



## Julian's ARC Blog



Julian Kimberley, GN Espace Director is joining the crew of 'Casamara', a Discovery 55 yacht, taking part in this years ARC event. As one of a crew of six, Julian is the designated cook and responsible for creating healthy and interesting meals all the way across the Atlantic.

This is a perfect opportunity to show how the range of GN Espace galley equipment, including the vacuum storage system, can provide the crew with fresh meals, made from fresh ingredients, for the duration of the crossing.

### **Day 1 - 21/11/2011**

Everyone is ok and getting their sea legs. We did 165 nm in first day. we appear to have gone slightly more east than others but are now going SW. have been flying two head sails and main and sailing along at a speed of circa 7.5 knots.

First night was a bit bumpy as we hit the wind acceleration zone but today was all blue skies.

We treated ourselves to a full english breakfast to ensure we weren't too concerned as to what time we would get lunch. However as things turned out, we had a great start and sat down to smoked salmon and brown bread around three, I had been told when joining the boat that one of our watch leaders Paul, did a legendary spag bol and was going to offer to do supper that first night, I gratefully accepted and have to say the legend lives on!. JK

### **Day 2 - 22/11/2011**

Another good day of blue sky sailing. Have done 382.9 nm and are cracking along under poled out genoa and solent and main. Yesterday we saw two schools of dolphins and flying fish. one squid landed on deck. we can see two yachts around us. Predicted to be windy tonight so have already reefed the main for safety. everyone is good and the talk just keeps on going. Participated in the radio net at 1400 which was useful. SP

Today we started our day with scrambled eggs and french toast. Lunch consisted of a tomato and onion salad topped off with feta cheese served with warm baguettes, followed by more cheese and biscuits. Wind strengthened just prior to dinner, so we decided to have our bbq pork with mashed sweed and baby potatoes in a bowl. I have been amazed as to how well all the non chilled vacuum packed food has served so far. We have hardly had to dip into the fridge for fresh food at all.

Tomorrow we plan to put some red meat into one of our GN Espace specialist vacuum containers and speed marinade it for dinner, will let you know the results. JK

### **Day 4 - 24/11/2011**

Had rain last night for twenty minutes which was nice as it gave deck and sails a wash. Today has been another day of blue sky sailing. Cracking along at 7 plus knots on 245 degrees. We are now fully into seamless watches of three hours although pretty much everyone is awake during the day. We have pumped up the music today and have had the pleasure of Tim's 70's disco hits which requires a lot of on deck gyrating!

I love being skipper - I even get breakfast in bed on occasions. The fleet are talking about a whole in the wind over the weekend - so we have had endless discussions on strategy (not really) and just ploughing on to get South. Fishing has so far delivered zero but something is biting all our lures!

Over to Julian for the food update: SP

Meals are very continental in style now as the weather has been so warm and sunny. We went for a healthy muesli style breakfast this morning with some fresh fruit and yoghurt. Lunch consisted of fettucine pasta with shrimp, lemon and sundried tomatoes, wrapped in a white wine and cream sauce. While we were all enjoying this, we were again treated to some unexpected but very welcome lunchtime guests, as another school of Dolphin dropped by to check out how things were going on Casamara!

Dinner was an excellent example of one pot cooking with rice liberally covering the bottom of a large oven dish, steeped in chicken stock with black olives, garlic, herbs, chorizo sausage and chicken thighs placed on top, all with a good coating of olive oil and cooked to perfection. A variation on a fantastic dish my wife frequently treats us to at home!

