



SOUTH CHINA SEA – Jo Winter. Published in hard covers by Imray Laurie Norie & Wilson [www.imray.com] at £55.00. 328 A4 pages in full colour throughout, ISBN 978-1-8462-3186-5

This excellent cruising guide – subtitled *Singapore to Hong Kong via the Gulf of Thailand, Malaysia, Brunei, the Philippines and Taiwan* – is a timely update for the increasing number of cruisers heading to Japan and those who simply wish to enjoy the delights of southeast Asian cultures. It covers in great detail the available cruising grounds surrounding the South China Sea and reflects the author's obviously extensive experience in these waters. There are those who query the place of cruising guides in the modern internet age, but this one-stop compendium of accurate, well-researched information from seriously experienced sailors answers that question.

The book starts with an introduction covering just about all aspects of the history, culture, weather systems, boat preparations and associated data that one could reasonably expect. There is an informative section on typhoon tactics and a detailed section on medical problems particular to this amazingly diverse and fascinating part of the world. Isolated, 'lost', primitive tribes still exist in parts of Borneo and the Philippines, contrasting with sophisticated high-tech societies in Hong Kong and Taiwan.

The pilotage section opens with the major routes between Singapore, Hong Kong and Taiwan, including exploration of the Gulf of Thailand. It describes the ideal months for the passages and offers advice on the best routing tactics, all of which seem admirably sensible. The more detailed pilotage is divided into regions, starting in the south with Singapore and the Johor Strait. As with each section it opens with a history and goes on to describe the current situation including formalities, immigration, health, business hours and a range of other useful cruiser-relevant data. All this is supported by clear, annotated chartlets of various scales, as well as high-quality colour photographs. For Singapore it alludes to the draconian penalties meted out for even the most trivial offences – in our experience Singapore has a greater range of 'Prohibited' signs than any other country we have visited. It would be worth mentioning, however, that Sabana Cove Marina is a fresh water berth and a good safe place to leave a boat laid up.

Next follows the east coast of peninsular Malaysia, then the Gulf of Thailand, divided into two sections comprising Thailand and Cambodia. The most popular region with cruisers is the Thailand section of the Gulf and this is covered in detail offering a plethora of attractive, stunning anchorages. The Cambodian coastline is short and the formalities tedious, but the few possible anchorages are well described. Since Vietnam does not welcome yachts there is little to say about it and the pilotage concentrates on the Borneo side. This is divided up between Malaysian Sarawak, Sabah and Brunei. It is

a fascinating area, but the coastline can become dangerous in the strong NE monsoon season when large seas build up at the southern end of the South China Sea.

By far the most extensive section is the detailed coverage of the Philippines. The author opens by expressing amazement that 'this stunningly beautiful archipelago is largely ignored by the yachting community'. Maybe people find the recent slaying of cruisers, kidnapping and piracy, frequent severe typhoons, active volcanoes and storm surges somewhat off-putting. Not everyone wants to spend Christmas Eve stripping off canvas and clearing the decks in preparation for a severe typhoon as we did. Fortunately the worst missed us, but there was devastation in Puerto Galera, largely caused by ferries and local boats breaking free and smashing into moored yachts. However, with the above caveat the Philippines are a beautiful cruising area and the majority of the people are as friendly and welcoming as you could wish for. The extensive platter of exquisite anchorages offered should satisfy the taste of any cruiser, and hopefully will tempt more to explore what is undoubtedly a magnificent cruising ground. The final two sections cover Hong Kong and Taiwan, a particularly useful addition for those on passage to Japan.

The presentation is generally of a high standard, but there are inconsistencies. Some charts show latitude and longitude while others do not. Some of the anchorage descriptions are quite distant from the relevant chart – for example the paragraphs describing the Port Barton area on Palawan lie 14 pages after its chart. Anchorages are referred to either by name or number, and some are single line entries while others have anchoring depths and bottom type though, pleasingly, all include their latitude and longitude.

These criticisms are minor, however, in the context of the overall excellence of the book and its ease of access to all the necessary information to provide a safe and rewarding cruise in one of the world's most exciting, exotic and enjoyable regions. I would unreservedly recommend *South China Sea* to anyone considering sailing in that area.



