

SISTER SHIP

No 2. June 1988. \$A4.50

Registered by Australia Post No NBP9300
ISSN 1031-5845



Issue 2
1988

In this issue:

- **Kay Cottee — an epic voyage**
- **Grace O'Malley, Pirate queen**
- **Cruising the Grenadines**
- **and more!**



SUBSCRIPTIONS, EDITORIAL AND ADVERTISING INQUIRIES

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Tel. 810 1738

Printed by Rex Warren & Sons (046) 46 1310

Subscriptions are per annum (six issues):

Australia \$A25

New Zealand \$A30 (Airmail)

Rest of the world \$A35 (Airmail)

Subscriptions payable in either Australian or US dollars at current exchange rate.

Sistership is a magazine for women who are concerned with maritime issues. Committed to promoting women's professional and recreational experiences, it is a positive networking forum.

Sistership seeks to inform, entertain and inspire.

Editorial contributions are welcomed. Format: double-space typescript, using one side of the sheet only; or IBM/Compatible 5 1/4" floppy disk; or Macintosh disk. Please do **not** send one and only originals. Black and white photographs and artwork are preferred. All contributions will be returned if they are accompanied by SAE. No responsibility is accepted for contributions but great care will be taken.

We want you to write, draw, compose or photograph for **Sistership**. We want all readers to be part of the network by making submissions of every kind. We need to find out what women were, are and hope to be doing the world over.

If you would like to write but feel hesitant, contact us and we will send you some guidelines. The topics are yours to choose, as long as they are relevant to women on and around the water.

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

The views expressed in **Sistership** are not necessarily those of the editor.

Apology

In the last issue of **Sistership** much of the artwork went unacknowledged. My thanks go to Vivienne Bowe for her work which appeared on the front cover, and for the wonderful maps which she had painstakingly produced on pp.4, 6-7, and 17 of **Sistership** (No 1). Thanks, too, to Susan Nicholls for her drawing on p.3, Barbara Aldrich for the photo on p.1, and to the Indian Government Tourist Office for the illustration on p.18.

Sistership depends on subscriptions for survival. Don't let Sistership sink! Send your \$A25 to Sistership now! Use the coupon on the back page.

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Full page	\$240
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1/6 page	\$60

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These rates apply to camera-ready artwork.
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SISTERSHIP
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AUSTRALIA

Cover photograph shows Kay Cottée rounding South East Cape, Tasmania on the homeward leg (courtesy Showboat).

WELCOME aboard the second issue of **Sistership**. We're certainly clipping right along, with responses from all over the world.

I was delighted to receive the letter of support from Isobel Bennett (*Wavelength*, p2). Ms Bennett has been working in the Australian marine environment for over 50 years, herself receiving varying amounts of succour. I agree with her assertion that there shouldn't be a need for a separate magazine for maritime women, but if this is how we can reach others in the industry, then **Sistership** does have an important role. We have included a brief article about Ms Bennett on p23.

Don't make the mistake of thinking *you* have nothing to contribute at this time. There are many ways you can support **Sistership**.

Sistership would like to establish a definitive bibliography of books by or about women in maritime environments. Please include title, author, publisher, date and place of publication. You could possibly write a few lines describing the contents of the book along with your comments. Send your list of books, regardless of whether you think we may know of them already.

Send **Sistership** any news items, clippings, magazine articles, drawings, photographs, stories or other printed matter you think we'd like to see. Keep us informed of imminent

races, conferences, seminars, courses or meetings.

I must thank the person(s) who has sent clippings anonymously for the last months.

You may know of women in maritime occupations, or stories about them. Share some anecdotes with us.



Ruth Boydell

Aswan to the valley of the Pharaohs, as well as organising a gubernatorial voyage to Punt in the Sudan, which has been fully documented in hieroglyphics. **Sistership** will have more about Hatshepsut later this year.

Not only are our histories exciting, but the present is full of women achieving their dreams and goals. Kay Cottee's return from her round-the-world voyage is thrilling for all who followed her journey. The inaugural Women's 470 Class Olympics in Seoul in 1988 is an event to watch. We will look at these games in the next issue. Tanya Williams' winning the World Championship Waterskiing Titles earlier this year is proof of the commitment women have to their sports.

And what about the outlook? We are in every facet of maritime life. We've often struggled to get where we are. Perhaps the future will be more sympathetic to the girls choosing and moving into new careers. My hope is that the children of today will have the entire range of life options open to them, without regard to the "shape of an ankle".

In **Sistership**,

Ship's stores

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Letters to Wavelength, Sistership's letters column, should be kept to a maximum of 150 words, and addressed to Wavelength, Sistership, P O Box 1027, Crows Nest, NSW 2065, Australia

NOTHING is beyond reach if you are dedicated enough to give your all.

I am 47, married and mother of two adult children. My husband Colin joined the Swan Yacht Club in 1971. I became an associate member in 1976 and joined as a full member as soon as the constitution permitted in 1983.

In 1984 I was approached by a group of members requesting that I nominate for election on the management committee of the club (which has approximately 1500 members). These gentlemen considered that it was time for a change, and that our yacht club should be the pioneer in this field. As I enjoy boating and have considerable experience in business management I stood for this election and to my amazement was elected. Every year since I have nominated for a position on management and have worked my way up through the ranks.

Now I have reached my goal, I am commodore of the Swan Yacht Club here in East Fremantle in Western Australia. It has not been easy. There are many who can not or will not accept change. The main object is to fully commit oneself and you will find even these sceptics cannot ignore your efforts.

Lella Bailey, CD., Swan Yacht Club, WA, Aust.

I was very interested to see your brave venture and wish it every success — although I am inclined to agree with your contributor, Gwenda Cornell of London (SS April), in that I should rather have liked to see women included in all yachting magazines as a matter of course instead of having to produce one of their own.

During my long life I have lived through the frustrations of not being allowed on most research vessels to now seeing women permitted to take part on scientific cruises in all types of vessels for unrestricted periods of time.

In the 1930s I was a permanent member of the crew of the University of Sydney's small research yacht, Thistle, and in the 1940s and early 1950s I sailed my own Jubilee although I did not race her.

Although I have crossed all the world's oceans by ship, and the Pacific by a 138ft

two-masted schooner, the greater part of my work has involved the seashore. I was one of the co-authors of the late Professor Dakin's *Australian Seashores* (Angus and Robertson, 1987) — and of the complete revision of the 40-year-old text. During 1986 and 1987 I worked once again on ocean rock platforms from Double Island Point in Queensland to Tasman Island, from Wilson's Promontory (in Victoria) to Cape Leeuwin and north to Kalbarri in Western Australia, at the same time providing between 500 and 600 Kodachromes to replace the black and white original illustrations.

I have been following Kay Cottée's progress with great interest. I think I've read all the books written on solo ventures and probably read Ann Davison's *My Ship is So Small* before anyone in Australia as I was in England when the book came out!

Last March I watched the magic of coral spawning in Coral Bay off the Ningaloo Reef in NW Australia and then achieved a 50-year-old ambition and set foot on the Abrolhos — those islands of angry ghosts off the coast from Geraldton (Western Australia).

So — one way and another I think I might qualify for membership.

Isobel Bennett, Newport, NSW, Aust.

Isobel Bennett received the award of Officer of Australia (AO) in 1984 for her services to Marine Science. See article page 23 — Editor

Our new boat, Ginseng, is a 52ft ferrocement cruising yacht. It's keeping us busy. We've done the BIG job, the bottom, which turned out really well. We didn't know what sort of condition the hull was in, so it was a bit of a lottery. But, the hull is very fair with not a sign of rust. Should have heard the sigh of relief when we realised.

When we hauled out, Derek hired a waterblaster to get most of the weed, etc. off the bottom of the hull. Then we started grinding and didn't stop. After six days grinding, then a day re-epoxying and applying three coats of antifouling, Ginseng looks brand new.

We hired grinders, a 7in grinder for Derek and a small baby 4in one for me. We each went through 25 grinding discs over the following week, it was the hardest physical work I've ever done. The first hour wasn't too bad, but after that the grinder just got heavier and heavier. Friends Jim and Jules came and helped one

day, Jim and Derek grinded and Jules and I were popping the blisters and scraping back as much as we could on the other side. Then, another day Jaap and Maryke dropped in for the afternoon and lent a hand sanding the hull, so gradually we got it all done. Hopefully we won't have to do it again for a long, long time.

The weekend before last we managed to get the anchor windlass installed, and it seems to work fine. That will be great when we have to anchor in 70ft of water — I just have to touch with my big toe this button on the deck and it reels it in. We also managed to drill a track to the mast for the running poles, and some time in the future we'll have the pleasure of painting the deck, making ratlines, leecloths for the bunks, cleaning out the holding tank, etc, etc, etc. The work never stops, does it?

Gill Bruce, Ginseng, Auckland, New Zealand.

It occurred to me that I would like to ghost-write a column under the name of "Lady Amelia Gusset-Thruster" (whose husband, Herbert, has to reef his enormous shorts in high winds). But then, it may not find editorial favour, since the spirit is one of women, not ghost-writing men! However, you have an offer of countless libellous exposés of goings on on the Costa (call it "letter from the Med").

Dave Parsons, Overture II, Alicante, Spain.

I am very interested in the idea of Sistership and hope it gets the support and form of networking it warrants. Are there really other women out there who love the sea? — How exciting!

I have a great passion for the sea and its creatures and have involvement in marine biology, diving, marine education and have started Tech studies to get my nautical skills up.

I believe strongly that the estuaries and oceans are very vulnerable to destruction. They are being used as a waste disposal unit because the damage is out of sight — but a lot of it is out of mind.

I would be interested in sending in articles about conservation/preservation matters, as well as women and diving subjects.

Sonia Stingfish, GARAS, Grafton, NSW, Aust.

I have spent 40 years on the sea, keenly aware of the lack of publicity given to

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Hurrah for the Pirate Queen!

The story of Grace O'Malley shows that modern seafaring women have a remarkable tradition to follow. RUTH BOYDELL and KIM LEE review her biography.

THIS is the first book to be written exclusively about this 'notorious woman', the pirate queen of Connaught.

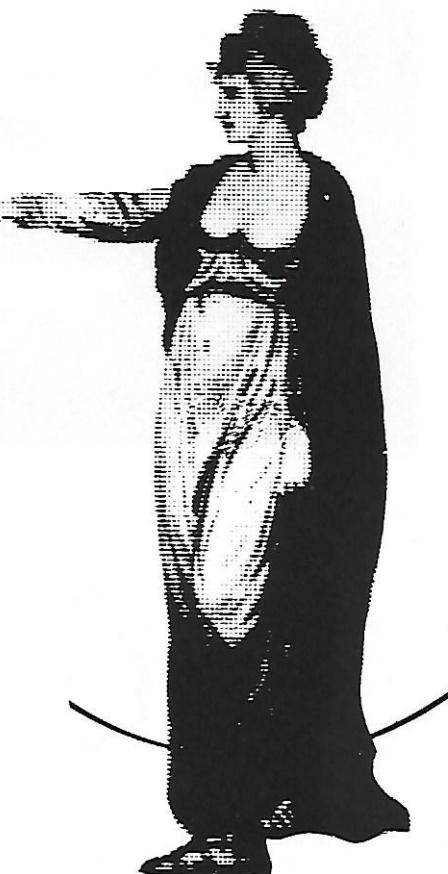
It is the story Grace O'Malley, set against the background of life and politics in Ireland in the 16th century. Beginning with the growth of the O'Malleys as sea-traders on the west coast of Ireland, the author recounts the rise of Grace O'Malley as a political and military force. Grace's rule coincided with the struggle between the old Gaelic order and the English colonisers.

Grace ranks with Drake and other seafarers of the time. She was not only a pirate captain of great skill and courage: she was a noted pilot in the waters of NW Ireland. According to her biographer she was an "exceptional woman, alive, vital and daring... who plied her family trade with all the expertise and enterprise it required."

Grace came from a free and independent family which was well respected in the north-west of Ireland. Her family had for centuries been involved in fishing and trading with Ulster and Scotland, and further afield to Spain and Portugal. French, English and Spanish fleets fished in O'Malley waters for payment to the family. And many were the merchants who preferred to purchase from the O'Malleys than to pay the high port tolls at nearby Galway. Galway as a trading post had been denied to the O'Flahertys and O'Malleys due to English laws.

The O'Malley territory bordered Clew Bay. It required both skill and sound local knowledge to navigate safe passage through the maze of islands, reefs and channels. In the open sea the O'Malleys more than held their own when threatened by government ships or Turkish pirate corsairs.

Grace was born in 1530, and it is likely that she spent her youth in her father's domain of ships, trade, politics and power. She broke with traditional expectations of the role of a Gaelic woman, whose life was one of total domesticity.