Fishing has been frustrating as Simon has already mentioned. We had one fish on the line for about 10 minutes in the morning and while trying to reel in, it somehow managed to get off the line! The second strike took masses and masses of line out, but when we finally got to the rod, the line had broken and the lure, weights, the lot, had all gone! So our game of chess with the fish of the Atlantic is getting interesting to say the least, it's over to us again now, so keep watching for our next move! JK

### **Day 5 - 25/11/2011**

Heroes up the mast - Well we were going fine and Charlie and I were on watch commenting on how much fun this was when suddenly the genoa ended up in the water - pitch dark. All hands on deck and we dragged the sail back on board, The Selden swivel shackle had failed (!!!!!!!). We waited until light and discussed a plan. The furler head was up the mast and we needed to get a line on it to haul it down. First volunteer was Charlie who made a valiant effort. Second volunteer was Paul who went for a mash and grab. Third time lucky was Julian who with a different technique was a hero and got a line connected. Charlie Paul and Julian are true heroes and I am lucky to have them on board. This was a major task with 15 knots of wind and rolling seas. Then we were able to pull the furler head down and haul the genoa back up and get underway.

Then the batteries got hot and would not accept the generator charge so we had to take the lids off and allow fresh air circulation. We now have fully charged batteries!

So we are all tired and will have early dinners! SP

Julian will now update you on gastro issues:

Well we had all kinds of plans today from baking fresh bread to catching enormous fish, but all seemed to go out of the window sometime slightly before the sun got up!

We ending up having bacon and beans in a sandwich for breakfast and little more than cheese and biscuits for lunch. For slightly lucky but equally unnecessary reasons as detailed above, I have found myself with an evening off, so am looking forward to what will no doubt be a fantastic supper! from my fellow comrades.

Despite this brief but equally challenging interlude, we will be back with a full culinary report as from tomorrow! and more news on our fishing tales and overdue successes! JK

### **Day 6 - 26/11/2011**

As you can see from our track we are now going west having come South to avoid the wind hole. We will be on this tack for circa 1700nm having done over a 1000nm in just 6 days. After the challenges of the genoa shackle and mast climbing yesterday we have had a quiet day sitting in the sun and chilling out - this is after all trade wind sailing! Tim caught our first fish a small Dorado - a good looking fish and we will have this for supper! yummee. We are going to try the parasailor tomorrow! SP

Just taking a break from making bread and nursing a few bruises to update you on the menu, which today, since we have not had to do the Casamara mast impression on the Cirque De Soleil is back on track! We treated ourselves to a full English breakfast today with lots of orange juice and filter coffee, followed by a lunch of tomato, onion and avocado salad with balsamic, warm baguettes, cheese and assorted pate's. I have filleted the Dorado Tim caught earlier on a hand line and following a consensus of the best way to taste such fresh line caught Atlantic fish, will simply pan cook that tonight in a little butter on the hob and serve with a squeeze of fresh lemon! My mouth is watering just writing about it. Before I get back to my bread making though, I should just add that we have now lost three, maybe 4 lures, with another big strike again on the rod around

lunchtime, taking not only the weights and lure but this time most of the line as well!. There are some big fish out there that's for sure! Tomorrow we will change tactics again and go for our secret weapon, which is a beast of a lure, made up of all sorts of home made things and secured to a piece of rope, an old idea taught to me by a small Tahitian lad about twenty years ago, it worked back then in the Pacific, so will see what the Atlantic's inhabitants make of it. JK

### **Day 8 - 28/11/2011**

In the groove - Today has been another blue sky sailing day with great trade winds. We have sailed nearly 1200 nm in a week and no engine. We replaced the broken main sail batten which required a piece being hack sawed off and reconnected with a new connector. We are running with main sail, solent and poled out genoa and have been experimenting with fine tuning to reduce rolling and wear and tear. We nearly lost the block on the end of the whisper pole but recovered it just in time We have now had three Dorado fish on board and they are getting bigger and bigger. We are all having showers and Iain keeps washing his smalls at an alarming rate. Iain is doing lots of sextant sights and I have had a go as well but boy is it difficult! Crew spirit is high and the music has been blaring out. I am now going off watch now and to bed! SP

Food wise today, we planned for a Sunday roast, so started out with cereals, fresh fruit and some delicious yoghurt for breakfast. Lunch was indeed roast pork with all the trimmings, accompanied with roast potatoes (of course) and some fine beans and fresh broccoli! We sat down to enjoy it at around 2.30pm GMT and spend the next three hours talking life stories whilst in all went down. Our crew are all so diverse in their life experiences and fascinating when they get going. The feeling of camaraderie and shared adventure is making for a truly wonderful experience!

I've tested all the GN Espace equipment in the factory numerous times, especially the marine cooker, I knew I had good equipment on board to be able to turn out so good meals and I have been extremely impressed with it's performance all all levels. The gas consumption is extremely economical as expected and doing a roast is, along with other more complicated dishes effortless! Truly does deliver home from home cooking capabilities on board. JK

### **Day 9 - 29/11/2011**

Beautiful morning spent lazing around. this afternoon it was a bit cloudy and we took the pole down to check for wear and tear and then gybed. This evening the wind has picked up and we are up to 20 plus knots.

We have participated in the SSB net, which allows us to share experiences and wind tactics. (Nigel the net controller is a bit of a legend on Casamara!) Our SSB appeared to work well today as we have problems with the net hearing us. We have seen no other yachts, just sea and more sea. We have finished our first twenty litre wine box and on to the next. We expect to be half way tomorrow lunch time (GMT). I am just about to go on watch and it is very dark. The moon hardly appears and sets very early. SP

Food wise, it's been fish and more fish just recently! As soon as Tim, our resident comic (and believe me he is funny) puts his line in the water, he comes up with something! We have attached a photo of his most recent conquest, although he is not one of the two in the shot, out of sheer modesty! It is in fact our charismatic skipper Simon and technical wizard Iain. The Dorado was filleted and in the pan within minutes. It was done with a little butter and herbs with the skin on, it doesn't require de-scaling and the skin is in fact one of the tastiest bits. We are all feeling replete and pretty healthy. Supper tonight was Tortellini pasta with chorizo sausage and pesto sauce, a favorite of Paul's, along with a little white wine!

Tomorrow is my preferred watch day, it gives me 6 daylight hours off, so I will have time to bake a cake and make some soup. I have my beautiful wife to thank for the cake recipe I plan to do tomorrow, as she regularly does the cakes in our house and having regaled the boys about how good they are, they are all now eager to see if I too can pull it off!

We are approaching half way and the food stocks are holding up very well indeed. We will have no problems at all with the fresh food diet we have planned for ourselves during the crossing, thanks to the vacuum packing and rotation of stock with the fridge/freezer, it all seems to be working nicely to plan.

I will talk a little more over the next few days about the integrated system my business partner Ralph originally came up with for the yacht's galley, which started our company GN Espace five years ago. It truly does

revolutionise the way you can cater and cook whilst afloat and if interested in good food and especially safety in the galley, it is a must in my opinion for any off shore experience! JK

### **Day 10 - 30/11/2011**

Well we achieved half way and rather than celebrate with a big meal as the rest of the fleet appear to have done (we have a big meal everyday) my crew decided to treat the skipper to a SPA DAY. This involved filling the hot tub behind the wheel (A discovery 55 unique feature) and being treated to a MANICURE AND PEDICURE (with industrial nail files) tomatoes over the eyes and a facial.



On the sailing front we are now on to mark three of the whisper pole set up devised by Iain and Charlie, which seems to be working well. We have gybed once and now on a course

of 297 degrees. The batteries still seem to be overheating - discovery yachts any comments? We have seen no other yachts but heard from Island Wanderer.

The only other information to report is that the crew have now discovered that I use the forward heads under cover for a particular procedure!!!! Charlie and I are on watch from 12 -3am - last night was relatively windy up to 28 knots so hoping for a quieter watch! Apparently it was very bumpy for those trying to sleep - sorry. SP

Hi everyone, yes Skippers day today to celebrate the half way mark. He has had lots of pampering, as you can see! (and well deserved too)!

The crew had decided, that due to his outstanding leadership so far, it was the least we could do and his great sense of humour and huge sense of fun, has allowed us to post the attached!

I have a night off tonight, because Simon and Charlie are cooking, so am sitting chatting looking forward to our party night supper. I did do the cake though today as promised and that will be our desert. I will let you know Fi (my wife) what the boys think, but it's looking good so far!