GMJ

OCEAN SAILING – Paul Heiney. Published in hard covers by Adlard Coles [www.adlardcoles.com] at £35. 288 257mm x 177mm pages in full colour throughout. ISBN 978-1-4729-5539-5

Paul Heiney's well-written, well-illustrated and beautifully presented hard back is, in a single volume, an A-Z of ocean sailing, the clue being in the title. It clearly comes with the benefit of huge experience and a great deal of careful thought, as you would expect from a Commodore of the Royal Cruising Club who, in his time and among other adventures such as the OSTAR, has breezed down to Cape Horn and back, mainly single-handed.

In the early stages it takes a little head-scratching to work out the particular audience for whom the book is intended. It seems to be aimed primarily at sailing couples who may be contemplating chucking in their conventional land-based existences and converting their leisure-time hobby into a completely different and extremely adventurous way of

life, roaming the Seven Seas. A lot of personal detail that needs to be considered by would-be ocean sailors is included, and I found myself fast-forwarding the parts about whether I should sell my home outright, jumping off the property ladder for good, or rent it out to tenants who would not look after it and give me endless headaches during the long years spent cruising exotic islands in the South Pacific.

That said, there is a great deal of useful and interesting information to be found between its covers, even though most fully-fledged OCC members may choose to skip large chunks, given that they are only members at all through having serious ocean passage time under their belts. Aspiring Associate Members will certainly gain a lot from it. As the long-time owner of a Rustler 36 I found myself heartily agreeing with Paul's comments on the characteristics of the most suitable boats for ocean passagemaking, but did not learn much that was new to me in that section. I did, however, learn a lot about some other things – ocean currents in the Pacific, for instance. I also have a better feel now for how to handle medical emergencies, how to plan in advance for disaster, and the intricacies of today's competing communication systems which seem to improve all the time while becoming more complex. There is a lot in this book and much of it worth noting.

Ocean Sailing is not just a textbook by Paul Heiney, however. He has drawn on the experience of individuals and couples, members of the OCC, RCC and Cruising Club of America, who have progressed far beyond the 'armchair dream' stage (presumably a microscopic percentage compared to the people who never get out of their armchairs at all) and have been out there and actually done it, surviving to recount their experiences. These accounts take up about 130 pages, which is quite a lot considering the large number of photos and other illustrations in the remaining 160-odd pages. The third party accounts are interesting and enjoyable, as well as being instructive and very humbling. In one short paragraph they can cover a voyage sweeping up from New Zealand to cruise the high Arctic and the like in a nonchalant manner (in contrast to the over-dramatised accounts of storms on the way to Cherbourg etc which seem to be a recurrent theme in some mainstream sailing magazines). It is rather a shame that these gripping experiences are printed on a dark pink background to differentiate them from the main text. While this is a good idea in principle, given a font which is already quite light it is not that easy to read by the light of a cabin bulb. Younger eyes might have less of a problem.

The message of the book seems to be that, if you plan properly and do everything correctly, you have an excellent chance of surviving the setbacks, enjoying life on the ocean very much, and one day returning safely, having been less at risk than while crossing a busy street in land-based life. Fair enough, but as we all know that is not always the case – for instance, the great Bill Tilman disappeared at sea in unknown circumstances. As well as the lively accounts from a current generation of sailors, there is a brief mention of Eric and Susan Hiscock, a famous and well-loved cruising couple from earlier times, but I was disappointed that there was no reference to Miles and Beryl Smeeton, personal heroes of mine and pioneers of short-handed ocean voyaging when few were doing it. The Smeetons survived some incredible adventures in their *Tzu Hang*, but only just, and their *Once is Enough*, first published in 1959 and still available via Amazon, could usefully be read in conjunction with *Ocean Sailing* to give a more rugged perspective.