Grace O'Malley before the English Court — from an 18th-century woodcut.

Grace's father, Owen O'Malley, was resolute in his belief that the English should not interfere in his territory. Grace began early to take command of the vessels which attacked merchant ships using the port of Galway. She was also in charge of the clans' more peaceful missions to Ulster, Scotland and Spain and Portugal to sell produce.

"In order to accomplish even part of what she is accredited with in her career on the seas, Grace must have had expert knowledge of seamanship. Her abilities to navigate her craft to Ulster, Munster,

Scotland, England and Spain must rank her with the best seamen of her time. Knowledge of navigation, sound judgment of the tides, currents, skies and winds; knowledge of the capabilities of the ships she sailed and a thorough knowledge of the dangerous coastline with its tricky currents, protruding headlands and hidden reefs were the basic requirements for survival at sea. The dangers to be encountered from English patrol ships out to capture her, or from competitors in the piracy trade out to relieve her of her cargo and possibly her life, made sea life in the 16th century along the Irish coasts even more hazardous."

That she was always referred to as Gráinne Ni Mhaile or Grace O'Malley rather than Grace Burke or O'Flaherty is some evidence of her independence of her husbands.

She was first married at 16 to Donal O'Flaherty, a marriage of clan allegiance. Donal died before 1566 and because her inheritance was denied her, Grace returned to her family's land with 200 men under her command.

She married Richard-an-Iarainn Burke in 1566. He, like O'Flaherty, was a neighbour and this was no doubt a political match as well. When Richard died in 1583, Grace moved herself and a large following onto Richard's lands, claiming them for her own. Although she was entitled to one-third, traditionally women never actually took up that inheritance. She was, however, 53, capable and determined to take her rightful dues.

Grace was received by Queen Elizabeth in 1593 as a proud sovereign queen in her own right, regarding Elizabeth as an equal, and was treated as such, according to Elizabethan State Papers. However, the Irish historians of the day completely ignored Grace's place in their own history.

Grace O'Malley was a strong, independent woman — an opportunist; pragmatic

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It's May Day again!

Cruising the Grenadines, a string of beautiful islands of the Windward group in the Caribbean, can be a matter of timing, as LIZ LEONARD found out.

“RE YOU leaving today?” Matthew’s white grin was as broad as ever, his eyes, as ever, hidden behind the blackest of sunglasses, but his voice indicated quite clearly that, in his experience, charter crews did not usually sail out of Rodney Bay on their first day.

I knew what he meant. Often enough, when Fred had been working in the Caribbean and I had been snatching a couple of weeks on St Lucia, away from the troubled waters of Scottish education, I had sat on our balcony above the Trade Wind’s jetty (screened by rampant bougainvillea and dazzling sunlight) and watched sympathetically while newly-arrived jet-lagged crews sorted out stores and stowage and — eventually — decided to spend the first night in port. But we, after all, knew the score.

We should have remembered that this was the Caribbean. The first hint of a problem came as soon as we were settled in the taxi outside Hewanorra Airport. As we trundled through the warm night, it seemed that there was more activity in the villages and hamlets we passed through than usual for a week-night. The school at Dennery was lit up; in Grande Riviere a group was clustered around a man with a loud-hailer.

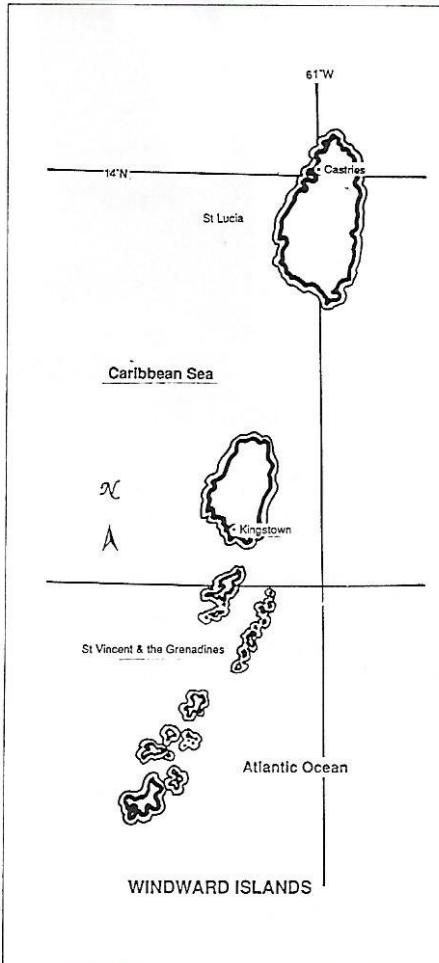
The taxi-driver was eager to explain. A general election campaign was under way; indeed, polling would take place the next day. Of course, he wouldn’t be working. All employers were obliged to give their staff time off to get to the polling stations. Most businesses would simply be closed, and shops would open, perhaps, for a few hours. A man couldn’t even get drunk, because the sale of alcohol was banned until polling was over.

I watched fireflies sparkling among the banana plants by the roadside while Fred and he chatted on about the effects of the drought on their yields, and mentally revised plans. No shopping tomorrow then. But there was still Friday.

Friday, as it happened, was the first of May. And therefore, it transpired, a holiday. At least, it seemed that was the case, though no-one was terribly sure, until the day itself, when it became clear that most

things were shut. We managed to get some basic supplies from Glace’s shop, which rarely closes, and settled back to enjoy the day.

A “transport” — one of the local minibuses — took us into Castries for \$EC1 (about 50c) each, and we wandered around the quiet, empty streets. The wrought iron



The hurricane hole at Marigot Bay (above); boats on the beach at Soufrière (right), St Lucia. The cruising playgrounds of the Windward Islands (left).

gates of the fine Victorian market building were padlocked, and only a handful of women sat on the steps, umbrellas shading them and their little piles of oranges and mangoes from the hot sun.

The doors of the supermarket were barely open on Saturday when we whisked in. The carefully thought-out provision list had by now been abandoned, and I was glad to find almost anything edible. At the marina, Ted and Seth allowed us to raid their store-cupboard, and we had enough to sustain life. With one important exception. Liquid. More specifically, beer — the one thing we had not bothered about, as we knew there was a bottle store at the marina. There was indeed, but it was moving premises. (They would have moved the day before, but of course it was a holiday, we were told. So we couldn’t buy one of the cases of St Lucia Heineken which were stacked tantalisingly within reach.)

While Fred mounted an expedition to rectify the omission, I started stowing our gear on Green Jade. Matthew and his team had her polished and shipshape, and Ted told us he had just overhauled the

bilge pump and the cooker. By lunchtime Ted had checked over the gear with us, everything was aboard and stowed somehow, and we were able to have a snack in the coffee-shop while Seth gave us some last minute advice on anchorages and messages to take to friends down-island. At 1400 we were casting off from the pontoon, with a cheerful "Bon voyage!", and five minutes later we motored through the

reaching breeze for the passage, with the usual biggish swell and lively motion, and logged the north end of St Vincent abeam at 1155.

For the next three hours the wind, though continuing easterly, varied from a good Force 5 to zero — and back. Twice the genny was furled for motor-sailing, and twice it was laboriously unrolled again. By 1445 we were south of St Vincent and



narrow passage from the lagoon into the open sea.

So, with one reef in the main we headed for the passage inside the Barrel of Beef, unfurling the genny as we went. The furling gear was reluctant to unroll, but with a little assistance it came free and we were soon bowing along nicely, broad reaching on a compass course of 230 degrees and heading down the leeward coast.

By mid-afternoon the northerly wind was dropping light, and we shook out the reef. By 1720, with the village of Canaries abeam, it seemed wise to start the engine to make sure that we made Soufrière before sunset. An hour later, we were anchored at the north end of the town, with a stern line ashore to the traditional palm tree, well-placed for a visit to the Hummingbird Restaurant. There we feasted on kingfish before turning in in preparation for an early start.

At 0530 I was sitting in the cockpit with a cup of coffee, watching the dawn light gradually outlining the palm trees. There was a long passage ahead, and by 0647 the bay between the twin peaks of the Pitons was abeam, and we were on course of 215 degrees for the north end of St Vincent under engine. The calm conditions did not last, and at 0720 the full main and genoa were up and the engine off. We had a fine

close reaching for Admiralty Bay on Bequia with one reef in.

We had been advised that it would be much easier to clear customs in Port Elizabeth on Bequia. (If you want to visit Kingstone, the capital of St Vincent, a couple of ferries operate between the two islands. One, the Friendship Rose, is a traditional schooner, and operates under sail when conditions are favourable.)

Bequia is well-accustomed to yachtsmen, and indeed to sailors of all sorts. Its inhabitants are famous for their seamanship, their craftsmanship (they build schooners, make the most covetable model boats, and keep alive the art of scrimshaw) and their positive attitude to work. Whatever one's views on whaling, it is impossible not to admire men who, still to this day, chase Leviathan in small open boats. And they are so hospitable that some visitors stay for years.

We, however, were intending to spend only one day, to finish our provisioning, before heading further south. So next morning we rowed ashore (the outboard proved so temperamental we rapidly abandoned it) and presented ourselves at the adjacent customs and immigration offices. It was here that the dreadful realisation struck, when we were surcharged "because it's a holiday". In St Vincent

territories, Labour Day is celebrated on the first Monday in May. It was yet another May Day!

If we couldn't fill the gaps in the commissariat, we could at least get ice. One of the young lads who row around the anchorage obliged, for a few dollars. Assured of cold drinks at least, we moved to the quieter anchorage off "Princess Margaret's Beach". A lazy afternoon seemed in order, and a reef just to leeward of us tempted me over the side. The log reads: "1445 - Liz snorkels, Fred sleeps."

Next morning we really felt into the cruising routine. Pottering around for the first couple of hours, we drank numerous cups of St Lucia-grown coffee, played with cameras, and tried to find the weather forecast on the radio. (Not that the weather changes much, in general. When we finally got one, it said "Warm and sunny. Wind easterly, 10-25 knots; swell 2.5 m." A forecast which could be used for about 350 days each year.)

By 0905 we were under way, running under reefed main towards the West Cay. The beacon came abeam at 0947, and we set a course of 220 degrees. This was probably the liveliest passage of the cruise, and the log notes "Liz a bit queasy". That's all he knew! I have long since recognised that I can expect to suffer on the first few days of a cruise, especially after a long period ashore, and it doesn't bother me — but nor do I enjoy it. The hard work and concentration needed to steer in the biggish seas, some with breaking crests, helped, and soon we were getting some lee from the islands, first Petit Canouan, then Canouan itself, followed by Mayreau and the Tobago Cays group. By 1525 when we anchored inside Newlands Reef in Clifton Harbour on Union Island I had no thoughts except for the beauty of the scenery, vivid turquoise water studded with tiny islands, bright green splashes against blink-white sand or bare red earth.

A little lotus-eating (sorry — exploring ashore) seemed attractive and a very pleasant day was spent wandering round the little town.

Our destination was Carriacou, a mere 10 miles or so away, round the corner and south-west. We spent a leisurely morning, and hoisted the anchor after lunch. Feeling lazy, we didn't bother to hoist the main, but Green Jade bowled along quite happily on a broad reach with the full genny out. Two hours later, we dropped the anchor at

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Riverboat replica revives the sights and skills of yesterday

Up on the quiet waters of the Northern Rivers region, a great historical project has been undertaken by a group of dedicated enthusiasts. CYNTHIA HUNTER tells the story of the steam-driven riverboat. William IV, and its modern-day descendant.

I LIVE in a small, rural, riverside village called Clarence Town, on the Williams River, the main tributary of the Hunter River in NSW. The use of the marine environment here today is mostly recreational, and dominated by noisy power boats towing their tensed appendages at high speed around the tree-lined river bends, while cattle graze nonchalantly nearby.

But this description of present-day Clarence Town masks a totally different 19th and early 20th century scene. The noises of years gone by included the whistle of the steamboat as it rounded a distant bend in the river, notifying the village of its arrival with its load of passengers and anxiously awaited cargo.

The river was first navigated by a government survey team in 1801. The forests which lined the banks impressed the voyagers. The low riverside ground supported

Continued page 8



Hours of painstaking labour went into the restoration of the William IV. Jenny Uhrig at work in 1985.

Willing hands — those who laboured

ON AUSTRALIA DAY 1832, the colony of New South Wales was celebrating its 44th anniversary, and the original William IV was in Sydney preparing for her maiden voyage to Newcastle. On Australia day 1988, the William IV was there again, in replica, and again a special highlight of very special anniversary celebrations.

What influence have women had in building the William IV replica? The nature of the skills involved and needed have determined it to be very much the work of men.