For lunch we finished off the Dorado fillets that we had left over from yesterday and I poached them in white wine, with lemon and parsley (delicious) accompanied by a mixed leaf salad.

So back to the half way mark party and look forward to regaling you with (some of) the inevitable stories tomorrow! JK

### **Day 11 - 31/11/2011**

No too much to report today. we have been on same tack all day and creaming along. We constantly supervise chafe and so far so good - fingers crossed.



We run three watches:

Watch 1- Iain (first mate) and Julian the brave chef. Iain is also chief technical officer and fixes things as we go along. Julian has prepared feasts as we go along.

Watch 2 - Paul (watch leader) and Tim. Paul (the father of the house) is easily the most experienced yachtsman on board and nothing phases him. Tim is chief entertainment officer in charge of humor films and sundowners.

Watch 3 - Simon (Skipper) and Charles - Charles is the most active with his course refining, squeezing every last ounce of speed out of Casamara.

There is constant discussion about a huge range of subjects - top 5 films, favourite meals, lots of discussion about families, music and what we all be doing in five years time. So over to Julian for Gastro update. Regards SP

Last night's half way party was fantastic! It was my night off and I was treated to chicken in a white wine, cream and tarragon sauce with basmati rice. We have gradually gone from eating cooked breakfasts to Muesli and yoghurt as the weather hot up!

Lunch and dinner remain the main social event of the day (although it's hard to call) as there is so much interaction going on all the time, the skipper has managed to pick such a great bunch of people, it's one of those situations that would be almost impossible to recreate and I should know having done the Pacific some time ago with one of my best friends Tom and a similarly amazing crowd! Dinner tonight has been steaks (cooked medium rare) with sauté potatoes and garlic butter (delicious)!

Boat equipment continues to hold up well, I always new that Discovery built fantastic boats and I have been suitably impressed with everything so far! It's all very reassuring now that we really are deep into the middle of the ocean, to know that you are on such a well built yacht!

There are so many more things that we intend to do and report about. It is a little disconcerting to realise that we only have a week left to fit it all in. I am looking forward though to the London Boat Show in January 2012, where we will, as always have our own stand and in addition I will be presenting three times a day, along with my distinguished colleagues Adam Gray (Michelin starred chef) and Janet Buckingham (published cookery author) who wrote Jupiter Moon Cookery Book (a must in my opinion for anyone planning an off shore trip) a selection of quick and easy nutritional meals to have onboard and also highlighting the equipment required to prepare and cook it more easily and most importantly safely!. I will also be talking about my preparation and experiences on this trip, and to how to plan and cater for such an adventure!

All this is in association with most of the major leading UK boat builders, including Contessa, Discovery (of course) Gunfleet Marine, Mystery Yachts, Oyster and Rustler Yachts. These major UK boat builders, along with some well known European builders like Comar and Tecnomar, all have as their ethos, the desire to build the best possible yachts and to enhance the sailing experience for their customers. This naturally includes the efficiency of the galley and they are consequently embracing this ideology of a safer and more user friendly galley system from previous designs. This is where our company GN Espace Galley Systems comes in and I would be delighted to see anyone at London, who has an interest in improving their current set up in this extremely important area. JK

### **Day 13 - 2/12/2011**

Busy night last night with squalls, so everyone has had a restful day today. The full English got put back to lunch and we duly sat down to the 'works' at 3pm after the ARC radio net reports.

This evening we had a simple supper of cheese and biscuits with some slices of apple. I think everyone is hoping for a quiet night tonight and some sleep! Tomorrow I will do report on how the vacuum packing has gone so far, certainly we are in no danger of running out of fresh food and have found that it also has many other uses for life on board!

