Galley update on a 1979 M36

Doing the dishes

I've always resented doing the dishes on my Moody 36 Victor Too. Not just because there's no dishwasher, but the galley lay-out was a typical L-shape with the sink close to the bulkhead with the back of the outside bench protruding over it. It always gave me back pain because at 5ft9 my head was in the way, or perhaps it was the bulkhead.

So with the prospect of spending a year cruising, something had to be done about the lay-out of the galley and the positioning of the sink.

That was the basic idea. Then there were some other issues, one being that on a cruise a U-shaped galley is safer. Another was the fridge which was on its last legs. And a third was the sink tap which needed some TLC as it was leaking slightly.

I was still satisfied with the way the cupboards were arranged as well as the working of the good old gas burner, so I left those alone. After ordering the necessary parts, the removal of the old worktop took some creative destruction.

I then built the basic structure in cardboard, to enable measurements being taken. Needless to say, the old tubing and electricity were replaced where necessary while everything was removed.
The worktop was elevated by 4 inches to make galley work easier for taller people. I moved the sink to the new part sticking out to shape the "U".

G&T's require ice.

The fridge was taken out and replaced by a system in components from Waeco. It is now 90 litres with an ASU unit inside.

The fridge has 5 cm PU insulation and 10 cm for the base. It reaches -5° C at full power and 6° C at 30% on the thermostat at 21 degrees cabin temperature, so power consumption is quite acceptable. The compressor sits beneath the fridge but the heat generated has no influence due to the thick insulation of the base. The warm air escapes through a vent in front of the sink.

The sides of the fridge are covered in white wood veneer – leftover bits from the marine multiplex I ordered. Putting the fridge together needed some tight planning as once it's there, it will never come off without destroying it partly. I rehearsed this part two times to make sure everything fitted neatly. Actually gluing everything together proved easy after I had made up a list of which things to do in what order. The glue I used was PU-glue as well as PU foam to fill up any remaining gaps.

In the fridge, I installed a light with a micro switch operated by opening the lid. The light is close to the lid as to be able to change the bulb. I was tempted to put in a battery-operated LED light but wasn't sure this would function well in the cold and damp environment of the fridge.

The sink that Marine Projects installed in the M36 was quite shallow and limited in size, so I decided to get a bigger one. The sink tap could have been reconditioned, but space limitations for the tap made me get a new one from Grohe. It works fine with the pressure pump and is supposed to last another 30 years. I installed the sink with a generous amount of Tec-7 so that the inner sides of the marine ply were completely sealed.

Around the sink, I glued PU-foam to reduce the loss of heat from the water when doing the dishes. This also reduces water usage which is a welcome side effect when living aboard for extended periods.

Drawer space

One of the things about the galley I've always considered a drawback was the lack of drawers for pots and pans. They resided in the cupboard beneath the sink and larger items like a wok were stowed beneath the cabin bunks. I tried to get as many drawers into the new galley as I could, which turned out to be four. Everything, including the thermos and the water kettle now has room beneath the sink. Quite amazingly, Ikea was my source for the drawer systems. They have several sizes as well as high and low and I could fit them all quite neatly into the space I had. The fronts were easy to add and adjust and I added cupboard catches to lock them. If any work is required on the systems underneath the fridge, the drawers are easy to take out in future.

Last but most important for a neat finish, the new worktop had to be bordered with hardwood. The original wood used for this was Meranti or a similar type but I got some Bankirai as this is stronger. To achieve the same colour I experimented with some base varnishes I got from a specialized paint dealer. The small gaps in the corners were filled with wood putty and then varnished and are indistinguishable from the wood.

From the pictures, the new multiplex looks a lot lighter than the old surfaces, but actually has the same appearance. It

is, however, slightly lighter and this makes the galley a more appealing place to work in.

It was more than worth the 1500 Euros and three weeks of work I put in. Only a bit of floor space is lost and a good hand hold for under way is added next to the companionway steps.

Finished result: