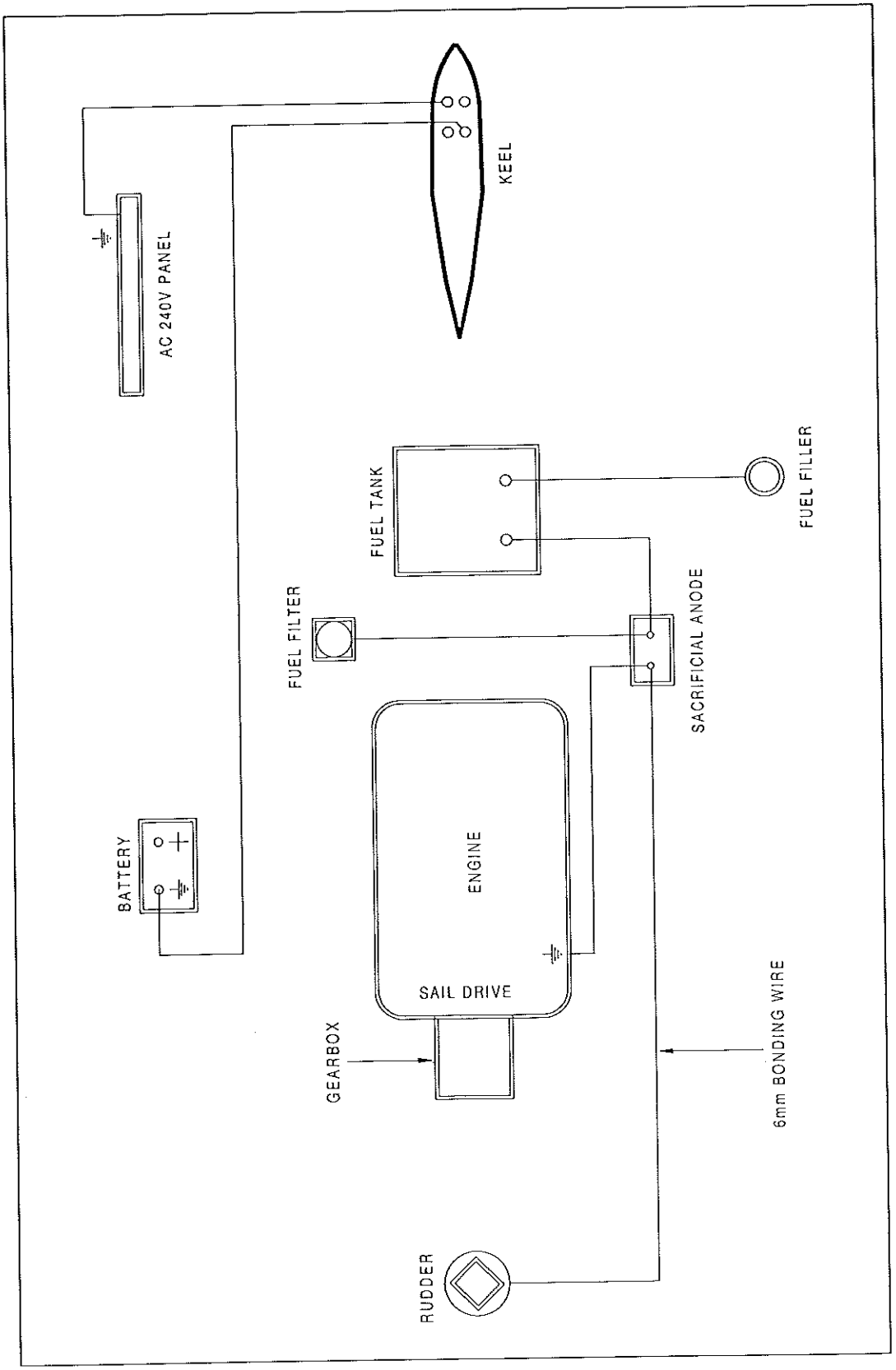
A1.2 CATHODIC PROTECTION SYSTEM



A1.3 HATCHES AND PORTLIGHTS

The Moody 36 uses the following range of portlights and hatches:

Portlight/hatch	*Quantity*	*Manufacturer*	*Model No.*
Portlight	5	Lewmar	Size 4
Portlight	2	Lewmar	Custom
Portlight	2	Lewmar	Custom
Hatch	2	Lewmar	Size 60
Hatch	1	Lewmar	Size 50

A1.4 WINCHES

The following Lewmar winches are used:

Winch	*Quantity*	*Manufacturer*	*Model No.*
Primaries/jib sheets	2	Lewmar	44 (44)
Secondaries/halyards	2	Lewmar	8 (16)
Headsail furling	1	Lewmar	(6)

Sizes shown in brackets are optional

A1.5 ANCHOR WINDLASS (OPTIONAL)

An anchor windlass, if fitted, will be either a manually operated Simpson Lawrence 'Hyspeed' or an electrically operated Simpson Lawrence 'Horizon Express'.

