

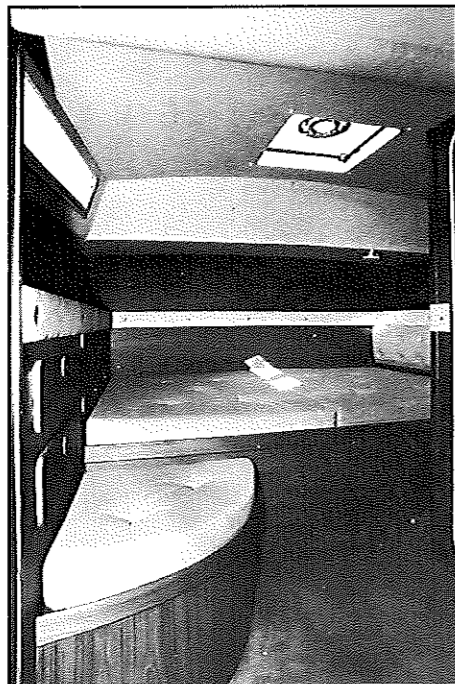
with a Perspex panel in it. While access to the portside of the engine is from the cockpit, access to the working side is excellent for pumps, alternator belts and water intake. There is also a light to make working in the compartment easier.

Further aft is the owner's cabin, an impressively roomy and airy space with an athwartships double berth, a perfectly satisfactory arrangement not often seen in yachts. There are shelves and locker stowages outboard at each side and a well padded fabric settee. Zip fabric fronted hanging lockers are just inside the doorway and in a seaway one must resist the temptation to lean upon them.

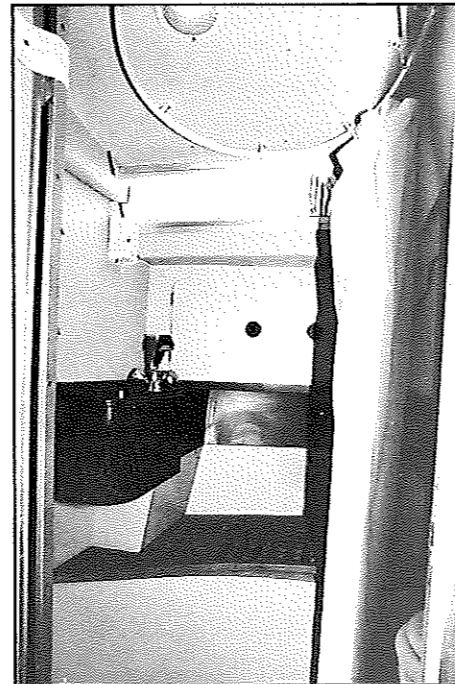
There is a small settee and a dressing table forward of the berth. Oddly, there are no berth reading lights, just one overhead on the after side of the berth. Below the berth there is access to the steering gear and its greaser. The after head is roomy with a neat, space-saving idea of a sit down shower. Headroom in the after cabin is 5ft 10in (1.78m) and 5ft 4in (1.62m) in the after head. There was a noticeable amount of noise from waves splashing below the counter when the boat was moored.

The saloon is very roomy, with vertical handholds forward of the galley and chart table. Headroom is 6ft 4in (1.93m). The fixed table is offset to port and has two large flaps and a centre stowage section. Each settee can be used as a single berth, but this requires the removal of the corner cushions. Below the settees are water tanks, each holding 50 gallons (227lit) and there are lockers behind the seat backrest.

Forward to starboard is a generous-sized head compartment with 5ft 10in (1.78m) headroom over the grating, while a two-berth guest cabin is to port of the passageway. This cabin includes a vanity unit and hanging locker and provides ample standing room as well. Bunk lights are fitted and the headroom



After cabin contains a double berth as well as an en suite head compartment and shower



After cabin head compartment contains a very novel sit down shower as a safety feature

is 6ft 3in (1.90m). Further forward is a conventional vee berth forecabin with seat and infill cushion, a hanging locker and a drawer unit, together with extra shelf lockers outboard each side over the stripwood-lined sides.

