue planet, stay safe and, as always, look for the dolphin...

Shelley Wright

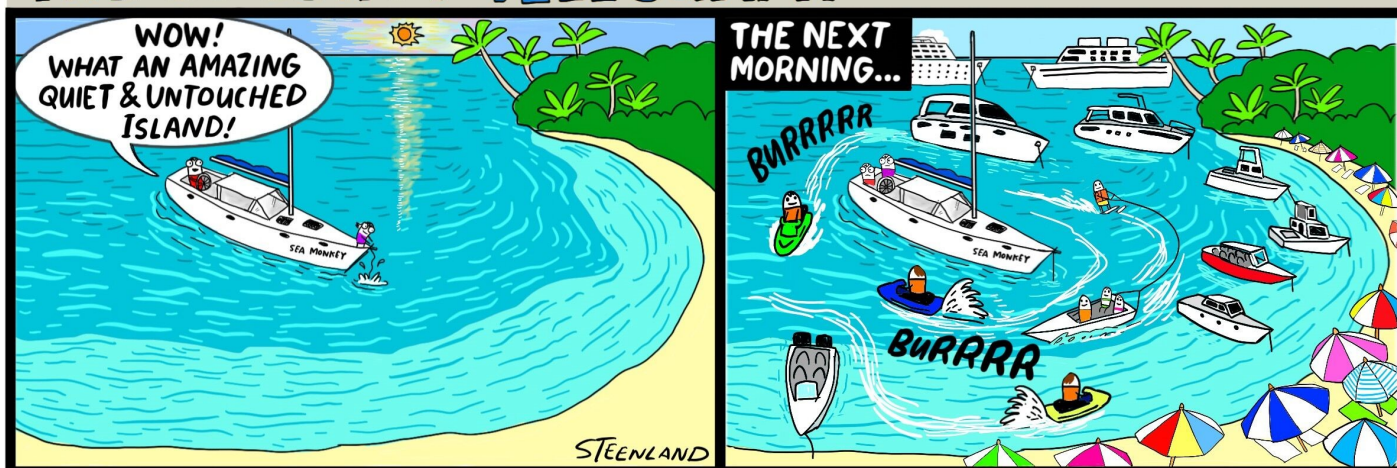
SisterShip Magazine cruises along with an international flavour.

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

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

*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.

THE COCONUT TELEGRAPH



**Join us as 24 women share their experiences of
'changing places' from land to sea
and sea to land.**

Their depth of feeling may surprise you!



**Available via Amazon or
good boating book stores**

www.sistershippress.com



Alaska Endeavour

Patsy Clark Urschel

Portholes closed and tightened, dehumidifiers emptied and turned on their sides, skiff and kayak straps cinched. Dishes and dishrack, stowed. Engine room checklist, complete. There's a storm barreling toward us on the stern of our single screw, steel-hulled ship, and we're about to transit the 137 nm from Torch Bay to Yakutat in one fell swoop — 18 hours of churned up seas along the Lost Coast of Alaska. The name is apt as there are very few safe anchorages, little in the way of services, shallow coastal waters more prone to confused seas, and miles from help of any sort if one should need it.

We might have broken our trip by laying over in Lituya Bay, but its history of tsunamis gives this mariner pause: four have been recorded in the last 150 years, the most famous in 1958 when an earthquake-triggered landslide unleashed a massive tsunami, displacing over 90 tons of rock and ice and creating a 1,700-foot run-up wave in the process (the trim line tells the story). I'm not

particularly superstitious, but I pay attention to history that repeats itself in the same place, be it a williwaw or an earthquake-induced tsunami. You might call it an overabundance of caution, but I call it sensible.

In cases like this, we take turns working three-hour shifts at the helm, our dog Bella tucked in next to us in the center of the pilot house berth — the most stable spot on the boat. She burrows under a blanket and keeps body contact with whoever is on watch. Like Bella, we all know what to do to take care of ourselves when the path from Point A to Point B is strewn with crashing waves rather than rose petals. But there's no panic, or complaint; we just take care of business and prepare ourselves to live with discomfort for a day.

On my sixth year of living and working aboard, I can't imagine moving through life any other way — responding to the moment, hour by hour, minute by minute. My former life included a corner office, an actual

wardrobe, a freeway commute, and a seat at the leadership table. It will surprise no one reading this that it was frighteningly easy to abandon it all in favor of an old Army T-boat, work that had built-in adventure and purpose, and endless hours scraping, sanding, varnishing, painting, and pantry cooking.

The research vessel *Endeavour* began its life in 1954 at the National Steel and Shipbuilding Corporation in San Diego, CA, where it was built for the US Army for service during the Korean War. Along with the 84 other T-boats that were unfinished when the war ended, ours was repurposed for peace time work. It was put into service in the federal prison system, serving as a transport ship for both Alcatraz and McNeil Island prisons. In the late seventies it was sold into surplus and converted, over time, into a comfortable liveaboard. The hull was extended (to 72 feet) and a doghouse put in the bow to give us ample headroom below deck. There are three staterooms and two heads with showers – a far cry from its original look and purpose.

We took possession of the ship in 2007, but it wasn't until 2020 that we were ready to start research work. We had already booked two museum-related archaeology trips in Southern California for that summer when the pandemic hit, and all our work was cancelled. We decided to alter the plan and head north instead to explore Alaska until we could make a new one. We left our slip in Seattle's Lake Union in the spring of 2020, found a home on Alaska waters and now operate *Alaska Endeavour*, a non-profit dedicated to supporting scientific, marine-based research.

Our destination on this trip was the Kenai Fjords in the Gulf of Alaska, where a glaciologist and his team were committed to completing repeat photography of glaciers in over 80 image sites in the fjords to assess the extent of climate-related glacier retreat over time. Some of the comparison images dated back to 1908 and the most recent, 2015.

Locating each site precisely, the team took new photographs, capturing the same field of view as the historical images. The scientists on this expedition were committed to telling a compelling story in an unambiguous way, using the photograph series to do it. It's incredibly effective and particularly dramatic when the newer images show mature and lush vegetation where once, not too long ago, sat the terminus of an ancient glacier.

After stopping in Yakutat for a few days to wait out the storm, we made our way to Icy Bay, some 70 miles northwest, which gave us a rare glimpse of sunshine, glaciers, and the breathtaking vistas of Mt. Saint Elias. Straddling Alaska and Canada, Mt. St. Elias is one of the highest peaks in North America, second only to Denali. Icy Bay is unpopulated and huge, but just about everywhere one turns, the mountain is there, the very definition of majestic. We used our skiff to meander through the icebergs, each one laid out in relationship to the others as if the entire tableau had been carefully curated. When the sun's rays hit them, they dazzled and came to life like a sentient force. Getting as close as we could, we drifted among the bergs, feeling their history and power — their aliveness palpable, even now disconnected from its source. It's like being in a museum, an amusement park, and a church, all at once.

Alaska is an excellent environment to witness geologic history through ice and rock, but it's ground zero for the future, too. Mountain glaciers, like those in the Kenai Fjords, provide about half of glacial melt water contributions to sea level rise. Between the 1950s-1990s, annual volume loss in Alaska glaciers was double that of the Greenland ice sheet. One of the main inspirations for our work is to highlight the stories that nature is telling us through the lens of the scientific process. My husband and partner, Bill, puts it this way, "We're doing this because we believe the more we all know about our natural world the more we appreciate it, and the more we appreciate it the more we will all want to





protect it. Science — especially presented as a good story — leads to conservation.”

From my perspective, it's difficult to view glaciers with impartiality. Whether miles away or right in front of my nose, I feel sharp and alive in their presence. I experience awe, fear, wonder, and profound respect for the power and ultimate fragility of each glacier I see. I can't imagine *not* visiting them. I know people feel the same way about the woods, deserts, or the mountains, and would be similarly heartbroken were any of these sacred spaces to fade away.

Which is why it's so heartbreaking to watch them melt, as they so clearly are. Glaciers are the single largest reservoir of fresh water on earth. When they melt, the sea level rises. Chances are, when my granddaughter's daughter reaches adulthood, it will become clear to everyone the impacts of rising sea levels: coveted coastal properties may well be under water and the biodiversity of the ocean will have shifted.

During any expedition, I can invariably be found in one of three places: on the top deck taking my own photos, out in my kayak exploring new bays, or in the galley preparing three meals a day for everyone on board. Initially intimidating, planning, prepping, and cooking for a team is a Tetris-like activity and an unexpected use of strategic thinking skills. The longer expeditions will blow through fresh produce after the first 10 days, which means the freezer and the pantry are my friends if I've stocked them properly. I also rely heavily on my countertop oven to produce fresh bread every day, granola, breakfast strata, and enchiladas. My stove takes care of soups and pasta dishes, and my aft deck grill is frequently fired up for burgers and brats, or grilled meat and fish. A dedicated hotplate and steep-sided pot are also squirreled away on the aft deck and ready to cook crab when we score on that front. As a scratch cook, I find myself in the galley for a good chunk of the day and I wouldn't have

it any other way.

I have always preferred a great deal of variety in my day-to-day life and surroundings. Living and working at sea is a perfect environment for deep learning and reflection that is continually cycling. Every day and sometimes multiple times a day, our surroundings change. The tides and currents change. The wind and wavelength change. As do the contours of my mind and the quality of my curiosity. In 2022 we will aid scientists studying both humpback and beluga whales, and the impact of fishing trawlers on the ocean floor. We will support and transport an international film crew and a scientist to an island in the Bering Sea to study and film one of the largest walrus haul out locations in the Western Hemisphere. I love to think about the way a ship built to support a war is now supporting science and education. Its life has evolved, just like ours have.



Patsy Clark Urschel is the co-founder of *Alaska Endeavour*, a research vessel operating from SE Alaska waters to the Bering Sea. She has had a long career as a consultant, evaluating and advising boards of directors and CEOs of for-profit and non-profit organizations. In the winter months, she maintains a virtual executive assessment and coaching practice from her home port of Petersburg, Alaska. Her personal blog about life on board is at www.OnTheEndeavour.com and *Alaska Endeavour* at www.alaskaendeavour.org.

JOIN SID THE SQUID AND HER FAMILY IN 'THE SEA MONKEY PROJECT GUIDE TO PLASTIC: A COLOUR IN AND ACTIVITY BOOK' FOR 4- TO 12-YEAR-OLDS.



‘Cruising cartoonist’ Sarah Steenland and her family sailed from Australia to Asia seeking the pristine tropical islands and crystal-clear water that cruising blogs and magazines portrayed.

Shocked at just how much plastic was piled up on beaches and floating on the sea, the Sea Monkey Project was born.

Email inquiries to
books@seascribebooks.com

**Available from
Amazon**



PHOTO CREDIT: Corrina Ridgeway.

Lisa Blair's 2022 Antarctic Cup Challenge

Women supporting women in sailing

By Shelley Wright.

A balmy, northwest breeze filled the sails as we ghosted gently across the bay one morning in February. A perfect morning to introduce two teenage girls from the Australian outback to sailing. It's days like this I find it hard to believe I'm paid to be on the water.

On the other side of the continent, nearly 4,000 kilometres away, solo sailor Lisa Blair was undertaking last minute preparations for a very different type of sailing – heading deep into the Southern Ocean to complete a second solo circumnavigation of Antarctica.

As the girls on board our morning harbour sail each took the helm, I told them about Lisa.

Completing a solo circumnavigation of Antarctica in 2017 (with one stop after being dismasted 900 nm south of Cape Town) and being the first woman to do so, is an impressive record. However, Lisa Blair has unfinished business. The elusive 'non-stop' record for a solo woman circumnavigating Antarctica is still calling. Lisa also has her eye on Russian Fedor Konyukhov's record of 102 days to become the fastest person to sail solo around Antarctica, below 45 degrees south, as part of the Antarctic Cup.

It's not just about records though. With a strong environmental ethic, Lisa plans to utilise this opportunity to raise awareness of her *Climate Action Now* campaign and to complete citizen science while sailing between the latitudes of 45 south and 60 south (the official 'race' track for the Antarctic Cup record). Given the remoteness and lack of shipping in the Southern Ocean, there is very little scientific data from this far south. Vessels transiting these waters are rare, so partnering with the Clean Ocean Foundation and scientific agencies and organisations, Lisa will undertake as much research as she can while circumnavigating.

Back to our balmy Monday morning on the NSW coast. With the boat safely docked, and passengers farewelled, I kept one eye on the clock as I tidied the cockpit and galley. Lisa's departure time was looming as I logged into the live feed on Facebook.

Watching *Climate Action Now's* colourful bow punch into a steep chop and 25 knot headwinds towards the invisible start line off Breaksea Island near Albany, it was evident to anyone watching that Lisa was completely in her element.

"I'm pretty excited about the whole thing!" Lisa announced with a wide grin into her camera as she approached the start line.

Lisa and WWSA

I first met Lisa at the inaugural Women Who Sail Australia Gathering on the Bay (GOTB) at Port Stephens, NSW, in 2016. Lisa amazed us with her plans to sail solo around Antarctica the following year, the audience enthralled by her enthusiasm and energy.

By the time the 2017 WWSA GOTB rolled around Lisa was deep in the Southern Ocean and most of us were glued to our computer screens awaiting daily updates on her progress. Lisa spoke to the 2017 Gathering attendees via Satellite phone – broadcast via



PHOTO CREDIT: Corrina Ridgeway.

microphone to the room. There was barely a dry eye as she chatted cheerily to us from those remote and frigid waters. In the audience were Lisa's mum, Linda Blair, and Annelise Guy, who became the first woman to sail solo to Antarctica in 1994 (not a circumnavigation though).

