

MOODY MAKE IT BIG WITH THE NEW 28

Launching any new boat in a range should satisfy a clear market demand. If the interest shown in the Moody 28 since her first showing at Southampton and latterly at London, is taken as a yardstick then the demand for such a boat must have been underestimated by both Moody and the Scottish sales agents Kip. Boat sales staff at Kip have now got a full month of test sails booked, and have orders based only on the results ready to be signed.

Yachting Life's test team were the first to take a 28 afloat in Scotland, and the message to those waiting to hear the results must be — sign there. Moody have surpassed themselves with the total package, and she sails beautifully.

The Moody 28 is one of the best looking Moodys yet. Much sleeker hull lines and a large but shapely coachroof give a much more performance orientated appearance. The transom adds to her big boat look, indeed most people would be hard pushed to guess her length accurately.

A completely new design from concept to reality, it's once more from the drawing board of Bill Dixon. Such is his satisfaction with the reality that the designer himself will be taking delivery of a 28 ft. shortly.

In comparison with other Moody designs it carries slightly more sail area for the displacement, and has a displacement ratio of 38.1, compared with, for example, the 31 which is 42, so it should be a fairly slippery performer.

On the water there was no disappointment. Conditions must have been ordered by the Kip staff, a steady 3 from the North East and good light made for ideal conditions for what was something of a shakedown cruise. That said she performed admirably all round, any minor problems had instant solutions.

Sail power throughout the day was a No. 1 lightweight genoa and main and even through the pulls she behaved impeccably.

POSITIVE RESPONSE

The 28 gave a good account of herself upwind, with a little early tuning she was well balanced and tracked very well. In the gusts she proved exceptional, stiffening without going right on to her ear and maintaining good stowage. On the helm she was

responsive without being flighty, generally very positive.

Efficiency close-winded she pointed high and kept good speed even when pinched. For a boat of only 27½ feet with a waterline of 23.34 ft. we were most impressed.

Off the wind she was fast, comfortable and handled with extreme ease. Essentially a cruising boat she would be easily handled by a husband and wife team, and is as good a boat as any for a young family. David Cooke anticipates selling 90% of their 28's with roller headsails and for this type of boat they are ideal.

The deck layout is very good, easily worked and safe. For the first time Moody have led the control lines aft, though reefing and the outhaul are still on the boom at the front end. A rod kicker is an option and the fitting on the mast comes as standard, for general ease of handling it's also an option worth investing in.

The sidedecks are wide enough for safety and a full length hand rail along the coachroof gives an excellent hand and foot hold. The coach roof itself gives a good working platform.

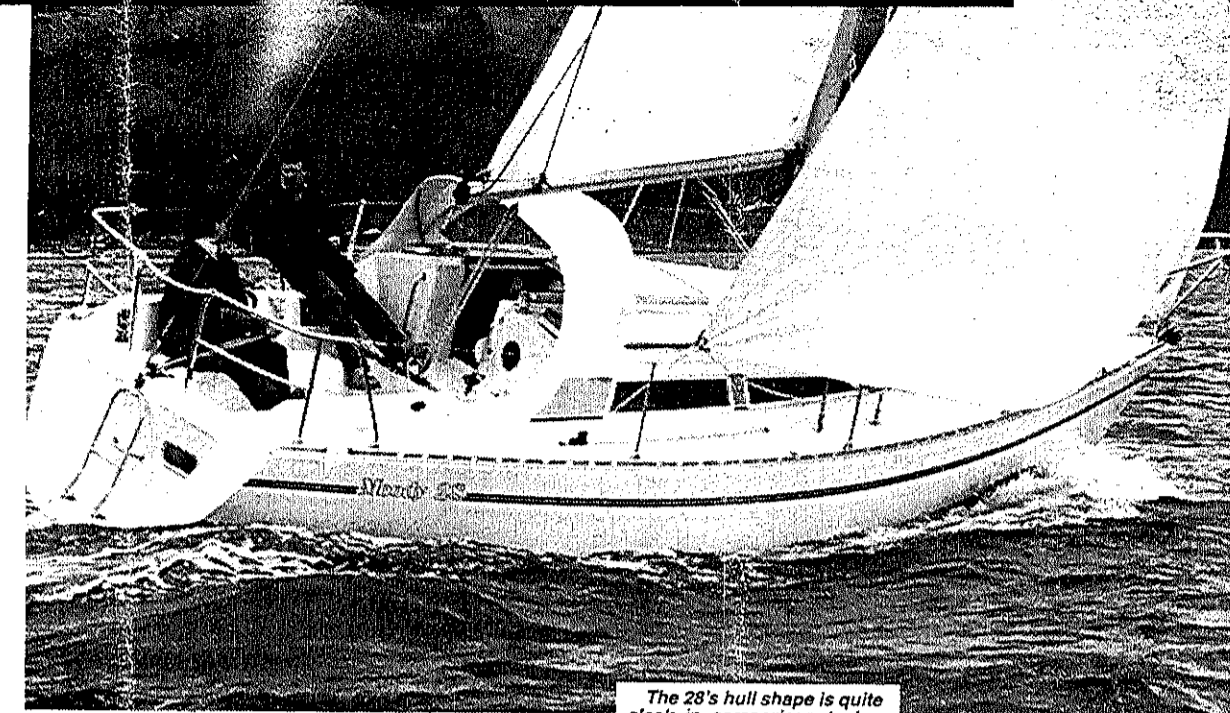
The cockpit is surprisingly big and safe with full length seats on both sides. The sidedecks are also quite comfortable with good forward visibility and a reasonable lip to the cockpit seat giving a foothold.