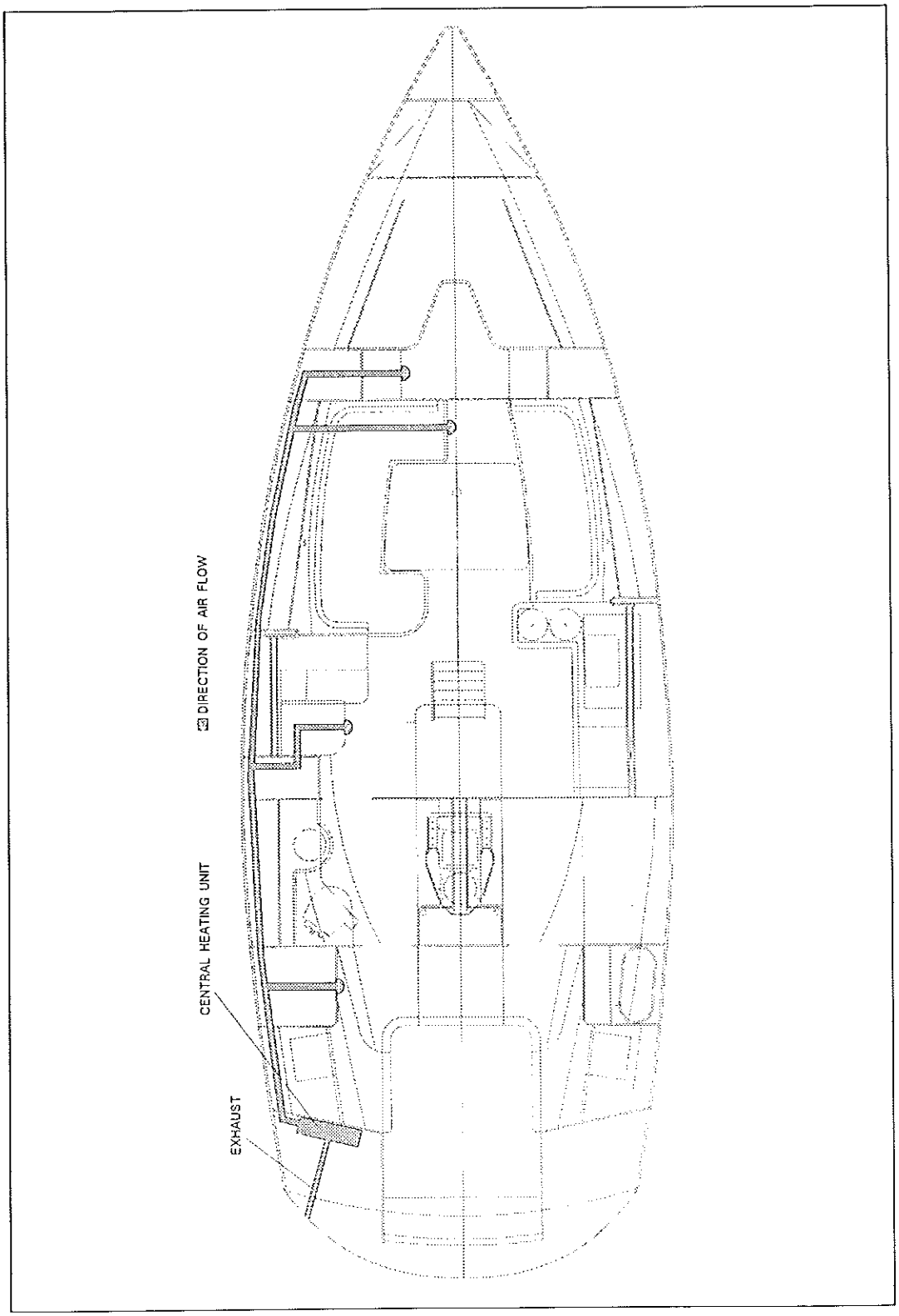
The 'Horizon Express' is connected to the main electrical distribution panel via an 80 Amp fuse (an additional 5 Amp overload breaker is fitted to the windlass circuit) and is operated by a handset controller and wandering lead. This unit plugs into a waterproof socket provided on the foredeck.

A1.6 ANCHOR

The Moody 36 is provided with a 35lb plough anchor and 15 fathoms of calibrated chain spliced to the bitter end.

A1.7 CLIMATE CONTROL SYSTEM (OPTIONAL)

Ventilation and central heating installation



SECTION 2 - RIGS, RIGGING AND SAILS

A2.1 RIG

The Moody 36 is rigged with a deck stepped masthead rig with double aft-swept spreaders. Booms are fitted for either single line reefing or in-mast furling and reefing. In-mast furling and reefing is provided only as an optional extra. Both rigs stand 13428mm high from masthead to deck step. Refer to section 1, paragraph A1.1.

A2.2 STANDING RIGGING

All standing rigging is manufactured from 1 x 19 stainless steel wire and is fitted with Norseman Gibb shroud terminals at the mast and swaged strap-toggle screws at deck level. Adjustment should be made in accordance with the manufacturer's literature.

Standing rigging specification

Stay	*Qty.*	*Size*
Forestay	1	8mm
Backstay (Upper)	1	8mm
Backstay (Spans)	1	7mm
Cap shrouds	2	8mm
Intermediates	2	7mm
Aft lowers	2	8mm
Forward lowers	2	7mm

A2.3 RUNNING RIGGING

The running rigging is a mixture of braid-on-braid rope and 7 x 19 stainless steel wire/rope tailed halyards and varies in specification depending on the rig fitted to your craft. Mainsail and headsail furling systems are fitted as standard.

Running rigging specification

Line	*Wire*	*Rope*
Main halyard	5mm	10mm
Main No. 2		10mm
Genoa halyard	5mm	10mm
Boom lift strap	5mm	8mm
Kicking strap		10mm
Furling line		10mm