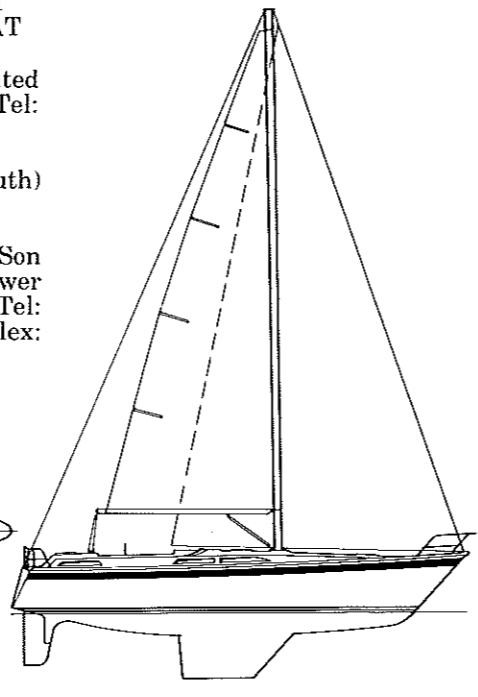
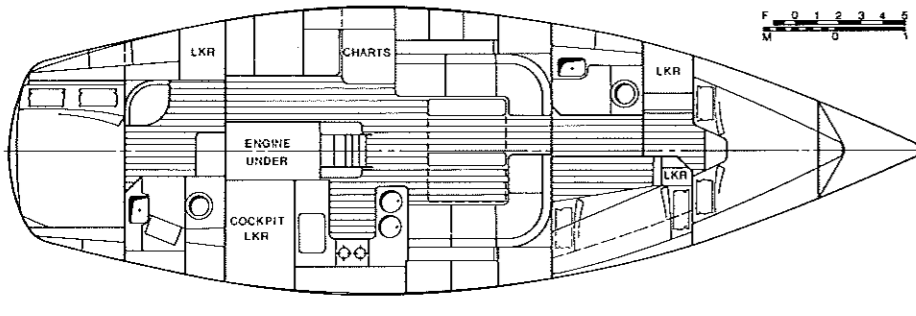
Without looking too high or too wide, an impressive amount of accommodation is fitted in without any feeling of crowding. Satisfactory handholds are available throughout the boat (as long as the wash basin sides take on this additional task in the head compartments) except that an additional one would be welcome over the after end of the saloon table. The metal edged doors are no doubt practical, but hardly attractive, and the latches are obtrusive, though less of a clothes hazard

than those fitted on the early boats. Visible joinery is satisfactory, but out of sight areas, locker door finger holes, framing and drawers were only roughly finished, which seemed a pity.

