

MOODY 28



boatbuilder's point of view the bottom of a range should be built with the utmost care. The number of potential customers to make their first acquaintance with the range as a whole with a similar boat.

Moody 28 (8.5m) is the latest addition to the fleet marketed by A.H. Son of Swanwick. This Billingsley designed yacht takes over as the new member of the family from the now discontinued Moody 27, of which about 100 have been built since January

the yacht made her debut at this London Boat Show and is certainly a more handsome and sophisticated model she replaces. We were on a bleak, cold day in February and were impressed by her per-

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formance excellent. A rugged pulpit and the forestay and the self-

draining anchor well, but still leaves plenty of room when hanking on the headsail or when engaged in anchor work. The anchor well is capacious, but we would like to see the chain gully shoed so that the glassfibre of the deck is not abraded by the chain.

The foredeck and side decks are given a particularly effective, textured gelcoat finish and are very comfortable to move about upon at sea. There are plenty of handholds and we liked the strong and neatly styled run of hand-rail extending almost the full length of each side of the coachroof.

The accommodation hatch is made from a flat piece of 10mm thick,

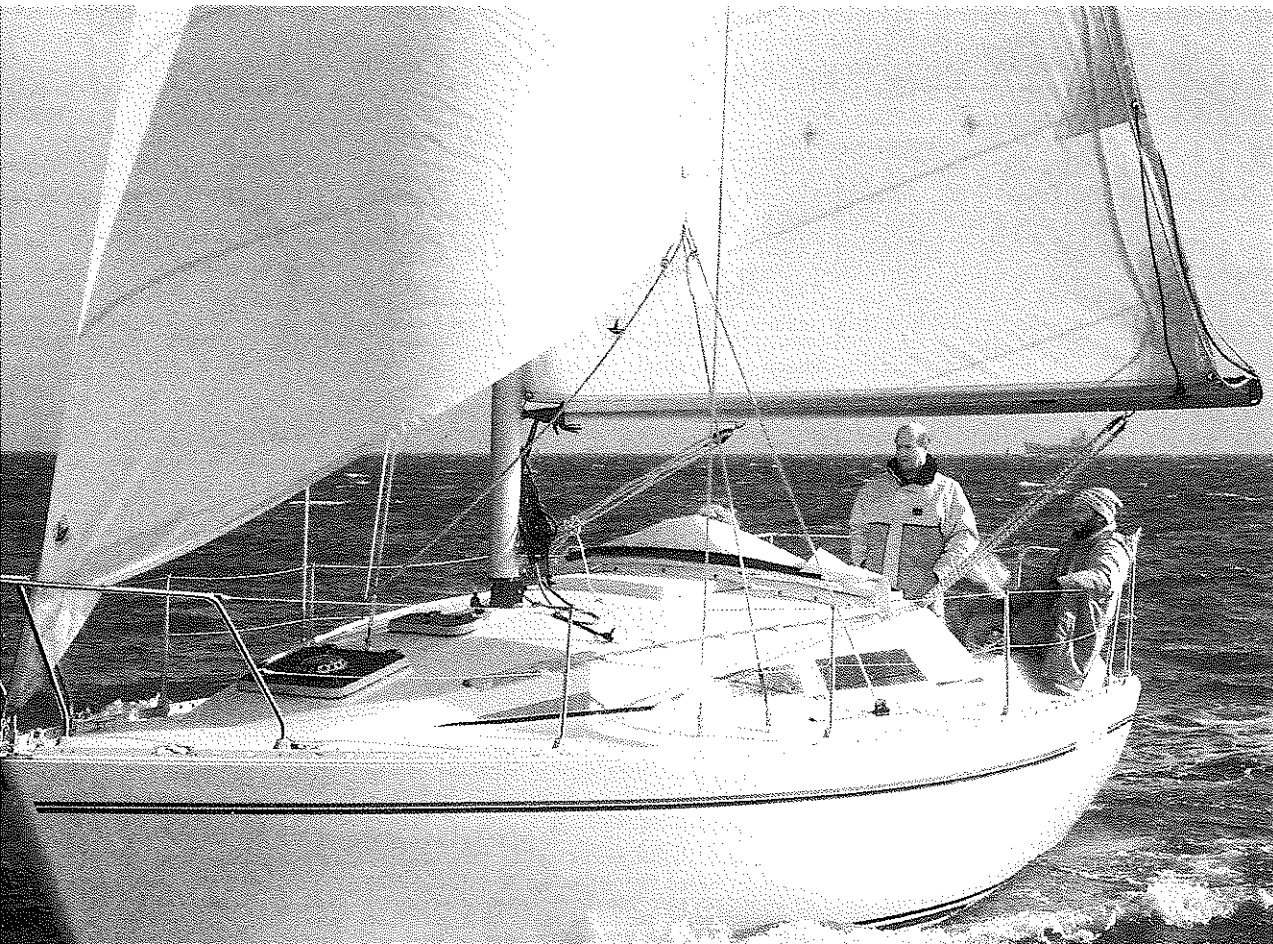
smoked acrylic set on nylon bristle slides fitted in an extruded aluminium alloy frame. Having no camber, the hatch seemed a little flexible when stood upon while flaking down the mainsail at the end of our sail. The hatch did, however, slide open and shut smoothly and with light pressure.

The tall coachroof and the comfortably raked coamings afford plenty of protection for the occupants of the cockpit. The seating is comfortable and the cockpit well is just the right width when one is trying to jam a foot against the leeward side to steady oneself in a seaway. A wide bridgedeck has to be negotiated before going below, but as a trade-off, there is comfortable sitting headroom beneath it at the head of the double berth in the after cabin.

The cockpit well self-drains aft and there is a very large and deep cockpit locker on the port side with access through a gull wing, hinged lid. The bilge pump is fitted in the port coam-

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Working rig the Moody 28 showed a good turn of speed in moderate conditions. All round visibility was particularly good



MOODY 28



Specification & enquiries

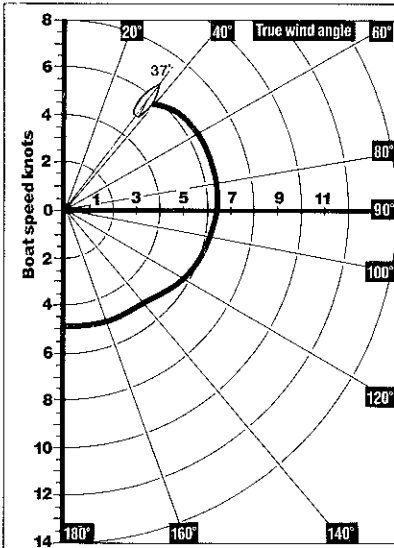
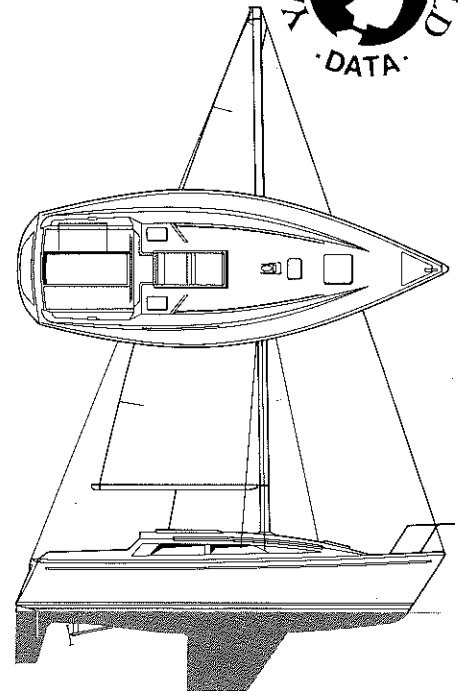
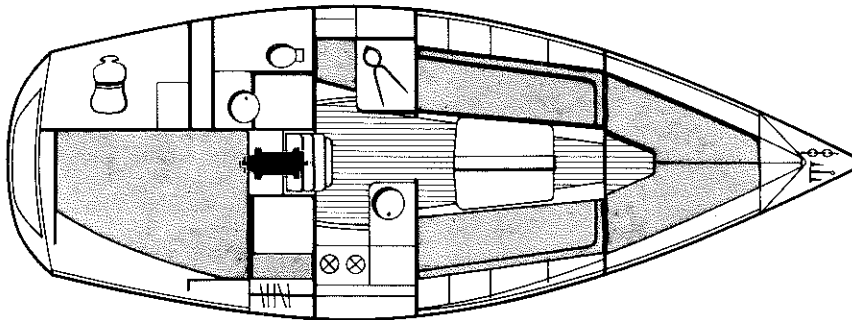
LOA	27ft 6in	8.38m
LWL	23ft 4in	7.11m
Beam	10ft 0in	3.05m
Displacement (fin)	6,550lb	2,971kg
(bilge keel)	6,850lb	3,107kg
Ballast (fin)	2,500lb	1,134kg
(bilge keel)	2,800lb	1,270kg
Sail area		
(inc 100% fore Δ)	355ft ²	33.00m ²
Berths	6	
Engine	Volvo Penta 2002	18hp 13.42kW
Fuel	18gal	81.8lt
Water	22gal	100.01lt