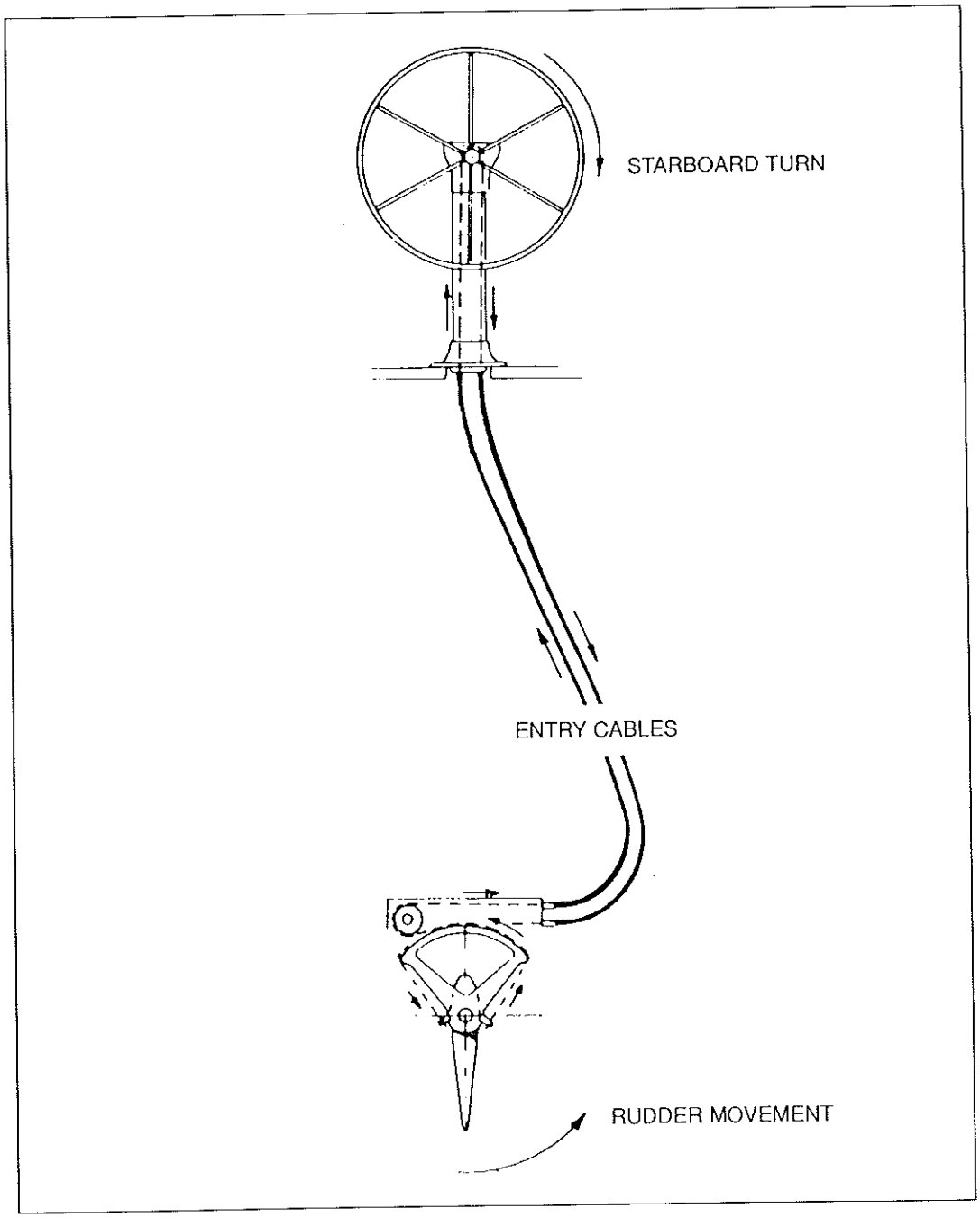
A2.4 SAIL AREAS

Refer to section 1, paragraph A1.1 for the Moody 36 sail plan.

SECTION 3 - STEERING SYSTEMS

A3.1 HELM

Your Moody 36 is fitted with a Whitlock 'Constellation' pedestal steering system as illustrated below. The system comprises the pedestal unit, complete with wheel lock, the wheel is a custom made 34" diameter 'Destroyer' type wheel and is connected via stainless steel control wires to a steering quadrant fixed directly to the rudder stock.



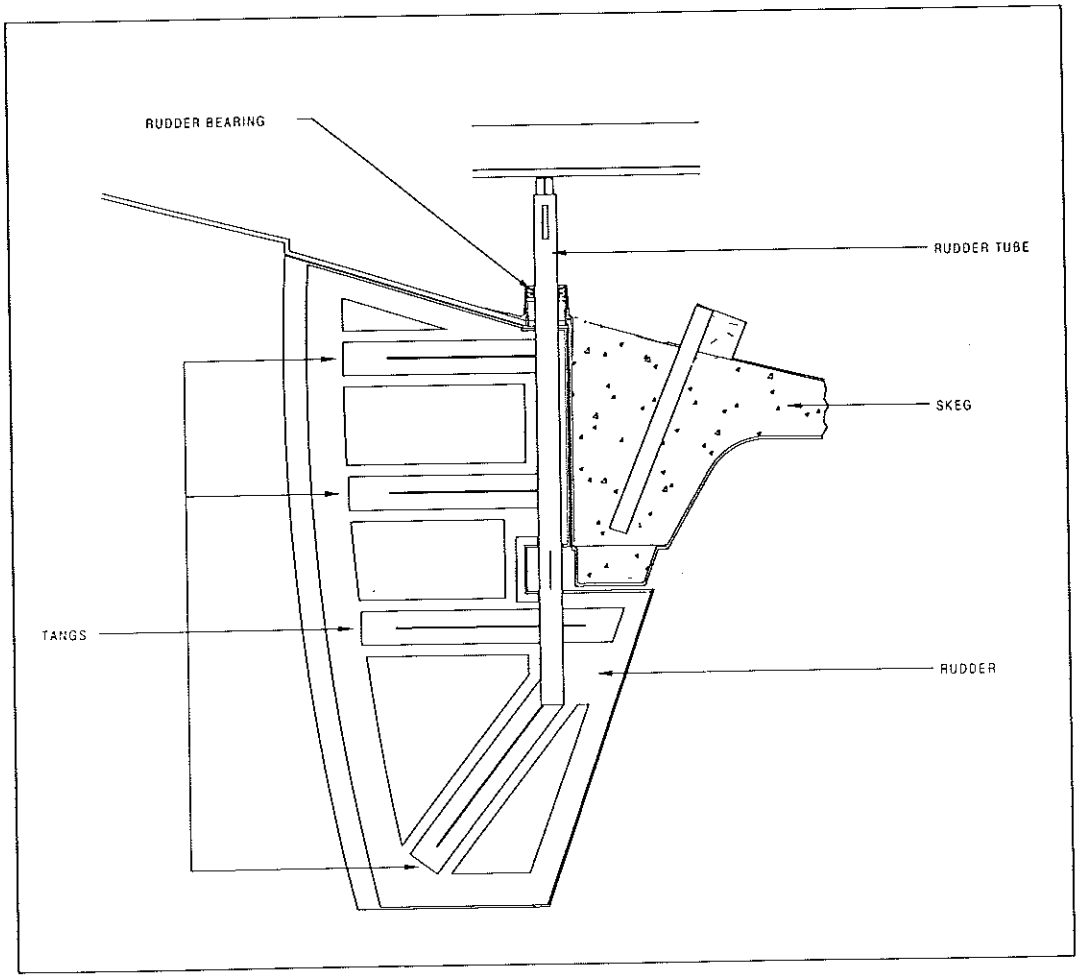
A3.2 EMERGENCY TILLER

The Moody 36 is supplied with an emergency tiller stored in the aft lazarette. To use, remove the stainless steel cover plate located on the aft deck area and push through the emergency tiller stock releasing the removable head liner in the aft cabin. Then ensuring that the aft berth is cleared of bedding locate the emergency tiller directly onto the main rudder stock. The main rudder stock provides direct connection via a square head top fitting for the emergency tiller.