As we get into the last 4 or 5 days of the crossing, I find my thoughts turning increasingly to life at home. I have been thinking a great deal about my family and friends and can't wait to see everyone. JK

### **Day 14 - 3/12/2011**

We are now under 700nm to ST L. Today has been quiet with just one gybe to check gear etc. We have watched films, drunk beer and sun bathed. Had the company of some dolphins for circa 45 mins, which was nice. Have seen one other yacht today. Apparently we are 3rd in our class and hope to maintain or improve this! SP

My watch took me up until 9am this morning, so I went off to bed and slept until midday when my watch started again. I think it's the first time I have done that and felt fantastic as a result!

Lunch was potato salad with a selection of cold meats and warm baguettes. Skipper asked for the mayonnaise on the potato salad to have some grain mustard in it, so I duly obliged and I have to say it adds quite a bit to the flavour. Dinner was tuna steaks with basmati rice and a cranberry sauce, which I thought might be a little festive now that we are after all into December. Tomorrow is our roast day and we plan to have roast leg of lamb with all the usual bits! It's hard to believe that it's been a week since we last had our roast pork, each day just seems to merge into the last but we are certainly eating well!

I promised to mention the vacuum packing and the advantages it has not just over the food but in other areas as well. It is worth mentioning that Adam Gray my colleague and Michelin starred chef, who will also be

presenting with me at the London Boat Show 2012 is a specialist in this field. He will have many more tips I'm sure but a few that I have found most useful, are the fact that you can store food in portion controlled bags, which helps reduce wastage and keeps liquids sealed in and not running around the bottom of the fridge. Fresh food that looks like it is about to turn can then be cooked, vacuum packed again and then kept for longer still! The speed marinating that can be achieved with the GN Espace vacuum containers is an obvious one too and the fact that all sorts of pre-prepared meals can be stored in this way. In fact there is so much to write about on the subject and how it helps on such a trip, we may have to give over a whole session at London 2012 just to cover it! Other areas though are equally varied, for example if you want to keep tools and emergency items secure and free from salt water contamination, or paper charts dry etc, the options are endless.

It often strikes me that racing crews if not already, should take advantage of such ideas, certainly for their food on board. I know from what I have read that they mainly favour the dried food option, which these days can be quite tasty I'm told, but I still wonder if that is the right one for moral? If not continuous, they often have legs at sea, twice that of the one that we will have crossing here and moral has got to be a fundamental issue with keeping those crews in the best possible racing shape both physically and mentally. Fresh food, if it can be made available, would I suggest go along way to helping in this regard. Cooking is a 24 hour issue too and having to race on the edge of each point of sail, must make life in the galley a significant challenge. We need to be talking more to the organisers and participants of such events, to see where we can suggest such additions and alternatives and certainly possible changes/improvements to their existing galley design and equipment. JK

### **Day 15 - 4/12/2011**

Civilization as we know it and the skipper is chilled; so this blog, my first, is from Charlie - the new boy on the block. Until I arrived in Las Palmas I had not met any of the crew - it was a leap of faith and one that I have no regrets. Day 15, week 2 and my god what an experience it has all been. We have just eaten the most fabulous Sunday Lunch thanks to skipper Simon, with more than a little help from our talented Julian. Roast lamb (laced with knobs of garlic), roast potatoes, cauliflower, leeks in a white sauce and gravy; and this was all consumed with hardly a movement from Casamara. She was bowling along at 7.5 knots on the most delicious broad reach, stable, powerful and purposeful. For we are up against it. The weather is changing. For 14 days we have enjoyed the trade winds which, to quote the book, in November are "almost guaranteed to blow at 15 - 20 knots" ... until now. We are 450 nm from St Lucia but the winds are forecast to turn light and fluky and possibly disappear altogether. There was lots of debate on board this morning as to whether we should continue on our current strategy - a northerly hook into Rodney Bay, or whether a southern approach would be more fruitful. Our goal is still to complete the crossing without using our engine. I suspect that this may be reviewed if we have to sit motionless for 24 hours!

I have been the radio op for the trip reporting in to the net controller and taking down the progress of our friends in the radio group on a daily basis; you guys at home are far better informed being able to study progress on the ARC website. I am very much looking forward to meeting some of the voices in the flesh in St Lucia as there are some interesting sounding characters. There have been a couple of Happy Birthday serenades transmitted; although we haven't had any birthdays on board, Simon's son Alex and my son Olli are both turning 20 tomorrow and December 7 respectively. Amazingly, both are in their first year at Newcastle University, so Happy Birthday boys - have you met each other yet?

So what of Casamara - she is quite the most outstanding yacht, safe, seaworthy and very comfortable. What do I particularly like? The ability to make fresh water and to have a shower every day. It is very humid even out at sea and as I type I am glowing gently; so having a shower makes such a difference. And we have a big fridge, and freezer so everything is cool! Time has flown; it's been a great crew with lots of laughs. Thank you Simon and thanks Casamara for a wonderful experience. Love to all our families at home and see you soon - have all the Christmas cards been written? Charlie.

What a wonderful blog from our guest blogger! There is very little to add on the food front, as following on from our mega Sunday lunch, we have all just been helping ourselves to light snacks this evening and watching a few movies between watches. The general feeling of anticipation now that we are closing on St Lucia is growing by the minute. We have started to think about awards for each other (all very comical) and will no doubt be in a position to enlighten you more, once we have agreed the final categories! Fish have continued to elude us these past few days, but we have still not yet launched our secret weapon! I think I will finally unleash that tomorrow and can confidently predict a fish supper tomorrow night!! JK

## **Day 16 - 5/12/2011**

Our penultimate day at sea!

There was a hole in the wind predicted a week or so ago where there was little or no wind just off St Lucia. We had hoped by the time we reached the area affected, it would have moved on but no such luck! We managed to keep going under sail slightly longer than other yachts due to our northerly approach, but when the wind moved onto our nose and had dropped anyway to below 5 knots, we too had to concede that the engine would be required to get us in, unless that is, we wanted to spend another week 350 miles away from all the celebrations!



One rather unexpected benefit though of this lull, was the chance to go for an Atlantic swim! Skipper Simon had always said that if the opportunity arose he would be the first to go in and indeed he was! We took it in turns to dive off the bow and swim to the stern where we had trailed some warps and fenders to catch onto. Even in what was then incredibly calm, almost motionless seas with hardly any wind, the speed at which the boat and you drift apart is quite staggering! All safely back on board and lots of photos taken, sprits were as high as they have ever been!

We decided also to go onto St L time today, so all the clocks and watches got put back 4 hours. It made for a longer day of course and as the decision to change happened at 12.30 GMT it was now 8.30 am Caribbean time. Tim, (quick as ever) chipped in that whilst he had just waked up for his watch and some lunch, it was now really time for breakfast and fancied a full English! Needless to say this was met with a chorus of approval and I was duly dispatched to do the honors. Lunch was served at 2pm local time and consisted of a Gem and Iceberg lettuce salad, with baby tomatoes, beetroot and a balsamic dressing, accompanied by a platter of cheese, some cold meats and warm baguettes. It is such a lovely lunch of which I never tire and reminds me so much of lazy summer holidays spent with my family over the years in various places in France but more latterly in the Dordogne region just outside Bergerac, wonderful memories! Dinner was beef steaks, cooked medium rare with a mushroom and grain mustard sauce and mashed potatoes. All in all delicious and a thoroughly well fed crew.

Fresh stocks continue to hold up well and we could easily be out here for another couple of weeks and still not have to resort to tins. I have to say too that the galley on these Discovery yachts is a real pleasure to work in and with the integrated galley system that we supply to Discovery and other leading boat builders is extremely safe and efficient. Both Discovery and ourselves regard and describe it as the benchmark for modern galley design and fit. The only other consideration for anyone looking to do long ocean passages with their yacht would be the refrigerated under floor gastronomy container pods and other gastronomy storage options and to perhaps upgrade from the standard/traditional single axis gimballed GN Espace cooker to our unique multi directional gimballed version (MDG). All the cookers come with the choice of either gimbals but with the MDG version you have the advantage of a cooker that takes care of pitch as well as heel and has an almost gyroscopic effect, ensuring an even more level, comfortable and safe cooking experience whilst at sea. The other advantage with this particular model is that it gives yacht designers an alternative as to where they can site the cooker in the galley, traditionally on the port or starboard sides of the yacht. With this version it allows for the cooker to be fitted athwart ships if required and consequently can lead to more options in galley design and layout.

