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Clean start

NCL's new Norwegian Breakaway boasts an energy-saving galley and a superb range of designer dining options



CLEAN UP YOUR ACT
Four ways to reduce the impact of your galley on the environment



INTERIOR DESIGN
How to create a memorable and enchanting atmosphere for cruise line guests



ROYAL AUSTRALIAN NAVY
With a new Landing Helicopter Dock on order, how will chefs cater for double the crew?

There is no 'magic formula' for designing a galley on board a cruise ship. So say two men who should know – Apollo Group's senior director of culinary operations, Eric Barale; and Daniel Laine, general manager of DL Design Services. They share over 40 years' experience in the galley-design world, Laine having served more than 30 years in the marine galley construction industry while Barale has been with ship chandler Apollo for more than 10 years, where he has overseen the entire culinary operation of the prestigious Oceania cruise line as corporate executive chef since 2005, and has served as culinary director of Regent Seven Seas since January 2009.

Both men question the once common belief that, roughly speaking, a cruise liner galley should provide 1m² of space per passenger on board: "There was in the past the idea that you should have a square meter per passenger – but this is wrong," warns Laine. "If you have a cruise liner with only a few hundred passengers, you will need more than one square meter because you may still need to have a small butcher's area and a bakery, for example. At the other end of the scale, if you have a cruise liner with 3,000 passengers, the ratio will be reduced – you will have considerably less than a square meter."

Ultimately it depends on the individual cruise line operator's wishes for the dining experience it wants to deliver on board. For example, Barale



Daniel Laine designed the galleys that serve the Grand Dining Room (above) on board Oceania's MS Marina and MS Riviera flagships, including the French galley (left)