A3.3 RUDDER

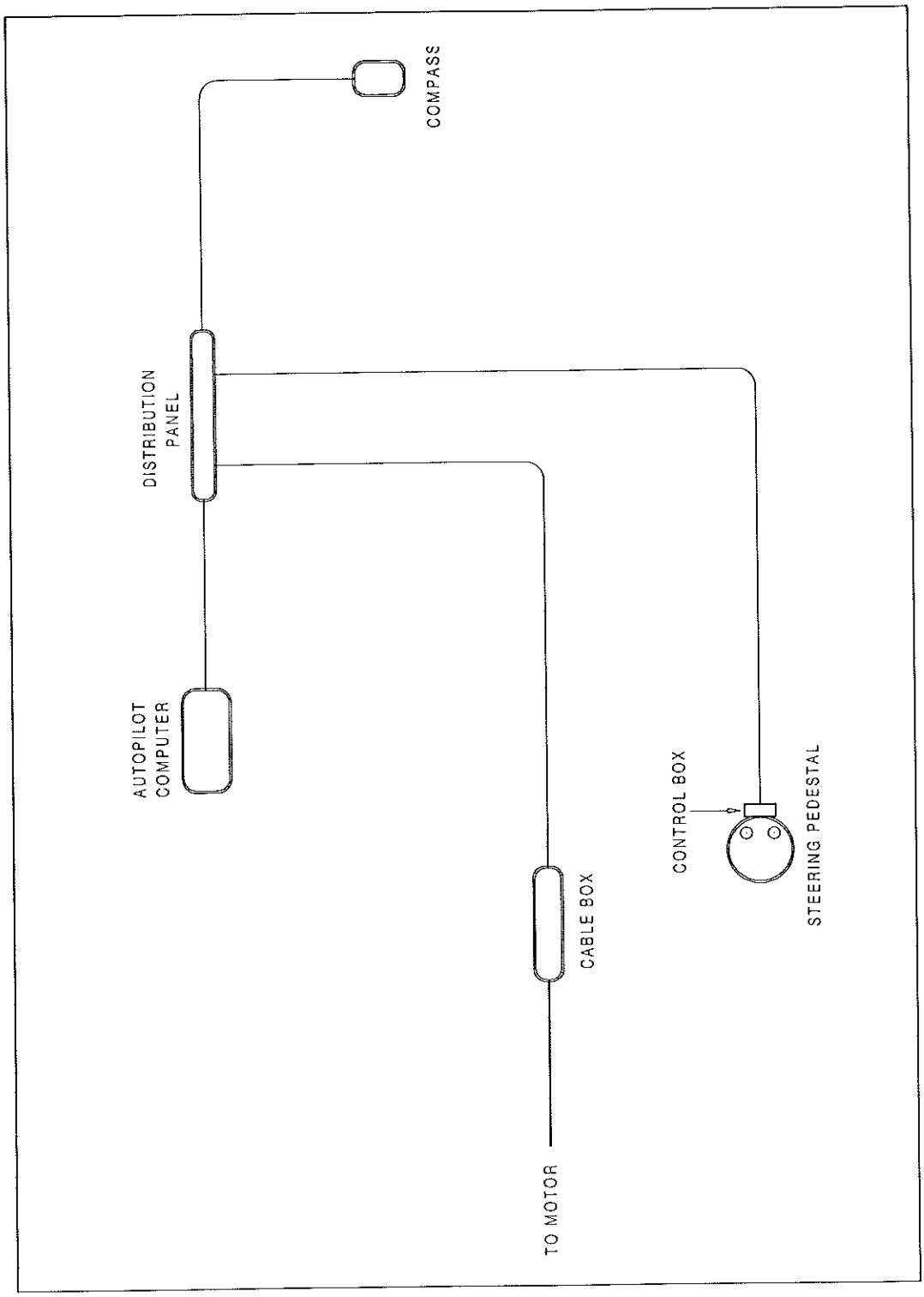
The Moody 36 is fitted with a partial skeg hung semi-balanced rudder. It consists of a long stainless steel stock passing through the hull, to which stainless steel tangs are welded and a GRP rudder moulded over both stock and tangs. The stock is connected to the steering pedestal via a steering quadrant and stainless steel control wires. The stock is mounted through the hull via low friction roller bearings and a rudder tube.

Rudder assembly



A3.4 AUTOPILOT INSTALLATION (OPTIONAL)

An autopilot system, when fitted, is operated hydraulically using an ram unit (steering arm) and an electronic computer unit. The hydraulic ram unit is secured to a reinforced pad, located aft on the inner GRP moulding. The hydraulic arm is then connected directly to the steering quadrant.