Designed by: Bill Dixon, Angus S. Primrose Ltd, Mercury Yacht Harbour, Hamble, Hants SO3 5HR. Tel: Southampton (0703) 452539. Telex: 477210 PARMAT G.

Built by: Marine Projects (Plymouth) Ltd, Newport Street, Stonehouse, Plymouth PL1 3QG.

Marketed by: A. H. Moody & Son Ltd Swanwick Shore Road, Lower Swanwick, Southampton SO3 7ZL, Hants. Tel: Locks Heath (04895) 6116. Telex: 477536.

Price: £20,100 (fin), £20,450 (bilge keel) ex VAT.



Polar diagram: Shows the optimum close-hauled angle to the true wind. Also shown is the speed achieved on all courses.

Test conditions

Wind direction 130°
Wind speed 12-14kt (true)
Sea state slight
Sail combination: Mainsail, working jib

Engine trials —

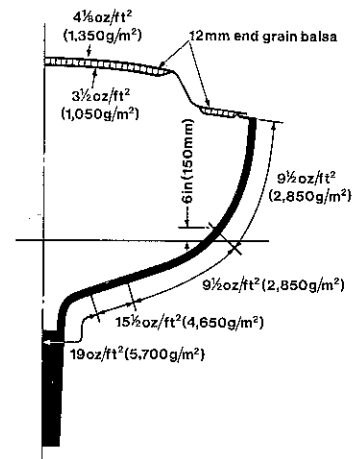
decibel levels/speed

Speed 3kt 4kt 5kt 6kt 7kt 7-25kt

Forecabin	61	66	69	70	73	76
Saloon	67	69	72	74	79	81
Charts	69	71	75	78	81	85
After cabin	75	76	81	84	88	91
Head	71	76	78	80	86	87

Speed rpm Speed rpm

2.2kt	1,000	6.0kt	2,500
3.3kt	1,500	7.0kt	3,000
5.0kt	2,000	7.25kt	3,300



Factors

Prismatic coefficient 0.54
Immersion 686lb/in (122.5kg/cm)
Sail area : displacement 16.28
Displacement : waterline length 229.98
Ballast ratios 38.17 per cent (fin), 40.88 per cent (bilge keels)
Personal stowage 28.77 per cent.

Stowage volumes

Galley	6.68ft ³	0.19m ³
Saloon	16.37ft ³	0.46m ³
Forecabin	18.85ft ³	0.53m ³
Charts	3.92ft ³	0.11m ³
Head	9.40ft ³	0.27m ³
After cabin	7.35ft ³	0.21m ³
Personal stowage volume for 6	62.57ft ³	1.77m ³

Comparable boats (prices ex VAT)

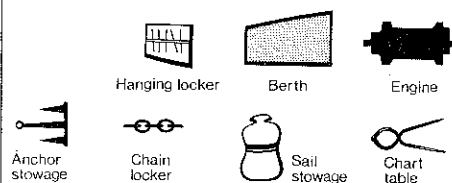
Westerly Merlin — LOA 27ft 0³/₄in (8.25m), LWL 23ft 7¹/₂in (7.20m), Beam 9ft 11¹/₂in (3.03m), Draught 5ft 0in (1.53m), Disp 7,694lb (3,490kg), Sail area 343ft² (31.87m²), Berths 6/7, SA : Disp 14.17, Disp : LWL 260.49, £22,990.