At the time the keel was laid in June 1985, Jenny Uhrig was working as a shipwright's assistant on a restoration project at Fort Scratchley Maritime Museum, Newcastle. Here, the old lifeboat, Victoria II, was responding to the skills of a shipwright, Dennis Barrett, and his two assistants, Belinda

Fink and Jenny. By mid-January 1986, Jenny Uhrig had become indentured as an apprentice shipwright and boatbuilder and had transferred to the William IV project where she spent the following two years of her apprenticeship.

Jenny's employment with the project was probably unique, for although reports of other women in shipbuilding had been known, this was a timber steamship of such rare design that neither men nor women living had worked on one quite like it before.

It was always a pleasing and intriguing sight to see Jenny at work at the shipyard; her presence there fascinated the many visitors and brought cameras to the fore. Shipwrights' tools were probably never before photographed in action so much. Jenny handled her role as a shipbuilding

celebrity with grace, often wondering what all the fuss was about.

Other women who contributed to the construction of William IV included those who came to the project under the CEP scheme, staying for six months each. Donna French, Phuong Nguyen and Lorna Hawkins worked hard as assistants on the job. Joanna Horst, Sandra Simic, Helen Redriff, Deane Squires and Debbie Keegan greeted the visitors, sold them souvenirs, kept the books in order and generally promoted the project with dedicated enthusiasm. The team of volunteer workers who have given enormous support include many women, and if their contribution has been predominantly traditional, it has been nevertheless of immense value to the overall success and completion of the project.

Riverboat replica

From page 7

a luxurious growth of valuable brush timber and indicated rich cultivation lands beneath.

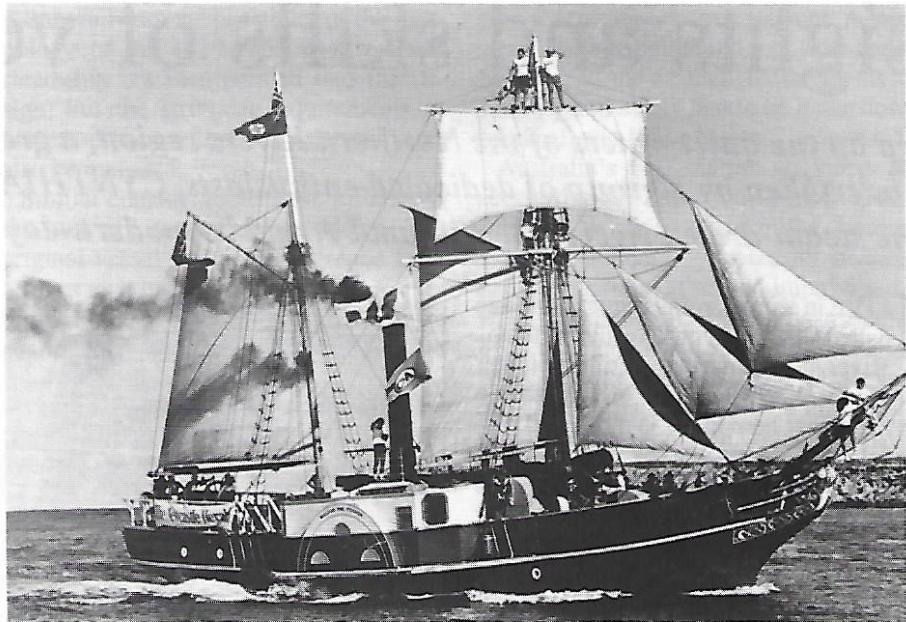
Free settlers began to inhabit the Hunter and Williams Valley early in the 1820s. The rivers were ready-made highways in the colony; boats and ships would navigate them as far as they could go. On the Hunter River, Morpeth became the upstream river port, while on the Williams, Clarence Town became established for the same purpose. At this time another endeavour was being established near the head of navigable water on the Williams River — that of shipbuilding. As large timber became less readily available in settled areas, there were advantages in establishing a shipyard near to plentiful timber resources, especially when shipbuilding skills could be combined with that of farmer and settler.

The first ship launched from James Marshall and William Lowe's newly-established shipyard was a very worthy vessel indeed. Named William IV, after the reigning English king, it was a coastal paddle steamship, and was to operate successfully for over 30 years.

The year was 1831, and the time had at last arrived in New South Wales when a few men with capital and initiative would invest in this revolutionary change to the established order of marine transport — steam navigation. An engine was very expensive in those days and the colony had few skilled mechanics. The colonial waters were indeed uncharted in terms of marine-engineering.

The first vessel built in NSW to have imported machinery fitted was the Surprise, intended to be used for the river trade — for the enclosed waters of Sydney Harbour and Parramatta River. Various factors operated against the Surprise. Its design and financial success was less than hoped for, and it was disposed of within a year. However, at the time the hull of Surprise was being built on the north shore of Port Jackson, the keel for William IV was being laid down in the remote reaches of Williams River. William IV was intended to capture the increasingly valuable trade between Sydney and the colony's resource centre for food, timber and coal — the Hunter Valley.

While William IV was under construction, the residents of Sydney and particu-



Under full sail for the first time in January this year, the William IV shows her paces after her maiden voyage.

larly all those who were investing in the paddle steamer were really surprised one morning to find that a ready-made, fully-imported and rather luxurious example of the species — the Sophia Jane — had sailed into Sydney Harbour. It was a very opportune speculation for its owners! Sophia Jane was quickly put in working order and promptly commanded the lucrative Hunter River trade.

By the time William IV was ready to compete with Sophia Jane about six months later, the trade had grown enough to make both vessels profitable. Lying ahead was an era of enormous growth and potential.

Clarence Town grew to be a busy shipping port many miles from the sea. The shipping activities on the river increased and many tall-masted sailing ships could be moored along the river bank at a time, while the fleet of river steamers busily plied the waterway. Shipbuilding continued along the river during the 19th century.

William IV was a remarkable vessel and really deserves a lot of recognition; not only as the first Australian-built coastal paddle-wheel steamship, but for its long service in the NSW coastal trade — service which spanned 30 years. This was a time when many ships were lost at sea, and changing technology brought enormous

progress to shipping in general, iron replacing timber, screw propulsion replacing paddle wheels, and engine and boiler design undergoing vast development and improvement. In the 1860s, despite then being small, obsolete and underpowered compared to the newer steamers, William IV safely made the voyage to China and embarked on another life of service, and a fate unknown.

That first ship, William IV, has always had a place of recognition in Australian maritime history. Even in colonial times, the anniversary of 1831 and the introduction of steam navigation was lauded. In 1981 a memorial plaque to William IV was unveiled at Clarence Town by William Lowe's granddaughter, Mrs Jessie Wetzler. This little ceremony brought William IV to the notice of local shipwright Mr Ken Wikner, who had been asked to help the sesqui-centenary committee by providing a symbolic vessel which could be used to re-enact the 1831 launching.

Ken provided a little boat with an improvised funnel and paddle wheels operated by handles turned by sea scouts. It operated remarkably efficiently on the river, and was undoubtedly the highlight of the ceremony.

Ken considered the possibility of build-
Continued page 18

Taking care of the high seas

The International Maritime Organisation, a United Nations-sponsored body dedicated to the protection and safe utilisation of the world's oceans, is also playing its part in helping women to find their place in the hitherto masculine world of maritime administration.

WHEN the establishment of a specialised agency of the United Nations dealing with maritime affairs was first proposed, the main concern was to evolve an international body to improve safety at sea.

Although a number of important international agreements had already been adopted, many States believed that there was a need for a permanent body which would be able to co-ordinate and promote further measures on a more regular basis.

The IMO has devoted increasing attention to securing the effective implementation of these codes, conventions and recommendations throughout the world. The organisation's technical assistance activities have become more widespread.

The most ambitious and exciting of all IMO's technical assistance projects is the World Maritime University at Malmö, Sweden, which opened in 1983. Its objective is to provide high level training facilities for personnel from developing countries who have already reached a relatively high standard in their own countries but who would benefit from further intensive training. Many of those currently at the university have served as captains or chief engineers at sea and have moved into administrative positions ashore. Others are teachers at maritime academies, examiners or surveyors, technical port managers and so on. The university can train about 150 at a time, most of them on two-year courses. The university is necessary because training of the specialised type provided at Malmö is not generally available in developing countries — or indeed anywhere else in the world. It has proved so successful that from 1985 a limited number of places were made available to students from developed maritime nations.

This article has been excerpted from the booklet "IMO: What it is; What it does; How it works." and from the "IMO News", magazine of the IMO, 4 Albert Embankment, London, SE1 7SR, England.



The logo of the IMO

Women at the World Maritime University

Shipping has always been a male-dominated profession, but the university is set-

ting a good example in starting a trend in the opposite direction. When the first group of students arrived in Malmö in 1983, only two out of 72 were women. The following year there were three and in 1985 four. In 1986 and again in 1987 the new intake included six women, from a total of 14 countries.

The World Maritime University covers such subjects as General Maritime Administration (Public Administration), which has been taken by all the women in 1987, and has been devised for students who expect to join national maritime administrations. A similar course, for those who intend to work for a shipping company or port administration after graduation is the GMA (Ports and Shipping). Other subjects are Maritime Safety Administration (Nautical), MSA (Marine Engineering), Maritime Education and Training (Nautical), ME&T (Marine Engineering) and Technical Management of Shipping Companies.

Women students of the World Maritime University:

Country	Name
Burundi	Louise Birasa
China	Xiao-Hong Su
Colombia	Antonella Gaviria de Lavalle
Cuba	Ofelia Mendoza Medina
Guatemala	Maira I. Fernandez
Haiti	Marie Oscar
Jamaica	Lucy Kitchin
Kenya	Carol Pickersgill
Panama	Wanjiru Tipis Anam
Senegal	Ivette Ng de Tejada
Somalia	Sabina Gonzales Solis
Thailand	Olga Bozquez Poveda
Trinidad and Tobago	Coumba Ly Seck
Turkey	Fatuma Mohamed Jilaow
	Benja Pukkamaan
	Jatuporn Suwanpargpraek
	Jitsupaksinee Suksuebnuch
	Michelle G. Squires
	Yolande Gooding
	Dwynette D. Eversley
	Gunay Kilic

Hurrah for the Pirate Queen!

From page 3

in her dealings with the invading English and ruthless in her struggle to maintain an existence on the wild waters of the Irish Coast.

"Despite legends to the contrary, it is likely that Grace was reasonable in her demands of the vessels she boarded, and was careful not to shed blood, if possible, in order to avoid determined government action against her. However, between the pirating of lucrative cargo, the levying of tolls in return for a safe passage through her domain, and the provision of a pilot service for foreign vessels on their way north, her maritime activities were very successful indeed. Her success more than satisfied the needs of the community over which she ruled, and guaranteed her men's loyalty to her as their chieftainess."

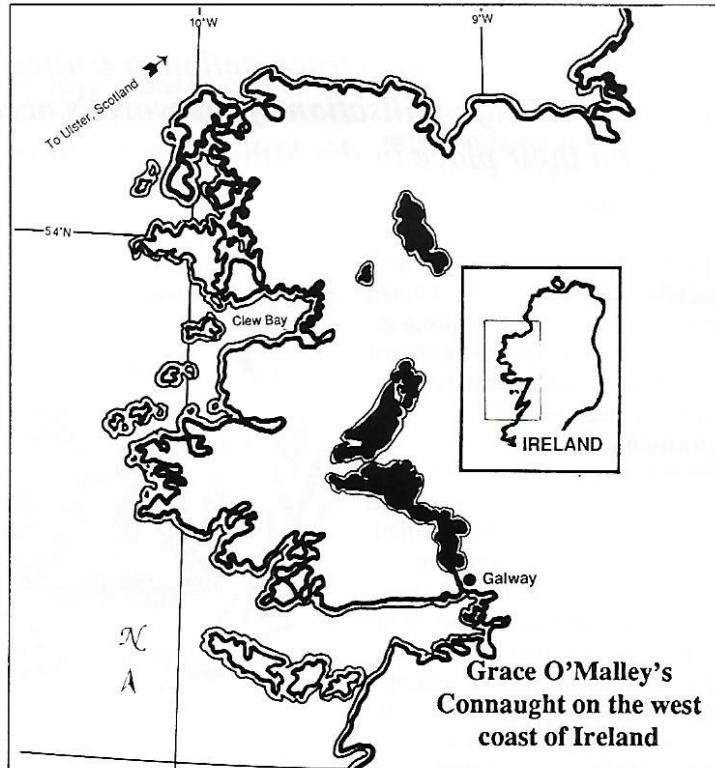
Grainne-na-gCearbhach or Grace of the Gamblers — an apt title for a woman who was born into an age that required a woman to adopt domestic life, subservience and little hope for prosperity without a strong male to defend her — was a woman able to use all her intelligence, maritime knowledge and her acute understanding of people. She knew the right moment to take on the establishment and win. She embraced the role of a Celtic Chief-cum-Warrior with ease. She sustained herself through many a battle not only against the English, but against some of her own people.