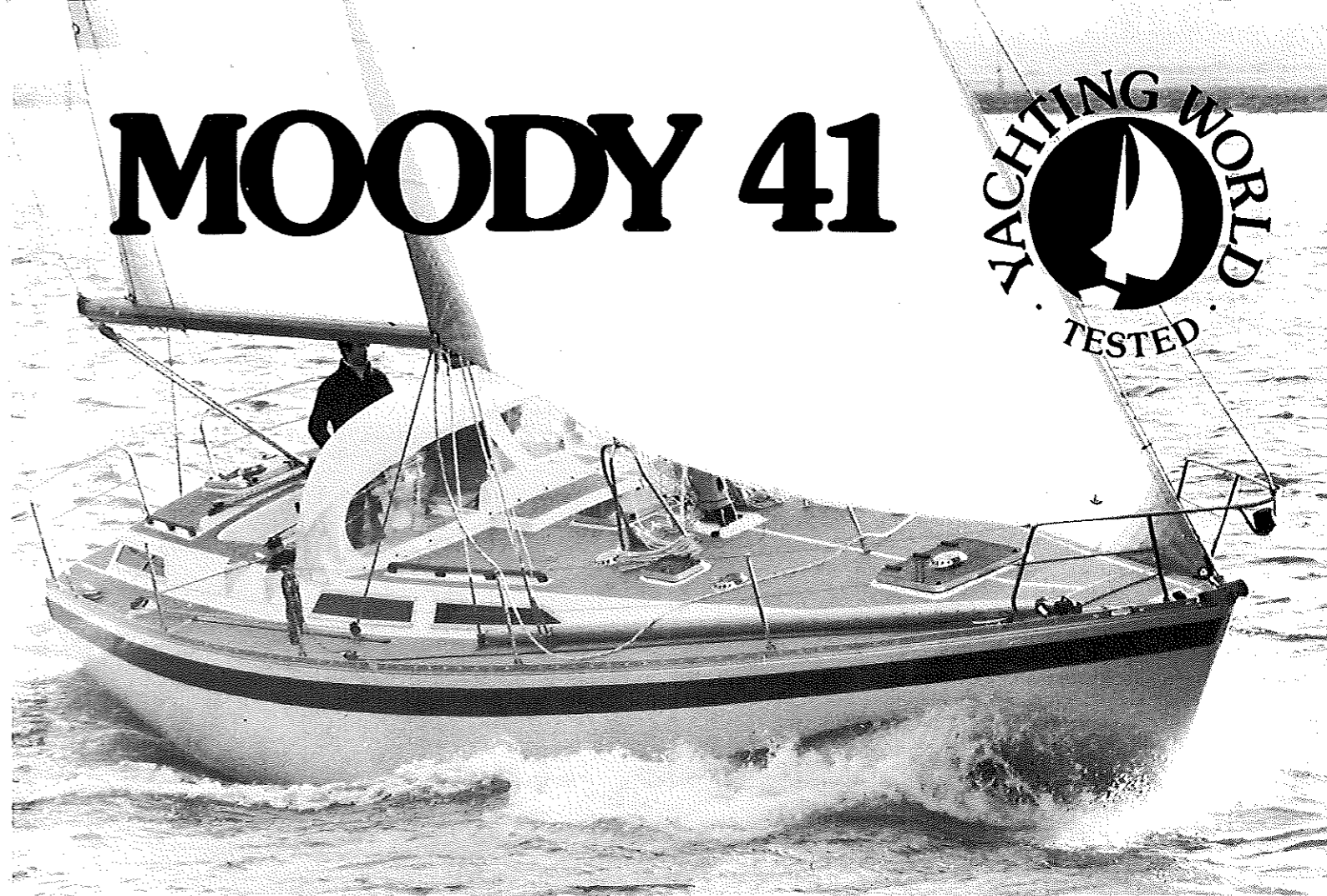
Conclusion

We like this design. She impresses as a really willing, but docile, sailing yacht and we are sure she will give people a lot of pleasure. Construction, is to a good standard. Yet the quality of the finishing makes it obvious that fitting-out has been kept down to a price, laudable, but in this case perhaps taken too far. We feel that little more time would be required to do a much tidier job and that most purchasers would not begrudge the extra cost. ■

Dimensions:			Price: (Fixed keel) £47345 ex. VAT (Lifting keel) £50760 ex. VAT		
LOA	41ft	12.5m	Designed by: Angus Primrose Limited Mercury Yacht Harbour, Hamble. Tel: Hamble (042122) 2539.	Built by: Marine Projects (Plymouth) Limited.	Marketed by: A.H. Moody and Son Limited, Swanwick Shore Road, Lower Swanwick, Southampton SO3 7ZL. Tel: Locks Heath (04895) 6116 Telex: 477536.
LWL	33ft 11½in	10.35m			
Beam	13ft 2in	4.01m			
Draught:					
fixed keel	6ft	1.83m			
centreboard/					
board up	4ft	1.22m			
board down	7ft 6in	2.29m			
Ballast	8700lb	3946kg			
Fuel	50gal	227lit			
Water	100gal	454lit			
Sail area	954ft ²	88.7m ²			
(main and No 1)					
Battery	3 × 80 amp/hr	12volt system			