BH

THE COMPLETE YACHT SECURITY HANDBOOK FOR SKIPPERS AND CREW – Fritze von Berswordt. Published in hard covers by Adlard Coles [www.adlardcoles.com] at £30. 192 237mm x 162mm pages in full colour throughout. ISBN 978-1-4729-5167-0

Adlard Coles claim that this book is the ‘indispensable security handbook for all yacht owners, cruisers and crews’. With the word complete in the title I expected even before opening the covers that it would provide comprehensive coverage of every aspect of this important subject. By the time I finished reading it was very clear to me that Fritze von Berswordt had met this remit. The *Handbook* is based on thorough research which has been carefully analysed, and the results of this analysis are presented in four parts.

Part 1 deals with the threat posed by piracy and criminal attacks, basing his analysis on having researched attacks against more than 250 cruising yachts between 2011 and 2017. For me the most interesting aspect of his analysis in this section was whether crews should resist or submit when faced with attacks by criminals or pirates. His researches show that what he describes as ‘resistance with initiative’ often succeeded in foiling criminal attacks. That said, he notes that the ability to seize the initiative in these circumstances needs to be based on thorough preparation and training. Much of the remaining contents of the *Handbook* are based on this important premise.

Part 2 deals with risk assessment. In this section he classifies cruising destinations against four threat levels, with Level 4 posing the highest threat of piracy and criminal attack and Level 1 the least. The Level 4 category includes countries such as Somalia and Nigeria, and his clear advice to cruisers is to steer well clear of areas falling within this category. Levels 1 and 2 cover Europe, North America, Australasia and other stable parts of the world such as Japan and Singapore. The level which will be of most interest to cruisers, particularly those engaged in planning or undertaking a circumnavigation, is Level 3, as many interesting cruising destinations in the Caribbean and Indian and Pacific oceans fall into this category.

Part 3 deals with preparation of vessel, equipment and crew, and provides a comprehensive assessment of the security equipment available. Finally, Part 4 covers the strategies required to avoid and/or deflect criminal attacks – what Fritze describes as ‘security in action’.

With my background as a career infantry officer with combat experience, as well as being a recent circumnavigator, I consider his advice with regard to the controversial topic of whether to carry firearms on board to be both sound and sensible. He correctly flags up the disadvantages in terms of the significant additional bureaucracy encountered when clearing in and out, the need for ongoing training and shooting practice, and the difficulty of obtaining ammunition overseas. That said, it would be very helpful in the next edition to have an appendix listing those countries in the Level 3 category which do not allow firearms to be kept on board when cruising in their waters, in order to better assist the risk assessment process. In my view, if you follow Fritze’s advice to avoid Level 4 areas the significant additional bureaucratic hassle of carrying firearms on board needs to be weighed very carefully against the deterrent effect they provide against potential threats in waters where you are allowed to do so. I also found his coverage of the option of using transport by freighter to circumvent

dangerous areas to be somewhat dismissive and cursory – it is now a popular choice for moving yachts from the Far East to the Mediterranean.

These are minor quibbles, however. Fritze von Berswordt has dealt with this important subject in a clear, logical and comprehensive manner. At £30 it represents good value for money and, were I to embark on another circumnavigation, I would certainly have it on my bookshelf. If you follow the advice in this *Handbook* it should keep you and your yacht safe, secure and out of harm's way.

JSL



ATLANTIC SPAIN AND PORTUGAL – Henry Buchanan, 8th edition. Published in hard covers by Imray Laurie Norie & Wilson [www.imray.com] at £45.00. 352 A4 pages in full colour throughout, ISBN 978-1-8462-3964-9. Also available in Spanish and French, and as a 360 page e-book at £29.25, ISBN 978-1-8462-3966-3

Before we say anything else about this book, we must shout out that it comes with a free one-year subscription to the full set of electronic Imray charts for the region that it covers. Imray has released a new app for iPhone and Android for the display of their charts, and it's pretty interesting. This is a game changer for a book that costs £45.

The guide covers the region from Cabo Ortegal to Gibraltar and is the essential companion for yachts on passage from Northern Europe to the Mediterranean or onwards to the Canaries prior to an Atlantic crossing. It is also vital for yachts closing that coast following an Atlantic crossing from the Americas, and is a comprehensive cruising companion for anyone visiting the delightful cruising grounds found along the Atlantic coast of the Iberian Peninsula.