SPACEY

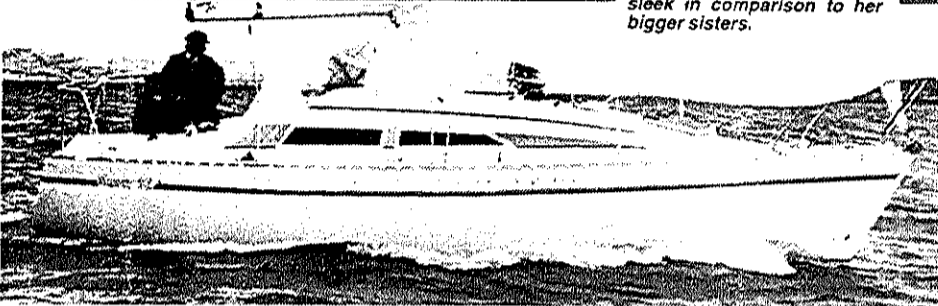
Down below decks the Moody shows her true pedigree with a fantastic amount of space; the aft cabin is quite remarkable with a good double berth in under the cockpit sole. An opening port in the transom gives good natural light and ventilation.

The aft cabin also has a hanging locker and plenty of other stowage space. There is also good access to the rear of the engine.

The galley is to starboard and is as comprehensive as any with a Plastimo cooker with oven and grill, fully gimballed. There are plenty of



The 28's hull shape is quite sleek in comparison to her bigger sisters.



drawer and storage space in the forward facing pedestal which also houses the stainless sink. There is also perspex fronted storage cupboards against the hull side.

The navigation area is immediately opposite on the port side. The table is of good size with good deep storage underneath. A twin book and storage rack is at the navigator's left elbow, while there is also ample space for mounting instruments both at the side and on the facing mini bulkhead.

The main saloon is superbly appointed with comfortable roll back seating in a U shape. The upholstery in the Kip demonstrator was in a dark blue velvet which

contrasted with the teak workmanship again giving a big boat feel. The roll-back seating allows access to the lockers without the need to remove the entire seat back. The amount of storage space in this area of the boat is most impressive.

There is a double/twin conversion in the forepeak which is of good size. The access to the forepeak was felt to be rather constricting, through quite a narrow bulkhead door. With the interior lines running forward to meet at this point, with a bigger opening perhaps it would lend a more spacious appearance forward.

As a consequence, though, the larger single door opening into the cockpit could prove a hindrance on some occasions. As it stands, trying to move sails into the forepeak through the saloon could prove a tight squeeze, though David Cooke rightly points out that most would be on roller headsails anyway.