Alongside the story of Grace's adventures, which will appeal to those with a wry sense of humour, are those of the luckless Spanish Armada; seen in quite a different light when one visualises Grace at the helm of one of her ships, routing the heavier, less manoeuvrable Spanish galleons and plundering their cargoes.

The plight of the Spanish is, however, a sad and sometimes cruel one: quite a different story to the glamorous picture painted for us in general history texts.

The life and times of Grace O'Malley are also the life and times of Queen Elizabeth I and it is fascinating to be privy to the development of each woman's career and to the problems each faced while carving out her place in history. They both had to work twice as hard to establish credibility.

By the time Grace O'Malley died, well into her 60s, she had proved her mastery of the sea and her shrewd abilities to lead a fleet of ships.



She was a skilled mariner at a time when women were considered to have no role beyond the matrimonial home and for a long period of time no man was strong enough to challenge her.

Grace, of course, did not have tradition on her side, as Elizabeth did. Nor were the State records so great. However, Anne Chambers has shown in her presentation of the evidence the magnificent strength of a woman who fought not only the battle for land and survival, but a much more difficult battle against the rigid and conservative institutions of English and Gaelic law.

However, if the historians of the day neglected to immortalise her, the poets certainly did not.

*She left the close-air'd, land of trees
And proud MacWilliam's palace,
For clear, bare Clare's health-salts
breeze,
Her oarsmen and her galleys.
And where, beside the bending strand
The rock and billow wrestle,
Between the deep sea and the land
She built her Island Castle.*

*The Spanish captain, sailing by
For Newport, with amazement
Beheld the cannon'd longship lie
Moor'd to the lady's casement,*

*And, covering coin and cup of gold
In haste their hatches under,
They whisper'd "Tis a pirate's hold;
She sails the sea for plunder."*

*But no: 't was not for sordid spoil
Of barque or sea-board borough
She plough'd, with unfatiguing toil,
The fluent - rolling furrow;
Delighting, on the broad back'd deep,
To feel the quivering galley
Strain up the opposing hill, and sweep
Down the withdrawing valley:*

*Or, sped before a driving blast,
By following sea uplifted,
Catch, from the huge heaps heaving
past,*

*And from the spray they drifted
And from the winds that toss'd the crest
Of each wide-shouldered giant,
The smack of freedom and the zest
Of rapturous life defiant.*

from *Grace O'Malley* by Sir Samuel Ferguson.

Granuaile — The Life and Times of Grace O'Malley c.1530-1603. By Anne Chambers. Published by Wolfhound Press, 68 Mountjoy Square, Dublin 1. Ireland. Available from the publishers.

THE WORLD SHIP TRUST has plans for an International Maritime Heritage Year in 1990. The object is to arouse worldwide interest in our maritime heritage so that important ships and other nautical artifacts can be recorded, and appropriate steps taken to ensure their preservation. Any interested person or group could contact *The Vice Chairman, World Ship Trust, 129A North St, Burwell, Cambridge CB5 0BB, England, UK.*



The Sydney International Boat Show takes place at Wharves 9-13, Pyrmont, this year, from July 28-August 3.



A group of Sydney sailors is proposing an all-women's campaign for the 1988 Sydney-Hobart Race. The group is currently seeking a sponsor and planning to charter a yacht, preferably a Farr 37. Ansett Airlines have agreed to assist with airfares for interstate crew to fly to Sydney for the training period. The intention is to put up a serious campaign to win the race. For more information contact *Felicity Braham at Australian Sailing School, The Spit, Mosman, NSW 2088, (02) 960 3077.*



Promotion Day, Sunday October 2, 1988. The Women's Committee of the Yachting Association of NSW is organising a day to make boats of various classes available for the public to both view and sail. Woollahra Sailing Club will host the event. For more information contact *Yachting Association of New South Wales, (02) 27 5163.*

The committee also organises regular social events. It has invited Kay Cotttee to speak at a dinner on June 23. The dinner will be held at Middle Harbour Yacht Club for \$20.00 per head. Seating is limited. Contact *Yachting Association of New South Wales, (02) 27 5163.*



Women's Olympics in 470 class yachts
Nikki Green and Karyn Davis are members of the Australian team for the inaugu-

ral Women's 470 Class Olympic series. Nikki Green has previously won Australian titles for Cherubs and Tasars, Cherub world titles, four Australian women's titles and three world women's championships (in 420 and 470 Classes). Nikki has raced 470s for 10 years. Karyn Davis has crewed in Tasars, J-24s, and was mainsheet hand on an all-women's 18ft skiff for one season with Vanessa Dudley. Sponsorship is allowed for the trials, so Nikki's employers, Montoro Resources, have filled that role. All the 470 class boats will be built especially for the games, so that the racing will be strictly one-design, based on skill, not product.



Women's Whitbread Round The World Race

A team of women are preparing a boat, Maiden Great Britain, and crew for the Whitbread Round The World Race to begin in September 1989. For further information about the challenge contact *Tracy Edwards, 1 Hamble Manor Court, Hamble, Hampshire SO3 5GB, UK.*



The NSW Water Ski Association Ltd. announce a Barefoot Training Clinic (July 4&8) and Barefoot Tournament the following weekend (July 9&10) in the Grafton-Clarence River Zone 3. Contact *NSWWSA Ltd., PO Box N145, Grosvenor St, Sydney, NSW 2000, (02) 27 5869.*



Aqua Action 88, scheduled for October 25-28, 1988 at the University of Sydney, is a program designed for people involved with water safety, through their work or sport and recreation interests, who wish to be ready for the 1990s. It will raise thought-provoking issues, reveal the best and the worst of today's scene and explore the possibilities of tomorrow. For more information contact *The Royal Life Saving Society, Australia, PO Box 1567, North Sydney, NSW 2060.*



First Cutty Sark Tall Ships Race from

Karlskrona to Helsinki, 9-15 July. The fleet will then remain in Helsinki until 19th July, when it sails for a 'Cruise in Company' to Mariehamn in the Aland Islands. There is mention that a Tall Ships Race from Hobart to Adelaide in 1990 may be held with entries from Australia, New Zealand, Japan and Indonesia amongst others.



The National Fisheries Forum and Exhibition '88

This will be held in Brisbane from 28-30 June this year, sponsored by the Queensland Government's Department of Primary Industries, and the Qld Fish Management Authority.

The Forum will cover The Fishing Resource; Users and the Resource; A Youth Perspective of the Fishing Industry; and Managing the Marine Environment for a Fishing Future. Location of both Forum and Exhibition will be at the *Mayfair Crest International Hotel in Brisbane, Qld, Australia.*

Continued page 22



How can you resist?

Sistership is THE sailing/boating/fishing/sea-focused magazine for women. It's also the only one. So support this blow for equality by subscribing — do it now! Subscription coupon on the back page.

Home is the sailor . . .

Kay Cottee has achieved a feat of skill, courage and endurance which few could emulate. Her solo, non-stop circumnavigation of the world will live in the annals of seafaring. Sistership's editor, RUTH BOYDELL, reports on Cottee's epic voyage.

Australian sailor Kay Cottee sailed into Sydney Harbour early this month to complete the first *non-stop*, single-handed circumnavigation of the world by a woman.

Kay left Sydney on 29 November, 1987 on board Blackmore's First Lady, to fulfil the lifetime dream to accomplish the 25,000 nautical mile voyage.

This courageous venture took her past the five capes, Southwest Cape, (Stewart Is, NZ), Cape Horn, Cape of Good Hope, Cape Leeuwin (WA) and South West Cape (Tasmania), which are the major landfalls on such a journey. She celebrated the passing of each one with a bottle of wine.

After first being taken aboard her father's yacht at two weeks of age, she went on to skipper a VJ Class dinghy at 11 and has spent all her 34 years growing to cherish the sea with a passion. As a child she and her brother-in-law would take his Skate class dinghy out only if it was blowing more than 30 knots of wind. "I love it when it's windy. You're really getting somewhere!"

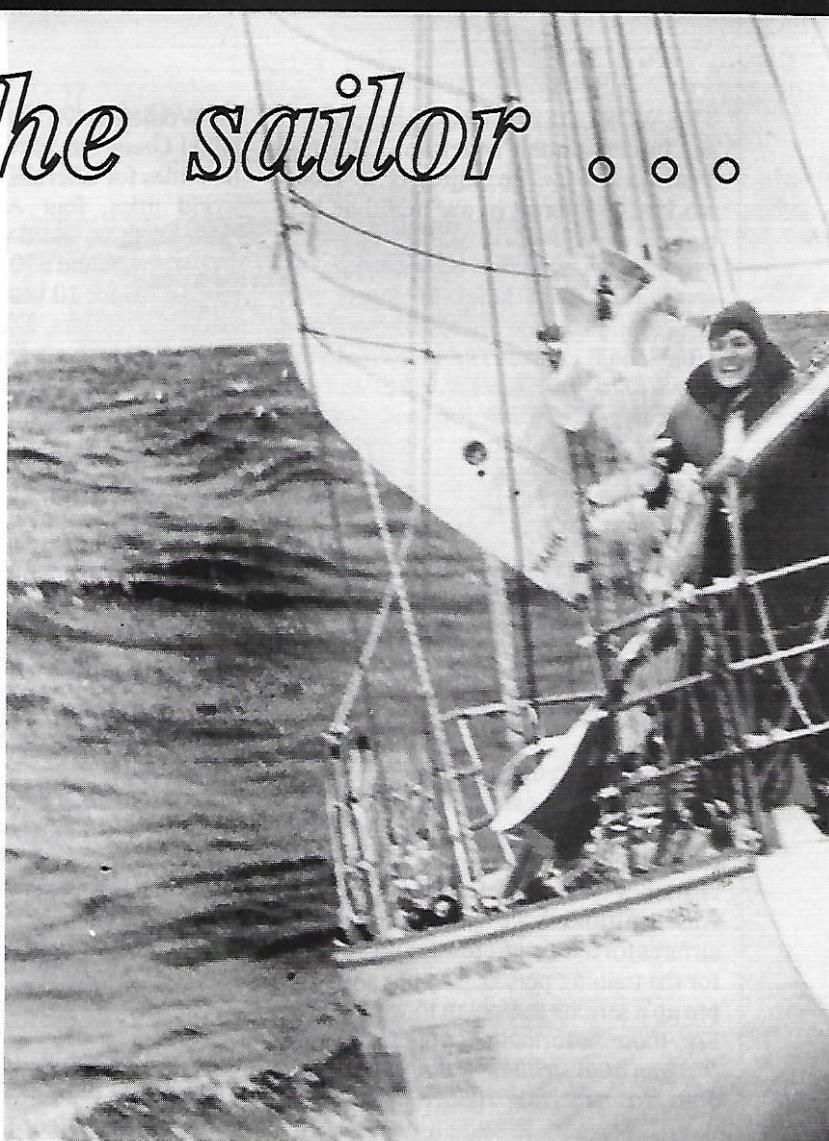
In preparing herself for this voyage, she did an enormous amount of research by consulting other circumnavigators, including Englishman Robin Knox-Johnston, the first person to sail non-stop alone around the world and Ian Kiernan, Australian solo sailor.

She knew her boat inside out, having fitted it out herself. She had strengthened and reinforced the mast and rigging, the ports, and furnished extra watertight bulkheads in the bow. Her biggest fear was of

hitting a semi-submerged container. "If you hit one of those you could sink in a matter of seconds." Kay had run a charter boat business on Pittwater, north of Sydney, which she had established by building the fleet literally from bare hull and decks, with her boyfriend Ian Thomas, and others.

Kay was well experienced with heavy weather sailing. The Tasman Sea is a tough testing ground. She and a friend sailed in a double-handed yacht race from Pittwater to Lord Howe Island, and Kay sailed a solo return voyage. It was then she knew that single-handing was for her: "I put the charter business on the market immediately and raised enough money to buy the boat I have now. I knew then that I could single-hand non-stop around the world."