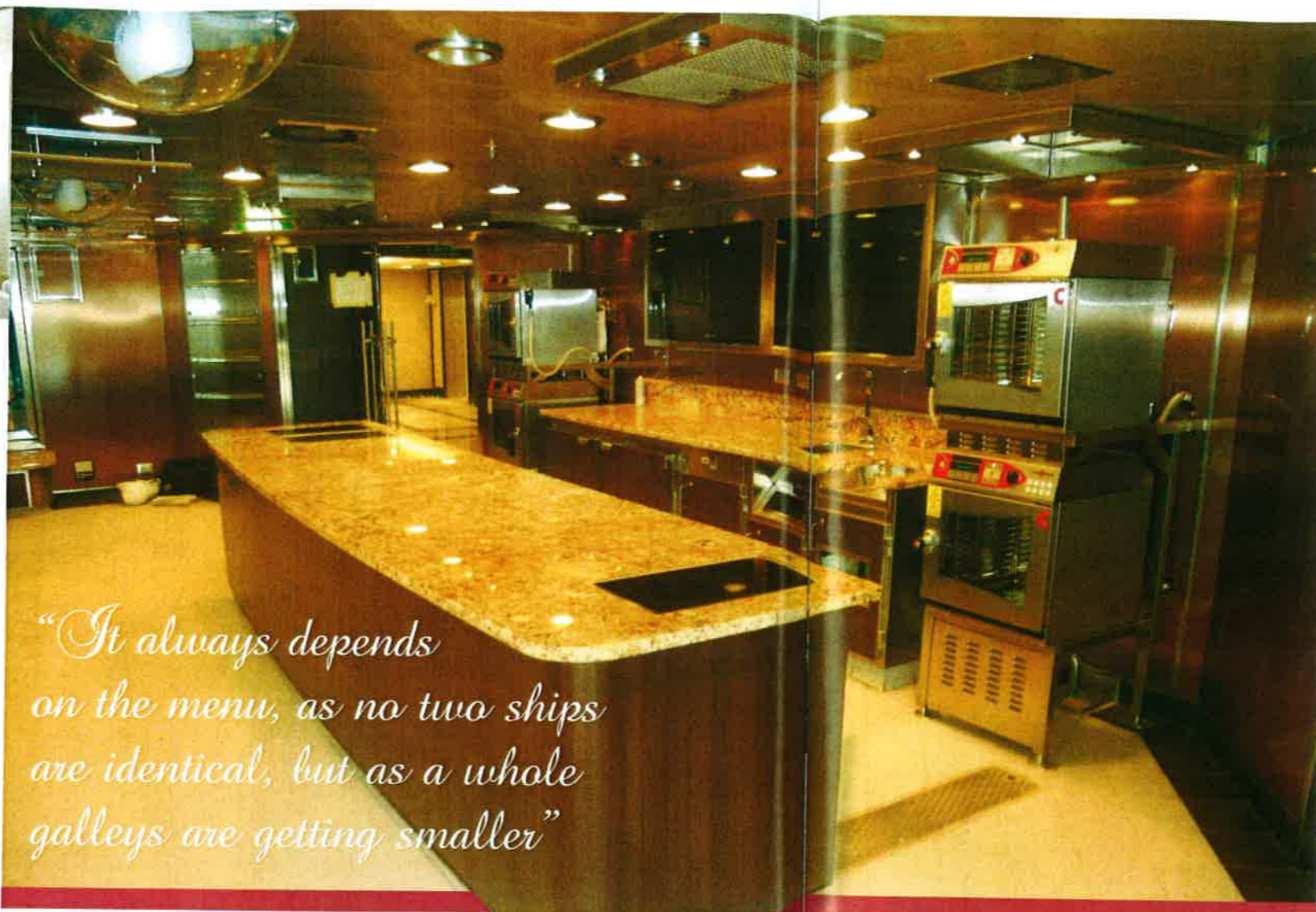
SPACE ACADEMY

By Anthony James

Two leading cruise ship galley designers discuss the challenges of their work



Above: Daniel Laine helped design the galley serving the Tarragon dining room on Hapag-Lloyd's MS Europa 2



"It always depends on the menu, as no two ships are identical, but as a whole galleys are getting smaller"

Above: The culinary school on board Oceania's MS Marina, designed by Daniel Laine

says that Oceania prides itself on providing a "five star plus" dining experience, which ultimately dictates the size of the galley. "The shipyards always look at us as if we are crazy or coming from the moon when they see the size of the galleys on board and the equipment they feature," he says. "We could easily supply a 4,000-guest capacity, but we only have 1,200 passengers. Depending on the standard you want – the quality of the food produced and the diversity of the menu – it is clear that the size of the galley will sometimes have to double."

Laine, who worked with Barale on the design and outfitting of the galleys for Oceania's Marina and Riviera flagships, acknowledges the cruise line's ambitious strategy: "The owner wants to serve really, really good food, so of course the galley is much bigger than on other vessels," he says. "But this is what they are marketing – they say 'on board we have a large galley in which we are able to prepare your food to your wishes'. Ultimately the size of the galley is always dependent on the individual owner."

Both the Marina and Riviera boast no less than six galleys each: a 710m² main galley is found on Deck 05, which also hosts a 119m² Asian galley and 140m² French galley; the 114m² crew galley is below on Deck 04; Deck 12 houses the 108.5m² Terrace galley; and Deck 14 features the Polo & Toscana galley (207m²). All together the galley preparation areas add up to 1,398m² – about 1.2m² per guest.

Multiple choice

Increasingly, as the Marina and Riviera demonstrate, there is a trend away from having just one large dining room – and this only complicates the job of the galley designer. "Many customers don't want to sit in a big dining room with a 1,000 passengers – it's just too noisy," says

Laine. "They would prefer to have a choice of dining experiences and locations – just as they would find back on land. This has had an impact on galley design – it's actually much easier to understand and plan the food flow for a 1,000-seat dining room. But if you change this to three dining areas – say one for 500 guests and two for 250 – it means that inside the main galley you actually have three galleys because the food that will be served in each restaurant is different – one could be Italian, another European and the third a steakhouse. Whatever the options, it will have a big impact on the food flow. Ultimately the galley space will have to be bigger. And this is increasingly the case as customers want more individual and intimate dining experiences."

Yet space for galley areas remains in short supply – with ship architects and builders often reducing the size of the galley at short notice:

"We start with 250m² and end up with 180m²," says Barale. "This is the biggest challenge. We have to optimize the space by assigning the equipment in the best way we can."

Barale says a number of factors contribute to the downsizing that inevitably occurs during a build: "It is common to lose space between the original and final plan due to the addition of technical spaces and sometimes the addition of a safety exit," he says.

"Rules can change regarding access or you may need to add an electrical cabinet that was not originally on the plans. Don't forget the galley is not really the main concern when building a ship – the focus tends to be on the guest areas. As such, guest suites can move from right to left or left to right – managing the impact of this is always one of the biggest challenges when designing a galley."

IN THE KNOW

For Apollo Group's Eric Barale, it's imperative that a galley designer should have first-hand experience of cooking on a cruise ship: "You have to know what kind of product you want to deliver – so by definition you should have the chef involved," he says. "You have to know how to cook so that you can anticipate and visualize where the cook will be, what equipment and space he will need, as well as where the waiters will come from and how many dishes will be served hot or cold."