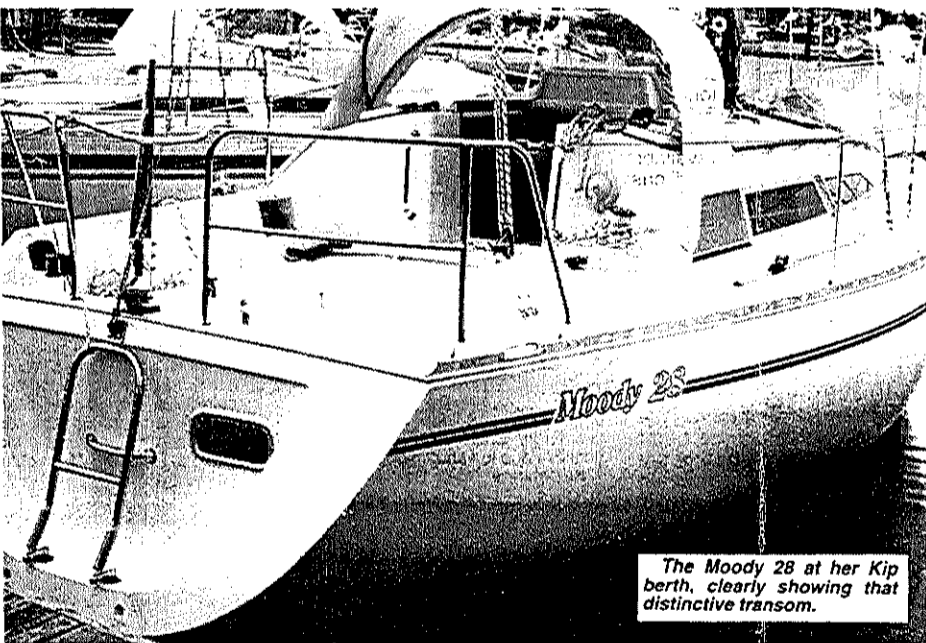
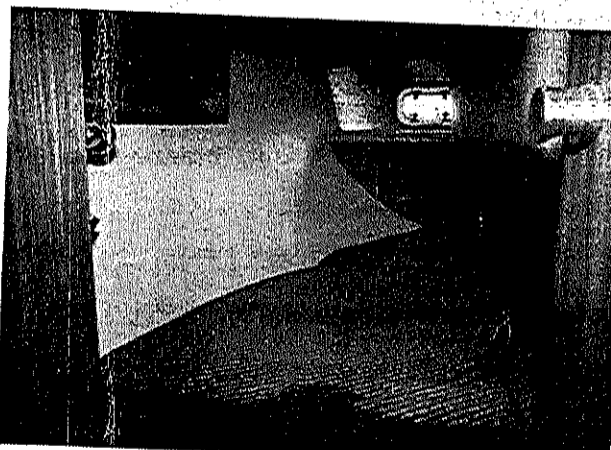
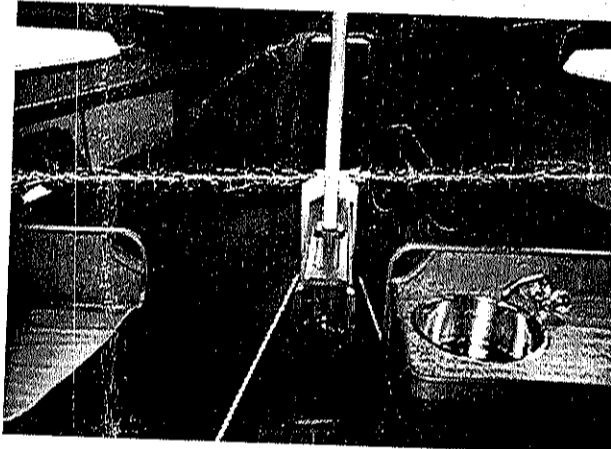
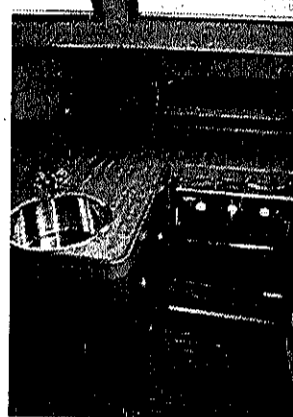
The heads is to port and aft of the navigator's station. Clean, white and spacious it's a pleasant enough unit with ample room for manoeuvring. A shower unit is also a worthwhile option.

All in all, it's exemplary below decks, totally in keeping with the Moody idiom, quite robust but very user-friendly. The general standard of workmanship is appreciably higher than the norm, with fine use of polished woods. There is an abundance of natural light — with hatches above the galley and the nav station.

The engine is a Volvo 2002 which gives a comfortable cruising speed of around 6 knots. Under power it's a reasonably quiet boat. Manoeuvring her around the marina was simplicity, though it's probably worth bearing in mind the windage on the comparatively large transom.

Though the smallest boat in the Moody range, the 28 is a perfect

example of just what can be achieved. The sailing performance is good and with an all up price of just on £24,000 she represents good value backed by the knowledge that Moodys are one of the best investments on the water.