Two days after Lisa's Satellite phone chat, we awoke to a phone call relaying the devastating news of her dismasting.

Those who know Lisa were not at all surprised that she managed to jury rig *Climate Action Now* and get herself and her boat safely to Cape Town, South Africa, for repairs before completing her solo record-breaking circumnavigation.

The enormity of what Lisa experienced and accomplished during this time was evident when she showed us her video footage once back home. To many of us, Lisa's dismasting

and consequent handling of that situation cemented her reputation as one of the most capable sailors on the globe. Even more remarkable considering she is from a non-sailing background, grew up inland, and was once turned down for a deckhand position on a charter yacht in the Whitsundays!

Safely back in Australia, and not one to rest on her laurels, Lisa's feet barely the ground before she embarked on an east coast speaking tour and prepared an all-women team to compete aboard *Climate Change Now* in the 2017 Rolex Sydney to Hobart Race. Working with the Magenta Project, Lisa put together a team consisting of four experienced sailors partnered with four emerging sailors to comprise the first all-women team in 16 years to contest the gruelling event. This was soon followed by a gig skippering the all-women team aboard *Dove-Defi des filles* in the exhausting six-day PONANT Groupama yacht race in New Caledonia. And of course, another record-breaking solo circumnavigation – this time nonstop around Australia.

Amongst all this, Lisa somehow found the time to write about her Southern Ocean experiences in her debut book 'Facing Fear'. She also found time to attend the 2018 and 2019 WWSA GOTB events at Port Stephens (and was on track for 2020/21 but of course the pandemic had other plans for us all). The 2018 WWSA GOTB is particularly memorable for the *SisterShip* team as it was here that Lisa slipped the lines (surely more appropriate than cutting a ribbon for a nautical magazine?) for *SisterShip Magazine's* official relaunch in a fun ceremony also attended by *SisterShip's* 1988 founder Ruth Boydell.

2022 Antarctic Cup

Lisa spent 2021 preparing *Climate Action Now* for the 2022 Antarctic record attempt. The boat underwent a comprehensive refit, and the expenses were mounting. A team of volunteers (including WWSA member Justine Porter and her husband Glenn) worked with Lisa. Although sponsors signed on with in-kind and financial support – as is typical with

PHOTO CREDIT: Corrina Ridgeway.



boat-related projects – more was needed. Always thinking outside the box, Lisa came up with a novel way to raise funds for the upcoming circumnavigation. Sponsors could ‘purchase’ a degree of longitude. Lisa has given her time generously to WWSA over the years and our members are always quick to return that support where they can, so we combined our pennies and bought three degrees of longitude: 123 degrees West, 023 degrees East, and 090 degrees East.

For the last couple of months we have been glued to our computer screens and devices once again following Lisa’s daily blogs (you can find them on Facebook or on Lisa’s webpage) as she battles enormous seas, frequent knockdowns, freezing temperatures, inevitable gear breakages and technical issues, and of course – sleep deprivation. There are also good times though.

“I love the simplicity of life at sea, it is all eat, sleep, sail, and what is the weather doing. I don’t have the same pressures as I do on land and while there are some really tough days out here the nice ones outweigh them by a mile. I definitely feel that sometimes I could use some company but I know that I am only at sea for a measured length of time and that I will have plenty of time when I get to land to talk with people so I really try to just be, and enjoy the simple life.”

Lisa is balancing a fine line between dodging storms and sailing through them to maintain a healthy speed and stay ahead of Fedor’s record but says that the point of any record is to finish, so safety is always her focus.

PHOTO CREDIT: Corrina Ridgeway



Lisa has now passed the third of the WWSA sponsored degrees of longitude (090 degrees East) and her current ETA back to Albany is between 25th and 28th of May. Lisa says she is bracing for more challenging weather before the finish line.

A couple of years ago I wrote in a *SisterShip* blog that Lisa Blair was one of our favourite sailors, adding, “Lisa beats life into submission with her enthusiasm and dedication”. That attitude is carrying her towards a second Antarctic circumnavigation and a new world record. I can’t wait to hear what she has planned next but Lisa has hinted it involves the ‘land of the long white cloud’!

You can read more about Lisa and her vessel, follow her via a tracker, and support her campaign on her webpage www.lisablairsailstheworld.com



RIGHT: WWSA member and shore support crew Jenny Rickerby, with the Antarctic Cup. The cup is 82cm tall, weighs 8 kgs, and was made by Kevin Gordon, world renowned glass artist. (Photo Trevor Garland).

BELOW: *Climate Action Now* crossing the start line between the Rotary Lookout and Eclipse Island Lighthouse off Albany Harbour at the start of the Antarctic Cup circumnavigation in February (Photo Jenny Rickerby).



A message from Lisa to WWSA

"The collective support that I have received from the Women Who Sail Australia group has been remarkable, and I am so very thankful. I have been a member of the WWSA for several years and for each project the level of support I receive always amazes me. For this project sailing solo around Antarctica, not only did many women donate to collectively sponsor three degrees of my record but you all also shared it across many outlets and messaged me privately to let me know you had shared it with your boss and so on. That level of support and dedication is incredible. Then I was lucky enough to have WWSA member Justine Porter drive over five hours to Brisbane to help for several days aboard *Climate Action Now* while I was in the refit part of the project and now I have so many members like Shelley Wright, Caitlin Harris, Jo Hansen, Karyn Gojnich, and Jenny Rickerby who are currently helping to run the social media and support this project with their skills on land so that I can focus on the sailing. Everyone else in the group has shared, commented, and in one way or another made me feel like a part of the family so thank you to all the WWSA women out there for your ongoing incredible support."

BELOW: Screen shot of the tracker following Lisa's position on 22nd April 2022 as she approaches the second of the WWSA sponsored degrees, 023 degrees East. The WWSA 'degree' is the position of Lisa's 2017 dismasting so we were holding our collective breath as Lisa approached this point.

The pink boat is Lisa in 2022, the black boat Fedor's position in 2008 after the same number of days, and the green boat Lisa's 2017 position.





Left: Lisa Blair and Jessica Watson at the inaugural WWSA Gathering on the Bay at Port Stephens in 2016.

Right: Kristi Foster and Linda Frylink Anderson talking to Lisa via satellite phone at the 2017 WWSA GOTB.

Below: (from left) Kristi Foster, Linda Blair (Lisa's mum), Shelley Wright, Linda Frylink Anderson, and Annalise Guy at the 2017 WWSA GOTB—Linda Blair is talking to Lisa via sat phone.



Right: Lisa Blair and Meg Wright at the 2018 WWSA Gathering on the Bay.



Left: Lisa after her presentation at the 2019 WWSA GOTB.



Below: Group photo at the 2019 WWSA GOTB. Lisa centre front row.



Blog Day 64
Latitude 48 00.861S
Longitude 24 57.962E
Barometer 1008
Air Temp 3c
Local time 0326 am UTC+2
LIVE TRACKER

Hi all,

Oh, what a long 24 hours I have had. Last night while I was trying to sleep the winds continued to build until they were reaching 47 knots. Most of the night, the winds were peaking at 40 knots and occasionally gusting to 45 knots. This was still enough to cause poor *Climate Action Now* to round up into the wind often which always trips the auto pilot alarms, so sleep was hard to come by. I was already up at 6am when the worse of it hit and I was debating putting in the 4th reef. The forecast hadn't really indicated that it would be this bad or bad for long, so I was trying to ride it out. After a decent knockdown the decision was made. I could suddenly hear the port side wind generator vibrating like mad and I assumed that we had just broken another wind gen blade, so I needed to go on deck anyway to deal with that.

It wasn't quite daylight yet and it was so cold, however with the vibrations being so bad I didn't stop for gloves. I was thinking it will be a quick duck to grab the wind gen and tie it off and then back inside. I made it to the back of the boat okay but the time it took to lash the wind generator down was agony. I was fully crying from the pain by the time I got back to the shelter of the cuddy in the cockpit, and by this point my hands were useless. I needed to dry them and warm them fast, but you need to be careful not to rub the skin or you can cause more damage. I grabbed the boat towel that was hanging just inside the hatch and wrapped it around my hands and proceeded to spend the next 10 minutes huddled in the cockpit with tears streaming down my face, while power breathing to ease the pain. While I was this shivering huddled



mess the winds started to hold at 47 knots and the mainsail was flogging in the wind. As soon as my hands were bearable, I climbed inside and grabbed a pair of already wet gloves, jammed my hands inside and then climbed back out to put the 4th reef in the mainsail.

Once that was done, I needed to get warm again as I was feeling the whole body shiver. I reheated my hot water bottle and made a hot bowl of porridge before climbing back into bed at 10am. I managed another 2 hours sleep before the weather gods decided that it was enough, and I was needed on deck. So much for storm winds, we were now sailing in 20 knots of wind with the 4th reef in the mainsail and the storm jib up and not going anywhere fast. I rubbed the sleep from my eyes and after a few deep breaths to ease my frustrations I got up, kitted up in my [Musto gear](#) and went on deck to shake out the reefs to the 1st reef in the mainsail.

I have also been well overdue to deploy another [Bureau of Meteorology](#) Weather drifter buoy but the weather hasn't allowed it for a while, so before I shook out the sails I went ahead and deployed the next buoy. This buoy is dedicated to [Sir Robin Knox Johnston](#) for opening my eyes to solo sailing 10 years ago and for founding the [Clipper Round the World Yacht Race](#) that

allowed me to race around the world in 12 months and gather over 40 000 nm of ocean sailing experience. Without that I never would be here today doing what I am doing, so thanks Robin for being an inspiration and allowing people like me to learn about ocean sailing.

After the successful deployment of the weather drifter buoy I was setting up all the lines to shake out my reefs when I noticed that the topping lift (a line that runs from the back of the boom to the top of the mast and is used to support the boom) had managed to wrap itself around the top spreader (the first, top most cross arm of the mast) on the port side. I really needed to free this before shaking out those reefs if I could, so I spent the next twenty minutes doing anything I could think of to flick the line clear of the spreader, but it was playing hardball.

I was just getting too frustrated with it, so I left it and started to shake out the reefs, I had been undecided on if I only went to the second reef or if I went all the way up to the 1st reef. The whole time I had been on deck the winds were blowing at a max of 20 knots and showing signs of easing to 15 knots, so I decided to go the whole hog and winch that mainsail up to the 1st reef. I could have gone for a full mainsail hoist but the out-haul line that controls the back of the mainsail is heavily chafed, and I need some calmer conditions to be able to replace the rope. So, until then I am not able to have the whole of the mainsail up. It was likely going to take me 20-30 minutes to winch the sail up because I was hoisting so much of it, so I finished setting up and got started.

It was when I was almost finished, and the sail was up at the 1st reef that I noticed an issue. For some reason the 2nd reefing line on the outboard end wouldn't release, sometimes I can get a little twist in the line that can cause it to jam but it normally winches out however this time it was well and truly stuck. I stopped what I was doing and went forward to the mast to see if the

internal boom clutches had tripped or something. When I got there, I faced my 2nd frustration of the day. The reefing line cover had been stripped. Most rope these days have a core that then covered by a braided cover and as I looked inside into the boom, I could see that the cover had stripped, and the core of the rope was now exposed. The cover had bunched up on one side of the clutch so badly that it was stopping the rope from passing through. I hoped that if I winched in on the line, I might be able to pull the cover down and secure it with some electrical tape.

I returned to the cockpit and decided that I would need to lower the mainsail to the 2nd reef to be able to get enough slack to pull the cover through and tape it off. I was really starting to stomp around the decks now because this was so annoying. I now needed to lower the sail and make all that hard work of winching it up null and void... I calmed down and lowered the sail before winching in on the broken reef 2 line and was able to get it far enough down that I could tape it. The line will either need to be replaced or end to end (flipped over) to continue using it, but the conditions were still at 20 knots of wind, so it wasn't going to do too much damage just yet. I added it to my mental tally of jobs to complete and after tidying up the decks I finally went below.

Inside and I was tired. I really needed to get enough sleep. The short job of shaking out the sail had gone from a 30-minute job to a 3-hour job, and it was now getting dark.

I also noticed that I had crossed a rather important milestone of the trip. I had officially sailed past my position of dismasting of Latitude 48 32.18S and Longitude of 22 40.23E from the last record in 2017, but as I had been on deck for hours, I missed the official time.

So, I worked backwards with a speed and distance calculation and am calling 08:12:32 UTC as the official time. It is a big moment for me because that was the

moment that it all went wrong. I lost over 4 years of work in a single moment, and I nearly lost my life. Now every mile sailed towards the finish line is another mile further than the last attempt and so regardless of the overall finish I am calling it all a win from here.

I had one more job that needed to happen today and that was the main engine filters. My batteries were getting close to needing a charge and the forecast was showing winds up to 60 knots tomorrow morning so I felt it best to get that job finished off so I could make sure to have full batteries in this next storm. I smashed a protein shake and a protein ball for some fuel and got to work. I knew that the challenge was going to be removing the fine fuel filter that is mounted to the engine block. This was in an awkward spot and would be really hard to get any purchase to twist it off. I started with some attempts with bare hands, then added gloves in the hopes that the grip would help, I then tried wrapping a sail tie around the filter and trying to leverage it off. Nothing was working. I actually have a special tool for removing these, but I didn't think it had actually made it onto the boat in the chaos of Albany, so I was down to improvising.

I decided that it couldn't hurt to drain the racor, or water separator filter, that is under the navigation station first and then try the engine. I might just get lucky, and the problem could be there. I did this, then using the built-in lift pump on the engine I pumped the fuel back in and got rid of any air in the system before trying the motor. I stood near the whole time to pump more fuel through every time the engine hunted for revs. and after 45 minutes of this it confirmed that the problem was going to be that fine fuel filter on the engine block, and I needed to figure out a way to get it free.

I remembered that I had some rubber in one of the lockers, so I dug that out and then put a strip of rubber around the filter and then added the sail tie rope around. After tying it

in place I shoved a spanner into the gap and twisted it up like I was tying a tourniquet before wedging one part of the spanner and using that for leverage, bit by little tiny bit I was able to work the filter free. Success finally. It had already been over 3 hours on a job that would normally take me 1 hour to complete.

I replaced the fuel filter then cracked the bleed nut on the top and started to use the little lift pump on the engine to pump fuel into the new filter. The engine won't work if there is air in the system, so you pump it out of these little bleed nuts that are located in the highest parts of the engine before cranking the motor over. I completed the job and was just tightening the nut up when the worst thing happened. The nut sheared in half. The thread was jammed in the engine and the head was in my hands. Crap. This is when the real fun started... Not.

I needed to get the thread out of the engine and after trying to drill it out I managed to unscrew it using two tiny screw drivers, I then needed to find another bolt that would fit the hole because if I couldn't then I wouldn't be able to use the motor. I dug around in my spares box and found a bolt that I thought would work and luckily the thread was the right size, but it was too long. After father digging I without success I decided to cut this bolt down to size using the angle grinder. So, inside the galley, that had now been demolished and turned into a workstation, I had drills and drill bits and now the angle grinder out. Holding the bolt in some vice grips I very carefully cut it in half with a cutting disk in a 5-metre swell. It's a new skill that I have now, but I don't recommend it from a health a safety point of view, but I was in a bind, and it needed to be done.

My new shorter bolt worked great, so it was crisis averted. It was now 1am and I was thoroughly over today... I was really feeling tired now and had cried on more than one occasion from sheer frustration. I was exhausted, but the fun doesn't stop on days

like today. While I had spent the last 4 hours getting the engine to work the new winds had arrived and swung around from the SW to the NW so I needed to gybe and put the third reef in the mainsail. My whole body was feeling sore, like I had just gone 10 rounds in a boxing ring. The reefing and gybing was a bit of a slow affair but eventually it was done. I was able to crawl back inside the boat and collapse in a heap for a while before motivating myself enough to make something to eat. A hot curry later and I am now ready for bed. I am all set now for this storm and only need to put the 4th reef in if the conditions require it so I am going to sign off here.

But before I go, I would like to take the opportunity to thank tonight's wonderful degree sponsors. Thank you to:

020 East - Carol Street - Thank you Carol for your wonderful support, I really appreciate it and the trip could not happen without people like you.

022 East - Brenda and Victor Bimrose, in memory of **Frank and Flo Mitchell (Nana and Grandpa)** - Thanks Bren and Vic for your ongoing support putting up with my wild ideas but being there none the less. Nana and Grandpa were my biggest supporters and during my 2017 Antarctica attempt Grandpa lived and breathed my trip like it was his whole reason for being.

023 East - [Women Who Sail Australia](#) - thank you to all the ladies who supported this project by donating to sponsor not just one but three degrees. I know you're all behind me, so thank you for your incredible support.

And now I need some sleep so goodnight all.

LONGITUDE 020° EAST

Thank you to:

Carol Street

for your wonderful support

LONGITUDE 022° EAST

Thank you to

**Brenda and Victor
Bimrose**

In memory of

**Frank and Flo
Mitchell**

LONGITUDE 023° EAST

Thank you to:

Women Who Sail Australia



for your wonderful support

You can read all of Lisa's blog posts from her current circumnavigation and her 2017 journey at www.lisablairsailstheworld.com

Facing Fear is the inspiring true story of Lisa Blair, who on 25 July 2017 became the first woman to sail solo around Antarctica. She very nearly didn't live to tell the tale. Seventy-two days into her circumnavigation, when Lisa was more than 1000 nautical miles from land, the mast of *Climate Action Now* came crashing down in a ferocious storm. In freezing conditions, Lisa battled massive waves and gale-force winds, fighting through the night to save her life and her boat. Following her ordeal, Lisa relied on her unbreakable spirit to beat the odds and complete her world record. With unwavering focus and determination, she sailed home, completing her journey after 183 days. This is the story of her remarkable voyage.

Order your copy from
www.lisablairsailstheworld.com



GRUM

Calamities and boats,
Like children and blokes,
A part of an ocean girl's life.
Great adventures by sea,
Sundown by isle's lee,
Can include struggles and strife.
By whatever wits and tricks,
No problem too big to fix,
There's plenty to lend a hand.
Each day is a new one,
To learn and to overcome,
Trials, surprises and unplanned.
So, my love, my heart
Take each moment as a start.
Your new phase of discovery,
No need for yearning.
For your time is turning
Making life so less ordinary.
Today is just tomorrow's memory
We're making our own history
How rich and far from humdrum
Relax and breathe
Smile and believe
For life is great with "Grum". *

BY SHELLEY PRENTICE



**Grum* is the name of our dinghy and represents our staple tippie -some fine rum and ginger beer.

The back story

He bought his boat two years ago, and we've had so many set-backs and problems with the boat, including engine, sails, batteries, solar, dodgy and dangerous wiring, fridge and freezer, adverse weather, not to mention both of our jobs and a health scare, that it appeared we would never get away. It included being stuck in Mackay (Queensland) and having to leave the boat there, then abandon it again in Gladstone even before we could get the boat to her home port in Bundaberg. The problems continued and she was once again left in Gladstone when we tried to get away to the Keppel Islands for a few weeks last year. I wrote the above in a message to him. You can read more of our adventures at: [Shell de Mer – Twin of the Skies and Shell of the Seas, welcome within for some tales, or whatever you please!](#)

SisterShip Watches ...



By Amy Alton

Living on a Lifeboat

People explore the world, cross oceans, or go cruising, in some pretty unusual vessels. While most of us are buying production sail or power boats, the YouTube channel *Living on a Lifeboat* is doing something completely different.

Dani and her partner, Toryn, are giving an old lifeboat a new purpose. The two Canadians have bought a twenty-eight-foot semi-enclosed davit-style lifeboat and are refitting it to go cruising.

Amy: Tell us about how you and Toryn met.

Dani: We met doing equestrian vaulting, which is like gymnastics and dance on a moving horse. It's very popular in Europe and far less so in Canada! You compete individually, as a pair, or on a team, and at walk, trot, and canter. We were both in the same club and, later, on the same team. After a year or so of being friends we fell in love in

2010.

Amy: How do you divide video production between you and Toryn?

Dani: At the beginning I did everything for the videos editing-wise except that Toryn did a quick viewing of it to make sure that I hadn't said anything egregiously incorrect about the build. We're quite far behind at the moment and I don't always remember the exact technical details of what we did a year ago! I've actually just started working with an editor though, so now I'm organizing the footage but happily passing it off to him.

That said, I don't particularly like being on screen, whereas Toryn doesn't love the sound of his voice, so we split it in that I do the voice overs and he does any on camera demonstrations.

He's also in charge of the comments. He takes nothing at all personally, whereas I'm much more likely to, no matter how hard I try not to. So, I've asked him to wade in there and moderate or reply to them. He passes on the nicer comments and constructive criticism and spares me the needlessly cruel ones.

Amy: How has creating videos enhanced your boat-building experience?

Dani: We're 'meeting' some great people online, and it feels like we're in a bit of a community. We've also become ambassadors for *Go Power! Solar*, which is a great connection and much appreciated. Mostly, I think we will really appreciate the effort we've put into documenting all this in a few years when we've forgotten all the work and all the steps. It's also a pretty unique boat and as much as we love talking about her, it's nice to have somewhere to direct curious people to.

Amy: What did you both do before starting this project? How have your careers been helpful?

Dani: Toryn is a CNC machinist and I'm a graphic designer. They're both very useful as Toryn can build just about anything and when we needed a new stainless steel stern tube, for example, he just machined one up.

I'm using my graphic design experience both to help with the videos (branding, thumbnails, etc), as well as the overall interior design of *Luja*. We also own a laser engraving business together, so we'll put the laser to good use for some of the finishing touches later. Among other things, I have a pretty full -on spice rack in mind...

Amy: What's your biggest struggle with your videos?

Dani: Editing bores me to tears! I'm SO happy we just made the decision to hire an editor, you have no idea.

Amy: You owned a sailboat prior to *Luja*. Tell us about the boat and your sailing experiences?

Dani: *Easy Rider* was a 1972 Ranger 29 designed by Gary Mull. They are great coastal racer-cruisers and we had fun poking around the Gulf Islands of Canada for a few years





on her.

I'd grown up with a family who sails (my uncle and his family live on their catamaran in the Caribbean at the moment) and that same uncle invited us down to the BVI, Saba, and Statia for about a month in 2015. After that trip 'Toryn, who had only been on small fishing boats before, decided he wanted a sailboat and we found *Easy*.

She was the dream first boat. The previous owner had her for over 30 years, absolutely babied her, and sold her to us for less than half her surveyed value to leave us some money to use on making her feel like ours. On top of that, he gave us a second engine, eight sails, and a day out on the water to show us her lines.

We ended up doing some minor renovations on her including putting in a composting toilet, installing a hatch over the forepeak cabin, and redoing the galley. We took out a berth and converted it into counter and appliance space: we ended up with a 110L fridge freezer and a relative ton of counter space for the size of the boat. We were a Bluewater Cruising Association rendezvous host boat once and fed a hundred people breakfast out of her galley!

We also took out the very sketchy kerosene stove and put in a microwave and induction hot plate and I painted the dark wood a pretty blue. I know that's controversial, but it wasn't nice wood, I promise! We sold her to another young couple who now live aboard, and they loved everything we did, which was nice to hear. Something I always say to people wondering about painting their interiors or making other changes: unless your boat is unique or the wood work is truly special, you won't be the only one happy to have a brighter, more modern version of your 1970's boat! Regardless, I'm so happy she's found a good home.

What we learned from *Easy* was that a

production layout (in her case she slept seven, provided storage for none) wasn't going to work for us, and that we really really prefer getting places and exploring them versus sailing. We didn't even have a boom for over a year ('Toryn is six-foot-five and was in the process of raising it a bit) and we never missed it. We are terrible sailboat owners, really! I'm also nervous about heeling, even though I know what's going on, and my dream day is about three knots of wind, so moving away from a sailboat was a natural choice. I guess we learned that we love boats but not sailing and that we were going to want a boat that was very much our own.

Amy: How did you get your inspiration to convert a lifeboat?

Dani: I wish we could remember, but we've always been into weird and wonderful homes. We had a forty-foot Greyhound bus we were planning to convert before we decided that we preferred boats and sold it on to someone looking for a land yacht. I think we were looking at the cruise ship lifeboats and idly said, 'man that would be a huge boat to live in, I wonder if anyone does.' I think 'Toryn just started googling and found a few. I think there was about thirty seconds of discussion between us before we decided that was something we'd do one day. That was in 2016 or 2017, and we bought *Luja* on May 1, 2020.

There were a lot of things we liked about lifeboats: the interior space is gargantuan compared to the equivalent size sailboat; they are pretty perfectly shaped to go through canals (little air draft or draft); they are well-built, but when you get them its little more than a bare hull so we didn't have to feel bad ripping someone else's work apart; you can add loads of weight to them to counterbalance the weight of sixty people (what *Luja* is rated for), so there's tons of design freedom... I could go on!

Amy: What have you accomplished since you bought *Luja*? What's still on the list?









Dani: Gosh... accomplished:

Remove external fittings, fill lots of holes in the hull, reattach the two hull joints together, sand the exterior, four layers of *interprotect* and then bottom paint, attach a nine-inch fiberglass walkway around the exterior and rear swim grid, remove/sell diesel engine, remove interior seats as well as lots of foam, fittings, etc. Frame and fiberglass the two side openings into walls with three window frames on each side, frame in for four new hatches, build, frame and fiberglass the freck, replace/rejuvenate the metal in the stern leg/prop/rudder assembly, build and tile a new steering station, rough in the head walls, frame in an anchor locker, install windlass, frame and install a door, begin to tile and installation for the BBQ area, sand, prime, and half-paint the topsides, decide we didn't like that color and re-sand... so much sanding in general, frame the table and bench seats and the galley peninsula, start to install wood blocks to help hold the insulation, begin the solar arch, hours and hours and hours of research...

Still to do:

Sanding, external paint, window installation, finish up the anchor locker and installation, finish the BBQ area, install the motor and batteries, finish the solar arch, install the solar system, wiring, insulation, interior walls, finish the framing, cabinets and counters, tiling, paint, shower, water, lights, water maker, sew all the soft furnishings, build storage, appliances, etc, etc.

Amy: Do you have an expected finish date?

Dani: We're hoping to have most of the exterior as well as the motor, steering assembly, and battery bank in by this fall, and the interior done by next fall or over the winter following.

Amy: You documented making a freck (front deck) for *Luja*. Aside from that,

what are you planning to modify or install on the boat that you are really excited about?

Dani: I'm excited for my galley! I think we have thirteen feet of countertop planned with tons of storage plus all the major appliances and then some. I love to cook and entertain, and a large house-like galley was my main request.

