



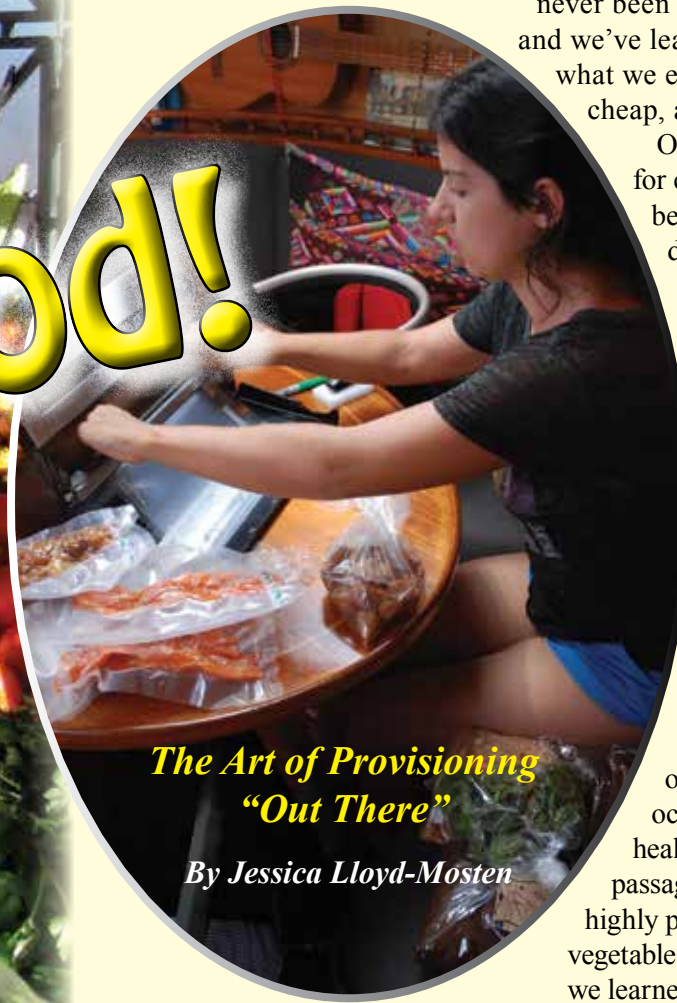
It was once a central theme of life on the sea that the food consumed was dull and miserable. Stories of ship's biscuits, salted meat and grog floated down through the ages, transforming into their modern-day counterparts of cans of sardines, one-pot meals, and convenience foods. Since moving on board, choosing to live and sail full time, we both agree that we have never eaten better in our lives, despite being two foodies from London. This surprises most people who assume that without regular access to standard weekly supermarket runs your eating would get more difficult. However, food onboard has never been a chore for us to create and enjoy, and we've learned a number of tricks to keep what we eat varied, interesting, sustainable, cheap, and tasty.

Our first real test was provisioning for crossing the Atlantic, which was to be our longest non-stop passage to date – and there were four of us on board. Sitting down and planning how we wanted to stock up for the trip involved calculating things like how many pieces of fruit each person was likely to want to eat during the day, or snack on during night watch, and multiplying this by four and then by the maximum number of days that we might be on passage. The local markets were rather astounded when we arrived with our streamers of shopping lists and started buying up apples and oranges by the crateful. Yet, that first ocean crossing taught us so much about healthy eating. Over the three-week passage, none of us consumed anything highly processed; we still had fresh fruit and vegetables upon arrival in the Caribbean, and we learned how to make fresh bread. By the



Food, Glorious Food!

The marketplace in Gadeloupe



The Art of Provisioning "Out There"

By Jessica Lloyd-Mosten

Food, Glorious Food!



A hammock is the best way to keep fresh fruit and breads on a boat



Berries & bananas are usually available, and cereal lasts a long time



Preparing ingredients for a gourmet meal on board



A little imagination goes a long way to creating great meals

time we arrived we all looked well and were grateful for having made such good nutritious choices.

One of the first great techniques to acquire for organizing fresh food onboard is how best to store it. We've found that string hammocks and other ways of hanging certain items really helps keep them aired, plus it's easy to visually check at a glance to see which ones are ripening fast and need eating first. Apples and oranges will last a lot longer than anything soft, so eat the papayas, nectarines, and kiwis first. Some fruits and vegetables do well stacked in trays, crates, or boxes, maybe separated with newspaper or other things to cushion the soft flesh, and stored in the coolest part of the boat that can house them. Again, it's checking it all regularly that keeps these things long-lasting, making sure that one orange skin going mouldy doesn't affect the whole lot. Bunches of bananas hang quite naturally and beautifully from grab-rails, but we always try to separate them out somewhat to stop them from all ripening at once.