SECTION 4 - ENGINE AND FUEL SYSTEM

A4.1 ENGINE

The Moody 36 is fitted with a Volvo MD2040 diesel engine with an option for either shaft or sail drive propulsion. The specification for this engine is as follows

A4.1.1 Technical data

Engine designation:	MD2040
Crankshaft power kW (hp):	29.1 (40)
Propeller shaft power kW (hp):	28.3 (38)
Max. engine speed, rpm:	3200 - 3600
Displacement, l (cu. in.):	1.50 (91.3)
Number of cylinders:	3
Bore/stroke, mm (in.):	84/90 (3.3/3.5)
Compression ratio:	22.5:1

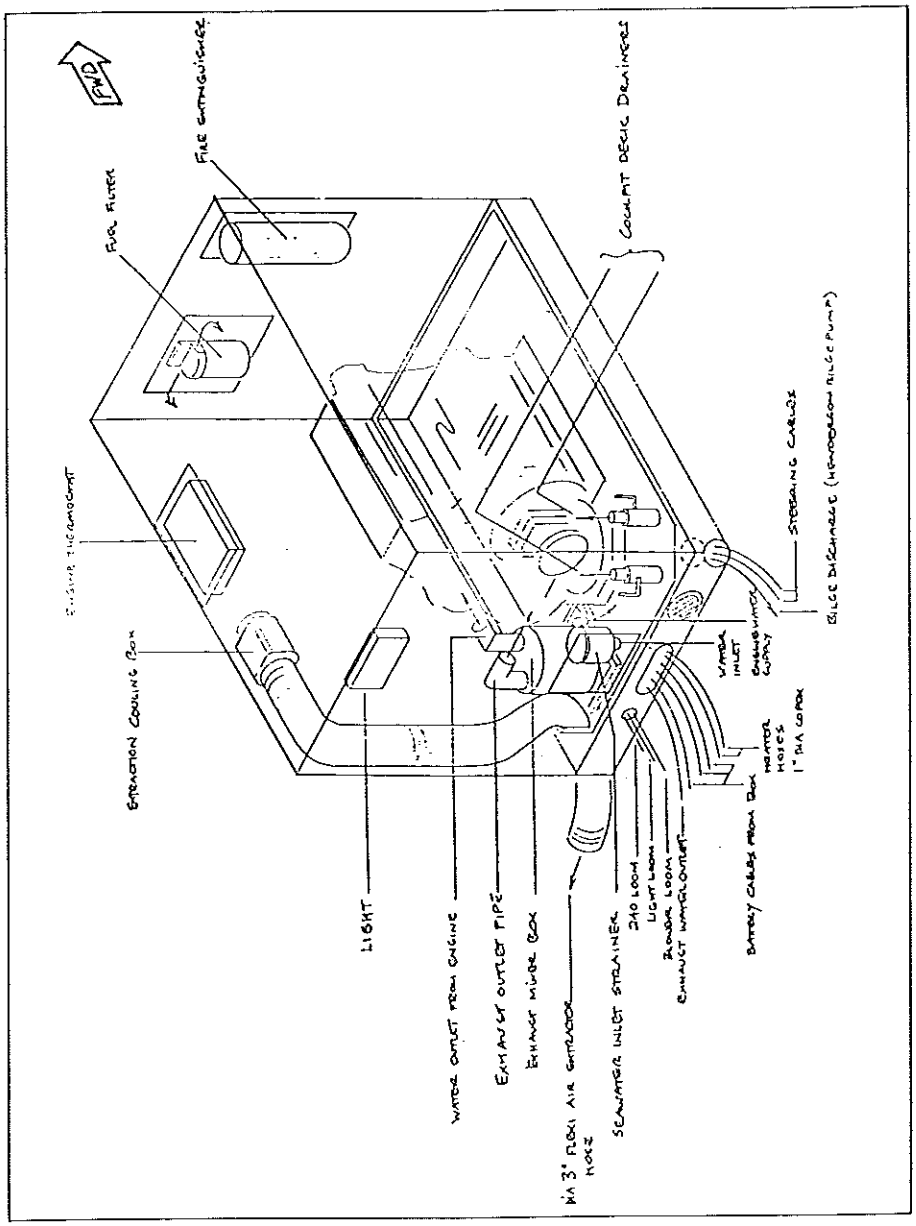
A4.1.2 Engine compartment

The engine compartment is illuminated and affords excellent access to the engine and its various component systems.

A4.1.3 Engine compartment ventilation

The engine compartment is vented and cooled using a thermostically controlled 12V DC blower fan and cooling box mounted slightly aft of the thermostat, port side. Warm air from the engine compartment is then vented through a 3" flexi-hose to deck fitting grills. The blower fan circuit is fused with a 16 Amp fuse situated behind the main distribution board.