Atlantic Spain and Portugal is the classic guide to this varied coast which includes the Rías of Galicia, the estuaries of the Douro and Tejo with Lisbon, the Algarve and then the coast of Andalucia down to Gibraltar. It's one of those books that you refer to daily when planning your cruise and while underway.

It is a typical pilot book, with information about the anchorages and marinas but little about the shoreside activities. As happens with any book that has detailed information, it starts to go out-of-date as soon as it is in print and for this reason a free supplement is available online twice a year with updated information. It has fallen prey in a few places to the dreaded predictive text and spellchecker monster, with errors such as substituting 'chartered' for 'charted'. There are also some inconsistencies when it comes to finding information such as which channel a marina monitors, but we took these in our stride given the volume of useful information contained in the book. There are many new photos, and most of the plans incorporate changes accumulated over the four years since the last edition was published, although not as much has changed in the infrastructure over that period.

As mentioned above, the book includes a voucher to download Imray Chart set ID40 for the Imray Navigator app. Once you download the app from Google Play and set up an account, you'll have to navigate to subscriptions in the app to select the charts to

download. Be warned, the two sets of charts contain over 1GB of data and took over an hour to download over wifi and several failed attempts with 4G. Normally each collection of Imray charts for the app costs £22.99 for a one-year subscription.

It's not a perfect world though. Although the digital maps appear to be faithful to the paper ones, there is a glitch in the zoom level when moving between maps. Essentially, the two sets of charts in the two digital downloads for the region don't match up exactly. This often happens with paper charts, but it is not expected nor does it inspire confidence with the digital ones. There are prominent warnings about not using the charts for navigation, of course, but they are still useful as a back-up and to have along in the dinghy. The first version of their app was only launched on 1st June so glitches are to be expected.

Imray notes on Google Play that "The charts in the app do indeed match the paper charts. Our paper chart coverage is drawn at scales most pertinent to the coverage (rather than being seamless across a whole zoom level), which is why you get the jumps in the app. Seamless coverage for the app is being worked on for future versions." They have plans for including tracking, route planning, waypoints, full tidal predictions when used in conjunction with Imray's Tides Planner app, sharing across devices, content from Imray pilot books including marina and anchorage details and sailing directions, and AIS and NMEA integration.

In July this year the 7th edition was on sale from Bluewater Books & Charts in the US for \$83.95 (£67) and on amazon.co.uk for £38.85 secondhand, so at £45 with the free software, the 8th edition is a bargain.

AMB & DOB

NB: The Publisher greatly values feedback from users of this and their other books. This particularly applies to updates and corrections.



STRESS-FREE SAILING and STRESS-FREE NAVIGATION – Duncan Wells. Published in soft covers by Adlard Coles [www.adlardcoles.com] at £16.99 and £17.99 respectively. Both with 160 250mm x 180mm pages in full colour throughout. ISBNs 978-1-4729-0743-1 and 978-1-4729-6234-8

When *Flying Fish* was offered a review copy of *Stress-Free Sailing* following its publication in 2015, I declined on the basis that OCC members already knew how to sail. Unfortunately I overlooked its subtitle, *Single and Short-Handed Techniques*, until a conversation with the author at Southampton Boat Show – by which time I'd already read much of *Stress-Free Navigation* – put me right.

Although a small part of *Stress-Free Sailing* is indeed about the difference between running and reaching, far more is about manoeuvring a variety of boats in tight spaces with small crews – definitely relevant to OCC members, even those with large boats and bow-thrusters. Multihulls receive scant mention, but in all other ways Duncan Wells is admirably comprehensive. Not much point in putting your boat neatly alongside if she's not going to stay there, so he starts with line handling – coiling,

throwing, knotting etc. Leaving and returning to alongside and finger berths occupies the next 47 pages – ahead, astern and sideways; with and without tidal streams, cross winds, boats in the way and sundry other hazards; in both fin and long-keeled boats. Only then do the sails go up. In addition to all the usual sail-handling topics I was particularly glad to see heaving-to covered in some detail. Too many cruisers assume that it's only possible with heavy, long-keel boats, even though, as Duncan says, "By playing with the variables you can get modern, fin-keel boats to heave-to quietly. It is all a question of adjusting the balance". A very useful tactic to cook a meal in bad weather, or simply have a rest, particularly for a short-handed crew if the self-steering (electronic or wind-vane) is struggling.