I'm also excited to be doing an electric conversion. There aren't so many electric power boats around and while we don't exactly know what our final specs are going to be, we want to show people that with the right boat doing the right type of cruising, it can really make sense. We're also not extreme about it (for example: for safety and practicality on our coast, we'll have a small backup generator) and we're readily willing to admit to what we don't know yet (especially as it pertains to range), so I hope we can bring a balanced view to people and encourage some of the 'on the fence' people to delve into the possibilities before writing electric off out of hand.

Amy: Taking on a big project like this can be very challenging for couples. What's one quality Toryn has that makes him a great partner? What strength do you have that you think makes you a good partner?

Dani: Toryn was made for a project like this. I could go on and on, but if I'm picking one quality as it pertains to *Luja*, it's that he has absolutely endless amounts of patience. It's so important for a project like this and also lovely to have in a partner.

I think I'm good at seeing the possibilities and what *Luja* is going to look and be like. It pulls Toryn out of the weeds and reminds both of us why we're spending hours caked in epoxy and dust! We're very lucky though: eleven years in and we've never had a fight (probably thanks to all that patience of his!)

Amy: Is there anything else you want to share with the readers of *SisterShip Magazine*?

Dani: Perhaps just an encouragement to get out and use your boat the way you most enjoy it! We got a lot of gentle ribbing for the way we used *Easy Rider* as a powerboat, but we were using her thirty nights a year plus day trips, which is a lot more than a lot of people manage, and thoroughly enjoying it in the process. Of course, *Luja* is plenty controversial on her own, too. But I think as long as you are being safe and considerate, getting out on the water in whatever way works for you is the most important thing!

Amy Alton, in partnership with her husband, shares their journey on their YouTube channel, [Out Chasing Stars](https://www.youtube.com/c/LivingOnALifeboat). You can also enjoy her writing and photography on their blog, [OutChasingStars.com](https://www.outchasingstars.com).

Links:

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

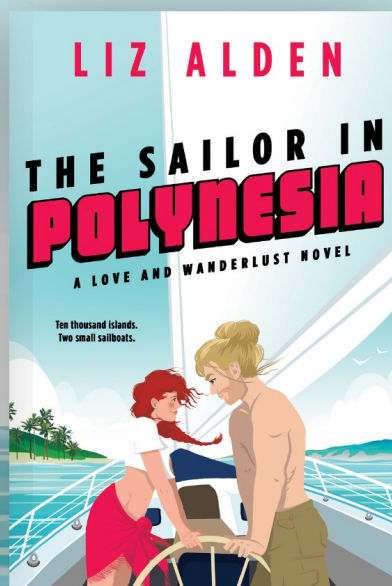
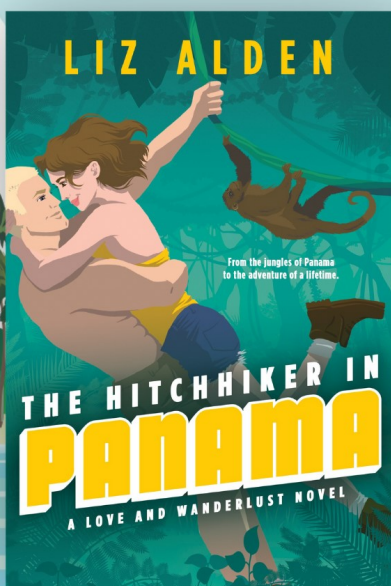
<https://www.instagram.com/livingonalifeboat/>

<https://www.youtube.com/c/LivingOnALifeboat/>

<https://www.patreon.com/livingonalifeboat>



box set of three sailing romance novels



lizalden.com

Google Reviews

4.8



from 147 reviews



**“Woman Who Sail”
special discount**



Yacht



Motorboat



Yachtsman's
Travel

A personal message from the CEO of Topsail

For those WWS members that are part of the Topsail family, we need to let you know we are no longer able to underwrite yacht business directly. We now act as an independent broker for YOU and canvas the Australian yacht insurance market for the BEST terms and cover appropriate to meet your individual requirements.

Topsail appreciates your continued loyalty and whilst we are led by other underwriter's products and pricing, we are still committed to give all WWS members, both existing and new, the very best service, products and insurance options available.

We will continue to provide a WWS discount and as we are paid by the underwriters, using Topsail is at NO additional cost to you.

Thank you — Rob Stevens

So ! Don't forget to call for a quote !



Perth, Sydney, Sunshine Coast

1300 72 73 24

enquiries@topsailinsurance.com.au

www.topsailinsurance.com.au

- WWS discount
- Highest rated boat insurance Google reviews in Australia
- Yacht and motorboat
- Small Craft
- Yacht Travel

AFSL: 467369 ABN: 69 169 907 760

MEMBERSHIP NOW AVAILABLE

**Down
Under**
Cruisers Rally



DISCOUNTS ON MARINE RELATED PRODUCTS & SERVICES
UNLIMITED ACCESS TO OUR OFFSHORE CRUISING COURSE
INDIVIDUAL SUPPORT & ADVISE & MUCH MORE

DOWNUNDERRALLY.COM/MEMBERSHIP

AHOY SAILING

AUSTRALIA & THE SOUTH PACIFIC

**FREE SAILING NEWS
FROM AUSTRALIA &
THE SOUTH PACIFIC.**

ahoyailing.com.au



YOGA POSES

With Leanne
Yoga4Yachties

Vrksasana - Tree Pose

Balance is of key importance to your everyday life and of great importance living onboard a vessel.

All of us have taken a tumble at some point in our lives. Take me for example, as I write this, I am in a moon boot, after the simplest of incidents. I was walking to catch a ferry and I heard a noise which startled me, I turned to look where it came from, as quick as a flash I moved slightly off the footpath and rolled my ankle over a 10 centimetre drop off. Ouch!

A simple misjudgment, and bad luck, had me hobbling home applying the RICE (rest, ice, compression, elevate) principle. I managed to break a small bone in my ankle. After seven days I am now walking without crutches in my moon boot. The pain still apparent but I feel it growing stronger every day, I put this down to a regular Yoga practice, as it encourages muscle and bone strength, which has a positive effect on your balance, posture, and stability.

Let's explore **Tree Pose** (Sanskrit name *Vrksasana*) from a beginner's perspective first, feeling grounded through ankles, leg and core:

- 1: Walk to the top of your mat, toes touching, heels slightly apart hands on your hips.
- 2: Spread your toes of your left foot and engage muscles of the left leg by slightly rising knee to engage quadricep muscles on

top of leg, engaging core, feel strongly rooted on the left side.

4: Point the toes of your right foot, rest the heel above the ankle and allow knee to open out to the right side.

5: Find something to focus on, we call this in Yoga our *Drishti*.

6: Stay right here or open the arms in a V shape, like spreading the branches of a Tree.

7: Breathe... inhaling in 3-4 breaths... exhaling out 3-4 breaths... for about 3 - 4 cycles or 30 seconds.

8: If you fall out don't worry - just like tree sways, we do too, focus and move back into the pose.



Transitioning deeper into **Tree Pose** by rising foot higher from ankle to above the knee:

1: Stay focused and gently slide your left foot above the knee, focus and breathe.

2: If you have the ability, move forward and slide foot to inside of groin and open branches of arms and breathe, go for it.

3: Always remember to honour your body and not rush into the deepest level of the pose, go in stages and find your balance gradually, so you are rooted to the earth or ocean depth below with poise.

Benefits of Tree Pose Vrksasana

Improve balance

Body awareness

Calmness in mind

What part of body it helps

Lower body

What not to do - Important

Do not rest joint on joint

What to do

Place foot above ankle joint

Place foot above knee joint

Tree Pose Tips

If you are on board your vessel, lean against a bunk, wall, or hold a strongly supported sheet to further support your balance in case of anchorage swells. If at home rest against a wall, slowly lean away to find your balance but feel comfort knowing you have something to fall back on until you become stronger in pose.



I am sailor, yoga lover, yoga teacher trainer and retreat organiser.

I have had the pleasure of introducing yoga into the sailing community for over a decade from Fiji, New Caledonia, and Australia.

E-RYT 200 500 RYT - Yoga Alliance Registered 122921

I am the founder/creator of Yoga4Yachties, Yoga, Health and Sail Wellness T/A Namaste Ocean Yoga™

2021 I commenced 200hr Yoga Teacher Training School "Namaste Ocean Yoga School" - private tuition online and in-person training.

Read about the years of sailing parts of the world on our Sail Blog links below

June 2009 - May 2010 SV *Migaloo* Sailblog <https://www.sailblogs.com/member/migaloo163/130003>

May 2010 - Jan 2014 SV *Red Sky* Sailblog <https://www.sailblogs.com/member/redsky>

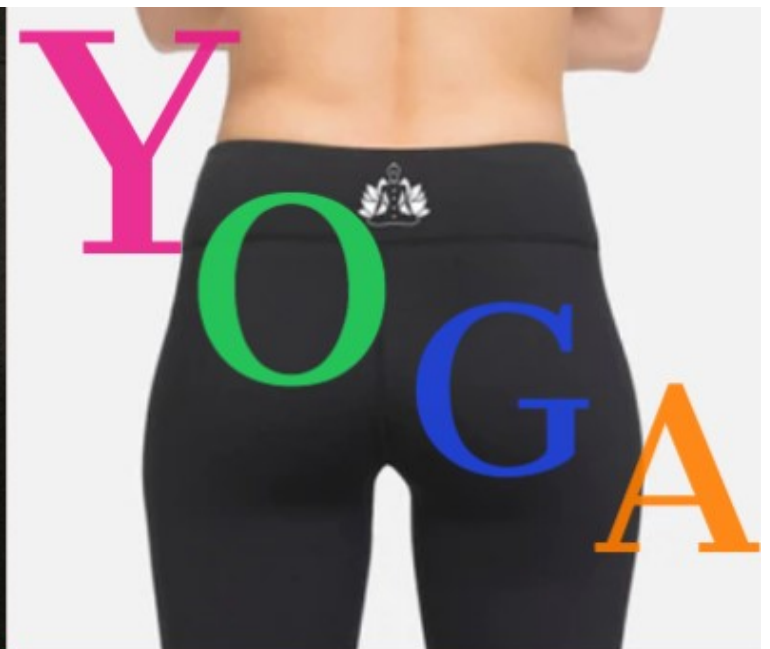
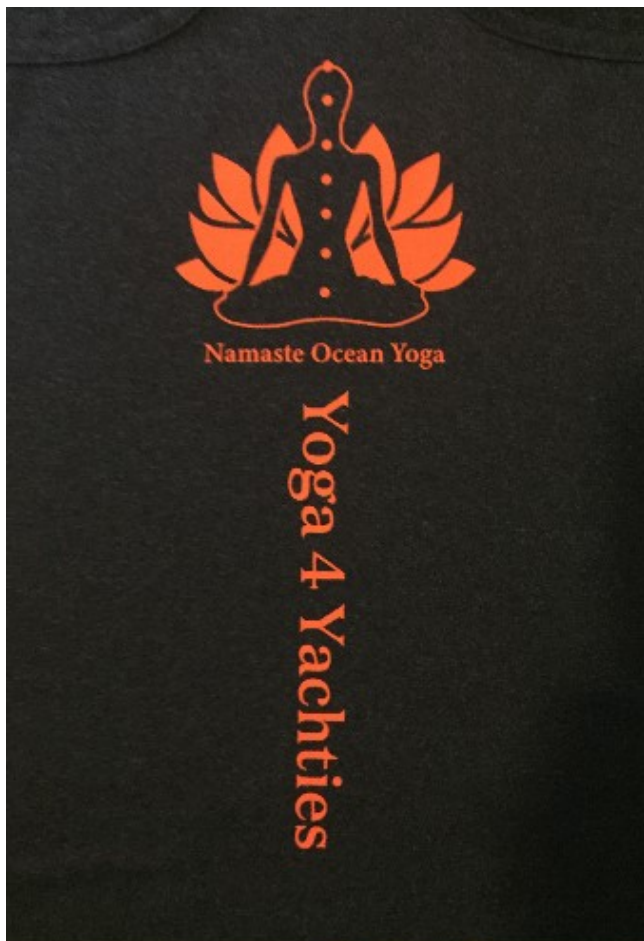
2015 - 2021 SV *Songlines - Down Under Rally*

www.yoga4yachties.com

www.namasteoceanyoga.com

www.sail-wellness.com

yoga4yachties 2013 - 2022 © ™



Pop the
logo with
Colour



73%
Polyester
27%
Elastane



Order
online
now

www.namasteoceanyoga.com

Book Reviews

Addicted to More Adventure: Risk is Good, Enjoy It

By Bob Shepton

Independently Published, 2021.
Available from Amazon. 265 pages,
£15, ISBN-13: 979-8521256938

Review © Ellen Massey Leonard, 2022.

How many people in their 86th year sail throughout the islands and coast of Scotland, then from England to the Canaries via Biscay and Madeira, and then make yet another cruise of Scotland in the cold and gales of autumn? And all this while also readying his latest book for publication? Of course, none other than the unstoppable polar sailor and mountaineer Bob Shepton.

The Reverend Bob Shepton, an ordained minister in the Church of England, has been traversing the high seas and making first ascents of formidable walls and peaks for more than 35 years. He was a climber first, and so it was natural that when he began sailing, he would combine the two endeavors, just like the renowned Bill Tilman, the sailing and mountaineering legend of the early 20th century. Indeed, Bob has been awarded the Royal Cruising Club's Tilman Medal twice. He has also been honored with the Ocean Cruising Club's Barton Cup (twice), and with climbing's highest accolade, the Piolet d'Or. The British yachting press named him Yachtsman of the Year in 2013 and bestowed a Lifetime Achievement award on him in

2020.