A4.1.4 Engine compartment layout



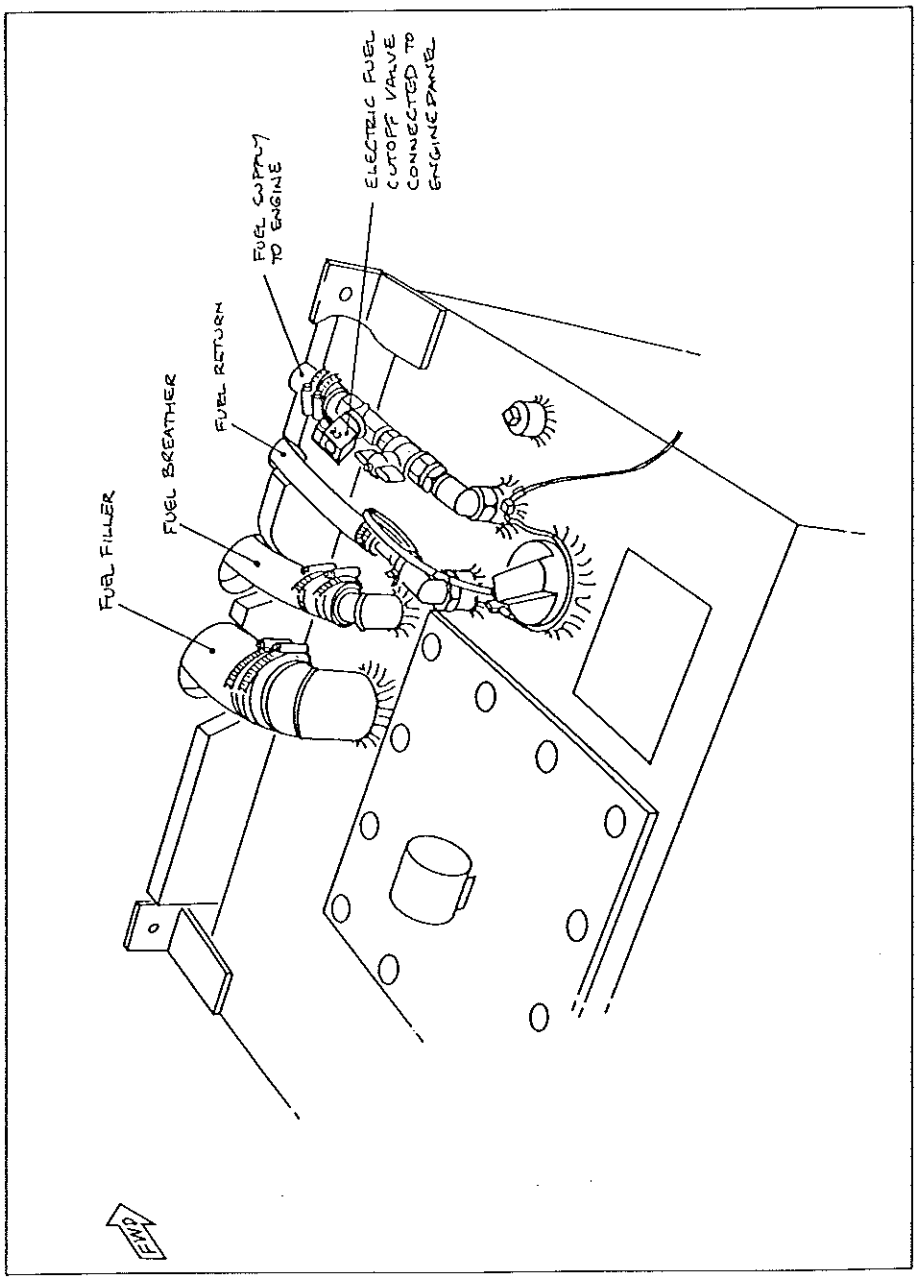
A4.2 FUEL SYSTEM

A4.2.1 Fuel tank

The fuel tank is constructed from aluminium. Its capacity is 227 litres (50 gallons). The tank is located centrally beneath the companionway stairs forward of the engine compartment and is filled via a capped fitting aft in the cockpit. The contents of the fuel tank are displayed on a gauge mounted on the electrical distribution panel.

A4.2.2 Fuel stopcock

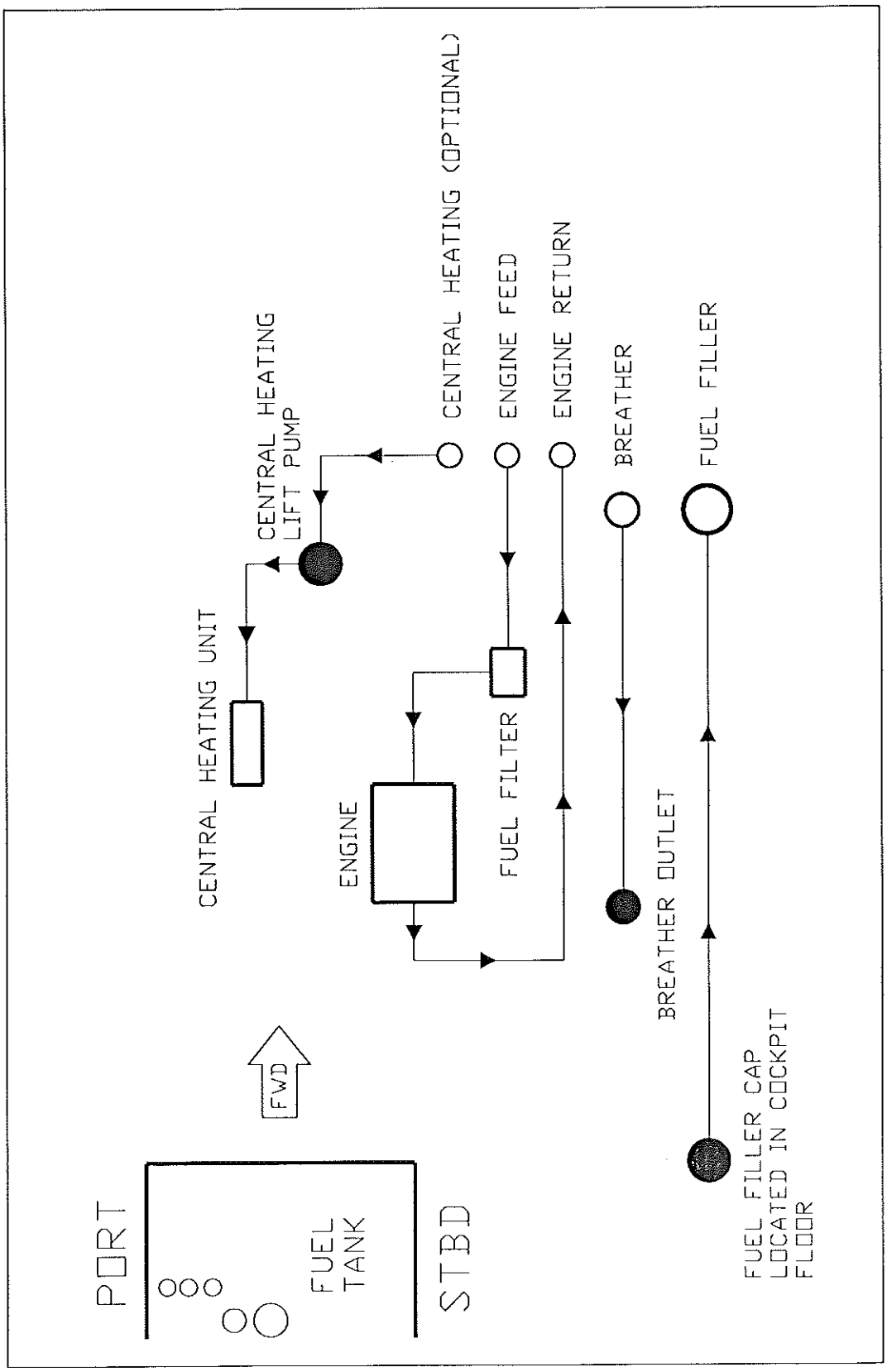
An automatically operated stopcock is fitted in the fuel feed line on top of the tank.