Stress-Free Navigation initially caught my eye because of its subtitle – *Electronic and Traditional*. Many of today's skippers have largely forgotten what to do if the electronics pack up, as they occasionally do – and are almost certain to if the yacht is struck by lightning – and one occasionally hears horror stories of yachts effectively disabled for this reason. And even without such drama, most of us have gaps in our knowledge – things we've forgotten, things we've never known, or things we've never needed to know because, for example, we've done most of our sailing outside areas with dramatic tidal ranges and streams. *Stress-Free Navigation* will fill in most of these gaps, and could be particularly useful to those visiting British or European waters for the first time.

There's inevitably a bit of overlap between the two books – *Stress-Free Sailing* devotes seven pages to navigation, while *Stress-Free Navigation* includes the basics of sailing. Both cover anchoring, though *Stress-Free Sailing* does so in greater detail, and both conclude with man overboard recovery, a subject obviously close to Duncan's heart. There's a third in the series, *Stress-Free Motorboating* – subtitled *Single and Short-Handed Techniques for Rivers and Coasts* – which might well be of interest to some members but which space constraints rule out covering in more detail here. I'd be amazed if that doesn't feature man overboard recovery too.

Both books (and doubtless the third) are profusely illustrated with descriptively-captioned colour photographs and clearly-labelled line drawings. Those who wish can view action videos on their phone or iPad by scanning the QR codes scattered throughout both books (21 in *Stress-Free Sailing*, 15 in *Stress-Free Navigation*), videos which the rest of us can watch on our computers at westviewsailing.co.uk/stress-free-videos.

As one might expect from their titles, Duncan's writing style in both books is authoritative but relaxed – he's an RYA instructor who runs his own sailing school, and it shows. He is refreshingly clear and logical in his approach, communicating both the joys of sailing and a calm and positive attitude to navigation, even to its more complicated and challenging (and some would say most fun) aspects. There can be few members, however experienced, who would not pick up something from both books, while less experienced crew would learn even more. Recommended.

AOMH



EUROPE'S SEA MAMMALS, Including the Azores, Madeira, the Canary Islands and Cape Verde – Robert Still, Hugh Harrop, Tim Stenton and Luís Dias.
Published in soft covers by Princeton University Press [<https://press.princeton.edu/>]

<titles/14236.html>] at £20 / \$24.95. 208 216mm x 152mm pages, in full colour throughout. ISBN 978-0-6911-8216-2

Many times on our Atlantic crossings or sailing along the coast of Europe we've wished we had a reliable guide to help us identify the charming creatures we've encountered. We had a guide for the local waters of Ireland, but nothing for the broader area. We learned later how territorial many of the scientific communities studying cetaceans can be. Cetaceans, of course, don't recognise boundaries.

This new visual reference for identifying 39 species of whales, dolphins and porpoises and nine species of seals covers a region that spans the Eastern Atlantic from Iceland to Macaronesia (the Azores, Madeira, Canaries and Cape Verde archipelagos), as well as the Mediterranean, Caspian and Baltic Seas. Produced in co-operation with the marine conservation charity ORCA, the book includes mapping data from a decade of surveys which show both current distribution and changes over time.

Unlike many other reference guides, this is not the work of scientists but rather of a team of professional tour guides with extensive experience identifying and discussing the range, ecology, behaviour and conservation status of each species. Information is presented in very clear, simple terms. Robert Still is publishing director of WILDGuides and a prolific natural history author. Hugh Harrop is an award-winning photographer and owner of the ecotourism business Shetland Wildlife. Tim Stenton is a widely-travelled whale photographer and the author of *Moray Firth Dolphins*. Luís Dias is an accomplished photographer and former marine research biologist who runs ocean tours from Madeira.