D L Services' Daniel Laine (pictured) agrees: "What you really need in this business is experience – you need at least 5 to 10 years' experience before you are able to realize a design. It's also very important to listen to the wishes for the food and beverage from the owner's side. We really design the galley as the owner wants and we will not specify equipment that is not needed."



PHOTO: HAPAG-LLOYD CRUISES

Above: The Weltmeere restaurant on board MS Europa 2, is a circular dining room located at the stern of the ship serving the finest international cuisine

Small wonder

Laine says that less space may actually be a future trend: "It always depends on the menu – no two ships are identical," he says. "But I think as a whole galleys are actually getting smaller."

This reflects a move to simpler menus: in the past cruise lines offered menus that ran to two or three pages, but now most prefer a far simpler choice of either meat or fish.

"But it's not only the menu – you also have to scrutinize food production on board and how the catering staff work and the type of products being purchased," continues Laine. "Previously there was very often a butcher's on board but now sliced meat is bought direct, while some operators are buying frozen cake that just needs to be defrosted – so you don't need a bakery."

In a bid to reduce overheads and streamline onboard operations, many cruise lines are

actively reducing inventories: "I heard of one owner that was using 700 products to prepare food – all different items – but now they use 250 products, which means they can no longer produce certain meals, but it's much easier in terms of logistics and storage, which allows you to reduce the size of the galley," notes Laine.

A move toward more self-service has also helped shrink overall galley space: "A self-service buffet will reduce the galley because there is no waiter going from the galley to the dining room – hence there is no need for large corridors to cater to waiter flows," explains Laine.

Technology

Technology is also helping to streamline galley operations and boost efficiency. Barale says ceramic heating lights have vastly improved food presentation in self-service areas, allowing chefs to use a variety of sizes, shapes and colors of serving plates. "When we had just steam baths we were very limited in what we could use – basically just a square or rectangular steel pan. Ceramic lights enable a much more appealing look and more variety."

He notes a similar improvement in cold food presentation due to a new generation of integrated, refrigerated 'stone' counter tops, which have replaced old-style wells and sinks.

Laine highlights improvements in galley ventilation: "Owners are increasingly asking us to find ways to save energy," he says. "The ventilation system offers huge potential to reduce energy by ensuring air is only taken out of the galley when needed, rather than the extractor fan running constantly at full speed. And when you think that this air is taken from the dining room, to ensure that kitchen smells never reach the customer, it is even more important that you regulate the airflow, as you are ultimately helping to reduce the air-conditioning required to keep the dining room cool. Finally, it is important to install dishwashing equipment that can save water, as water production on board is very expensive."

Barale says the use of induction heating has helped "reduce a lot of the heat in the galley when we have hot production, and save energy".

Further advances include dedicated accessories for marine galley combi ovens that allow multifunctional use, including grilling; and better defrosting technology: "You used to have to wait for two or three days for meat and fish to defrost in cold store," explains Laine. "But now there are new thawing cabinets that can defrost food in about seven hours. This means you are no longer obliged to think three days in advance all the time – and the result is much better than the previous means of defrosting."



"Owners are increasingly asking us to find ways to save energy"

Above: The Verandah on the Viking Star – Laine is designing all stores, galleys, bars and buffets

Experience counts

Both men stress the importance of working with established suppliers: "You have to make up your mind where you want to buy," stresses Barale. "For me, the most important factor is whether you know the product or not – usually we don't go with equipment that we don't have experience with, as we need to know we can rely on it."

"There are not that many manufacturers that supply to the cruise liners," adds Laine. "When you realize that just one galley for a 2,000-passenger ship can cost €10m, you can understand why we get good support from the suppliers. All equipment needs to be durable and easy to maintain as very often it will be on board for 20 or even 25 years. It's not like back on land, where galley units are on wheels and you can just roll them out and replace them. This is a big difference from conventional catering equipment – in the marine world everything needs to be very strong and durable and marine approved."

To help with maintenance, Laine has developed a lifecycle management system: "It is a web-accessible solution that helps owners manage risk in a shipboard environment," he explains. "It provides a new visual approach to efficiently coordinate operations on board any type of vessel, linking to deck plans and equipment documentation. The aim is to improve equipment replacement planning and decision making regarding spare parts requests." ●



Oceania's Terrace Cafe Patio, as featured on both MS Marina and MS Riviera