Further experience for this voyage was gained in the Transfield Trans-Tasman two-handed race to New Zealand, and the



Kay Cottee waves from Blackmore's First Lady as she rounds the Falklands

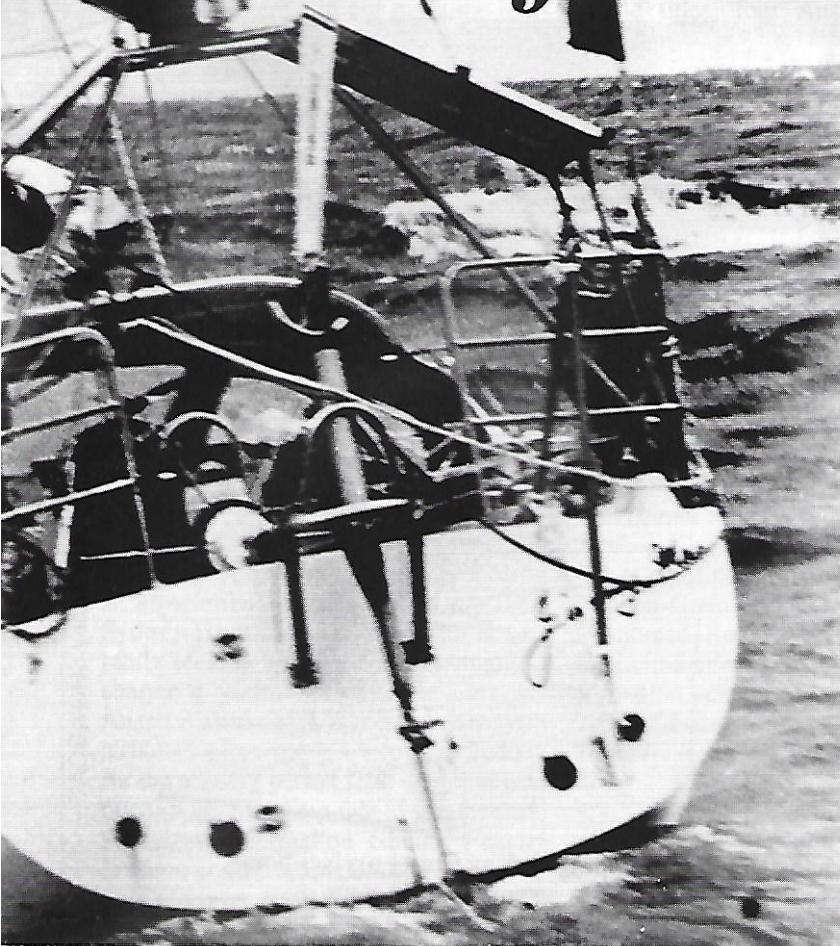
Solo Trans-Tasman race from New Zealand to Mooloolaba, Queensland.

The Guinness Book of Records, which monitored her trip, decrees that the person attempting a circumnavigation by their rules must sail into both hemispheres, hence the (slow) leg taking Kay into the North Atlantic Ocean and around St Peter and St Paul Rocks, then back into the South Atlantic and Southern Oceans.

Kay had a backup team in Sydney. The team-members worked on the First Lady, her rig and deck equipment, as well as providing support in the domains of weather forecasting, food provisioning, radio communication, publicity and promotions, and of course plenty of moral support for this exacting voyage.

Daily shipboard routine included checking the rig and sails for chafe and other damage, as well as trimming the sails to maintain good speed. Kay had roller furling sails for ease of handling, reducing

home from the sea



3 Islands.

the time she had to spend on the foredeck. She spent time navigating, although there was a satellite tracking her constantly. She managed to communicate with passing ships on a regular basis as well as talk to her family and friends on the radio. She averaged about 5 hours sleep a day.

She didn't get bored. When not working at getting Blackmore's First Lady around the world, Kay would knit or read, she took some Spanish language tapes, and wood for carving over the six months she was on board. Kay also shot a quantity of 16mm film during the voyage.

Blackmore's First Lady had to carry all the food and equipment necessary to get back to Sydney, as she wasn't allowed to take on additional stores under the rules of the Guinness Book of Records. She carried one tonne of food and two tonnes of spares and safety equipment.

Kay had a small desalination plant aboard, so carrying enough water was less

of a problem. Kay also caught rainwater to keep her 400 litre tanks full.

Susan Dumbrell was the dietician and nutritionist who organised Kay's provisions. Her basic food intake comprised convenience and freeze-dried foods along with a fresh supplement of bean sprouts. A diet high in carbohydrates in the form of rice, bread mix and pasta was augmented by her sponsor, Blackmore's Laboratories Ltd, with their nutritional supplements. However, Kay was planning her first meal ashore fairly early in the voyage!

The yacht carried both a wind vane and an automatic pilot as her self-steering equipment. One would steer its course according to the wind direction. The other would steer a compass course using battery power.

There had been a wind generator to recharge the batteries but it had been damaged very early. Several solar panels were mounted on deck to keep up battery

power, as well as both main and auxiliary engine generators. First Lady needed a lot of energy to utilise the electronic equipment she carried. As well as excellent communication equipment, First Lady had radar, which Kay used to avoid icebergs and rainsqualls.

The radio equipment carried were two Wagner 1829S synthesised HF transmitters, one being heavily wrapped in plastic and stored in event of failure of her main transmitter, which was fitted with telex facilities. The telex facilities enabled Kay to meet her media commitments when within range of public correspondence stations around the world. Penta Marine Radio Communications, of Gosford, NSW, assisted Kay and her support team in the communications area.

The main boom cracked before Kay rounded Cape Horn, which caused her some concern. Kay put a splint on the boom, but she was unable to effect proper repairs until the gale force winds subsided. The winds actually abated as Kay rounded the Horn, and she was almost becalmed off the famous cape. "The yacht is a battered but very well-behaved First Lady. Relieved Teddy [Kay's teddy bear mascot] is bruised and exhausted," Kay radioed in her following scheduled contact.

"Rounding the Horn is a wonderful experience: a kind of euphoria chiefly made up of relief — with some satisfaction, wonder and veneration.

"The sun shines between wind squalls making the towering black cliffs look shiny and sinister — another bottle of red down."

Kay repaired the boom by splitting some spinnaker pole section, opening it out and wrapping it around the bottom of the boom where it was cracked. She took the mainsheet track off the cockpit floor and cut that in half and then bolted those on either side of the boom for a splint.

Kay saw the first people after 53 days alone at the Falkland Islands. She sent a bundle of mail, which included film, over to the Fisheries Department vessel which collected and sent it home. The money Kay had pinned to the package for postage was still with it when it arrived in Sydney.

During her rounding of the Cape of Good Hope, otherwise known as the

Continued page 14

Home is the sailor . . .

From page 13

"Cape of Storms", Blackmore's First Lady "fell off" a wave and the mast deck collar cracked. Kay was unable to repair the damage at all and simply had to take it easy during the rest of the voyage.

The rudder was being pushed to its limits on the final leg. Well-trimmed sails were required to reduce the strain on the rudder which was beginning to show signs of wear.

Blackmore's First Lady is a Cavalier 37, a proven ocean-going Laurie Davidson design. "I have absolutely nothing but praise for First Lady," Kay said. "It is sea-kindly and she sails fast. We've been knocked down, she's bounced back up. She's just beautiful."

Considering the length and arduousness of such a voyage, demanding that Kay draw on every skill of her craft and during which she had no companionship beside "Teddy", where every decision made would touch her very survival, Kay came through with surprisingly little problem. To undertake this journey alone is a feat of great magnitude. Congratulations, Kay!

This epic voyage was undertaken to support a program called Life Education, which has been set up by the Rev. Ted Noffs, of Sydney's famous Wayside Chapel. She hopes to raise money for the program which is aimed at teaching children about the dangers of drug abuse before they become exposed to them.



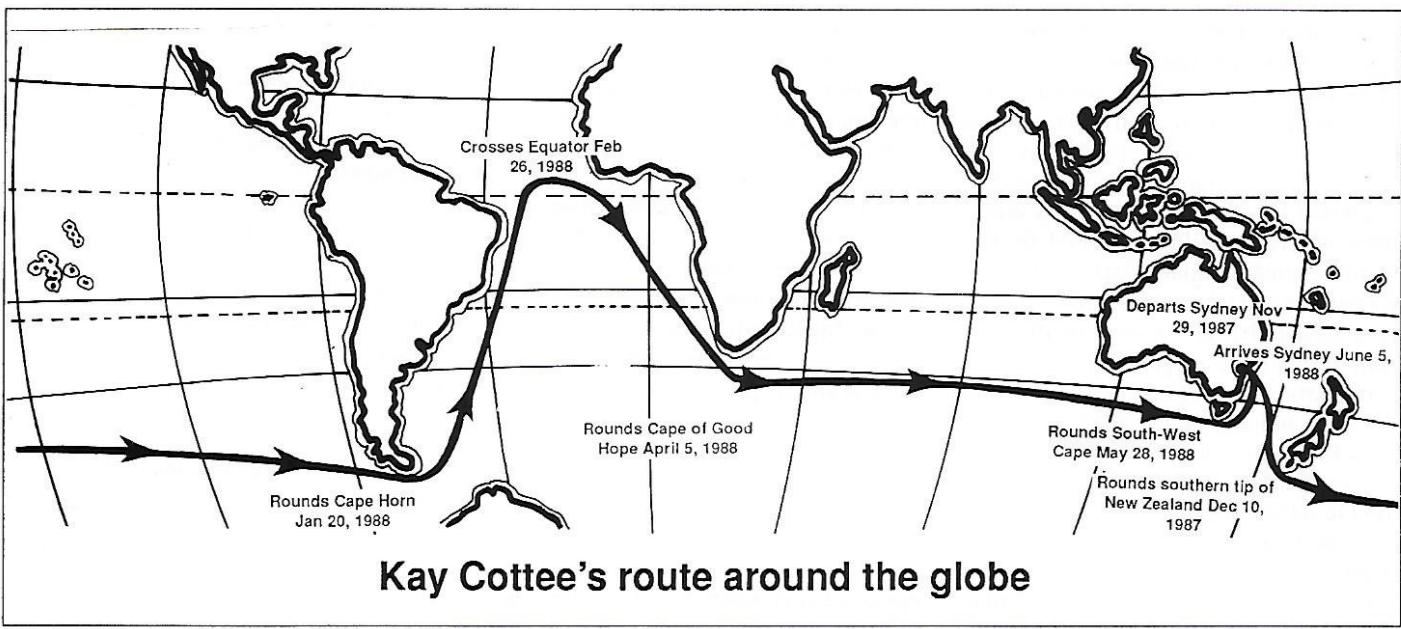
Exhausted but still smiling — Kay Cottee arrives home.

Kay believes very strongly that if children are aware of the dangers of drug abuse they will choose a lifestyle that doesn't encompass drugs. Kay knows she has been sailing to "give kids a chance to

live a great life free of drugs."

Donations may be made to the 'First Lady Life Education Trust': PO Box 66, Potts Point, NSW 2011, Australia, and PO Box 2920, Christchurch, New Zealand.

Pictures courtesy SHOWBOAT



More fishy business, or, if the cap FITC . . .

A job with the NSW Fish Industry Training Council was a stroke of luck for JOAN ALEXANDER, who has pursued a number of callings from student to public servant to ship's cook to instructor.

NEITHER my family's background nor my upbringing has ever been connected with the fishing industry. My mother is still wondering why I chose this field, and puts it down to the first and last time she ever went fishing — while she was pregnant with me. Needless to say, she was very sick!

While finishing a Bachelor of Science degree part-time, I began working in the Fisheries Division of the public service in Canberra. There I was involved in paper shuffling, of course, but also in preparing background research into the major Australian fisheries for management discussions. I was also given the opportunity to partake in CSIRO fisheries research projects on board FRV Soela off the North West Shelf. I became intrigued with the necessary but very wide gap between those using, and the government authorities who managed and studied, this natural resource.

After nearly two years in Canberra I made plans for what I think is every young Australian's dream — no, not the house, but the overseas trip. First stop, the Gulf of Carpentaria to work as a cook/deckhand in the banana prawn season. That's another story, but I can't say I enjoyed every minute of it. At best, I had a glimpse of what it was like to be a fisherman — there's freedom but there is a lot of isolation which I found very difficult to cope with. Not only isolation from the "outside" world, without TV, radio, newspapers, but also, on a smaller scale, living with a crew who are completely new to you and are wary of "green" crew. My most pleasant memory is of one night eating dinner on the bow of the ship at sunset. With the engines turned off, we could speak without shouting and appreciate the silent expanse of sea around us.

My next stop, after leaving the prawn boat at Darwin, was Singapore, then Rome, where I attended the first World

Fisheries Conference on Fisheries Management and Development. Here I met government fisheries representatives from nearly every country in the world. Each presented a statement of their nation's major fisheries and participated in workshops which discussed problems in management and future guidelines for development of new fisheries, especially in Third World countries. There was also a little light entertainment in discussing how to phrase a World Fisheries Day — should it be a World Fishermens' Day? I enjoyed the conference for its scale of

ate diploma I completed there satisfied my needs very well. It introduced me to the sciences of fishing gear technology, marine biology, fisheries management, economics and seafood technology which complemented my background in biochemistry at university. The college also runs a student fisheries training vessel which can be geared for many different types of fishing.

Jobs in fisheries are very difficult to find. However, it is a small field and my first job after the AMC was found by word of mouth. I started in early 1987 as a cook on the NSW Fisheries research vessel Kapala. Not very prestigious, but it increased my seagoing time, which is important for credibility in this field. The money was pretty good, too. My original idea had been to gain some experience in fisheries research while on board, but with cooking and washing up and cleaning for eight to 10 crew, this was a little difficult. After a few months I thought there had to be something better.

THE NSW FISHING INDUSTRY TRAINING COUNCIL LTD.

"NEVER heard of it — I thought fishermen just knew how to be fishermen, that's part of their mystique."

That was my first reaction when I heard about this organisation. Much to my delight and by some quirk of fate, three months after hearing about it, I found myself working for the organisation as a Training and Development Officer. I now realise that I've stumbled on a virtual goldmine of opportunities for both myself and the improvement of training in all sectors of the fishing industry.

The aim of the NSW FITC is to become the primary avenue for training employees of the catching, processing and marketing sectors of the NSW fishing industry. There

Continued page 16



participation and discussion of fisheries-related issues. The receptions and extra activities provided a bonus, too.

Throughout my overseas trip I visited many fishing ports and fish farms, an area of fisheries that was very new to me. I returned home after 18 months away, eager to continue my interest in fisheries. After much thought I decided that even with a bit of experience behind me I could learn a lot by going back to school. The options for training in fisheries are primarily directed at very specialised marine research. I was advised to investigate courses at the Australian Maritime College in Launceston, Tasmania. The gradu-

More fishy business

From page 15

are counterpart FITCs in each state except Western Australia. Each council is funded by the Commonwealth Government; however, I wouldn't put our organisation into the public service basket. Funding does not cover all of our costs, and the difference is made up through training course fees, Maritime Service Board contribution and free office housing at the NSW Fish Marketing Authority building in Pyrmont, Sydney. The NSW FITC is registered as a non-profitmaking private company and financial and planning decisions are made by our council, which meets eight times a year. Its members comprise people from the fishing industry, the MSB, the NSW FMA, various educational institutions and a government representative. The Council employs three full-time staff; the training and development manager and two training and development officers.

The training courses provided by the NSW FITC have primarily covered instruction in Certificates of Service for boat operators. Over the past five years, the training and development officers have conducted training courses at NSW fishing ports in Coxswain, Master Class 5 and Master Class 4 Certificates for nearly 2,000 students. In a general trend to upgrade boat operators qualifications, regulations under the Commercial Vessels Act have changed. These courses will continue only until the end of June 1989. After this date, boat operators will have to take instruction at colleges of TAFE and sit for a full Certificate of Competency. In preparation for this change, the NSW FITC is increasing the number of these courses and developing other short courses.

The FITC has already instructed many fishermen in tuna sashimi handling. My job has been to develop courses in tuna longlining techniques and in non-tuna

sashimi handling for export to Japan. These two courses will train fishermen in the requirements needed for chilled fish export to Japan, which are very exacting.

Plans are underway for courses in basic seafood quality, marine engine maintenance, use of hydroacoustic equipment and small business management. Ideas for new short courses are endless, though support for them must be verified before submission for governmental grant assistance in funding the projects.

The FITC network is the perfect vehicle for improving the lot of employees in the fishing industry. Not only does our organisation hope to improve training in the industry, but it is also interested in acting as go-between in any fisheries-related issue.

We attend to many inquiries and if we cannot solve a problem, we can generally contact someone who can. I like to think our real business is communication.

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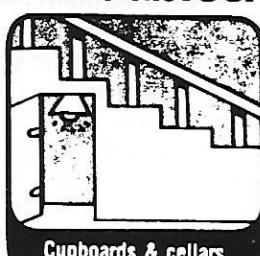


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Earthwatch

Earthwatch is a company of scholars and citizens working together. Its members sponsor research expeditions, sharing both the costs and the labours of field work.

Earthwatch supports the efforts of scholars to preserve the world's endangered species, explore the vast heritage of its peoples, and promote world health and international cooperation. Contact:

*Earthwatch
PO Box 403, Watertown, MA 02272,
USA.
39 Lower Fort St, Sydney, NSW 2000,
Aust.*



Maritime Economic History Group

Publishes a newsletter twice yearly, in March and September. For further information contact *Prof L.R. Fischer, Maritime Studies Research Unit, Memorial University of Newfoundland, St Johns, Nfld. A1C 5S7, Canada.*



The International Women's Writing Guild

The Guild is an alliance and network for women connected to the written word. Contact *Hannelore Hahn, Executive Director and Founder, Box 810, Gracie Station, New York, NY 10028, USA, 212-737-7536.*



Tradeswomen, Inc.

Tradeswomen Inc is a non-profit membership organisation for peer support, networking and advocacy for women in nontraditional, blue-collar jobs. Members receive Tradeswomen Magazine and Trade Trax newsletter. For further information contact: *TRADESWOMEN, INC., PO Box 40664, San Francisco, CA 94140, USA, 415-821-7334.*



WISENET

Women in Science Enquiry Network has been established to increase women's participation in the sciences and to link

people who are working towards a more participatory and socially useful science.

For further information contact: *WISENET, GPO Box 452, Canberra, ACT, 2601, Aust.*



The Women's Maritime Association

This is an informational and support network of seafaring women. Established in 1980, WMA is based in Seattle, Washington, with members from all over the United States. Our membership includes women who work on ferries, tugs, fishing boats, processors, research vessels, tankers, deep-sea merchant ships, yachts and delivery vessels, as well as women who are seeking employment in the maritime and fishing industries, or who are students in maritime training programs.

WMA's purpose is to promote a sense of communication among women who formerly felt isolated in their non-traditional jobs, to exchange health, safety, training and employment information and to seek solutions to discrimination and sexual harassment. A monthly newsletter and membership directory enable us to keep in touch with each other. Programs and informal meetings are held in Seattle.

For further information write to *Women's Maritime Association, 507 Third Avenue #743, Seattle, Washington, 98104-2355, USA.*



Dolphin Encounter Network

P.O. Box 37, Corindi Beach, NSW 2456, Aust.



Marine Education Society of Australasia

The Secretary, Julie Swartz, Marine Studies Centre, Weeroona Parade, Queenscliff, VIC 3225, Aust.



Australian Association for Maritime History

Newsletter Editor, Vaughan Evans, 85 Fullers Rd, Chatswood, NSW 2067, Aust.

Dolphin Date Base

The Dolphin Data Base is a non-profit, voluntary organisation which aims to assist people in connecting with others involved with marine mammals, marine and environmental issues and peaceful co-existence with our own and other species. People listed in the DDB are involved in a variety of projects ranging from scientific research to swimming with wild dolphins. *DOLPHIN DATA BASE, P.O. Box 5657, Playa Del Rey, CA 90293-5657, USA, 213-301-1535.*



The First Lady Life Education Trust

To sponsor Kay Cottee's solo circumnavigation on Blackmore's First Lady, and thereby assist the Life Education Programme, send donations to:

*The First Lady Life Education Trust
at any branch of the National Australia
Bank, or
PO Box 66, Potts Point, NSW 2011,
Aust.*

Donations over \$2 are tax deductible in Australia.



Women's Committee of the Yachting Association of NSW

The Women's Committee holds regular meetings and organises dinners to promote women's sailing events in the State. They can be contacted at *Sports House, 157 Gloucester St, Sydney NSW 2000, Aust. Tel 02 27 5163.*



Minerva

Minerva is a quarterly report on women and the military. It is a wholly independent enterprise. The editorial policy emphasises diversity. Minerva includes material from enlisted women, veterans, Red Cross and other civilian veterans, military spouses, peace activists, defense analysts and academics.

Contact: *MINERVA, Linda Grant de Pauw, Editor and Publisher, 1101 S. Arlington Ridge Rd, #210, Arlington, VA 22202, USA, 703-892-4388.*

Continued page 19

Riverboat replica

From page 8

ing a full size replica of William IV the following year. With the support of the Raymond Terrace Lions Club, and the impetus of the bicentenary of Australia, real opportunities were at hand to implement this imaginative idea. A public meeting followed. A steering committee was formed in May 1983. By May 1984 a proposal was ready to present to the community. The support given at that meeting led to the formation of William IV Project Limited, and 12 people were elected to carry on the management of the company and the project.

Ken was appointed Project Manager and Tom Barnes volunteered his services as Naval Architect. Before long ideas and research were transferred to plans and drawings. Endorsement by the Bicentennial Authority of Australia followed, with funding promised over a three-year period. Corporate sponsorship was sought, and an ongoing fund-raising program initiated. The project was well and truly established when a traditional keel-laying ceremony was performed on June 15, 1985 by the Patron, Mr Peter Morris MHR.

Disappearing skills were revived at the newly established shipyard and the people of the district and many visitors were given a real glimpse of many infrequently-seen tradesmen's skills put to their traditional use.

Designing and building the engine and boilers has been a unique 20th-century undertaking. The "two-cylinder compound double-acting side lever engine" materialised from an 1845 set of plans for comparable machinery drawn up by design engineer Ern Winter. The exact design of William IV's engine at any one time is unknown. It was modified and improved from time to time. Concessions to modern technology, especially for the alleviation of costs, were accepted. This included the machining of some components minimising pattern making and castings. The Australian Navy's Garden Island Dockyard, Sydney, prepared the patterns and castings for some parts, including the large cast iron steam cylinders and bronze pumps. The coal-fired boiler, the condenser, rudder, paddle-wheels and crank shaft all presented challenges which quite parallel those of the 1830s engineers,

for not only are the principles of the technology of the 1830-1860 paddle-wheel steamship era incorporated into the design, but the stringent requirements of present-day maritime legislation must also be included.

Similar considerations have influenced the hull and superstructure design. The original vessel had no interference from bridges as it navigated the rivers. A telescopic funnel, and fold-down masts were challenges for today's designers and were resolved with ingenuity.

The purpose of building this replica vessel was to enable all Australians to have the chance to experience at first hand

sign was necessary for a steamer. A large steam engine, boiler and fuel store had to be included and different requirements for stability and safety had to be understood. Marshall and Lowe had this knowledge.

Australia's first marine engineers are recognised and honoured also. Millwrights and blacksmiths became marine engineers by necessity in those early days. Innovation and improvisation were the strengths of the artisans called upon to maintain and develop the machinery of vessels such as William IV. Alexander Lyle Pattison was such a man, commissioned to apply his expertise as a millwright engineer to restore a second-

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The purpose of building this replica vessel was to enable all Australians to have the chance to experience at first hand a paddle-wheel coastal steamer.

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a paddle-wheel coastal steamer, one built as faithfully as possible to the known specifications of the first such vessel built in our country and the kind of vessel which brought many settlers to their new homes in New South Wales. In doing so, a sincere tribute is paid to the pioneering craftsmen of Australia.

Australia's early shipbuilders are remembered with admiration. They brought skills with them from the countries of their birth, and founded traditions in a new land. They pioneered inhospitable regions, felled strange timbers in untouched forests, transforming them into boats and ships on the lonely banks of unfamiliar rivers. In doing so they contributed very practically to the material wellbeing of all new settlers and the overall advancement of Australia.

In 1831 William Lowe, James Marshall and the sawyers, smiths and labourers, both convict and free, transformed unfamiliar flooded gum and colonial pine into the hulls of a new generation of vessels. Sailing ships had been successfully built in the colony earlier than 1831, but a new, specialised knowledge of structural de-

sign was necessary for a steamer. He did so very successfully, and is one of a very small group of men who can be credited with establishing marine engineering in Australia.

William IV is symbolic of both these important areas of great Australian traditions and skills.

The launching of the William IV steamship replica by Mrs Hazel Hawke took place on September 26, 1987; a grand achievement and a satisfying culmination of two years of shipbuilding. Prayers for a long, safe and useful life on the harbours and rivers of NSW accompanied the vessel as she entered the waters of the Williams River. It is hoped that William IV will give great pleasure to those who voyage on her, to those who learn something about the history of Australia from their contact with her.

Mrs Cynthia Hunter has been associated with the project from its inception, helping with collecting data and references. As a dedicated regional historian she also writes about the project for the William IV shipmates' newsletter and a variety of Australian and foreign journals.

NETWORK

From page 17

Australian Maritime College

The college has full-time courses from certificate to graduate diploma level which cover fisheries biology, port management and electronics, as well as the more traditional sea-going occupations. Contact: *The Admissions Officer, Australian Maritime College, PO Box 986, Launceston, TAS 7250, Aust. Tel. 008 030 277 (toll free).*



Greenpeace

Ecology teaches us that humankind is not the centre of life on the planet. Ecology has taught us that the whole Earth is part of our "body" and that we must learn to respect it as we respect ourselves. As we feel for ourselves, we must feel for all forms of life — the whales, the seals, the forests, the seas.