MOODY 41

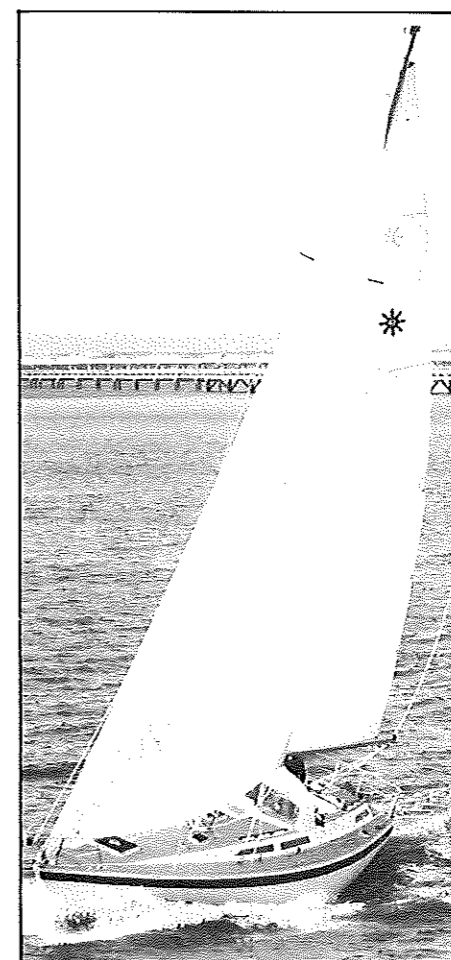


FOLLOWING the success of the Angus Primrose-designed Moodys, the company has been updating its range, filling in gaps where they have found a market demand and improving the style and performance of existing sizes. All this work has been done using the designs of Bill Dixon, who now runs Angus Primrose Limited. He has not only managed to keep a broad visual similarity with Angus's boats, but also achieved the other characteristics which Primrose sought. The Moody 41 was first shown at the London Boat Show in 1982 and we sailed boat number ten. More than 20 have been ordered so far.

Construction

While Moodys still build their own high quality yachts, the majority of their new boat business today concerns the production range built for them by Marine Projects of Plymouth. This company is a highly efficient and cost conscious organisation; in these respects it probably has no equal in the UK boatbuilding industry.

This does not mean that things need to be skimped. The yard has a Lloyd's approved moulding shop and each Moody 41 carries a Lloyd's Hull Construction Certificate, showing design, specification and construction of the hull are to Lloyd's approval. Conventional, hand laid-up, single skin glass-fibre is used, with eggbox strengthening in the keel area. Three stringers, an inner moulding and foam panels are added for additional stiffness.



Based on a Bill Dixon design, the Moody 41 proved to be responsive and very enjoyable to sail

The deck is cored for stiffness and insulation, and secured over the overlapping deck flange with bolts and adhesive, further reinforced with the alloy toerail. Where one could see this join it looked well done, with a good, thick flange. The hull curves were attractively fair. On the other hand, the rough cutting of the cockpit locker hatch and the saloon hatch, left a poor impression of detail finishing in out of sight areas.

The keel is a bolted-on cast iron unit giving a 42 per cent ballast ratio (a centreboard version will soon be available) while the rudder is hung on a short skeg, which allows an adequate balanced area below. Steering is by a Whitlock cable system. The engine drive is conventional, with the shaft supported by a P-bracket just forward of the skeg.

On deck

Anchor arrangements have been neatly organised, with a double bow roller integral in the stemhead fitting (one of the rollers being designed for chain) and a hand windlass placed just below the hatch to the anchor and chain stowage. There is even a stainless steel Scotchman to protect the deck where the chain leads from below the raised forward end of the hatch to the stemhead roller. This arrangement also means the chain is easily accessible in case of a tangle.

With such a large locker right forward, however, it would be prudent to ensure that dirt which might block the drains should not collect in it. When on

a long passage it would be reassuring if the chain could be secured by lines or strong backs, so that a knockdown would not give the risk of bursting the hatch securing clip and letting the cable fall out. Fairleads and good cleats are provided fore and aft.

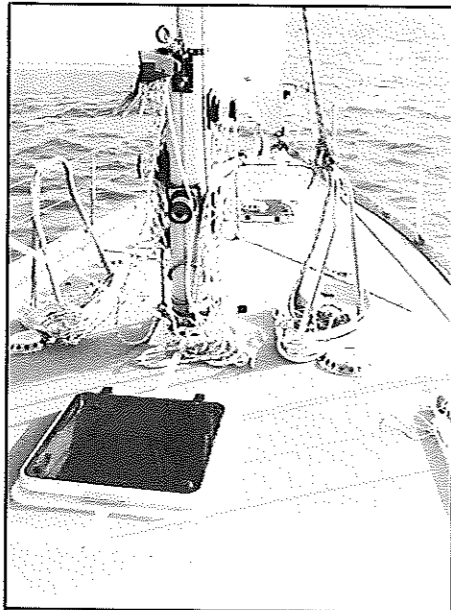
The moulded non-slip is effective and with steep coachroof sides, which do not look unsightly, there is little need to walk on smooth surfaces. The coachroof is a neat feature of the boat, although some people regard centre cockpit boats as looking awkward with a sloop rig, because there is normally a drop in the line at the cockpit. Bill Dixon has side-stepped this problem by continuing the coachroof line right through.