Their library of stunningly beautiful photographs is extensive and complemented by illustrations, maps and charts. The visuals are unparalleled, presenting the animals in various states of swimming, diving and feeding, with tips on distinguishing between species. Maps identify where each mammal can be encountered at different times of the year. It wasn't written specifically for cruisers but the format is ideal. Overall, it's a valuable resource to have aboard.

Appendices include Observation Guidelines and what to do in the case of animal strandings. Also included are legislation summaries for the different jurisdictions and a table of names in other languages. The introduction provides a quick overview of morphological terms used to identify animals and tips on how to observe them.

Europe's Sea Mammals is an essential companion for anyone venturing any distance offshore. Encounters with frolicking dolphins, studious whales, performing porpoises and curious seals are magical and inspirational ... we're so fortunate to be out there to see them in their environment, and now we can tell others all about them in an informed manner.



DOB

VOYAGE OF THE HARRIER: Around the World in the Track of HMS Beagle – Julian Musto. Published by the author in soft covers and available via Amazon for £27.37, or £3.99 for Kindle. 290 229mm x 152mm pages, with most illustrations in colour. ISBN 978-1-5151-0589-3

I'm generally sceptical of cruisers who feel the need to 'legitimise' their sailing by giving it a scientific or historical aim. Why not circumnavigate just because you want to? Julian plainly doesn't agree with this philosophy, and makes his case by interweaving *Harrier's* voyage with that of HMS *Beagle* some 170 years earlier. There is no doubt that this adds considerable extra interest to what might otherwise have been a relatively conventional, albeit highly admirable, circumnavigation. The juxtaposition of his thoughts and discoveries with those of Charles Darwin* as expressed in the latter's diary and correspondence is perhaps a little less successful, though we learn a great deal about both of them along the way.

Post retirement as an architect and seemingly without family commitments, Julian leaves the UK in July 2001 aboard *Harrier of Down*, a 25ft junk-rigged Folksong not dissimilar to *Jester* and, like her, basic in the extreme. Having made two Atlantic crossings in boats of similar size in the 1960s, however, he plainly knows what he's taken on. *Harrier* visits Santiago in the Cape Verde islands before continuing to Brazil, as HMS *Beagle* had done. There Julian remains for more than a year, having been offered a contract and research grant at the Universidade de Brazilia, the first of several lengthy pauses during his eleven year voyage.

Further down the South American coast disaster strikes when *Harrier* grounds on a shingle beach 'at the top of the highest spring tide of the month on the most remote part of the coast of Patagonia'. Despite help from (some) local people she does not survive the experience. Returning to Argentina he buys a fractionally larger (25ft 8in) boat which he again names *Harrier of Down* and, after 18 months' work, resumes his voyage. Though much of his circumnavigation is made singlehanded, for doubling Cape Horn he wisely takes on crew – presumably a success as Stephen Johnson, an American wildlife photographer, rejoins him five years later in Cape Town to sail back to Brazil via St Helena and Ascension.

Once into the Pacific Julian sails north with the intention of visiting the Galapagos to view Darwin's iconic finches, but is frustrated by officialdom – not the only time this happens during his circumnavigation. Thereafter his passage across the Pacific to New Zealand goes according to plan, but an attempt to follow HMS *Beagle's* track south of Australia proves impossible against the prevailing westerlies. (The tracks of the two vessels form Appendices A and B, unfortunately not on the same page.) Skirting the east and north coasts of Australia goes well, however, despite encounters with potential people traffickers and/or drug smugglers, and the Indian Ocean is remarkable kind – 'My luck with the right weather at the wrong season held', a statement typical of Julian's low-key approach. Describing himself as a 'simple-lifer', financed by 'a modest teacher's pension' and with VHF and GPS but no SSB or EPIRB, he is following squarely in the wake of Slocum – whom he quotes frequently – and other early sailors as well as Darwin and the *Beagle*.