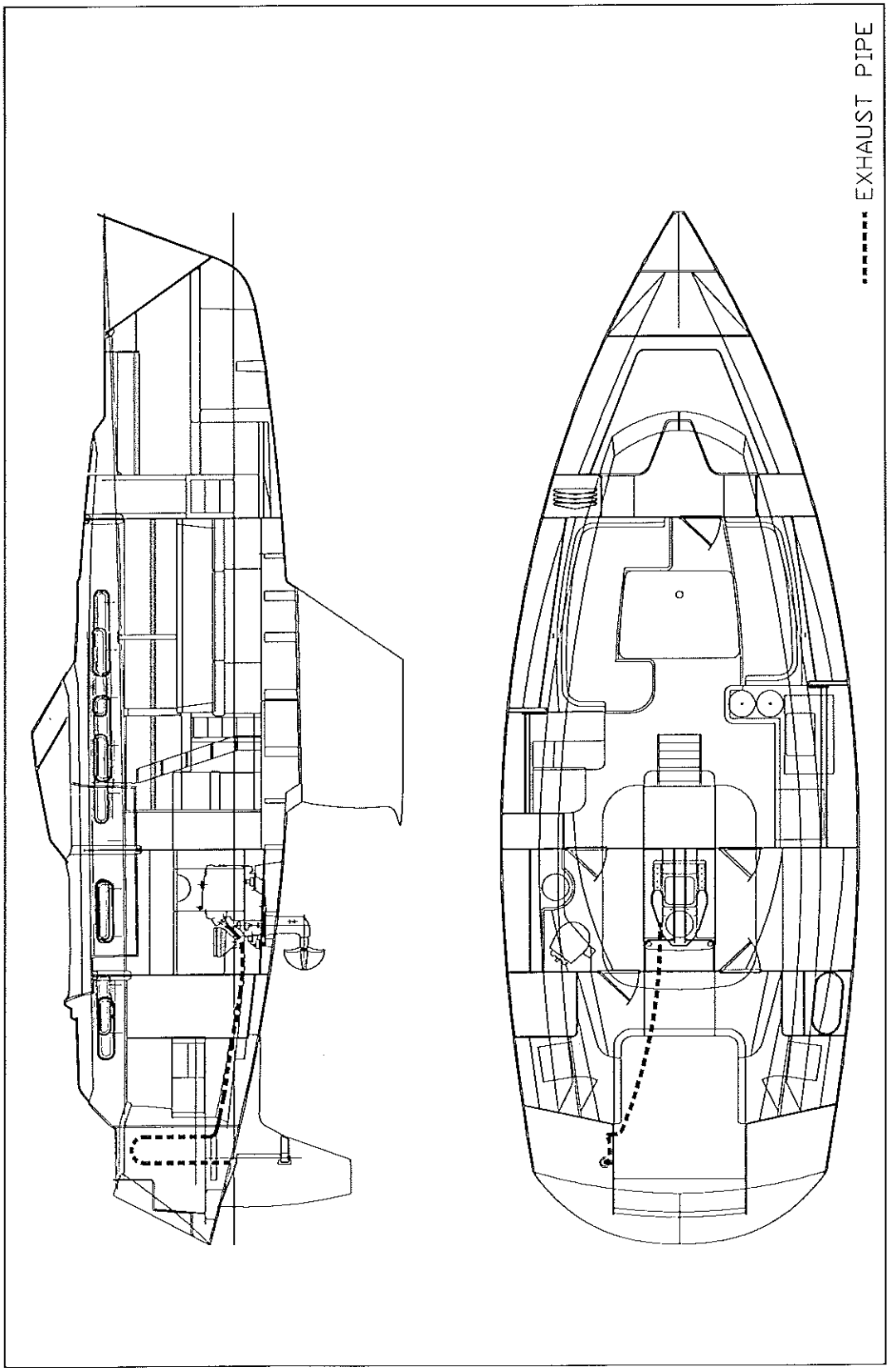
A4.2.3 Fuel filter

An in-line fuel filter is mounted on the forward engine compartment bulkhead, slightly to port of the automatic fire extinguisher.

A4.3 FUEL SYSTEM SCHEMATIC



A4.4 EXHAUST SYSTEM



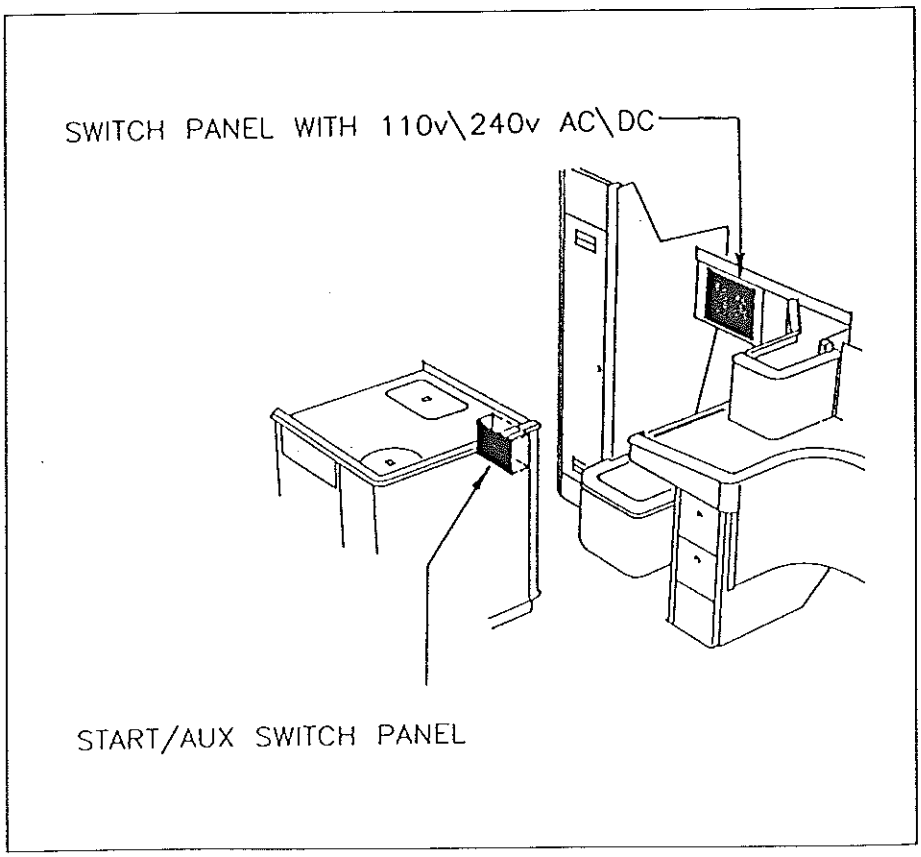
SECTION 5 - ELECTRICAL SYSTEM

A5.1 12V DC BATTERY SYSTEM

The principal electrical system on the Moody 36 comprises an engine driven 60 Amp alternator charging two heavy duty 12V batteries wired through individual battery isolation switches and circuit breakers mounted on the electrical distribution panel at the chart table. The electrical system is earthed (cathodic protection) via cables from various components within the system attached to the hull mounted sacrificial anode.