The tremendous beauty of ecological thought is that it shows us a pathway back to an understanding and an appreciation of life itself — an understanding and appreciation that is imperative to that very way of life.

As with the whales and the seals, life must be saved by non-violent confrontations and by what the Quakers call "bearing witness". A person bearing witness must accept responsibility for being aware of an injustice. That person may then choose to do something or stand by, but she may not turn away in ignorance. The Greenpeace ethic is not only to personally bear witness to atrocities against life; it is to take direct action to prevent them. While action must be direct, it must also be non-violent.

We must obstruct a wrong without offering personal violence to its perpetrators.

Our greatest strength must be life itself, and the commitment to direct our own lives to protect others.

155 Pirie St, Adelaide, SA 5000, Aust.
1161 Connecticut Ave NW, Washington, DC 20009, USA.

2623 W. Fourth Ave, Vancouver, BC V6K 1P8, Canada.

International Dolphin Watch
Contact Membership Secretary, Interna-

tional Dolphin Watch, Parklands, North Ferriby, Humberside HU14 3ET, England, UK.



Pacific Peace Fleet

Contact *PO Box 686, Marrickville, NSW 2204, Aust.*



NSW Water Ski Association Ltd

Contact *PO Box N145, Grosvenor St, Sydney, NSW 2000, Aust. Tel. 02 275869.*



Oceanic Research Foundation Ltd

Founded in 1977, the Foundation's aims are the promotion and encouragement of study and research into maritime resources and environment. "Learning by adventure" is part of the philosophy, which emphasises small, privately-funded expeditions. The ORF makes its research vessel, the Dick Smith Explorer, available to university and museum researchers to reach "difficult" destinations. Contact *ORF, PO Box 247, Windsor, NSW 2756, Aust. (045) 79 9254.*



Women's Sport Promotion Unit

Women should have an equal opportunity to enjoy participation in sport, and the benefits that go with it. Special measures to stimulate change are needed to assist women. The key areas to be addressed are: the promotion of women's involvement in sport to raise awareness and encourage participation; more and better media coverage of the training in relevant skills and involvement of women in decision-making positions; greater needs of women in the design, building and upgrading of sports facilities; more effective sports programs for girls in schools; increased funding and sponsorship; and more research, provision of information for and about women in sport. *Women's Sport Promotion Unit, Australian Sports Commission, PO Box 176, Canberra, ACT 2616, Australia. Tel. (062) 52 1111.*

Mariners International Club

This is a non-profitmaking organisation devoted to the preservation and promotion of traditional sailing vessels and the seamanship, skills and lore associated with them. It is a friendly and informal club, with members from all walks of life and from all over the world. *Mariners International Club, National Maritime Museum, Greenwich, London, SE10 9NF, England, UK.*



Women in commercial seafaring

Nancy Taylor Robson is presently compiling a book about women in commercial seafaring — tugs, deepsea, commercial fishers, pilots and ferryboat women. She is not including (for the sake of manageability and focus) sailboaters of whatever degree or experience. She says it will be a collection of biographies based on interviews she is doing now. Partly adventure, partly oral history, partly individual biography all woven into a piece of our changing social fabric. If you are a commercial seafarer please contact *Nancy Taylor Robson, Buttonwood Box 74, Galena, MD 21635, USA.*



FANCY MESSING ABOUT IN BOATS?

Subscribe to Sistership

The Magazine
for Women on
the Water

Coupon back cover

It's May Day again!

From page 5

Hillsborough, just north of the jetty and off a small sandy beach.

Carriacou is Grenadian territory, so we headed for the customs and immigration offices again. We found them behind the little market building, beside the island's shiny red fire engine, and were pleasantly surprised to find that Grenada, keen to encourage visitors, makes no charge for

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The reef provides the most spectacular snorkelling I have ever experienced

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yachts. The town has one street, which we wandered along in search of a cold drink. This we found in the Mermaid Beach Hotel, a lovely little place with one entrance on the street, one on the sand, and a cool shady courtyard between.

Next morning, Leo, the proprietor, had offered to arrange a taxi for us to tour the island. Scenically it is little different from many of the smaller Caribbean islands though there is quite a good view from the hospital, which is the highest (and coolest) point. However, on the beach at the south end of the island, near the mangrove swamps of Tyrrell Bay, we came on two schooners under construction. These traditional boats, 70 or 80 feet long, are built by hand with only the simplest of tools and no plans. The keel is greenheart and the frames, grown to shape and trimmed on site, are of cedar.

In the afternoon we motored across the bay for half an hour to drop anchor between the arms of the reef which stretches out from each side of Sandy Island. This is tiny — a couple of coconut palms and some scrub — perhaps a hundred metres long. The reef provides the most spectacular snorkelling I have ever experienced — vivid corals and seaweeds, and huge numbers and varieties of fish. I longed for scuba gear. It is supposed to be a fish sanctuary, though we had our doubts about

the intentions of two small local craft which departed rapidly as we arrived. The pelicans which perched on exposed coral heads at the north end of the island certainly paid no attention.

We were now starting the second week, and it was time to turn north. Next morning we left at 0930, again, under genoa only. This time we intended to make a detour. We knew that there was a spot on the beach of Petit St Vincent where the local fishermen dumped empty conch shells. When cleaned up these are really lovely, with their chalky, slightly spiky exterior, shiny peach lip and deep pink heart.

I had promised myself a dive at some time during the cruise, and Seth had recommended the English couple, Derek and Marie, who run the diving school on Union. I always bring my own mask and flippers, (not many dive shops keep size 21/2 flippers), but I was delighted to be offered a set of scuba gear which looked brand new. My dive leader was also new: Glenroy, an enterprising young man from Bequia, had just qualified as an instructor, having borrowed a small fortune to go to the USA and complete the course. Like many locals he is a very experienced diver, but formal qualifications are rarer, and some diving operations are not always totally punctilious about safety — it is a good idea to check for an up-to-date certificate. The Dive Anchorage boat was as smart and well-organised as the rest of the operation, and took us out to the end of Thomson Reef. Glenroy led me down through the coral, and we spent almost an hour exploring. He showed me trumpet-fish and a sea-horse, warned me off the fire coral, and persuaded me to touch the bright purple sea-anemones, which made me giggle as they curled up — a strange sensation with a regulator in your mouth.

Back on board, we pulled up the anchor and motored off to Tobago Cays. This must be one of the classic anchorages. The Cays are a handful of tiny islands, five to 10 metres or so tall, uninhabited except for occasional encampments of fishermen. The anchorage is apparently exposed, but in fact sheltered by the sweep of the Horse-shoe Reef, and it is reached through a maze of coral which in places comes within inches of the surface. (Well, I expect the bottom of the keel needed cleaning, and we only bumped twice, very gently.) Al-

though it was relatively crowded, about a score of boats, the sense of peace was almost palpable. And again, the snorkelling magnificent. It is also an excellent place for sailboarding, with relatively flat water and a clear fetch for the prevailing easterlies.

It seemed a shame to leave without landing on one of the Cays, so next morning we rowed across to Baradal. The heat and dryness were stifling — even cacti were shrivelled and limp. It was disappointing, too, to find so much garbage, some clearly from yachts (a package of outdated charts of the Bahamas, for example). It was a relief to get back on board and unfurl the genoa to slide between Bateau and Rameau and on west past Mayreau before heading north to Canouan, where we anchored in Grand Bay at 1630.

Next morning we had a good view of the local traffic, when the supply schooner came in. She arrived under sail, coming in over what the chart showed as solid reef, and anchored off. A flotilla of dinghies

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The streets are lined with sellers of beer and barbecued chicken and conch

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went out to meet her. One, propelled by an ancient outboard, apparently the only one on the island, carried a large lady in a faded red dress who steered an empty blue oil-drum. Fascinated, we watched as parcels and bodies of all shapes and sizes were hauled over the gunwale or lowered into dinghies. The oil-drum went up; the large lady, somewhat to my disappointment, did not. Eventually the exchange was completed; the dinghies came back ashore, the one with the outboard towing a full oil-drum, almost submerged; the ferry departed, still totally under sail.

One of the joys of the Grenadines is that anchorages are so close that it is possible to

Continued page 21



At anchor in Castries Harbour

spend a morning ashore, and still be anchored off another island before sunset. This time, the other island was Mustique, and the sunset gave us a perfect green flash. I have so often watched for this phenomenon without success that I had begun to think it an optical illusion. It may still be one — explanations differ — but we are now convinced of its subjective reality at least.

Mustique is an interesting island, an example of what can be done by throwing money at an apparently unpromising site. There can be few places in the world where water is shipped in and then used to water gardens. The big houses are spectacular, the roof-top swimming pool of the Cotton House hotel undoubtedly elegant, Basil's Bar on the waterfront very pleasant, and the anchorage not as uncomfortable as we had been led to expect. But we were glad enough to unfurl the genoa again and head back to Bequia.

We had decided to anchor in Friendship Bay, on the south side of the island. Here we had perhaps the nastiest moment of the trip: we had stopped thinking about tides — the rise and fall is only a few inches — and we were caught unawares by a strong current setting across the entrance, pushing us down towards the ugly rocks of Elair's Cay. I had been trailing a fishing line and, led astray by a definite nibble, had not reeled it in until close inshore, so I was still frantically winding while Fred

started the engine to pull us into clear water.

Anchored off the end of the hotel jetty, and the bay could not have seemed more peaceful. The hotel, like most at that slack time of year, was almost empty. We drank rum punches, sitting in big swing seats in the beach bar.

Next morning we pottered round the corner back to Admiralty Bay, motoring in light breezes under grey skies. Off Moon-hole, where eccentric (American) architecture blends with bizarre rock formations, my eye was caught by a movement inshore. An oilskin waved by the crew of a local fishing boat, her outboard non-functional. We radioed Bequia Slip, then gingerly edged in towards the rocks and threw her a line. Half-way back to Port Elizabeth, we were happy to relinquish the tow to a motor boat coming out to meet us.

We were headed for Bequia Slip ourselves. The furling genoa, which had been temperamental since we left Rodney Bay, had finally packed up. Inspection with binoculars suggested that a masthead excursion was necessary, and we had no bosun's chair. A telephone consultation with Ted at Trade Winds was organised, and the go-ahead given. Bill Little, who has run Bequia Slip and the Harpoon Bar for long enough to be a Caribbean institution, told us that it was his last week. He and his wife Barbara had bought a schooner and were refitting her (in some style it

appeared; he talked of water-makers and ice-machines). But he called us a rigger (should you have need of one, we can recommend Kendrick as both competent and reasonable), and sat with us in the wooden bar-on-stilts while the swivel was unsnarled.

Next morning we were under way at 0700, motoring out of Admiralty Bay while we stowed the dinghy on deck and generally battened down for the passage back to St Lucia. The day was grey and almost totally windless, most unusually. The monotony of almost solid motor-sailing was broken only twice: at 0905, when a school of some two-dozen dolphins put on a display of aquabatics for us, and half an hour later, when Korsar, another Trade Winds yacht, called us. Seth was heading south to pick up yet another of the fleet and wanted to know if we had seen her.

I had had some idea of getting back to Rodney Bay that night, in time for the weekly jump-up at Gros Islet. This is not so much a street party as a whole-town party, and it happens every week. The streets are lined with sellers of beer and barbecued chicken and conch, music blares from every corner, and there is no better party in the whole of the Caribbean, barring Carnival. As things turned out, we were glad enough to creep into Marigot Bay to anchor at 1900 in the last of the light, and to row in for a last meal ashore in the Hurricane Hole restaurant.

Marigot Bay is one of the most beautiful anchorages in the Windwards (the location for much of the filming of *Dr Doolittle*), but we had little time to appreciate it next morning as we had promised Ted to return Green Jade early — her next crew were the owners, and she had to be impeccable for their arrival. At 0730 we were under way, motoring while we cleaned, tidied and packed, and at 0930 she slid back onto the same pontoon we had left two weeks earlier.

It was a splendid cruise.

Liz and her husband, Fred England, have spent several years holidaying and working in the West Indies. They have recently bought an O'Day 37, One-Time, and intend to spend at least part of their retirement cruising in the Windward Islands.

From page 2
women's achievements.

For many years I was involved in the boating industry and, as a means of publicity, became involved on offshore power-boat racing.

As you can imagine, being a female driver with female crew made me quite a novelty. In fact, I was once awarded a large teddy bear for being the cuddliest driver. This all stopped when we started winning.

On one occasion, as a personal statement and means by which to make the spectators aware of our involvement, we crossed the finish line in first place with a stream of bras flying from the stern.

The seas have given me many amusing and fulfilling experiences.

Lois Butler, Picton, New Zealand

I am presently one of five women Scientific Fisheries Observers in a team of 35. At the moment we are gearing up for the

Hoki season, off the west coast of the South Island of New Zealand.