In 1995 Bob received the Cruising Club of America's highest award, the Blue Water Medal, for his circumnavigation of the globe via Antarctica and Cape Horn aboard his 33-foot fiberglass Westerly sloop *Dodo's Delight*. But his high latitude circumnavigation was in some ways only the beginning of many years of adventuresome voyaging. Most sailors know Bob today for his many sailing-to-climb expeditions to the most isolated regions of the Arctic, often with the "Wild Bunch", a group of first-class climbers and all-around intrepid people.

A few years ago, Bob wrote an absorbing book recounting many of these endeavors. *Addicted to Adventure: Between Rocks and Cold Places* (London: Adlard Coles, 2014), opens with a disastrous fire during his winter on board *Dodo's Delight* in the Greenland ice. It goes on to tell tales of pioneering routes on un-climbed cliffs, of a dismasting in Antarctica, and of a Northwest Passage transit, to name a few. But he left many stories untold. Happily, his newest book, just released on Amazon, fills the gaps.

Addicted to More Adventure: Risk is Good, Enjoy It begins with Bob's youth, in North Africa in 1954 with the Royal Marines. Evidently not finding the desert warfare training to be enough for his level of energy, he and two fellow Marines set off on a 50-mile trek across the hot desert to Tripoli. They covered those 50 miles in only one day, and even made time to drink coffee with a Bedouin in his tent along the way. Adventurers today completing something similar would probably call it an ultra-marathon and make a bit of

noise about it on social media. Not Bob. It was just a yomp to him.

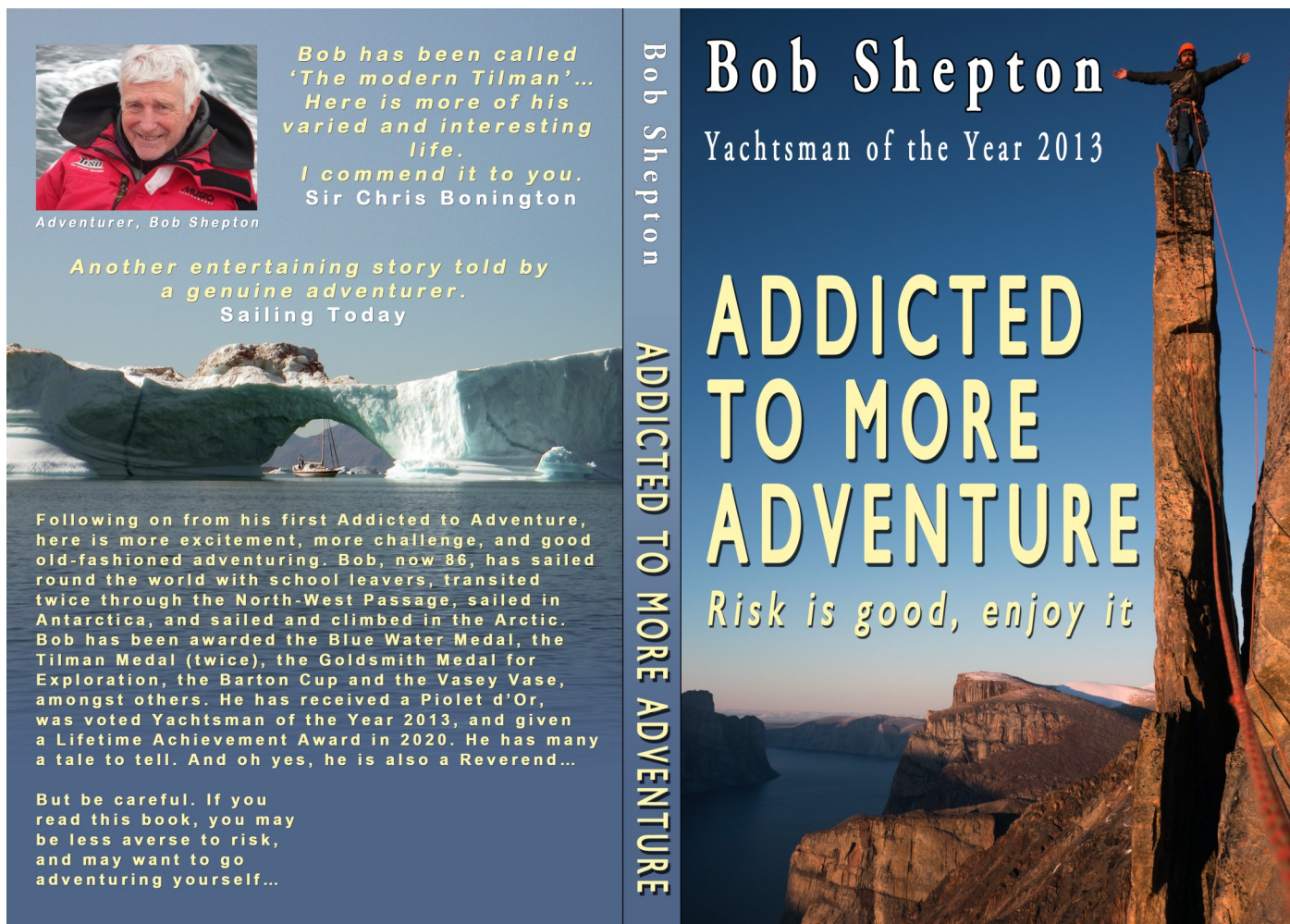
This kind of refreshing understatement characterizes the whole book. Whether he's describing the frequent gales he and his young crew encountered on the long passage from Antarctica to Easter Island or the difficulties of landing climbers onto big walls from the deck of *Dodo's Delight* in Greenland, he does so with humor, lightness, and quiet understatement.

In addition to the high latitude stories, Bob tells us about a delivery to Peru, another from the Mediterranean, and exploring regions closer to his home in Scotland. The book ends with a voyage to the Antarctic island of South Georgia aboard a friend's boat. The return trip from South Georgia to the Falkland Islands was marked by a gale strong enough to merit the use of the boat's drogue. A reader familiar with Bob's first

book can't help but recall another passage Bob made, sailing nearly 1,000 miles from the former Faraday base in Antarctica to the Falklands under jury rig after the dismasting of *Dodo's Delight*.

Throughout *Addicted to More Adventure*, Bob includes photographs that add to the stories. Having read both books now, I marvel that one person has packed so much superb adventure into his life. If you are not already familiar with Bob, and especially if you are, I urge you to read this book. I hope you will enjoy it as much as I did.

P.S. Bob did me the great honor of asking me to write the Afterword to Addicted to More Adventure, but that was, of course, a volunteer effort, and did not affect my review!



Destiny's Gold

by Pamela Grimm

Published by SisterShip Press 2018.
Available from Amazon and all good
book stores. 265 pages, ISBN-13: 979-
8521256938

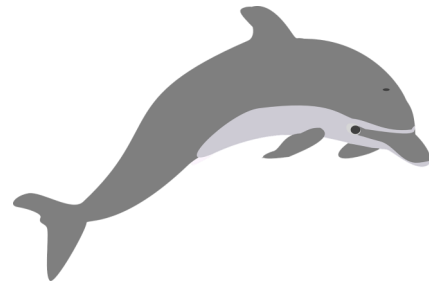
Review © Valerie Poore 2022.

I thoroughly enjoyed this romp across the high seas. It was great to read about a 19th century female captain and the author's research has proved this was not unheard of in those times, which gave the book added authenticity.

I enjoyed the background information about the sailing itself and the details that mostly wouldn't come up in fiction like making sure the load was balanced and fixed to avoid problems in heavy seas. Pamela Grimm clearly knows what she's talking about and her knowledge

of sailing and crewing is evident. It was the time when steam ships had also started plying the waters and I found the imagery of the bustle and activity in a lively harbour wonderful. In fact, it reminded me of that great series, the *Onedin Line*.

The book has a lovely period feel with the characters speaking the language of the time, which was both elegant and colourful. Slightly idealised? Maybe, but this was a great story with plenty to keep history, sailing and travel fans happy and a fun story to boot. Book 2 in the series is also an excellent read and I can recommend them both without reservation.



Dolphin dreaming



Katie Dukes

In September of 2020, with travel options limited by COVID-19, my girlfriends and I headed to Assateague Island for a weekend of oceanside camping. I brought my inflatable SUP, but with only the one board among us I wasn't motivated to go it alone. Instead, I focused on walks, wild pony spotting, and of course, eating.

But one friend encouraged me to go out on the water, urging me to make use of our limited time by the sea. So out I went, past the lapping waves, with the ladies supporting from shore. It wasn't long before I saw the dorsal fins heading my way. I knelt so I wouldn't fall, my legs shaking with excitement as they approached.

Wild dolphin encounters are so powerful. The small pod came past me slowly, calmly, allowing us to get a good look at each other, sharing eye-contact. I wondered if they could feel the profound love and respect I have for them. My friend, in addition to encouraging this experience was, unbeknownst to me, capturing photos of these treasured moments. She is a talented photographer, and I'm so lucky to have those images.

I am not an experienced SUP surfer, so

getting my board in, even through small waves, is always an awkwardly hilarious endeavor. When the time came, this too was captured on film with amusing results.

Moral of the story: get yourself some friends who will push you to live your dreams and commune with dolphins!

Photo by Kristin Rutkowski
@kristinrutkowski photography



Katie lives in Pasadena Maryland and loves life on the Chesapeake Bay. She enjoys SUPing, sailing, snorkeling and diving - if it involves water she's probably into it.



By Lyn Battle

TRIM TALES – the prequel

Once upon a time... in 1797...

The navigator stood on the wooden deck of *HMS Reliance*, legs braced for the Indian Ocean swell, spyglass to his eye as he scanned the horizon. They were midway through a voyage from South Africa to the new colony at Botany Bay, with a full load of cattle, horses, and sheep – including the first prized Merinos that would launch the Australian wool industry.

In a corner lay the ship's cat, sunning her new kindle of kittens. One of the newborns uncharacteristically scampered across the deck and playfully pawed the officer's foot.

"What's this?" Matthew Flinders reached down and fondled the kitten's ears, "We have another midshipman seeking promotion! Hello there Sir, you will go far in His Majesty's Navy with a daring attitude like that!"

The kitten mewed and rubbed against his leg, accepting his new position with similar aplomb to Flinders, who was soon to be promoted from Midshipman to Lieutenant.

The cheeky kitten quickly became a favourite among all the crew, who fed him titbits from

their table and played games with him on deck.

He particularly impressed Flinders when he fell overboard then swam confidently towards the ship and latched onto a rope thrown by one of the crew, quickly clambering back on board.

The well-read Flinders named him Trim after a much-loved character from the novel *Tristram Shandy*. "He grew to be one of the finest animals I ever saw," Flinders records in his *Biographical Tribute to the Memory of Trim*.

"His coat was jet black, with the exception of his four feet, which seemed to have been dipped in snow; and his under-lip, which rivalled them in whiteness; he had also a star on his breast... his tail was long, large and bushy, his head was small and round, whiskers long and graceful... his physiognomy bespoke intelligence and confidence..."

Trim quickly learned to climb the rigging with the sailors and to assist the officers with their nautical observations. He was meticulous in his duties to protect the ship's stores from damage by that unscrupulous stowaway – the rat. "No sooner was a cask

moved, than he darted in under it,” says Flinders, “In the bread room, he was still more indefatigable.”

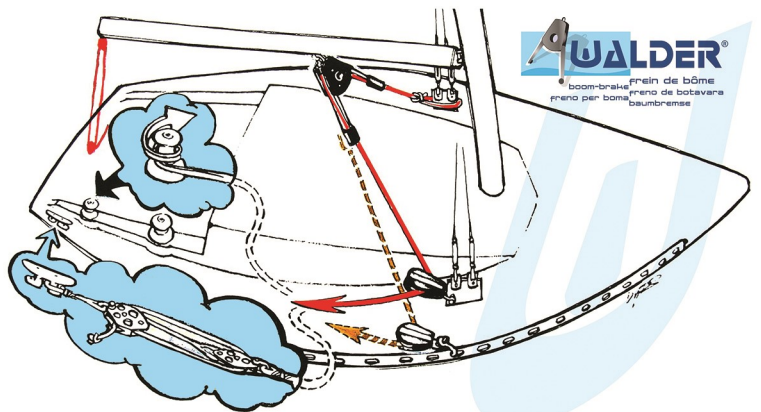
Trim completed his first circumnavigation of the globe in the year 1800 and during the years 1801-1803, he accompanied Flinders on board *The Investigator*. Together they surveyed the Australian coast, producing the first complete map and by circumnavigating New Holland for the first time, they proved it was a large island continent, and unlikely to have any other inhabitable ‘Terra Australis’ further south.

During this circumnavigation, they spent some time in the Gulf of Carpentaria. It was on Sweers Island that Flinders had the *Investigator* careened in the shallow, sheltered waters. The ship’s carpenter had bad news: the timbers were rotten and were unlikely to withstand a major storm, never mind the rigours of continuing with the survey. While the ship’s crew worked on re-caulking the hull and replacing some of the worst timbers,

Trim possibly became the first fishing tourist to visit the island, if he was able to snatch some of the fish that the crew provisioned the ship with during their fortnight in the area during November 1802.