C27 — LOA 27ft 6in (8.23m), LWL 23ft 6in (7.16m), Beam 10ft 0in (3.05m), Draught 5ft 5in (1.65m), Disp 5,500lb (2,608kg), Sail area 413ft² (38.36m²), Berths 6, SA : Disp 21.27, Disp : LWL 189.20, £17,950.

Sadler 29 — LOA 28ft 5in (8.67m), LWL 22ft 10in (6.96m), Beam 9ft 6in (2.70m), Draught 5ft 0in (1.52m), Disp 8,200lb (3,720kg), Sail area 353ft² (32.79m²), Berths 6, SA : Disp 13.94, Disp : LWL 307.64, £19,500.

Feeling 850 — LOA 31ft 2in (9.45m), LWL 24ft 6in (7.45m), Beam 10ft 6in (3.20m), Draught 5ft 8in (1.70m), Disp 5,720lb (2,550kg), Sail area 402ft² (37.34m²), Berths 6, SA : Disp 20.17, Disp : LWL 173.64, £19,900.

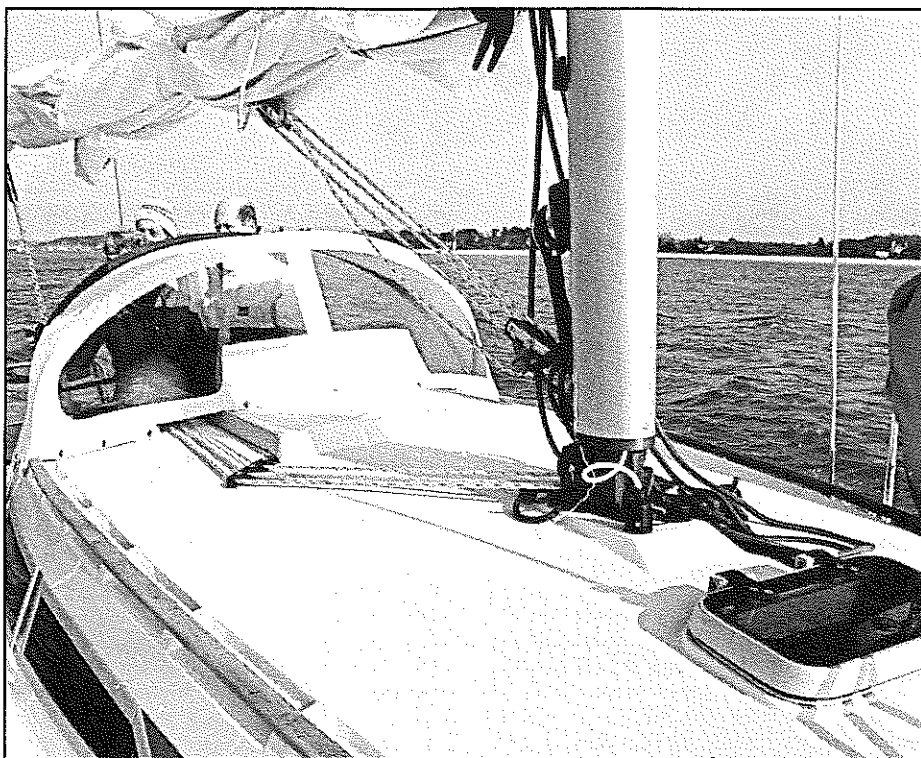
Key to symbols & factors



Stowage factor: 3ft³ per person is considered as an adequate base allowance for the stowage of personal effects. The factor is the total amount of personal stowage as a percentage of the total volume. The smaller the percentage, the greater the volume for excess personal stowage. **Pounds/inch (kg/cm) immersion:** The weight required to sink the yacht parallel to the LWL a specified distance. **Prismatic coefficient:** The ratio of volume of displacement to the volume of a prism defined as the maximum cross sectional area of the hull below the LWL, times the LWL. The higher the ratio, the fuller the ends of the

immersed hull. High ratios, more volume. **Sail area / displacement ratio:** This ratio gives some indication of power available. Higher numbers = greater performance.