Our numbers have been halved due to lack of money, so the morale here is fairly low. Three women will be going out on Japanese surimi vessels. Just when we thought we were finally going to place women on Korean vessels, we got placed with the Soviets yet again. Not that I can complain. The Soviets are a good bunch to work with, but it would be good to break new ground. Overall we seem to be placed on Soviet vessels so our Russian is fairly good. Needs to be to argue those old sexist superstitions, i.e. no women on the bridge, engine room, too weak to work on the trawldeck and, disastrous if we happen to whistle a few notes. Yet they have one woman captain who is highly respected. Mention that and you throw a spanner in their theories. I would like to know more about her, she must be one helluva tough woman. Maybe I should make inquiries.

There are a few woman deckies around in NZ, but they are very rare. It's a hard area to break into. Many positions in small areas are handed down from father to son. Heard it was easier to land a deckie job in Oz. Are the rumours true? But more bloody Kiwis is probably the last thing you lot want over there.

Well, I'll sign off here. Got to pack for a three-month stint. Coffee, chocolate and cigarettes. The vital three 'C's.

Carol Sutherland, Upper Moutere, New Zealand

Delighted to hear of your new enterprise. I assume Navy and Coast Guard women are included in the constituency to which you plan to appeal.

Welcome to the world of women's publishing.

Linda Grant De Pauw, Editor, *Minerva*, Virginia, USA

Bosun's locker

From page 11

'Australians and the Sea' to be held in Sydney in October 1988. Contact *Australian Association for Maritime History*, c/o Vaughan Evans, 85 Fullers Rd, Chatswood, NSW 2067.

International Commission for Maritime History Conference 'Food for the World; Maritime Trade and shipping of Food-stuffs' is the proposed theme for the conference to be held in Madrid, Spain, in 1990.

Patricia St.John and her Mid-Point staff will be leading dolphin research trips in late (northern) spring and summer (mid 1988) to the Bahamas Banks. Participants will swim with wild spotted dolphins and observe and document their behaviour. Contact *MID-POINT Inc.*, Box 17, Route 133, Bridgewater, CT 06752, USA.

Dolphin Data Base at 213-305-7221. PO Box 5657, Playa Del Rey, CA 90296-5657, USA.

New Waves in Marine Education — Keeping up with Ocean Discoveries, the annual conference of the National Marine Educators Association. July 19-22, 1988, University of California, Santa Cruz.

Contact: *NMEA Conference, University of California Extension, Santa Cruz, CA 95064, USA. Tel. 408-429-2761.*

The Pacific Peace Fleet, in Sydney, has been given a 12ft runabout, with a 35hp engine. The fleet is actively seeking an all-women's crew to run the craft, as the current women's boat is now on its way to Moruroa Atoll in the South Pacific. Women must have the MSB General Licence to operate a power boat to speeds of over 10 knots. Interested women should contact Colin at the Pacific Peace Fleet.

An Amazon Queen named Artemisia (Spirit of Artemis) joined Xerxes to fight the Greeks at the battle of Salamis in 480 BC — not because she loved Persians but because she hated the Greeks.

There were real Amazons among the Vikings: female captains and war-chieftains. In the 10th century AD a Norwegian fleet invaded Ireland and devastated Ulster and the northeast under the command of a warrior queen called the Red Maiden.

CLASSIFIED ADS

Charterers, crew and schools:

Are there any women interested in women-only sailing adventures? Day,

weekend, or week-long? Sistership is also keen to identify women who want to learn to sail. We'd like to contact any charter companies and sailing schools offering these services.

Sistership will set up a contact service for women worldwide who would like to get together on the water. This list could include professional crew as well as recreational boaters.

In Sydney, for example, Ruth would like to organise regular events — sailing or simply meeting. The first of these is set for Sunday 28 August. Cost will be \$35; bring food and drink; phone Ruth (046) 26 6740 for venue and time, or contact Sistership, PO Box 1027, Crows Nest, NSW 2065.

Galvanic Corrosion Indicator. The Laque Centre for Corrosion Technology Galvanic Corrosion Indicator now available in Australia for \$27.50 ea (incl p&p.) from M.J. Kirlew, PO Box 671, Crows Nest, NSW 2065. (02) 938 1315.

Floor space for rent. Are you making your own sails or awnings? Floor space is available in Sydney suitable for lofting (sails for a 42ft sloop were recently lofted and cut here). The space is available for short term rentals.

Call Judy on (02) 516 2487.

Isobel Bennett, scientist of the sea

Isobel Bennett has been a dedicated marine scientist since the 1930s. RUTH BOYDELL looks at aspects of her life.

ISOBEL Bennett has been writing books about Australia's seashores for more than 30 years. She is one of the world's most distinguished marine scientists and is currently a research associate of the Australian Museum.

Bennett's books include *Australia's Seashores* co-authored with the late Professor W.J. Dakin (Angus and Robertson, 1987.); *The Fringe of the Sea* (Rigby, 1966.); *On the Seashore* (Rigby, 1969.); *Shores of Macquarie Island* (Rigby, 1971.); *The Great Barrier Reef* (Lansdowne Press, 1984); *On the Australian Seashore* (Rigby, 1974.); *Discovering Lord Howe Island* and *Discovering Norfolk Island*, both co-authored with Jean Edgecombe (Pacific Maps). She is author and co-author (with Elizabeth Pope) of numerous papers in scientific journals.

In 1962 the University of Sydney conferred upon her its first award of Honorary Master's Degree. She had joined the staff in 1933 as zoology librarian and secretary



Isobel Bennett

to the then Professor of Zoology, W.J. Dakin. She then became a research assistant and later demonstrated and lectured at the University.

During her research assignments Bennett made some remarkable journeys which included joining the Danish Deep Sea Expedition on the H.D.M.S. Galathea on an expedition to South Australian waters in 1952. She voyaged for four months on

board the Stanford University's research vessel Te Vega during its maiden voyage from San Diego to Singapore in 1963. She has also voyaged on large and light ships in remote Australian waters, as well as visiting marine and oceanographic laboratories around the world.

Bennett was one of the first women to accompany the Australian expeditions to Macquarie Island in the Southern Ocean in 1959, and has been a member of the Great Barrier Reef Committee for many years.

It is largely through her influence that the Long Reef Rock Platform, on Sydney's northern beaches, was declared a Marine National Park.

Bennett is a keen photographer, orchid grower, sailor and beachcomber. This latter hobby has proved rather rewarding as she has made two important finds of rare sea creatures while on beach walks.

One genus and five species of marine animals (three being from the Great Barrier Reef) and a coral reef in the Swains Group have been named in her honour.

At the 52nd ANZAAS Congress in Sydney in May 1982, Bennett was awarded the Mueller Memorial Medal for her contributions to marine biology. In the 1984 Australia Day Honours Bennett received the award of Officer of Australia (AO) for her services to marine science.

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d'Albora Marine, New Beach Rd., Rushcutters Bay. P.O. Box 1162, Potts Point, 2011.

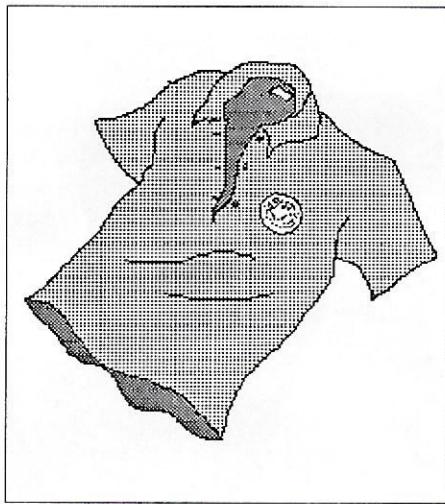
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COMPETITION

Sistership is still running the competition for three Sistership T-shirts.

Acknowledging that Kay Cottie is the first woman to circumnavigate solo *non-stop*, according to the rules set by the Guinness Book of Records, there have been other women who have completed solo circumnavigations, both round the Horn and through the Panama Canal. Name some or all of them and you could be the winner of a



Sistership T-shirt. T-shirts will be sent to the three people naming the most female solo circumnavigators.

The closing date has been extended to 1st August, 1988.

Send your answers (with any background information on the circumnavigators, if you have it) with your T-shirt size, name and address, to Sistership, PO Box 1027, Crows Nest, NSW 2000, Australia.

Australian women world leaders in water ski racing

TWENTY-TWO-year-old Australian Tanya Williams last February became Champion of the World in the sport of water ski racing.

To earn this title Tanya gained two firsts and a third from three races run over eight days on Botany Bay, Lake Illawarra and the Hawkesbury River.

Formerly from Australia's federal capital, Canberra, Tanya now lives at Wellington and works in Dubbo in the Commonwealth Department of Social Services as a clerk. She is the current Australian Ski Racing Women's Champion, a title she has won four times, and has been a member of the Australian Team at three World Championships.

The good placings of the other Australian female team members, Eva Ryan from Queensland and Karen Lee from NSW at the recent World Championships, helped Australia also take out the World Teams Shield.

Women are very active in the administration of water ski racing at Australian and world level. Australia's Ski Racing Team captain/coach is Meryl Lee.

Patricia Cooper is Australian Ski Racing director, a member of the World Water Ski Union Racing Council and president of the NSW Water Ski Association.

The Australian Ski Racing Judging coordinator is Louise Cuthbert; two women



Tanya Williams, champion waterskier

are State Ski Racing directors Jan Thurgar in NSW and Liz Nancarrow in South Australia, and most State secretaries or executive officers are women.

In a sport with an established "macho" image it is great to see women taking top spots in competition and administration.

— Patricia Cooper

ON THE HORIZON

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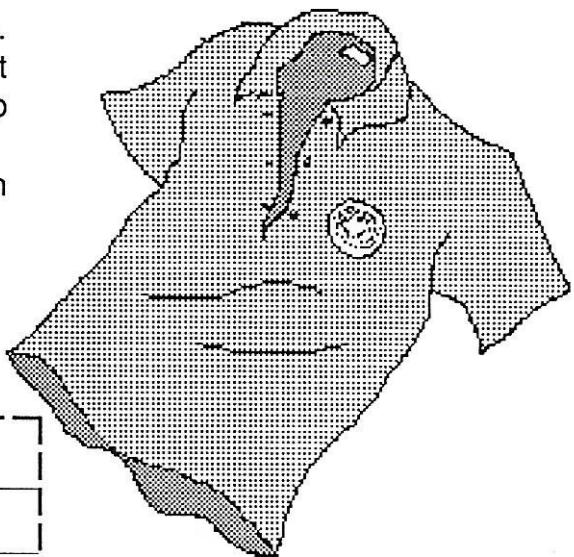
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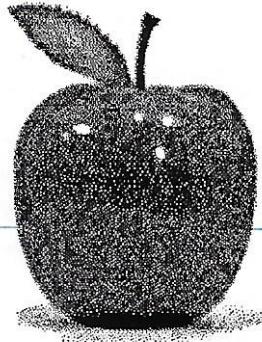
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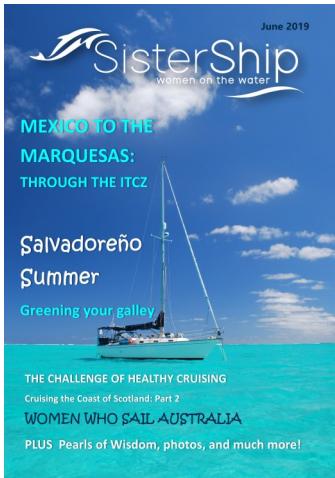
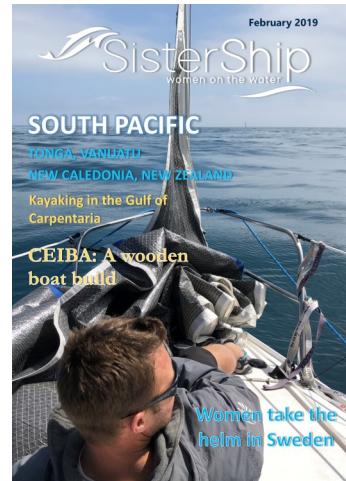
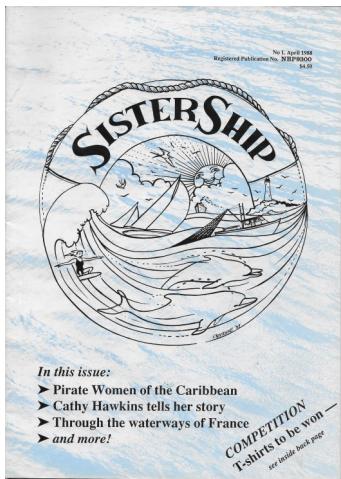
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