We like to say he was the first cat in the Gulf. Although the Dutch navigator Abel Tasman had visited the area 160 years earlier, and most likely with ship’s cats on board, Tasman didn’t land on any of the islands hereabouts, sailing so far offshore as to consider them part of the mainland. It was Flinders who paused, recognising the islands as the promontories on Tasman’s map, and naming Sweers in deference to the earlier explorer; Salomon Sweers was one of the Councillors of Batavia who had authorised Tasman’s 1644 voyage.

Did Trim shimmy down a rope and swim to shore seeking some native feline company? We know he was Flinder’s constant companion, sometimes even sharing his bunk, so although unlikely, it is possible that



To eliminate the dangers inherent when jibing, the WALDER® boom brake controls the horizontal and vertical movement of your boom – allowing it to sweep gunwale to gunwale with complete safety.

Distributed in Australia by
deckhardware.com.au 02 9905 9400

he may actually have been on Sweers Island with a shore party. DNA studies have shown that most of Australia's modern cat population is descended from ship's cats or pets brought ashore by First Fleeters. It is fortunate for the bird population of Sweers Island, which has over 100 species on its bird list, that Trim was male and that no other seafurrer jumped ship to have kittens on land!

Flinders spent several weeks in the area and had a friendly encounter with some of the Kaiadilt Aboriginal People of Bentinck Island; he was the first person to refer to the Indigenous peoples as 'Australians'. He also proposed that the continent be known as 'Australia' instead of 'Terra Australis'. During their time on Sweers, the crew dug out a well and carved the name of the *Investigator* into a nearby tree. The island became known as a safe anchorage and watering-place and several other well-known vessels also carved their name in the tree which became known as the 'Investigator Tree', which can still be seen in the Queensland Museum in Brisbane. The *Beagle* of Charles Darwin fame paid a visit (Darwin was not on board!) and the *HMCS Victoria* established a base camp on Sweers while search parties searched the mainland for some sign of the missing explorers Burke and Wills.

Flinders records in his journal how much they enjoyed their time in this area, recovering from the rigours of survey work in the Gulf during the build-up to the monsoon. Even Trim suffered, with Flinders recounting in his writings, "In the Gulph of Carpentaria, from the unhealthiness of the climate, the want of his usual fresh food, and perhaps from too much application to study, this worthy creature became almost grey, lost much of weight, and seemed to be threatened with a premature old age..."

Trim was still part of the crew on board the *Investigator* while they finished their detailed survey of the Gulf before veering off to



Replica Trim navigating on board *MV Trim*!

Timor in search of a replacement vessel. There was nothing suitable there so, after more repairs, they sailed back as quickly as they could west-about to Port Jackson (Sydney). Flinders was very disappointed that he had to cut short his detailed surveying of the coastline. There were no vessels in Sydney ideally suited to the task either, so it was arranged for him to return to England for a replacement vessel to continue his work. The botanists Brown and Bauer remained in Sydney while Flinders boarded the *Porpoise* along with some of his old crew, including our intrepid Trim, and set off in company with the *Cato* and the *Bridgewater*. One week later the *Porpoise* and *Cato* struck the uncharted 'Wreck Reef' off Central Queensland and all hands and paws had to swim for their lives to a nearby sand cay while the *Bridgewater* sailed off without them. Trim kept morale up amongst the survivors while Flinders and some of the crew rowed an open boat to Sydney to fetch help, returning six weeks later with a vessel to take him and his precious maps and journals back to England. Trim must have been overjoyed to see his master again, and undoubtedly, having this little companion relying on him must have been a strong incentive for Flinders to return to that dot in the ocean

without the aid of a map or modern GPS.

This time, the crew climbed on board the much smaller vessel *Cumberland*, but it too, was leaky and they had to call in at Mauritius for repairs. Alas, it was not a warm welcome at the French colony, which was then known as Île de France. War had broken out between England and France since the *Cumberland* had left Australia and Flinders clashed right away with the Governor de Caen. Flinder's scientific survey 'passport' papers caused confusion as they were for the sunken *Porpoise*, not the *Cumberland*, and some of the mail being carried to England included a despatch from the NSW Governor to the British Admiralty requesting more troops in case the outpost attacked Port Jackson. Without modern ID checking facilities, the French could not be certain that the man before them was neither an imposter nor a spy; the result was the imprisonment of all the crew, including Trim.

During several months under lock and key in a dingy port tavern, Trim developed a bad habit of sneaking out to explore the neighbourhood. "It is probable that he made some new acquaintances," says Flinders, "for they became more frequent than was prudent; and for fear of accidents, we were obliged to shut him up after supper."

After several months, Flinders was moved to 'house arrest', boarding with a local family. To keep Trim safe from what Flinders called "some clandestine proceedings on the part of the soldiers of the guard", he agreed to let his feline friend live with a local French lady, as companion to her little daughter.

Alas, within a fortnight, Trim was reported missing and in spite of frantic searching and the offer of a reward, he was never found.

Flinders was convinced that the friendly ship's cat had fallen victim to a hungry slave, "Never having received anything but good from men, he believed all to be his friends."

He lamented the loss of his beloved companion and during his detention he wrote his *Biographical Tribute to the Memory of Trim* even translating it into French as part of his studies. Flinders remained in detention for six and a half years, while the politics see-sawed back and forth and various members of his crew were released ahead of him. In spite of the personality clash between him and the Governor, he was welcomed by the rest of Mauritian society and despite pining for his wife Anne and friend Trim, he made the most of his time there, working on his charts and journals, tutoring local children, and joining in social activities.

Ironically, his old ship *Investigator*, which had been condemned in Port Jackson and the reason he ended up in Mauritius with Trim, was later repaired, and it sailed again in 1805, carrying the botanists and their collections back to England ahead of him.

When Flinders eventually returned home in 1810, he was in poor health, but he reunited with his wife Anne, they had a daughter, and he prepared his journals and charts for publication. He died in 1814, the day after his book *Voyage to Terra Australis* was published, his wife Anne pressing the three volumes into his hands as he died. He would have been pleased to know that his little cat Trim would not be forgotten and would become dear to many sailors around the world.

And so it was that when my DH and I came to live on Sweers Island, we researched the fascinating history of the area, and learned of the intrepid cat Trim. Over the past thirty years we have established a small tourist lodge on the island and operate a fleet of motor catamarans for those who come to enjoy the island lifestyle for a while. For ease of identification and record-keeping those boats progressed from Number 1 through to Number 19, all tunnel-hulled catamarans, sturdy and stable.

In 2001 we commissioned our boat builder

Paul Borger, of NQ Cats in Ingham, to build us a slightly larger boat, one that we could keep on the east coast and live on for weeks at a time. He built a solid 7.6 metre hull, our friends fitted it out and we discovered the fun of chandlery shopping. DH and I even got to weld up some of the hull, truly making the boat our own. When it came time to choose a name, the decision was unanimous. This particular cat would be named in memory of the first cat to visit Sweers Island, perhaps the first cat in the Gulf: Matthew Flinders' 'friend and companion' *Trim*.

First cat in the Gulf, now cruising the Coral Coast; may she have as many adventures as her namesake.



LINKS:

<https://shop.sl.nsw.gov.au/shop/trim-the-cartographers-cat-the-ships-cat-who-helped-flinders-map-australia/>

State Library of NSW – books on Trim and Flinders for sale.

<https://www.abc.net.au/news/2017-12-10/history-of-trim-matthew-flinders-adventure-cat/9231672>

(embedded video of a cat climbing back on board up a rope)

www.amazon.com/Trim-Cartographers-Cat-Flinders-Australia/dp/B07RD5X2PB

Lyn has always loved the sea. She grew up in Ireland, moved to Australia aged 23 where she met and married Tex. Together with friends, they built a small fishing lodge on remote Sweers Island in the Gulf of Carpentaria, where they've been welcoming guests for over 30 years. Lyn dabbles in everything: a bit of sailing, a bit of yoga, a bit of kayaking, a bit of writing. In 2018 she succeeded in becoming the first person to paddle a kayak nonstop around the island. In 2019 she finally mastered the Eskimo Roll.

www.sweersisland.com



Thwaites Marine Pty Ltd
30, Industrial Dr. Coffs Harbour 2450 NSW
(02) 6651 7810 , shop@thwaitesmarine.com.au



Raincoats now available at www.thwaitesmarine.com.au/store



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

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

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

**Dogs Who Sail burgees
now available!**



Find us on the web:

dogswhosail.com

Facebook: Dogs Who Sail

Email: admin@dogswhosail.com



Jane Chevous
Writer, Educator, Activist

Barefoot Writing

GET INVOLVED WITH JANE'S WRITING, TEACHING, AND ACTIVISM:

Writing and writing services to reshape the world

www.barefoot-tales.uk

Learning for social change

www.welearnwechange.org.uk

Survivor-led peer support and activism

www.survivorsvoices.org





Flat-bottomed girl

Views from the canal

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

Boat hooks: The most valuable piece of onboard equipment

While planning for this summer's travels on our barge, I've been having a bit of fun compiling a list of uses for my wonderful boat hook, or *baakstok* as it's called in Dutch. The boat hook is my absolute favourite piece of equipment on board and I always check I've got it close to me.

I should say, though, I don't only have one. On our holiday barge, *Hennie H*, we have three of them in varying lengths and they all get used on a regular basis. So here, in no particular order, is the list of uses to which I put mine.

1. Putting ropes on bollards that are just out of reach. I sometimes think lock builders deliberately challenge the boater by placing bollards or cleats just out of normal arm's reach. What makes it worse is that I'm useless at rope throwing, unless the bollards are on top of the lock wall. When they're set in recesses in the side, there's no way I can do it.



A good, long boat hook solves this problem nicely. Just slip the noose of the rope over the hook, reach out and slide it over the offending bollard or cleat. It can sometimes be a bit tricky to extract the hook without taking your carefully positioned noose with it, but practice makes perfect.

2. Retrieving the bucket I've inadvertently dropped in the water. Yes. I do that at least once a week. When washing down the decks, I chuck my bucket into the river, canal or harbour with gay abandon and often manage to let go of its rope in the process. A handy boat hook can snag the handle and fish it out – rescue is actually essential to stop the bucket floating away from our barge and into the path of other people's propellers, which could have very nasty consequences.

3. Pushing ourselves away from boats we've got too close to by getting distracted. One of our stock phrases while we're canal cruising is "keep steering!". There's always something to divert our attention on the waterways, which means our course direction can go haywire as we gaze around. If we get too close to other

moored-up barges, my boat hook can be a saving grace – quite literally.

4. Pushing our barge off the quay when leaving a mooring and the wind is determined to keep us glued to the land. This doesn't happen all too often, but it can. With some heavy grunting as added support, shoving the *baakstok* hard against the wall can liberate us from these close encounters with stony things.

5. Passing objects to someone on another boat. Because we don't want to get too close to other canal cruisers, a boat hook comes in handy if we need to pass something over to fellow travellers while we're on the move. I remember some years back, we received some much-needed coffee this way from a couple of fellow travellers. We'd run out of gas and had no means of heating water, so we pleaded with our friends to make us a hot drink; it was delivered in a thermos flask a few minutes later by boat hook.

6. Giving my rope to an assistant in a lock. On a number of the French and Belgian canals, there's a crew of helpers to take boaters through the system. They fix our lines, fill or empty the lock chambers, and operate the gates. However, some of these locks are pretty deep and often don't have ladders I can climb. In these situations, when going upstream the assistants will use a hook attached to the end of a long, thin cable to 'collect' our ropes and pull them up to a bollard at the top. If they don't happen to have one (a hook, that is), I use my longest *baakstok* to pass the rope's noose up to the willing hands on land.

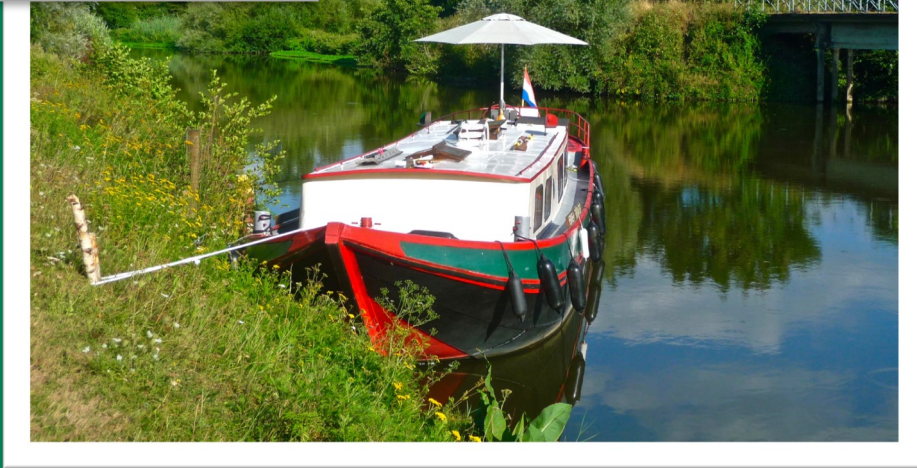
7. Using the boat hook as a machete to hack my way through undergrowth on an overgrown bankside we want to tie up to overnight. I did this when we improvised a wild mooring on a Belgian canal. The hook did a grand job of breaking down nettles and flattening brambles, so we could climb the bank to fasten our ropes to a nearby bush. It



also acted as a 'piton' to help me keep my balance on my way. Hmm, perhaps that should be another use?