$\frac{SA(ft^2)}{(Displacement (lb) \div 64)^{.666}}$
Ballast ratio: A comparison between displacement and the weight of ballast. **Displacement / waterline length:** performance indicator. Low Nos. = higher performance.
 $\frac{(Displacement (lb) \div 2240)}{(0.01 \times LWL (ft))^3}$



Both coachroof and side decks have been given an effective non-slip, textured gelcoat finish. Note the effective, long run of the well arranged and substantial teak grabrail

ing of the cockpit and the engine control panel, complete with rev counter, inset behind a splash-proof guard in the forward end of the cockpit well.

Tiller steering is standard and the stock of the semi-skegged rudder is taken through plain plastic bearings to emerge through the after coaming.

Three-legged quarter rails are fitted with a break at the centreline (closed by clipped wire spans) to give good access to the bathing step, which is formed by making a recess in the retrousee transom. As standard, a grab handle/foot rung is fitted halfway up the transom to assist a bather getting back aboard.

Our test was conducted in almost Arctic conditions, so there was a marked lack of enthusiasm among the test team for anyone to slip over the stern and attempt to climb back aboard, but it appeared that had anyone been in the water they would have experienced extreme difficulty in being able to reach the rung. To board with any ease it is essential that a secure foothold is provided between three and four feet (1.1-1.5m) beneath the surface of the water.

In standard trim, this essential underwater foothold is absent and boarding — especially for children — could present a problem. A fold-up, stainless steel bathing ladder is available as an extra (£105 ex VAT), but we feel that such a ladder, or some other effective means of boarding (for both children and adults) should be standard where bathing platforms are included in the basic design.

Rig

The yacht is sloop-rigged and the deck-stepped, two-panel mast is supported fore and aft by a fixed-length forestay and an adjustable backstay.

Aft-swept lower shrouds and a baby-stay give plenty of triangulation to support the middle of the mast and are anchored close to the spreader roots. Mast and boom are silver-anodised and made by Kemp.

As standard, the Moody 28 is delivered with a hanked working jib of 184ft² (17.09m²) and a mainsail of 152.5ft² (14.17m²) — easily handled by a young crew. Many cruising crews might wish to avail themselves of a headsail furling system, and a suitable Hood Seafurl with specially cut furling genoa is offered at £890 ex VAT.

The kicking strap tackle is worked at the mast as are the clew outhaul and slab reefing lines. Halyards are led aft

to a Lewmar 7, single-speed winch mounted on the coachroof. Headsail sheets are handled by a pair of Lewmar 24, two-speed winches mounted on the cockpit coamings. The four-part main-sheet is taken down to a traveller running on a track mounted on the after edge of the bridgedeck.

Accommodation

Moody have opted for a simple layout, but comfort is in no way compromised in the six-berth, three separate cabin arrangement. A light, well-matched teak is used throughout and the standard of joinery is good for a yacht of this class.

The forecabin is comfortable enough for two adults, the two vee berths — which can be made into a double with the usual infill piece — being a generous 6ft 6in (2m) from head to toe. There is useful cave locker stowage down the side of each berth and stowage beneath the berths.