## **Day 17 - 6/12/2011**

Very nearly there and what a great trip. Shame that we have had to motor the last three hundred miles but it has allowed us to clean and tidy Casamara. A few minor repair jobs scheduled for ST L. Thanks to everyone on board and bigger thanks to my wife and family who have indulged me in this adventure. Love to you all. Simon

Over to Charles for the history lesson and Julian for gastro news.

## **Battle for St Lucia - the feather in my cap**

Charlie's second contribution and one that he's keen to write as he has a story to tell; its one that isn't however related to life on Casamara over the last 24 hours but is pertinent to our imminent arrival to St Lucia. In 1778, the British Army was sent to St Lucia to make battle with the occupying French and restore British sovereignty over the Island. The Northumberland Fusiliers, the 5th of Foot, was the unit selected to take on this task. Battle was joined on St Lucia, and the white feather hackles from the headdress of the defeated French soldiers were taken by the Geordie victors and worn in their hats. The popular myth is that the white feather hackles had red tips because they were dipped in French blood. The truth behind the story is that the Northumberland Fusiliers new addition to their uniform was so admired back in England that all infantry regiments were ordered to wear them; to give the triumphant Northumberland Fusiliers the recognition they deserved they were given a Royal status, thus the red tips. I (Charlie) am a serving soldier in the Royal Regiment of Fusiliers, the descendent regiment of the Northumberland Fusiliers, so have worn the hackle with pride every day of my service and will be wearing one in sailing hat today as we land.

## **Day 18 – 7/12/2011 Grand Arrival in St Lucia**

Docked at 06.30. Strange thing walking terra firma.

I promised to mention a little more about the integrated system that we have for the galley and I have to say that doing this trip has only made me wonder even more how people cope without it! In even light sea conditions the boat rocks and in an Atlantic swell or similar, it rocks a great deal! Preparing and cooking food in such conditions is not for the faint hearted! Sure you can just opt for the pot noodle, but why should you have to? This system ensures that everything stays where you put it, similar to a jig saw puzzle, all the bits fit together to complete the picture. The gastronorm containers that we use are the building blocks of the system and fit with not only the GN Espace cookers but the Waterstation sinks, fridge/freezer, under floor fridge/freezers/larder and cupboard storage etc.

All different sizes of gastronorm container fit in the same way with all the individual bits of kit by orientating them one way or the other. Like an A4 piece of paper, it can be scaled up or down depending on your requirements. The Waterstation sinks double the surface area of the galley as you can work on multi levels, so you can prepare food more easily and even more importantly your cooked/hot food stays firmly held in it's built in fiddle when you need to serve it. Essentially you can take your dish/dishes of whatever gastronorm size you want straight from storage to your Waterstation sink for preparation, all held firmly in place, then into your oven to cook, again where the shelf design hold all dishes firmly in place, so there is no likelihood of having it slide out onto your toes. Once cooked it goes safely back to the Waterstation sink again for serving. The same dishes can be used for storage. cooking and serving and consequently greatly reduce any resulting washing up!. This description may give you an over view of the system and how it works, although it is really only the beginning, as you can go on adding bits like central serving stations in both the saloon and cockpit tables and so on, The central serving station is a wonderful addition if entertaining guests on board and a feature I know some of the larger major boat builders are choosing to opt for, as it allows for both a hot and chilled facility. I suppose in essence you can have as much or as little of the system as you like, the cookers are unrivalled in the marine market as a stand alone item, but when you add the other aspects of the system to them, then you truly transform the galley into some where you can comfortably go and work in all sea conditions. I hope one day soon, someone comes up with a similarly clever system for those who have to go up the mast in such conditions! JK