Lewmar hatches are fitted over fore cabin, guest cabin, forward head, saloon and after cabin. The fore and aft incorporate Ventilites, while additional fixed vents are provided for the guest cabin, forward head, saloon and aft head. The ventilation problem is well covered, therefore, as long as the flow to the fixed vents proves adequate in warm climates. Traditional handrails are provided and there is also a spray hood to hold on to, though the brackets on which its hinges are based look a little lightweight.

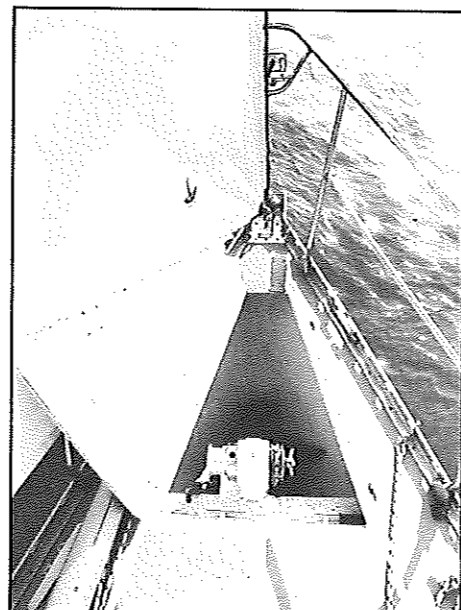
The cockpit is roomy, seating up to four each side. The backrests are rather upright and they could be higher, but the space this provides below decks is more important. The width between the seats is such that a removable foot bar would be welcome for those who cannot use the pedestal for support. Despite this width in the foot well, the wheel straddles it entirely and getting past it means stepping up to seat level. This is annoying, but a smaller wheel would be less easy to reach from the side.

Two gas bottles can be stowed in a good locker in the side deck outboard of the cockpit (portside), while a vast sail and gear locker is built into the port cockpit seat. It has an ingenious and highly practical double folding hatch. This proved light to lift and provided a large access area.

The standard rig is sloop (though a cutter version will soon be sailing) and it is set on a two spreader Proctor spar with aft lowers and a babystay to look after the lower section. Mast pulpits provide good support at a convenient distance from the mast for crew working the halyard winches. These have recently been improved. In our opinion, the early boats were underwinched in this area, and the change to a Lewmar 30 for the main and 40 for the genoa (and chromed winches instead of alloy) is definitely a step forward. The reefing winch is now a 16 and genoa sheet winches have also been changed from 44s to 48s, though the previous ones seemed up to the task. The mainsheet leads to a traveller abaft the cockpit with readily accessible control lines, but then the sheet leads from the centreline to a winch on a corner of the aft coaming. This seemed awkward in use, but it was difficult to see a better solution. It was also disappointing to see that, despite so many boats having



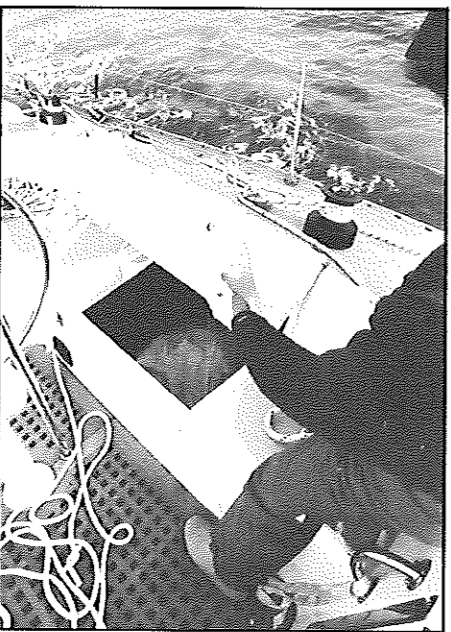
Mast pulpits are far enough from the spar to permit work space, but close enough for support



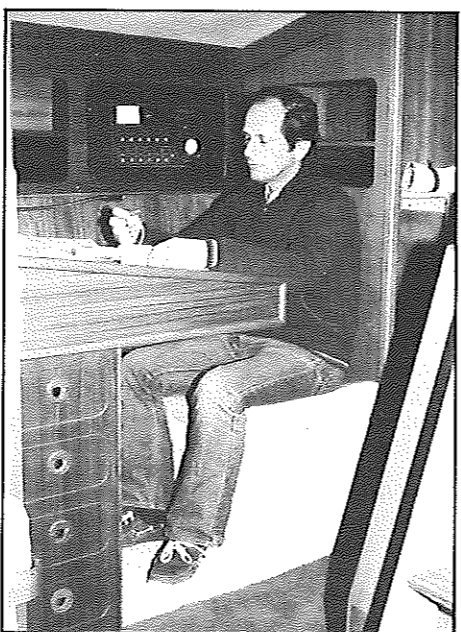
Stem has a twin rope chain roller. Chain is raised by a manual windlass in the bow locker