There are particularly savvy choices that you can make with vegetables that will last longer than others. Cabbages do particularly well, as do leeks, onions, potatoes, yams, sweet potatoes, garlic, and beetroot. Plus, these have the added bonus that they are happy to be stored in darker places, so our saloon seating was stuffed with them, although we still checked them with an almost religious fanaticism. Then there are the most robust and hardy ones of them all: the pumpkins, squashes, and gourds; the coconuts and the limes which will see you through to the end of almost any voyage. Even carrots can last amazingly well if moved into a refrigerator to prolong their life.



Guatemalan women

Another great trick is to carry a lot of dried fruit. It's great for snacking on and works really well as part of making a muesli or porridge breakfast tastier, for baking breads or biscuits, or in cooking any kind of

meat. A hearty stew or casserole is particularly gorgeous when you throw in some prunes, raisins, or apricots. Before our Pacific crossing, which was 26 days in total, we borrowed a vacuum sealer from a friend on the dock and made packs of a whole host of dried mango, papaya, and figs, among other things, to help liven up our food choices on board. We'd been warned about the high prices and low availability of certain foods in the South Pacific islands, so we were keen to stock up as much as possible whilst in the far more inexpensive Mexico. When combined with all the raw nuts and oats that we provisioned with as well, it meant that we could throw together a huge variety of different dishes. Vacuum sealing also worked well for things like cereal and coffee, and we even had

time to vacuum pack any meat in our fridge before leaving, which helped to prolong its life.

Tinned or canned fruits and vegetables have been something we were always cautioned by other sailors as imperative to have in stock for long offshore passages. But, in truth, we've used them very little and often given away any that have sat at the back of a cupboard for ages. The few exceptions to this have been occasionally throwing some canned peaches into our 12-volt blender to add to a smoothie, and the convenience of good-quality tinned mushrooms. Mushrooms are soft, fragile, and don't last at all well

We'd been warned about the high prices and low availability of certain foods in the South Pacific islands.



Loading up with supplies at the dock in St. Maarten

Food, Glorious Food!



Mangoes can be found at most tropical marketplaces

even dockside when you're in the tropics. So, a few cans of these can be great to use in pastas or risottos, if they take your fancy. Canned green vegetables however, even for our longest stretches at sea, have never proved their valuableness to us. Even in the hottest climates you can still get away with eating the fresh stuff, which is far better for you and has a much nicer flavour. Or, those with freezers on their boats can carry frozen peas, carrots, spinach, etc with ease. Beans, pulses, lentils, and chickpeas, however, are great in tins; providing a brilliant source of protein while en route and hugely reducing the cooking time and gas needed to cook up the dried ones.

We eat a lot of eggs on board, and also use them a lot for making pancakes and in other baking. So far, our adventures in keeping them fine for long voyages have been very straightforward. We try to buy them unrefrigerated and as fresh as possible. Once on the boat, they are kept in just their normal cardboard containers or in a plastic one and kept somewhere cool, where they will feel minimal movement in even big seas. No smearing with Vaseline or other special treatment needed. Plastic containers do



Provisioning in the British Virgin Islands...



have their place if the location where you're doing your provisioning is likely to have slightly dodgy cardboard ones, which could easily be housing cockroach eggs.

Making your own bread at sea sounds like something undertaken only by the coolest, most accomplished, and expert mariners. However, I can assure you that it's much easier than you might guess and is something that you don't have to be any kind of domestic goddess to do well – as even I can do it. It's only flour, water, salt and yeast. Also, we tend to use the simplest bread recipe that we know and stick to it. However, there will always be instances when the dough doesn't rise, or the timing doesn't quite work to see the whole thing through, but don't despair. Half-made kneaded bread dough can be rolled out, turned into pizza bases, or portions of it cooked in a hot frying pan without oil to become a delicious pan bread, rising to about an inch thick in minutes. If you can't be bothered to do any kneading or if the sea state changes on you and stops you from kneading, the same dough ingredients, but minus the yeast and adding a bit of oil instead, can be simply rolled into balls, flattened, and



... differs from provisioning in Cuba

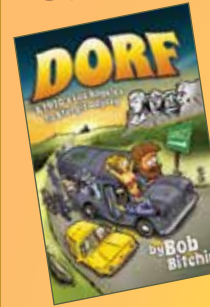


cooked quickly on a hot pan to make really lovely and versatile flatbreads or tortillas. These methods are quick and fail-safe, and we've found them invaluable for putting food on the table both mid-ocean and in any anchorage.

We really enjoy discovering what fills the shelves in the supermarkets in every new country we visit, as it's a great way to get an angle on how people live. In some places there is often a clear connection with an umbrella of foreign power, and the goods are largely exported from there, even if the distance may be thousands of miles. It can seem a rather jarring relationship, especially on a tiny island in the middle of nowhere. American luxuries dominate the stores of Cancun, Mexico and Panama City; products from New Zealand and Australia are the staples in the Cook Islands and Tonga; French cheeses and pâtes are widespread across the East Caribbean and French Polynesia. But, these familiar brand names and labels come with a high price tag when they're made available so far from home. Truly local supermarkets and grocery stores are a more low-key affair, without the high-rise shelves and towering boxes of the larger international conglomerates. Our shopping and provisioning experiences in countries like Cuba, Fiji, Guatemala, and Dominica were poles apart from those models. Locals would swim out to our boat at anchor or motion to us from the bushes offering bags of lobster, limes, and onions to trade, or we'd have a strange encounter simply negotiating to buy some eggs at a market, which would feel like a clandestine underground deal.