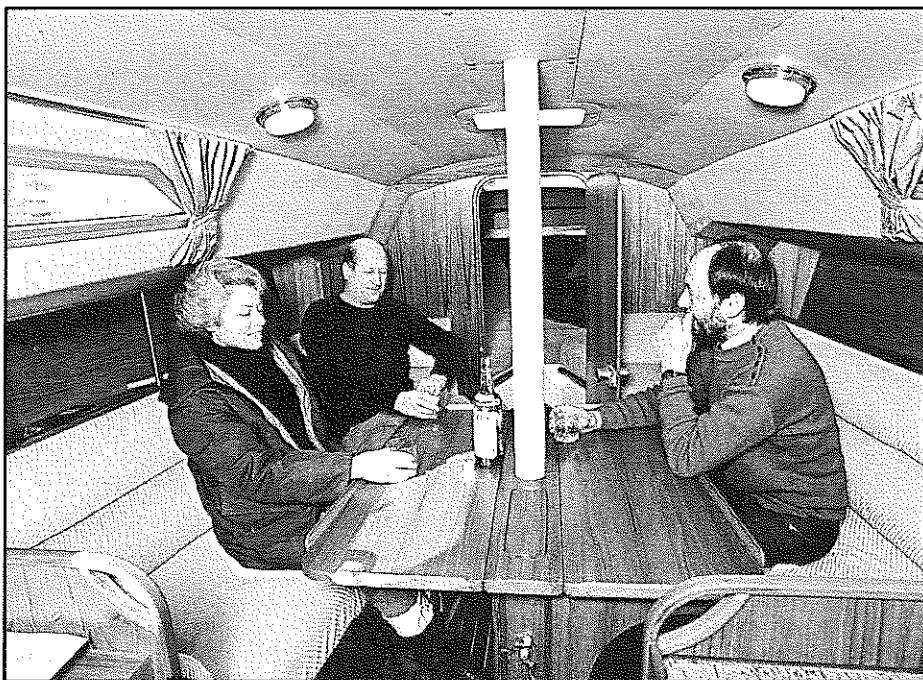
Fabric liners are supplied as standard in the after part of the under berth stowage and this is a great help in keeping items such as clothing and bedding dry. A venturi ventilator in the 500 x 500mm forehatch provides fresh air.

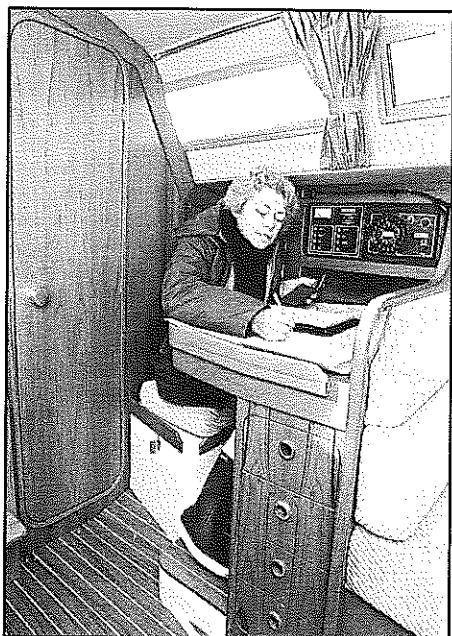
The saloon is large and extends well forward in the boat. The settees on each side are comfortable and are just long enough and wide enough to be pressed into service as berths, if the yacht is sailing with a full complement. The fresh water tank occupies the whole of the base of the starboard settee, but there is stowage beneath the port settee and deep-fiddled shelving above each settee back. There is also some stowage behind each settee back cushion.

Large aluminium-framed windows in the cabin trunk combine with a small, hinged hatch ahead of the mast (£126 extra) and the acrylic accommodation

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The saloon is light and airy and the settees are comfortable. Grabrails running along the cabin trunk beneath the windows have been welcomed. The deck hatch is extra





The navigating compartment is generous and there is plenty of stowage beneath the table

hatch to give the whole of the saloon, galley and chart area a light and airy atmosphere. The deckhead is soft-lined and this extends down the cabin trunk and beneath the side decks. Three large tungsten lights provide adequate artificial light to the saloon and the galley.

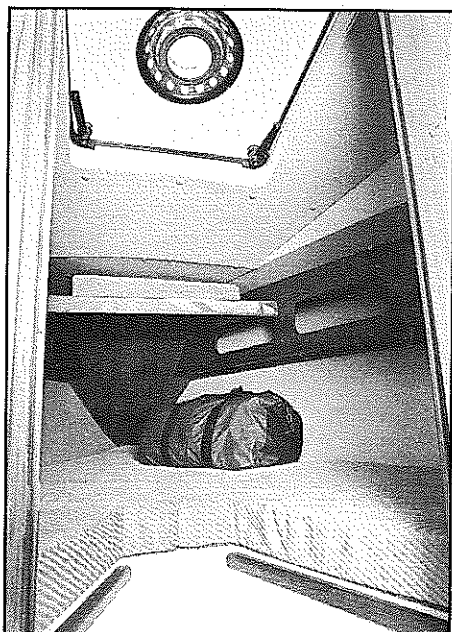
The cabin sole is teak and holly-stripped plywood and incorporates a trap just abaft the cabin table through which the bilge suction can be reached — a useful addition would be a crumb tray beneath the trap. Headroom beneath the main hatch is 5ft 10in (1.8m) and this reduces forward to 5ft 3in (1.6m) at the forward bulkhead.