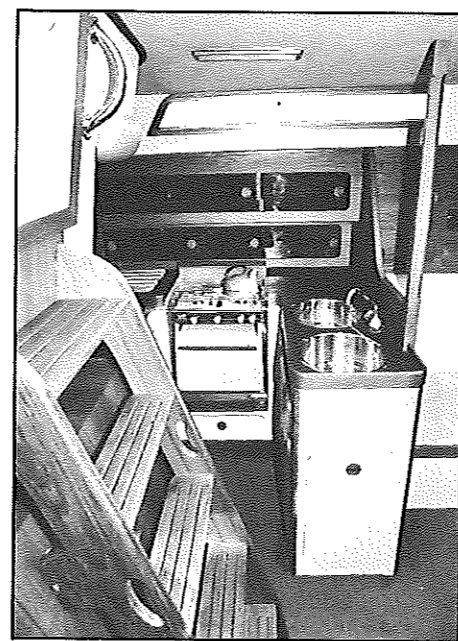
Deck has a clean profile for a centre cockpit yacht. Good non-slip and clean side decks allow easy movement. Starboard genoa sheet cleat needs re-positioning to prevent the sheet from fouling itself



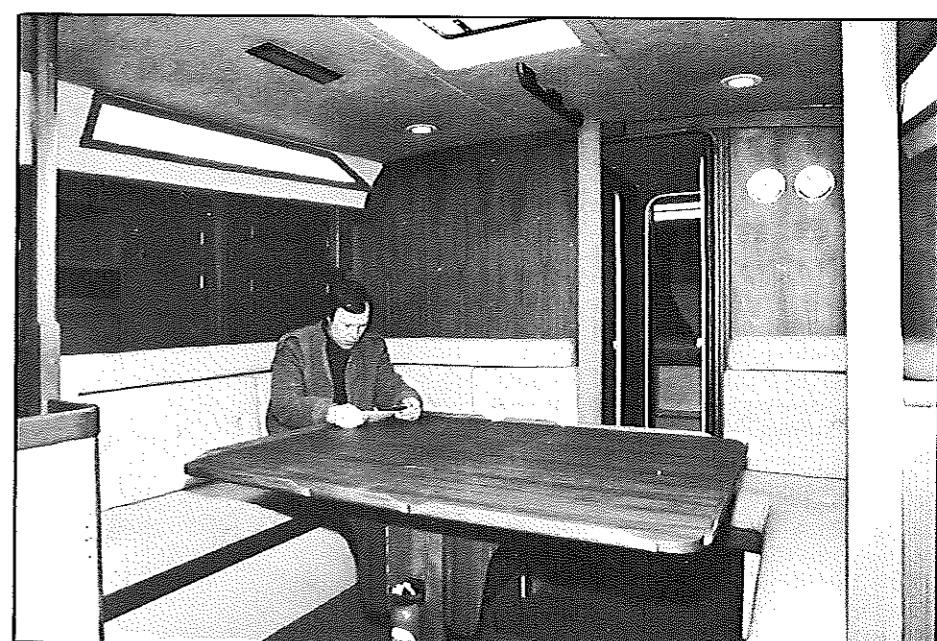
Vast portside cockpit locker with large aperture allows a convenient double-hinged lid



Starboardside chart table is large and amply equipped with lockers, drawers and shelf space



Galley has lots of storage space. There's pressurised hot and cold water, no manual pumps



Saloon is very large. A double leaf table has a central storage locker while shelves and cupboards outboard of the settees provide more storage. Both port and starboard settees can be used as berths

been built, the lead of the starboard genoa sheet to its winch fouled its own cleat. Fortunately, this sort of thing is easily put right.