8. Testing the depth of the canal where we think it might be a bit shallow. If you like 'off the well-dredged track' as much as we do, there's often a risk of running aground. Since we don't have an echo sounder, a boat hook is a great way to test the water's depth when we're not certain if we can make it. Our barges have only the most basic equipment, but who needs electronics when you have a trusty boat hook?

9. Measuring how much diesel we have left. The fuel tank on the *Hennie H* has a gauge on the side, but we can't always see the level if the light is too bright. Our solution is to stick the shaft of the boat hook down through the filler cap. Being made of natural, unfinished wood means we can check how much fuel we still have by the length of the part that's wet. For good measure, I suppose I could add





swinging out by hooking onto a neighbour's railings, or I can use my hook to maintain a suitable distance if the barge wants to swing into the other boat. We're always at the mercy of both the propellor effect and the wind, so one or the other will get us every time.

12. Fishing our flag out of the water when we've forgotten the flagpole is higher than the rest of the barge when going under a low bridge. This has happened a few times over the years. By adopting a 'stuff overboard manoeuvre' (which is like man overboard but with more laughter), we've used our boat hook to save our flag as well as numerous other sundry items many a time.

So there you have it: twelve uses for this wonderful, indispensable, and versatile item of onboard equipment. I don't know about anyone else but I really couldn't manage without mine — for both conventional and unconventional purposes.

markings on it too, couldn't I? For instance, 20 centimetres equals 150 litres and so on — something to do before we leave, I think.

10. Grabbing a cleat, ring, or ladder rung on a wall we want to tie up against when the wind is making life difficult for the skipper. The boat hook can make a great 'hold fast' in windy marinas. Once I've got the hook fixed securely to something, I can pull the boat into a more manageable position. Maybe I should also mention that along with our basic equipment, we don't have a bow thruster either; once again, the boat hook compensates for our lack of more sophisticated aids.

11. Using the hook to hold our position when reversing out of a box mooring. I can either keep the barge steady and prevent it from



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.

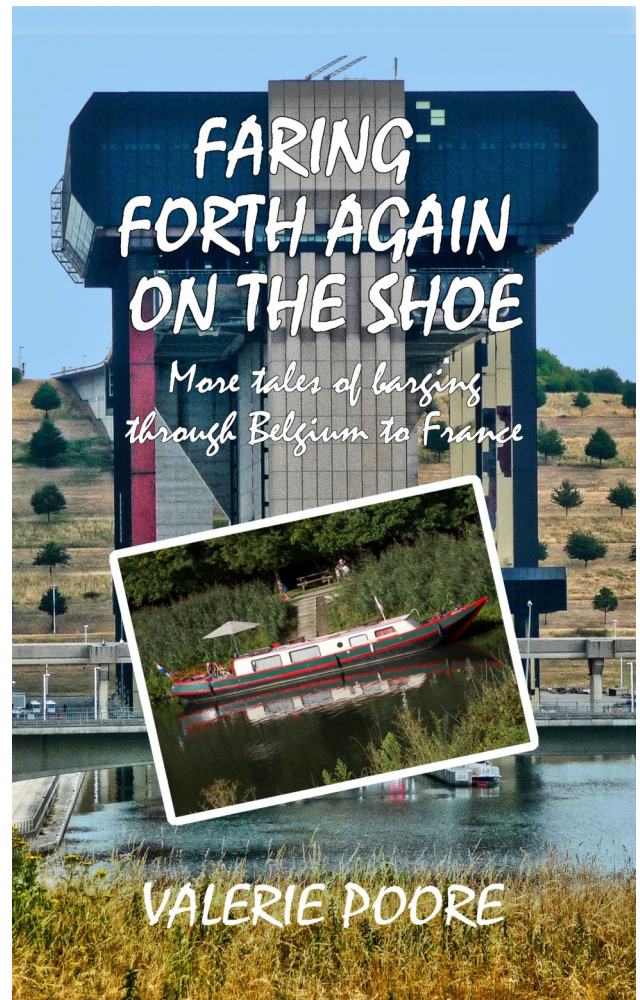
New from Valerie Poore

This travelogue is a sequel to *Faring to France on a Shoe* and is an account of Val Poore's further cruising adventures with her partner, Koos, on their Dutch Barge, *Hennie Ha*, aka the Shoe.

Once again, Val and Koos set off for a summer of 'faring', the word they use to describe travelling by barge as distinguished from cruising and sailing. It is, after all, a very different experience to meander along the canals at a snail's pace and enjoy the waterside scenery, towns and encounters with local people. These are adventures of a gentle kind that take them along the lovely waterways of Belgium, through numerous locks of various shapes and sizes, and into France through a very beautiful back door.

Available via Amazon:

www.amazon.com/Faring-Forth-Again-Shoe-Barging/dp/B093LRK88M



Hook

HK12
HK16



**simplicity.
lightweight.
resistance.**

The universal solution
for high workloads.

- Line size Ø 12 and 16 mm
- For loads up to 2200 kg
- Openable loop in Dyneema for maximum versatility



antal

The Antal range comprises of over 350 items of deck hardware with a very wide range of sizes to choose from to suit any kind of boat.



40mm
Snatch block

REVOLVING PLATES



Distributed in Australia by
deckhardware.com.au 02 9905 9400



Food Afloat

Tropical Chia Breakfast Pudding

By: Quincey Cummings, *S.V Esprit*

It's no secret, breakfast is and always will be my favourite meal of the day. These convenient, delicious jars of pudding also make a satisfying and filling breakfast that you can grab from the fridge as you dash ashore or prepare for your next watch.

I see breakfast as the fuel to start my day, the kindling on the fire to keep my metabolism burning strong and steady, energy balanced, and my mental focus sharp. I also view it as an important morning ritual — wake up, hydrate, stretch, run/exercise, and then enjoy a delicious breakfast. I cherish slow, easy mornings that flow like this.

However, there are many mornings where I don't have the luxury of ample time to even prepare breakfast. That's where planning ahead comes in. For those busy mornings, I have found a key to my success, and many friends and clients I have worked with over the years is preparing breakfast the night before.

Chia pudding is a delicious, filling, high-fiber and high-protein breakfast that is best made at least 12-hours in advance.

This maximizes valuable time in the morning, before having to jet off to work or the next anchorage.

Tropical Chia Breakfast Pudding

Yield: 2 servings

Time: 10 Minutes Active, 12 Hours Chill

Difficulty: Beginner



INGREDIENTS

4 Tbsp Chia Seeds

1 Cup Full-Fat Coconut Milk or Plant-Based Milk

1/4 tsp Ground Cardamom

1 Tbsp Maple Syrup (optional)

1 Very Ripe Mango

2 Tbsp Chopped Pistachios

2 Tbsp Freeze-dried Raspberries

Quincey is a holistic nutritionist and co-captain aboard her Kelly Peterson 46, *Esprit*. She and her partner are currently living, working, and cruising the Southern California coast and Channel Islands with plans to venture further south and into the Trade Winds. You can find more cruising-friendly recipes on her galley blog www.FairwindsNutrition.me

METHOD

Combine chia seeds, coconut milk, cardamom, and optional maple syrup into a bowl.

Once combined, divide equally into two 8oz/240ml jars. Let sit in the fridge overnight.

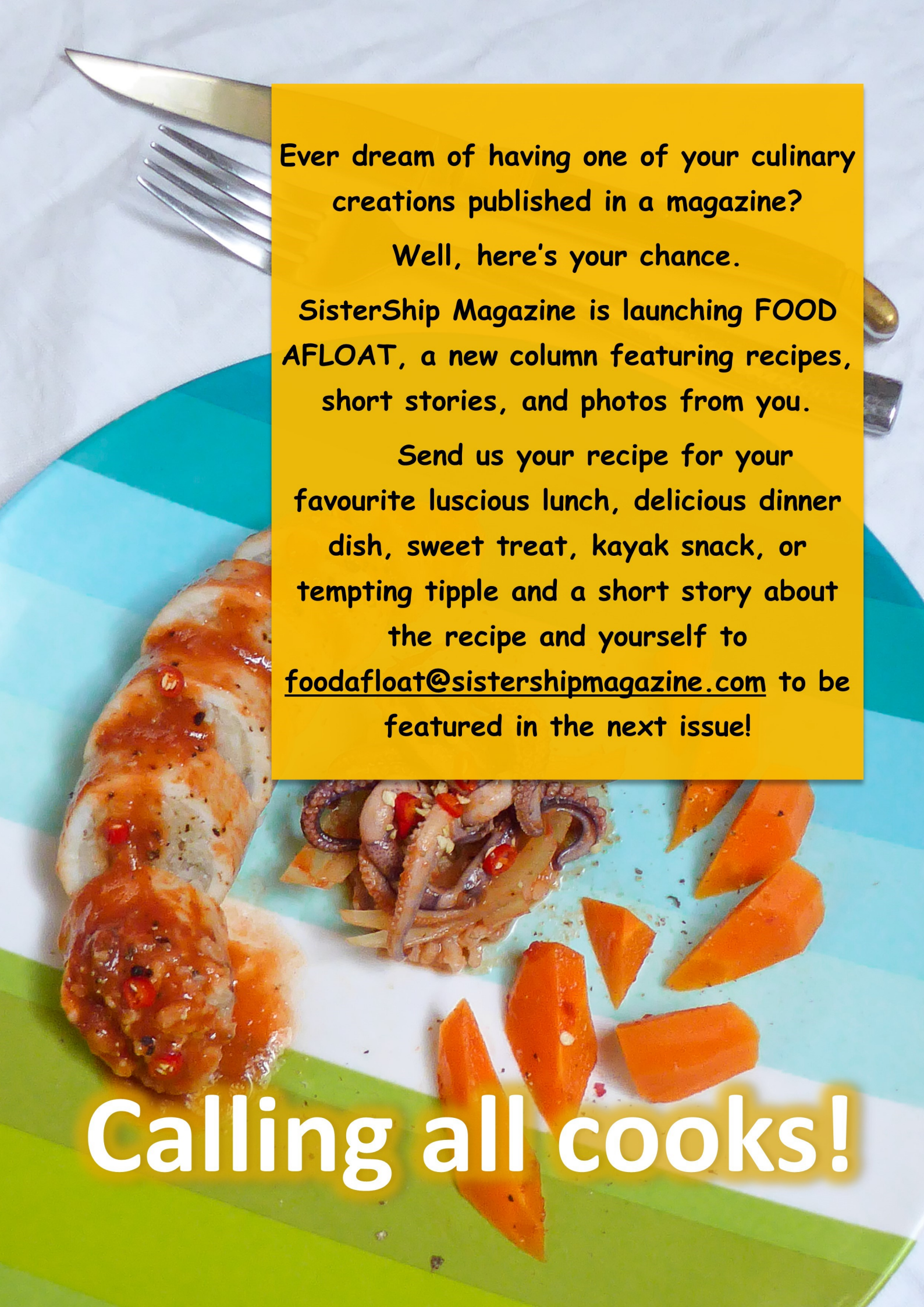
Slice mango and scoop out the flesh, add to a blender or food processor and blend until smooth.

Store in a container in the fridge and add on top of chia pudding once that has firmed up (4-8 hours).

To serve, layer the mango purée on top of the chia puddings, top with chopped pistachios and crushed freeze-dried raspberries.

* Chia pudding can last for one week in the fridge, so you can make few batches ahead for easy breakfast options to save on time and dishes.

* There are many variations of chia pudding. The canvas is a base of chia seeds soaked overnight in coconut milk, other plant-based milk, or yogurt. Dress it up with your favourite nuts, seeds, and seasonal fruit.



Ever dream of having one of your culinary creations published in a magazine?

Well, here's your chance.

SisterShip Magazine is launching FOOD AFLOAT, a new column featuring recipes, short stories, and photos from you.

Send us your recipe for your favourite luscious lunch, delicious dinner dish, sweet treat, kayak snack, or tempting tippie and a short story about the recipe and yourself to foodafloat@sistershipmagazine.com to be featured in the next issue!

Calling all cooks!

Books on the water by women

Find your next read here!

If you are a woman who writes, talk to us about showcasing your latest book. Email: editor@sistershipmagazine.com



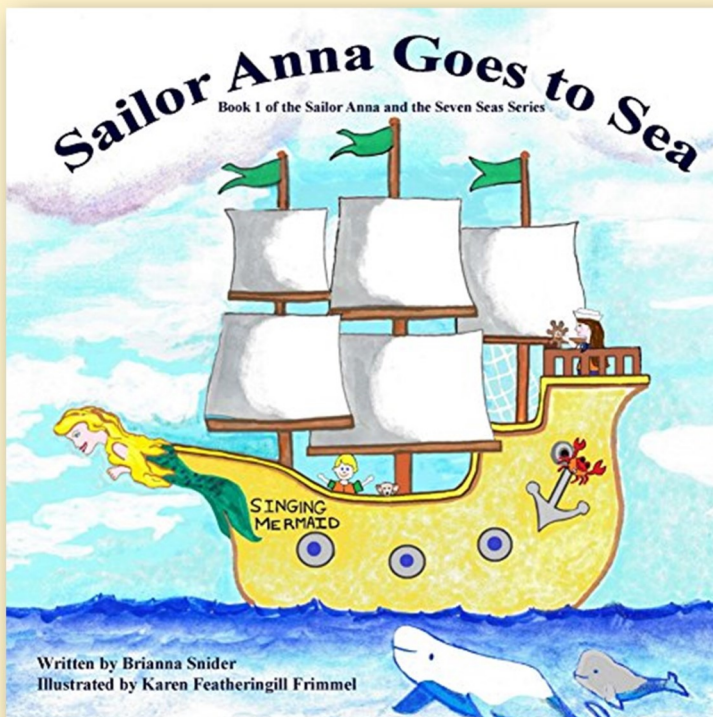
“Takes you on a journey of craziness but of life well lived”



Amazon reader review April 2020



www.sistershippress.com



Available via Amazon.