Handholds are formed in the corners of the half bulkheads dividing the galley and navigating areas from the main saloon. The mast pillar running down through the centre of the table also provides a secure handhold. Grab-rails along each side of the cabin trunk beneath the windows would be a worthwhile addition.

The navigator's seat, which is angled on its inboard edge to allow passage through to the head, is provided with a soft, fabric-covered cushion. Changing to a firmer foam and covering with a waterproof, stretchable PVC would be an advantage so that water from the navigator's oilskins could be quickly wiped away.

The galley is compact and easy to work and there is plenty of stowage for consumables. As standard, cold fresh water is pumped manually to the deep, stainless steel sink. A hot and cold pressurised water system can be fitted to both galley and head for an additional £435 ex VAT. The cabin windows give a good view of the outside world when working in the galley, but the only ventilation is provided by the open main hatch.

The head/shower compartment abaft the chart area is well-designed. There is plenty of elbow and headroom and ample space for the stowage of toilet-ries. The compartment is easy to keep



An infill piece turns the berths in the fore-cabin into a double. Stowage is good

clean and all seacocks are readily accessible. Ventilation is provided by a small Lewmar hatch in the deckhead and a vent in the side of the accommodation re-entrant. A useful hanging space for oilskins is provided behind the toilet.

The after cabin is particularly comfortable for a yacht of this size. The berth is big enough for two large adults and there is plenty of ventilation. The opening light set in the transom helps to increase the apparent size of the compartment (remember to secure this for sea). There is a moderately large hanging locker and easy access through the engine box. A single cabin light is provided which cannot be reached when curled up in the berth. Reading lights on each side of the berth would be useful.

The slope of the accommodation lad-

The galley is compact, but easy to work and there is plenty of stowage for consumables. The circular sink is deep and served with manually pumped cold fresh water as standard



der could be reduced with advantage and we felt that the pair of butterfly screws were not the most convenient method for fixing the ladder in place — a simple lift-and-drop system or barrel bolts would be preferable.

Construction

Both hull and deck of the Moody 28 are very fair and panel stiffness is excellent — the deck feels particularly solid to walk upon. The detailing of the deck moulding is neatly carried out and the margins of the textured areas on the deck and coachroof are crisp and free from gelcoat blemishes.

All sub-mouldings, bulkheads and berth bases appear to be soundly bonded in. The standard of joiner work is good and care has been taken to achieve an attractive match of plywood faces and solid timber.

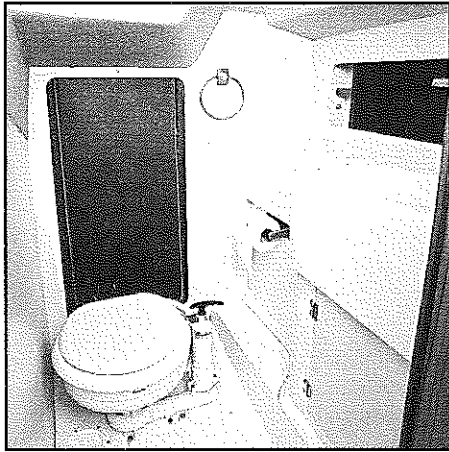
The cast iron fin keel is secured to the shallow root sump by seven, 25mm diameter studs taken up on 6mm thick, generous-sized plate washers.

The stock of the semi-skegged rudder runs in plastic plain bearings and there is no discernible slop in the system. All skin fittings are grounded adequately and both wiring and plumbing runs neatly made and securely clipped off.