Easy Reading From The Sick Mind Of Bob Bitchin

New Release!



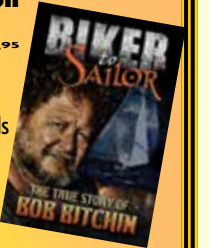
\$14.95

DORF

The account of the Sturgis Motorcycle Classic in 1973! If you are offended by sex, drugs and rock & roll, DO NOT order this book! (And you have my sincerest condolences!) lol

First Edition

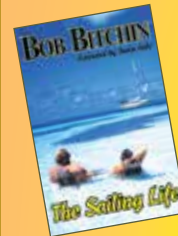
\$24.95



Biker to Sailor

How a tattooed outlaw biker ended up bringing thousands of people into sailing. Truth is stranger than fiction!

First Edition - Hard Cover



\$17.95

The Sailing Life

This is a collection of stories by the founder of Cruising Outpost that give an insight into why people go cruising. This is not a "How to" but rather a "Why to!"

\$17.95

Starboard Attitude

This is a sequel to The Sailing Life; a collection of stories that give an insight into why people go cruising. This will give you a reason to "cut the dock lines and go!"



\$19.95

Letters From the Lost Soul

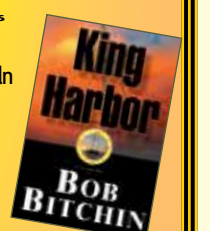
The story of a world voyage that ended with the creation of Latitudes & Attitudes & Cruising Outpost Magazines. This is the real story behind where it started.



\$14.95

King Harbor

An action-adventure novel. Follow delivery skipper Treb Lincoln as he finds out why a research vessel in the central Pacific is planning to destroy paradise, and how he stops them.



\$14.95

Emerald Bay

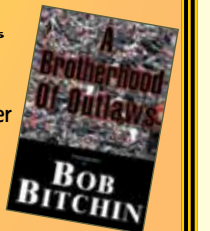
Newlyweds Treb Lincoln and his bride visit Catalina Island, and in a matter of seconds a drug deal gone bad changes his life. Action packed and never dull.



\$14.95

A Brotherhood of Outlaws

The first book by Bob Bitchin, long before he started sailing. A look into what the real world of the outlaw biker was like in the '70s & '80s. The first Treb Lincoln novel.



**FTW Publishing
Box 100**

Berry Creek, CA 95916

www.BobBitchin.com

Add \$4 Postage for First Book - Additional books free postage



No, it's not a space creature, it's a French Polynesian fruit!

Canned beef is great for all kinds of recipies

Ceviche is usually an easy dish, and a great plan for your catch!

One of the greatest joys of sailing and exploring so many different countries is the opportunity to eat both locally and seasonally. Plus, if you throw in the fact that you're likely to keep moving somewhat, you have the chance to experience an endless variety of different produce. After we had sailed for nine months in the South Pacific, we were thrilled to find items like broccoli and apples were cheap and readily available in New Zealand, as both were hugely overpriced and imported in all the island groups that we'd been visiting en route. We also arrived there at the start of strawberry season and witnessed the transition of the year at the farmers' markets through the cycle of blueberries, sweet corn, and passion fruit that accompanied the changes in climate.

Like anyone else, the average cruiser will undoubtedly have times where they simply cannot be bothered to cook – and it's here that the economy of local food really comes into its own. We always gravitate towards street food, eating out in the same establishments as the folks who live there year-round, rather than ones aimed specifically at tourists. Some of our most memorable and enjoyable meals were had this way: fried fish and barbecued corn in Morocco,

freshly cooked blue-corn tortillas and ceviche in El Salvador; spicy rotis in Fiji, cheap and delicious taco stands all across Mexico, pistachio, aniseed, and cream cakes in Portugal, crispy fried chicken in the East Caribbean, and steak frites in French Polynesia.



But, we do tend to default to making our own meals from scratch, using local and seasonal ingredients, and exploring the world one new cuisine at a time. Making something fresher than your land-based friends and family have ever tasted is the climax to the cocktails-on-deck-at-sunset, picture-perfect, cruising holiday experience that we all relish giving to our guests. We like to ignite their imaginations by throwing in some unusual local produce that they have never seen or tasted before, like plantain, yucca, jicama, mangosteen, rambutan, feijoa, or soursop.

We are, after all, the lucky ones who can take our homes with us, even to the furthest reaches of the globe. So why shouldn't the food that we eat on board be just as much of an adventure too? In fact, our exploits and adventures on the water have encouraged both of us to be much better cooks as a result. And, what's more, we're still eating better than we ever have in our lives. 🇺🇸