

Angus S. Primrose

Yacht Designers and Consultants

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Mercury Yacht
Hamble, Hampshire
Telephone: Hamble 2539 (STI)

27th July, 1979

Dear David,

Proposed MOODY 28

As per "instructions" I first of all modified the profile as per the large enclosed print and showed it to John M. He was much happier but not entirely satisfied so I have done two further profiles (C and D).

Profile C. This has increased the overall length to 28' 6" by raking the transom and is, I think, a definite improvement.

In Profile D I have reduced the amount of sheer forward by $2\frac{1}{2}$ " and also lowered by about $1\frac{1}{2}$ " the forward end of the coachroof. It is difficult to be accurate to more than about $\frac{1}{2}$ "- $\frac{3}{4}$ " at this stage of the drawings but it looks to me as though we should have over 6' headroom in the saloon/galley area coming down to about 5' 11" in the loo. All in all I must admit in Profile D we have the makings of really rather a pretty boat, bearing in mind her small size.

You will see from the drawings that I would very much like to retain the bow cockpit if it is not going to add too much to the cost. The security and safety aspect of these bow cockpits becomes even more important in these small boats and generally speaking one would expect the owners and crews of this size of boat to be less experienced than in the more expensive end of the range.

I hope very much you will agree that in Profile D and the original layout we have a very commercial little boat.

Best wishes.

Yours sincerely,



c.c. Mr. John Moody.

P.S. As you will see, I am sending a copy of this letter to John, but it occurs to me you if we approach this as a design for Marine Projects rather than Moody's, which I prefer, as long as we don't upset Moody's and if we proceed on the general terms that

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17th July, 1979.

Dear David,

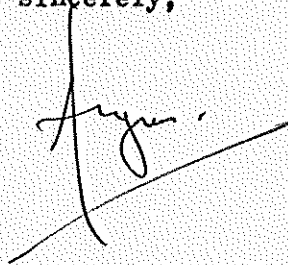
As mentioned on the 'phone, I enclose an initial stab at a 28 footer together with a summary of the general design considerations as I see it at the moment.

I hope that in broad terms the drawing will make sense, but if you still want to explore a more racey approach, let me know and I can always get out an alternative drawing.

Meanwhile looking forward to seeing you on Tuesday at about 2 o'clock.

Best wishes.

Yours sincerely,



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Proposed MOODY 28 Design Considerations

General Concept

The attached drawing is purposely in the "fast cruiser" image rather than the "cruiser racer". It is felt that the general impact and goodwill generated by the existing Marine Projects/Moody range is not only a very real sales factor but one that, now these boats are being seen in such increasing numbers around the coast, is only recently reaching anything like its full potential. It would seem to me to be unnecessary and indeed even stupid, at this stage, to introduce a small boat under the Moody name that departed too much from the sort of image these boats have. Particularly around this size, there is a proliferation of designs that all not only more or less look alike but are inevitably very similar in the amenities they provide and in their performance. If this office does its sums right and gets a good sweet-sailing little boat and we all do our sums right in getting the basic layout and the production engineering of the layout right, it seems to me that there is everything to be gained for sticking to the existing formula and very little to be said for experimenting with a new approach. It should also be borne in mind that if there is a need for a "new approach", it is always easier to ring the bell with a larger rather than a smaller boat.

General Appearance

While keeping to the basic hull form, there is a lot of logic in a boat of this size in going to the type of deck structure indicated on the drawings. The hull to deck joint could be simple flanges pop rivetted together and covered with a plastic extrusion forming an all round fender. There is no need for the expensive alloy toerail. There is still plenty of useful and not too cambered

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deck space. The amount of real, but probably more important, apparent space within the hull would appear tremendous compared with a ~~very~~ conventional coachroof. It is also felt that the general appearance of the boat, allowing for the reduction in size, will tie in rather happily with the new aft cockpit of the 33.

Internal Layout

I hope that the enclosed layout is about as basic and simple as one can achieve. The galley is slightly possibly on the small side but in practice I think the top of the engine box will provide useful working surface, and while it is only a detail I would have thought that in the interests of economy one could get away with a cooker without an oven in a boat of this size.

It is possible that by shifting the quarter berth slightly further aft and allowing a foot tunnel under it, a fixed chart table could be incorporated over the after end of the starboard bunk, but this will undoubtedly add to the complication of the joinery work and my own feeling is that a perfectly adequate chart table and chart stowage could either be incorporated in the starboard leaf of the saloon table or possible even better by a hinged-down box from the mast bulkhead.

I am aware that there seems to be a certain resistance to these athwartships loo compartments, but not only do I feel, from my own experience in the 33's, that they are extremely practical but it surely has the advantage of simplicity to assemble while allowing one to get two decent length bunks (or a really good double bed) in the fo'c's'le.

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Despite the disadvantage of no bilge sump, I would like to retain the flange bolt-on keel and this would allow us to offer a satisfactory centreboard alternative on exactly the same hull moulding.

Rig

In a boat of this size there seems everything to be said for going to this approximate $\frac{7}{8}$ th rig indicated both for economy and in items like mast section, genoa winches etc. and ease of handling for family sailing.