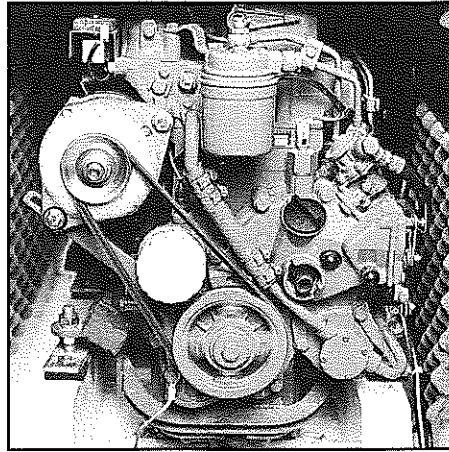
Under power

The yacht we tested was propelled by a Volvo Penta 2002, 18hp diesel turning a fixed, two-bladed propeller. This was a particularly happy combination giving an excellent performance throughout the rev range and a higher than expected maximum speed. The engine box is well sound-insulated and noise levels — except at maximum revolutions — are commendably low. The installation produces remarkably little vibration.

The propeller is very quick to bite when run either ahead or astern. This, continued overleaf



The aft-located is roomy, easy to keep clean and there is plenty of stowage for toiletries



The engine is efficiently sound-deadened. All service points are readily accessible

coupled with the fact that steerage is established as soon as any way is on the vessel, makes the Moody 28 one of the most predictable and easy to manoeuvre small yachts that we have tried. Tracking is good even in a moderate, quartering sea and there is very little turbulence from the prop wash buffeting the rudder.

Under sail

A moderate and very chill north-easterly wind prevailed throughout our test in the Solent. At times it was fresh enough to kick up a short, steep sea. We sailed the boat under full mainsail and working jib. The total area of about 355ft² (33m²) provided plenty of power and the yacht was well-balanced on all points.

She shouldered her way to windward with enthusiasm, remaining light on the tiller until the angle of heel exceeded 25°. Beyond this angle,

the feeling of weather helm reminded the helmsman that it was time to take down a slab reef.

The mast stood well and judicious use of the babystay and the backstay adjustment allowed one to open or close the leech of the mainsail to fine tune the balance when sailing to windward. The yacht tacked through 82° in the flatter conditions of Southampton Water.

She accelerated quickly just as soon as she was sheeted in and was very easy to get into the groove. The boat behaved admirably on all points and under either mainsail or headsail only.

The Lewmar 42, two-speed primary winches handled the working jib with ease even in the hardest gusts, the winch handle was convenient to use from inside the cockpit through its entire arc. The mainsheet was easily sweated up by either helmsman or crew. Although it ran across the bridgedeck at the forward end of the

A nimble performer, the Moody 28 is pleasant to sail. All-round visibility is good and the gear is handled easily by a young crew. Note the particularly clear decks

cockpit, it did not appear to cause any obstruction to the use of the accommodation hatch.

The fin keel version of the Moody 28 has a ballast ratio of 38.2 per cent: in conjunction with her firm turn of bilge, this enables her to stand up well to her canvas, but she does not possess the uncomfortably quick motion that is so often a characteristic of stiffness.

A tiller extension — available for £16 ex VAT on the extras list — which allows the helmsman to steer comfortably from a perch on the weather coaming was not fitted to the test yacht — it would have been a worthwhile addition.

Specification

A Holdfast, 25lb (11.3kg) anchor and 15 fathoms (27.4m) of chain cable are supplied as standard ground tackle. Two docking lines, which are sufficiently long to serve as combined springs and breast ropes are supplied together with two fenders. Also on the standard equipment list is the fitted steering compass and a Seafarer 5 depth meter. Two winch handles are put on board and also a dry powder fire extinguisher.

Conclusion

This 28-footer (8.5m) is one of the nicest we have tested. Modern good looks are complemented by the most comfortable interior. Handling under power is very good indeed and no-one could be disappointed with her sailing performance.

The Moody 28 will make many firm friends both among young sailing families and also with those already advanced in their sailing careers, who are now looking for a smaller yacht that combines both comfort and cruising ability. ■