The Moody 28 at her Kip berth, clearly showing that distinctive transom.

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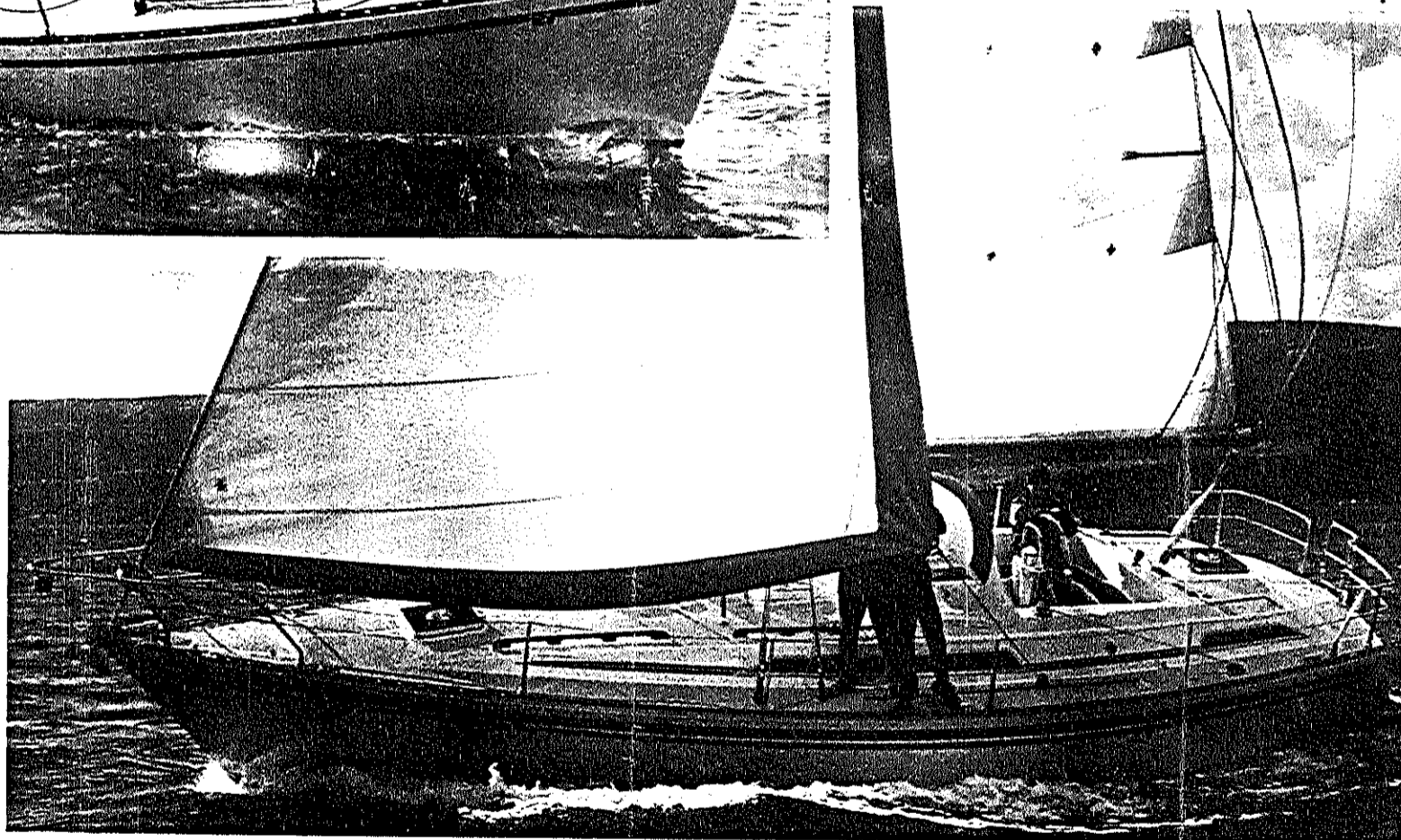


May is a big month for Kip Marina. Over the three days 9-11th, the Clyde yacht haven will be mounting its annual 'Open Weekend', involving the local marine trade. Yachts on display will come from Kip's main agencies two of which are featured here in colour; Top, the Scottish built M.G. C27 and below, representing the popular Moody range, an example of the '37' photographed by H. Gilmour. Also in this issue, a Yachting Life test sail on the Moody 28.

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