Sailor Anna loves sailing the seven seas.

Join Sailor Anna, her brother Kash, and his dog Max on their first journey to the Arctic Ocean to explore new places and search for marine life along the way.

Watch out for Captain Catfish as he will try to steal their dad's ship, the *Singing Mermaid*, at every turn.

By Brianna Snider



For Children Who Want To Sail

The seas are calm and the winds gently blowing when a Big Blue Boat and her Captain head out for a day's sail. As the winds strengthen, and the sea starts to rollick and frolic, will our Big Blue Boat and her Captain make it safely back to shore?

In the tradition of *There Once Was A Lady Who Swallowed a Fly* and *One Day in the Eucalyptus, Eucalyptus Tree*, The Big Blue Boat takes readers on an ever-growing rhyming song in this beautiful yarn about boats for early readers.

'I loved your story...

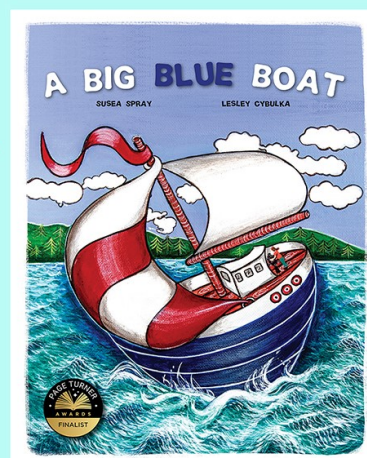
I can just imagine a small child sitting on the knee of a parent or grandparent, having the book read to them and enjoying it immensely...

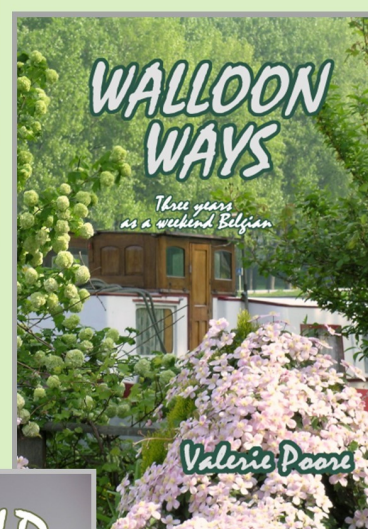
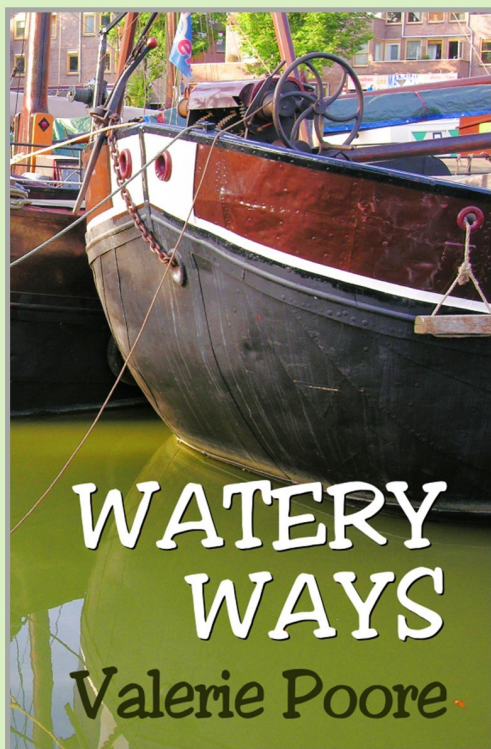
From a teacher's perspective, and thinking about literacy skills, the repetition is great, as it helps children access reading of some key words along with the adult reader.'

(Dr Kathryn Macfarlane (teacher and children's author)

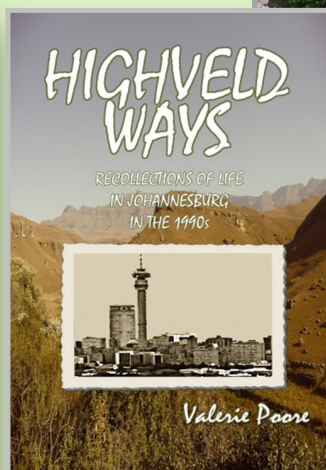
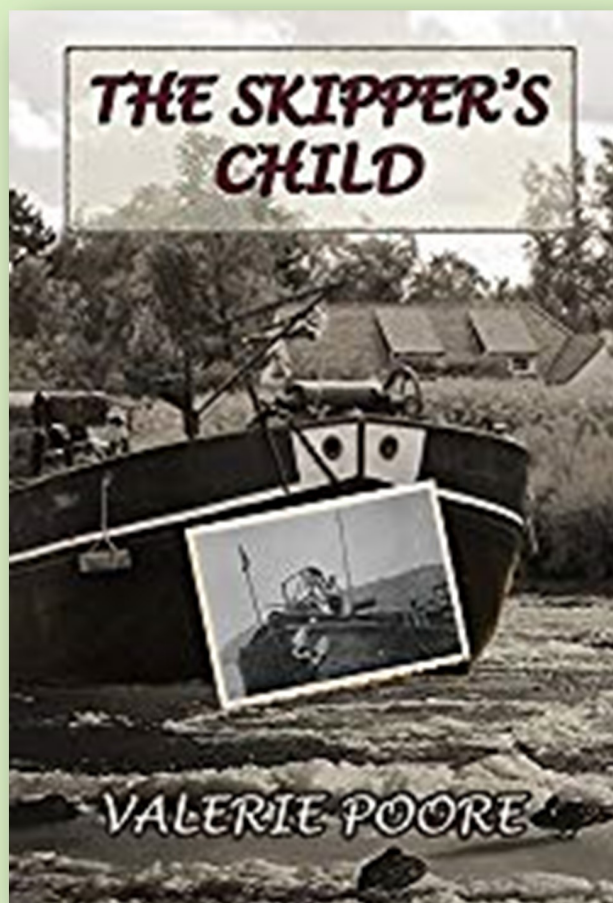
Available on Amazon

www.suseaspray.com





Valerie's books can be found on
[Amazon.com](https://www.amazon.com)



The Essence

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

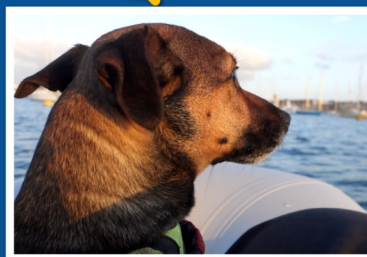
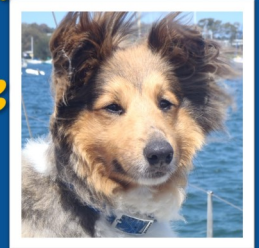
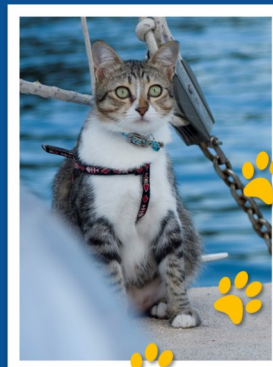
By Deb Akey

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

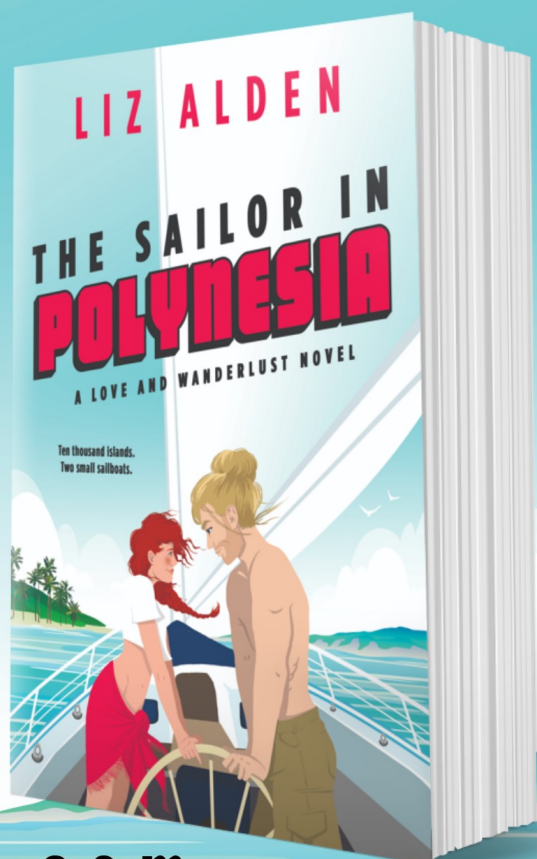
Voyaging Pets

An Anthology from Women on the Water



Edited by Shelley Wright and Jackie Parry

wanderlust
with a
happily-
ever-after



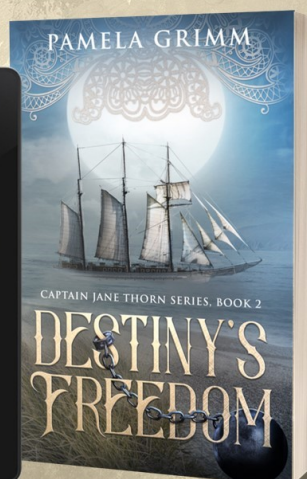
lizalden.com

“An enjoyable immersion in the social conflict of the period while giving insight into mercantile activities not often discussed in detail. I await the next instalment!”

Amazon reader review



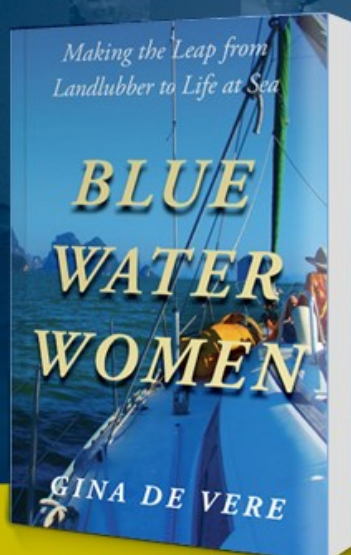
AVAILABLE VIA
AMAZON AND
ALL GOOD
BOOK STORES



www.sistershippress.com

40 INSPIRATIONAL SAILOR WOMEN

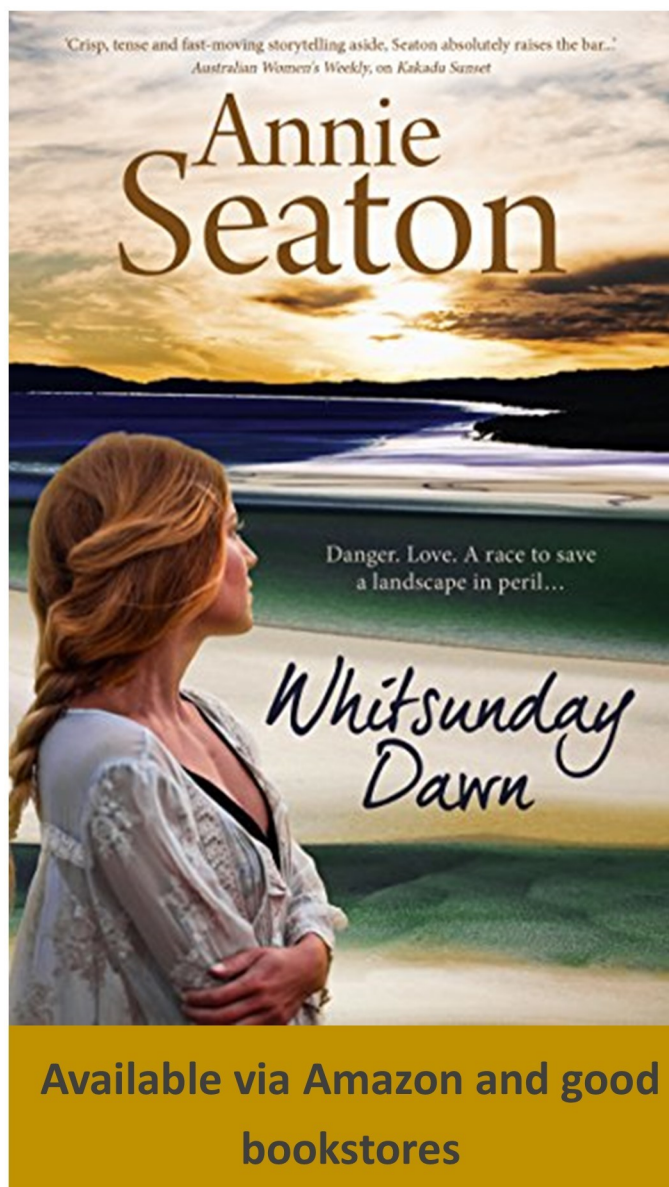
ONE MUST-READ BOOK BY GINA DE VERE.



AVAILABLE NOW

AT ALL GOOD BOOK STORES

bluewaterwomen.com



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

SELL

BOAT BROKERAGE - BLUE WATER CRUISERS - CLASSIC YACHT
SALES - VALUATIONS - DETAILING - TUITION - PHOTOGRAPHY

YOUR

YACHT

with

EziYacht

WWSA
MEMBERS
DISCOUNT



TALK TO US TODAY

0 4 1 0 3 5 7 7 5 5

EZIYACHT

WWW.EZIYACHT.COM