

# THE LOCATION OF THE KITCHEN ON A SUB-40-FOOT CATAMARAN

## IN FAVOR OF A GALLEY "UP"

By **Eric Roger**

Eric is the founder of the Aventura Catamarans brand. A specialist in composite construction, in 2007 he developed a range of sailing catamarans whose success continues to grow as new models are released.



# V

*"It was in 2010, with the Aventura 33, that the brand was launched onto the liveaboard market. But our full expansion didn't really start until 2016, with the collaboration of the Lasta Design studio and a new yard in Bizerte, Tunisia. In 2017, the 34 replaced the 33, with the galley still located on the main deck, in the saloon."*

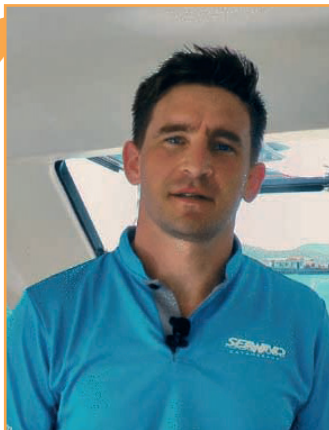
Eric tells us what led to him choosing this configuration, which is the only valid one in his eyes: *"In fact, I didn't even ask myself the question, it was obvious to me that it was better to cook upstairs than downstairs. It avoids having to take the dishes down and bring them back up again, and to avoid getting seasick too quickly, which is not always easy when cooking, especially if the sea is rough. The ease of access, whether inside or outside while sailing, is always excellent too, especially if you place the galley between the saloon and the cockpit as on the 34 and now on the new 37. After all, it's on deck and in the cockpit that you eat, so why change floors? The daylight and good ventilation for the cooking odors are also advantages, but it is above all the conviviality that is the big winner - because whoever is in the galley does not feel isolated. In these last two models, despite the limited space, we have managed to find an interesting ergonomic solution. As the companionway to the cabins is in the middle of the saloon, this allows the galley to be installed in an L-shape, facing aft, with a slight*

*protrusion by the entrance that provides good protection for the cook - he or she can also wedge themselves in. The worktop serves as a pass-through, sideboard, or even a bar depending on the occasion. On the other side, we were able to place a 9.2-cubic feet(260-liter) column refrigerator on the 37, which is pretty generous in terms of fresh supplies and avoids having to install other cold compartments that always consume energy. For the storage of foodstuffs, we have installed drawers under the benches of the saloon to avoid having to lift the seats and this is a game changer. This takes away a little space from the interior dining area, but our clients admit that they eat in the cockpit much more often than inside. The separation of the night space - with the possibility of keeping a spacious bathroom - is thus preserved and the simplicity of the formula seems to us to be the most natural."*



Aboard our catamarans, there is enough space to have the choice of installing a galley on the main deck or in one of the hulls. On large multiyachts, the preference is dictated either by the need for privacy between crew and guests, or on the contrary by the conviviality provided by a galley in the saloon. It's 50/50 between these two options. In the 40-to-60-foot sector, 99% of galleys are "up". However, for cats under 40 feet, there is a debate - the choice can be a difficult one because the smaller volumes raise real questions about the layout possibilities.

S



## IN FAVOR OF A GALLEY "DOWN"

By **Mike Rees**

Mike is the General Manager of the Seawind Catamarans brand. After working on monohulls and motor yachts, he now has 15 years of experience with the brand's multihulls.

Seawind, which was founded in 1982, is a brand that is very much oriented towards the American and Pacific markets. With the Seawind 1190 and 1260, the choice of galley down was retained. More than 250 catamarans of the two models and their predecessors, the 1150 and 1250, have been produced since the establishment of the brand in Vietnam in 2010. Mike explains why the brand decided to install the galley in one of the hulls. "On units of just under 40 feet, it's difficult to have both a large saloon and a large U-shaped galley on the same level. If the galley is not U-shaped, the cook is hampered by anyone going to and from the cabins. We have therefore sought

*a balance between comfort and practicality while respecting the ergonomics and use of our customers. We have always avoided making coachroofs too prominent and the aerodynamics of this choice are reflected in the volume of the saloon. Our users do not spend much time cooking (restaurant outings in the evening and barbecues in the cockpit during the day), so a nice U-shaped saloon is prioritized with an open, unobstructed bay window across the entire width towards the cockpit. The open space, thus uncluttered, is reminiscent of a larger catamaran with good circulation, and there is less chance of people getting in each other's way, even when there are lots of them on board.*

*Beautiful bench seating inside and outside is ideal for relaxing, inviting friends for an aperitif or even eating. On the galley side, the hull has plenty of space with furniture on both sides of the gangway. There is enough space to store all the supplies, and above all, it is designed to be easily accessible. In addition, it is very safe to sit down while working. There are also cold compartments with hatches overhead or in front of you. The two worktops on either side double the preparation surface. With the large windshield in the saloon, we always have very pleasant indirect light. However, we are not tied to this single configuration, and on the new Seawind 1370, which will be released soon, the galley will be in the saloon. But finally, for these sizes of 40 feet and less, the formula of the galley down is a real win-win: a large and very open saloon and a large and very spacious out of sight kitchen".*

