

Food and Sailing: Gourmet Food Far from Marinas?

We tend to like remote anchorages rather than marinas with convenient shops, but we also enjoy good food and don't want to spend hours preparing it after a long passage. Sometimes we have gone 9 days without using (or finding) a shop. Here are some ideas that we have found useful:

- A frozen chicken, packed in a cool box or insulated food container, will slowly defrost over a couple of days. This will serve as a huge ice-block to keep your other food cool, and then you can cook it (if you have an oven and reasonably calm water!) once it has totally defrosted. We once tried this with a duck: it was ready to cook in a very roly anchorage in Fishguard: we had waves of hot fat rolling from one side of the roasting tin to the other..not ideal!
- In Northern waters, oranges, lemons, butternut squashes and onions will keep in plastic baskets in a dry bilge for (wait for it) a year. We discovered this by accidentally leaving some over the winter one year. They were fine the next summer. It must be the cold and dark conditions, a kind of floating cellar... All these provide a wonderful contrast of taste and texture to tinned food, if you are far from shops for a long period.
- Dry couscous or cracked wheat (try health stores) makes a really easy alternative to rice/pasta/potatoes. Just pour boiling water over it and leave it for 15 minutes, then serve. No cooking! Even better if you add a stock cube to the water.

- A good salami, whole not sliced, will keep quite some time, and will add a certain piquance to casseroles made from more boring tinned food.

It's not actually difficult to make bread afloat (or, indeed, on passage) using a bread mix. Just add warm water, and put it to rise in a bowl inside a plastic bag and in a sleeping bag. When it has risen, cook on a baking sheet in the oven. Again, on passage this is a huge moral-booster, offering interesting textures and a delicious smell.

Linda Moss

Sent in by Georgina Clough - we have more gems for the next edition

Advertisers

We have been fairly successful in recruiting and retaining advertisers in the club yearbook, but some advertisers have declined this year. The advertising revenue helps pay for the costs of running the club (and therefore keeping subscriptions down). It is vitally important that when you do business with local suppliers that they know you are a NWVYC member, whether by wearing club logo'd clothing or telling them directly. Check the new 2009 yearbook and if you see that one of your suppliers isn't advertising let them know and the Bosun, so he can approach them for 2010.

Guiding Light Sets Sail for Distant Shores Interview with Skipper Roy Boughton

Guiding Light is a beautiful boat, what type of boat is she?

She is a Gauntlet class 12 ton cutter. She was designed in 1934 by C J May who was the owner of the boatyard Betty Berthon Company in Lymington, part of a circle of boat designers which included Uffa Fox, the Swedish boat designer. She is made out of pitch pine on English oak frame. Above deck, everything is teak. The mast is solid wood and weights 1 ton and the solid lead keel weighs 4 ¾ tons.

How does she sail?

I have never sailed a more balanced boat in my life. Under extreme weather conditions and with no reefs it takes just 2 fingers on the tiller to steer the boat. She will feather into the wind, but a small amount of pressure keeps her sailing.

Unlike modern boats, which are tuned, a wooden boat flexes with the pressure of the wind. This is where the rig needs to be adjusted. The bottom stays if they were set too tight would distort the hull, and the boat responds better when they are loose. The rig is adjusted while under sail- there's quite a bit of fine tuning.

Because Guiding Light is a Cutter rig, there is more than one head sail - this makes for infinitely variable combinations. There's a dagger head sail above the stay sail and the top spreaders. The fore stay sail is self tacking on a bronze horse. The next jib back is always set flying with no wire stay.

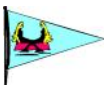


Roy at the helm of Guiding Light

When the boat is under pressure, the stay sail is kept tight. Sailing the boat is all about timing. There are two winches to release. First let the jibs go until the apparent wind has moved round and heads the sails. Then the running back stays have to be released and put on the new windward side as the boat goes through the wind, or you wouldn't be able to re-tension them. The high field levers on the running backstays can be released instantly.

The log on the boat has read out 8.6 knots under sail. Guiding Light is licensed to carry 8 people and is RAYC handicapped.

There used to be a 6:1 purchase on the main boom but this made it difficult to gibe. If an unexpected gibe happens, the running backstays can hit the boom part way down - there



were already marks on the boom when I got the boat and more have been added since I have been sailing her. Going downwind, we haven't found the best way to sail the boat yet so we will work on this en route.

Where are you planning to go?

To New Zealand and back to see how far it is! But, until I get to South Stack lighthouse I won't believe I am actually on my way.

How long will the trip last?

I could do it in a year. But, I want to see things on the way, so how long it takes is difficult to predict. As a gauge, it should take 2 years which gives time to visit all the interesting places along the way. The route I am taking is to go with the trade winds across the Atlantic and then onto the Pacific via the Panama Canal.

What equipment have you added to help with your trip?

I respect the people of that time, they had a lot of knowledge of sailing. I trust the rig design, this was a culmination of everything they had learnt with the materials they had - this boat is the pinnacle of the achievement of that age. However, I am not a purist. This is a traditional boat, but I will use all the best combination of old and new I can to make the boat safer, sail better and use the design to maximum efficiency.

The quality of the fittings on this boat shows that she is rigged for ocean sailing. In some cases, I use stainless steel shackles, though the bronze ones do look better and are self lubricating. When the boat is moving on the ocean, the constant wear will affect the materials differently. I will check the rig every day to see where the wear is taking place.

I made a new tiller and will keep the old as a spare. The next item I added for this trip was the life raft - I researched this carefully and found that the latest Avon Ocean life raft is the one favoured by the forces.

I added the bilge pumps - engine and electric and manual. A manual one has a roving suction which can be used in any compartment in the boat.

There's the charging facility for the batteries. I purchased a brand new wind generator for the boat but no matter where I placed it, it interfered with the rig. So I sawed it in half and arranged it to go over the main propeller shaft. It has a high gear 8 phase wind charger, so when sailing, the boat's propeller turning at 50 rpm will produce 5 amps because the gearing inside is so great. As well as this the solar cells can be used to generate power.

A major piece of equipment is the water reverse osmosis - a Catadin 40E which produces 15 Litres an hour at only 3 amps 12 v dc.

Emergency radio communications is to be added - the system is for Independent International Communications - data only - either email or mobile phone. GMDSS Inmarsat C. Safety channel - emergency push button. EPIRB - MMSI number.

Other items include:

- Grab bag - SOLAS first aid kit.
- Advanced First Aid afloat

Sail repair kit

Night vision binoculars with own beam and steady hand.

Generator - 1000 watt 1kw battery charger petrol fired.

Paraffin heating and cooking - readily available fuel.

What other preparations are you making?

All the through hull fittings have been removed and re-packed. I now have separate emergency fuel enough for 10 hours at 6 knots.

Charts, navigation aids, paper charts are always important. I have a number of books I am studying that provide information on winds and current. As well as local charts for points along the way I have charts that cover the whole of the Atlantic, whole of Pacific - they are passage charts with a Conic projection - a straight line can be drawn on these charts to do the Great Circle route.

What parts of the trip are you most looking forward to?

The long hops, its magic when the sun comes up over the ocean each morning. You are on your own out there - it can be unusual to see other boats. At sea there's no twilight - so the sun goes down and you can see the stars - I have seen up to 40 shooting stars a night. You have to be there and I recommend the experience to anybody.

I'm looking forward to the adventure, to new places, new people, and the amazing experiences ahead.

What concerns do you have?

The rig - possible failures. I have no concerns about the hull. But I'm thinking about the painting - the anti fouling has to last!

The communications equipment is taking a while to turn up because there are official papers to complete, but it should be here mid March.

Its a long time since I started all this with my wooden Endeavour IV in the boat park, when I dreamed of going to the other side of the ocean.



Roy is aiming to keep a blog up to date as he goes - we will publish the link on the website once he sets sail so we can follow his trip.

Bosun's Corner and Members Page

Charts / Publications

Because of the wide range of charts and publications that now cover the area we sail in (there are 4 alternatives for the Menai Strait alone!) I'm applying some tighter control of stocks. Therefore please give me as much advance warning of your requirements as you can so I can batch orders up, and manage stocks more effectively. I will be away for all of June, so if you can please let me know your requirements for the summer in the next few weeks. Deliveries from IMRAY, whilst normally very efficient, do sometimes take a few extra days at this time of year due to seasonal demand

Bosuns Boat Care range

Six products all designed to keep your yacht in tip top condition. Liquid rubbing, Express cleaner, Teak Cleaner and Restorer, Yacht Wax Shampoo (good for the car as well I have been told), Super Wax, and Marine Polish Liquid. With suggested selling prices of between £5.99 and £14.99 from a well known on-line chandlery, the Bosuns Bargain price of £3 each of 4 for £10 when a shampoo is purchased must be the deal of the year! If you look carefully, underneath the plain labels you can make out the name of the original manufacturer, a well known company with a truly 'International' reputation. Limited stocks, so buy now before it's all gone.

Dinghy Store

If you have a position in the dinghy store and don't intend using it this year, please contact me so that I can temporarily

re-allocate it to those people who are on the waiting list. It seems a waste of the facility if positions are occupied gathering dust when others are having to transport their inflatable dinghies down every time they go sailing.

Boat Show Costs

You know I queried in the last Venturer why the Boat Show wasn't held somewhere central like the NEC – well I've found out. It's all to do with the cost of exhibition space – it's clearly a lot cheaper to set up temporary pontoons for displaying boats than undercover hall space. How much for a stand at Excel that displays 3 yachts, approx 35' long? Well, guesses please in writing (e-mail or snail mail) to the Bosun by 5th April. Nearest to the figure wins a £10 Bosuns Store voucher, winner to be announced at the Start of Season Party. Members only, and relatives of the Bosun may not enter (sorry Nigel), nor the 1 member who I told the figure to already!

Chain

4 members took up the Chain offer that was publicised by e-mail and adverts in the clubhouse. Apologies for the short notice, but the source was drawn to my attention by Bob Scott, who noticed the 'discounts for Yacht Clubs' comment on their web site when he went to buy some chain. It seems to have worked well, and so I plan to run the offer again for 2010, so check your chain (anchor and ground) during 2009.

Dave Clough



British Boat spotted by Glen Warburton in Dubai

RYA Handy Guide to Racing Rules 2009/12 will be available from the Start of Season Party. A simplified view of the basics rules of sailing - essential reading if you are new to racing, or want something to wave at Whispered Secret, Dansa or Genesis as they vanish into the distance. RRP £3.00 NWWYC Member price £2.50.

Sail Laundering

The sails will be returned to the clubhouse on the 25th March. Please ensure you have removed them from the clubhouse prior to the working party on 11th April. If you haven't paid your bill yet please do so – The Boatshed will only be delivering back those sails that have been paid for – any unpaid for will have to be collected by the owner from Y Felinheli.

Mooring Buoy

We are looking to borrow or rent a mooring buoy for the 2009 season. We are registered with Anglesey Council. We have a 1 ton Lysander, bilge keeler. If you are not using your mooring this season, please will you consider allowing us to use it, subject to council approval.

Ralph Pierce - "Sooty Tern"

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