There's the odd error – such as writing May when he obviously means April at the beginning of Chapter 5, but overall I found remarkably few typos, often a major failing

* OCC members will be aware that Darwin circumnavigated aboard HMS *Beagle* in the late 1830s, developing the theories which led to his *On the Origin of Species*, published in 1859. This followed his *Voyage of the Beagle*, published 20 years earlier which, together with his *Diaries*, was a major source of inspiration to the author.

of self-published books. He also goes off-message a few times, with remarks and opinions which a commercial publisher would have insisted on deleting, but I found nothing too offensive. All too often self-published books stumble where it comes to images, and though many of the photographs in *Voyage of the Harrier* have reproduced well, others – and most of the maps and line drawings – are noticeably fuzzy and/or pixelated.

The twelve appendices are so comprehensive – not least where details of all three vessels are concerned – that I'd suggest reading at least some of them before embarking on the main text, particularly for those unfamiliar with Darwin, HMS *Beagle*, or boats in general. The bibliography and index are also impressive.

I suspect that *Voyage of the Harrier* was written more because the author had a tale he wanted to tell than with an eye to serious commercial sales, but it certainly deserves a wider audience than immediate family and friends. Most cruisers, and all those interested in Darwin and his contribution to the understanding of our world, will both enjoy and learn from it.



AOMH

PRESSURE COOKING EVERY DAY: 80 modern recipes for stovetop pressure cooking – Denise Smart. Published in soft covers by Hamlyn [www.octopusbooks.co.uk] at £7.99. 128 246 mm x 190mm pages in full colour throughout. ISBN 978-0-6006-3578-9

A book entirely about pressure cooking is unusual these days, so when one was reviewed in a national newspaper recently our *Flying Fish* editor agreed that it deserved a second look. Aimed at young people – students? – living in bedsits with a stove-top cooker but no oven, *Pressure Cooking Every Day* is also very relevant to ocean cruising galleys, even though nowadays all but the very smallest boats have an oven. A pressure cooker saves gas by cooking in a third of the time taken by conventional means, and the lid clips on and stays on – very useful on a bouncing yacht, even if the pot isn't under pressure. The large, rather heavy, good quality pan has a variety of uses, from jam making to cooking spaghetti for a crowd, and as a pressure cooker can tenderise tougher cuts of meat – or that octopus that was a gift from friendly locals – and nutrients are retained rather than being boiled away by lengthy cooking.

The first section, 'Brunch and Lunch', includes a variety of ideas for snacks and light meals, although the only one I can see myself using is for Caribbean Butternut Squash Soup, which includes coconut milk and lime juice. The recipe for baked beans in tomato sauce seems rather absurd – isn't it far easier to open a can? – but could be useful if you happen to have haricot beans on board and are miles from even a basic shop. 'Midweek Meals' include such staples as chilli con carne using dried kidney beans, lentil and cauliflower curry for vegetarians, as well as more exotic dishes such as Spicy Jambalaya and shredded duck salad with mango and pomegranate. The 'Gatherings' section offers meals for entertaining, including a tasty-sounding recipe for chorizo and squid stew, and Lamb Shawarma, which needs 90 minutes at high pressure but would take four to five hours in the oven.

'Sides and Preserves' has a suggestion for baked sweet potatoes – pressure cook

them whole for 15 minutes, then transfer to a hot oven for five minutes to crisp the skins – much quicker than baking them from scratch. Then there's Mango Chutney – perfect when mangoes come free in the tropics and you've saved all those empty jars. The last chapter, 'Something Sweet', includes a recipe for Sea Salt Chocolate Brownies which got rave reviews from the newspaper reviewer. If you have an oven you'd be unlikely to make brownies this way – food for thought, though! Tempting colour photos accompany most of the recipes, and it would be a useful addition to the bookshelf of any yacht which carries a pressure cooker.

EHHM



When the alarms and excursions of your life are over; when your kids are doctors and your wives have found better things to do, when your enemies have had their comeuppances and your friends all bore you, when obituaries prove interesting and when the prospect of earning even one more dollar appals, then the moment has come to look about for a boat in which to sail around the world. There simply ain't nothing else worth doing.

Anon, but quoted by Julian Mustoe in the
foreword to *Voyage of the Harrier*