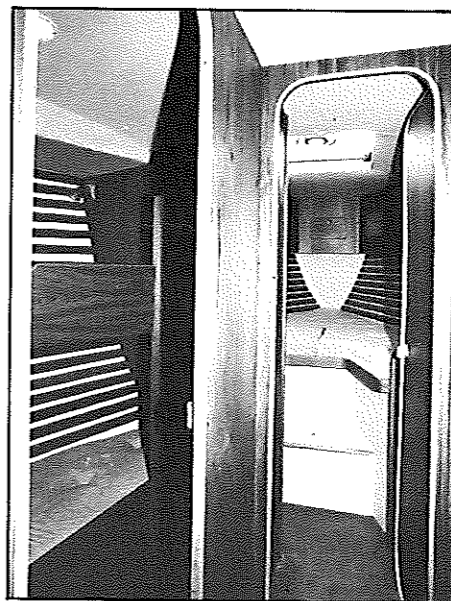
Under sail

We had a perfect variety of sailing conditions and the Moody 41 scored lots of points. In 12 to 15 knots of apparent wind she made six knots, tacking through 90° in choppy conditions and 80° in smooth water. When the wind was up to 25 knots she didn't object to being overpressed, but with a reef she was just as fast and easier to handle. She didn't appear to point higher, but being more upright, must have made better progress to windward. She would very happily sail to windward with the wheel clamped, and when reaching there was time to coil a sheet before she started to wander off course.

In 25 knots of apparent wind, 6½ to 7 knots was easily obtained going to windward and 90° between tacks, with 8 knots when close reaching. When on passage she showed a delightful willingness to eat up miles in an effortless manner, just as a cruising boat should. We tried spinnaker reaching in 15 knots of apparent wind, perhaps breezier conditions than most cruising people would choose for this activity, and she proved stable and controllable. Despite the steering still being stiff — the boat was new — it proved possible to sail her on the edge of a broach and when the spinnaker finally collapsed, she was still willing to be steered off downwind. Her performance was impressive and left no doubt that Bill Dixon has done a fine job. Standard sails are by Lucas (main and working jib are provided) and those we saw set well.

Under power

Although the rudder has some skeg support, one would have thought it was a spade from the excellent astern handling. Control is good with turning circles ahead or astern of less than two lengths. The helmsman's control is simplified by the excellent view from



Forecabin contains a standard vee berth. Aft and to port, there is a guest double cabin

the centre cockpit. The engine, a Thornycroft 48hp (35.8kW) is controlled from a pedestal lever with dials and start/stop controls well to hand in a splash-protected console in the cockpit backrest. Sound levels achieved were:

Revs	Guest Cabin	Saloon	After Cabin	Speed
1000	62	67	69	3½
1500	64	72	74	5½
2000	69	76	79	6¾
2500	71	78	81	7½

Accommodation

Good handholds (doubling as harness points) are provided inside and outside the saloon hatch beside the five-step entry ladder. The galley is to port and the cook is conveniently tucked out of the traffic by the panelled-in fuel tank. The tank is below the ladder, complete with its sight gauge and readily accessible filter and emergency shut-off valve.

The top access fridge (with chopping

board cover) is outboard aft, next to the cooker, the latter being either a Flavel Vanessa for most markets or the Eastham Maxol for Germany. Also, for Germany, the normal Vaillant gas water heater is replaced by a calorifier water tank heated from the engine. Two deep, round sinks are provided complete with covers and pressure hot and cold water, but manual stand-by pumps are not fitted as standard. There are good plate, mug and pot stowages outboard, and lockers and drawers below the worktops. The drawers have plastic frames and the lockers are roughly finished in out of sight areas.

The stove has a cover and a cook's belt is provided, while worktop fiddles are of sensible dimensions, though without sweep-out cutaways. Positioning makes it most unlikely that washing up water would get into the fridge, but crumbs and food preparations might. The fluorescent light, though shielded from the cockpit, is not well placed for either the cooker and worktops or washing up; two smaller tubes, one forward and one aft, would be more useful. Splendid padding is provided to stop the cook suffering 'headaches' against the inside edge to the cockpit, and this practical, attractive feature is continued at the chart table.

The navigator is well provided for with a three-quarter sized chart table, drawers, two bookcases and ample bulkhead space. Chart stowage is good and drawers are provided for small items, while there is also some stowage below the seat, which for some reason is lower than we usually find. A seat belt is required to keep the navigator in when on starboard tack. Aft the navigator are three zip and fabric fronted lockers which house the calorifier tank (if fitted) and the three 80 amp/hr batteries. The other two lockers can be used for hanging oilies or shore-going gear.

On the inboard side of the tunnel (in fact, more of a walk-through with 5ft 3in (1.60m) headroom) is the engine access. This comprises a lift-out board