A5.1.1 Battery switches

The Moody 36 is fitted with two battery isolation switches. These switches are located behind a panel in the fuel tank wood casing, facing the chart table. The battery switches are wired in with relays, which direct the charging supply from the alternator to both battery banks. Each battery is maintained separately and it is not possible to draw current from the engine start battery for any other purpose other than starting the engine.



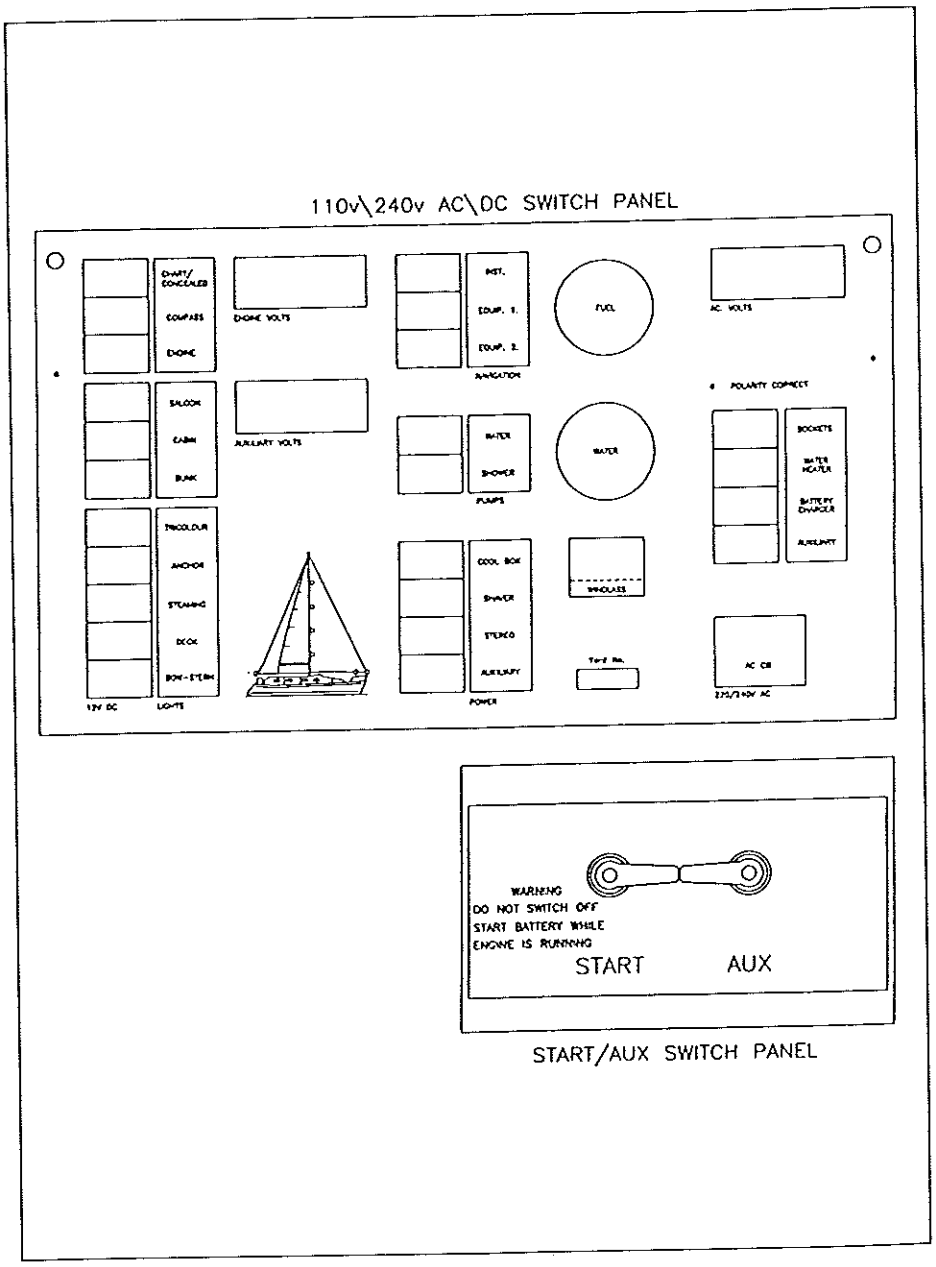
A5.1.2 Circuit breakers

The 12V DC system circuit breakers and switches are situated on the electrical distribution panel. Each is clearly labelled with its function and has an illuminating LED to indicate which of the systems are in use. The unlabelled switches are spare and are used for the connection of additional electrical equipment to the 12V DC system.

A5.1.3 DC Circuit breaker values (Amps)

1	Chart/concealed lights	15.0
2	Compass light	2.5
3	Engine light	2.5
4	Saloon lights	10.0
5	Cabin/toilet lights	10.0
6	Bunk lights	7.5
7	Tri-colour	5.0
8	Anchor	2.5
9	Steaming	5.0
10	Deck	5.0
11	Bow/stern	7.5
12	Nav. instruments	5.0
13	Nav. equipment 1	25.0
14	Nav. equipment 2	5.0
15	Water	10.0
16	Shower	10.0
17	Cool box	10.0
18	Shaver	5.0
19	Stereo	2.0
20	Auxiliary	5.0

A5.1.4 Electrical distribution panel



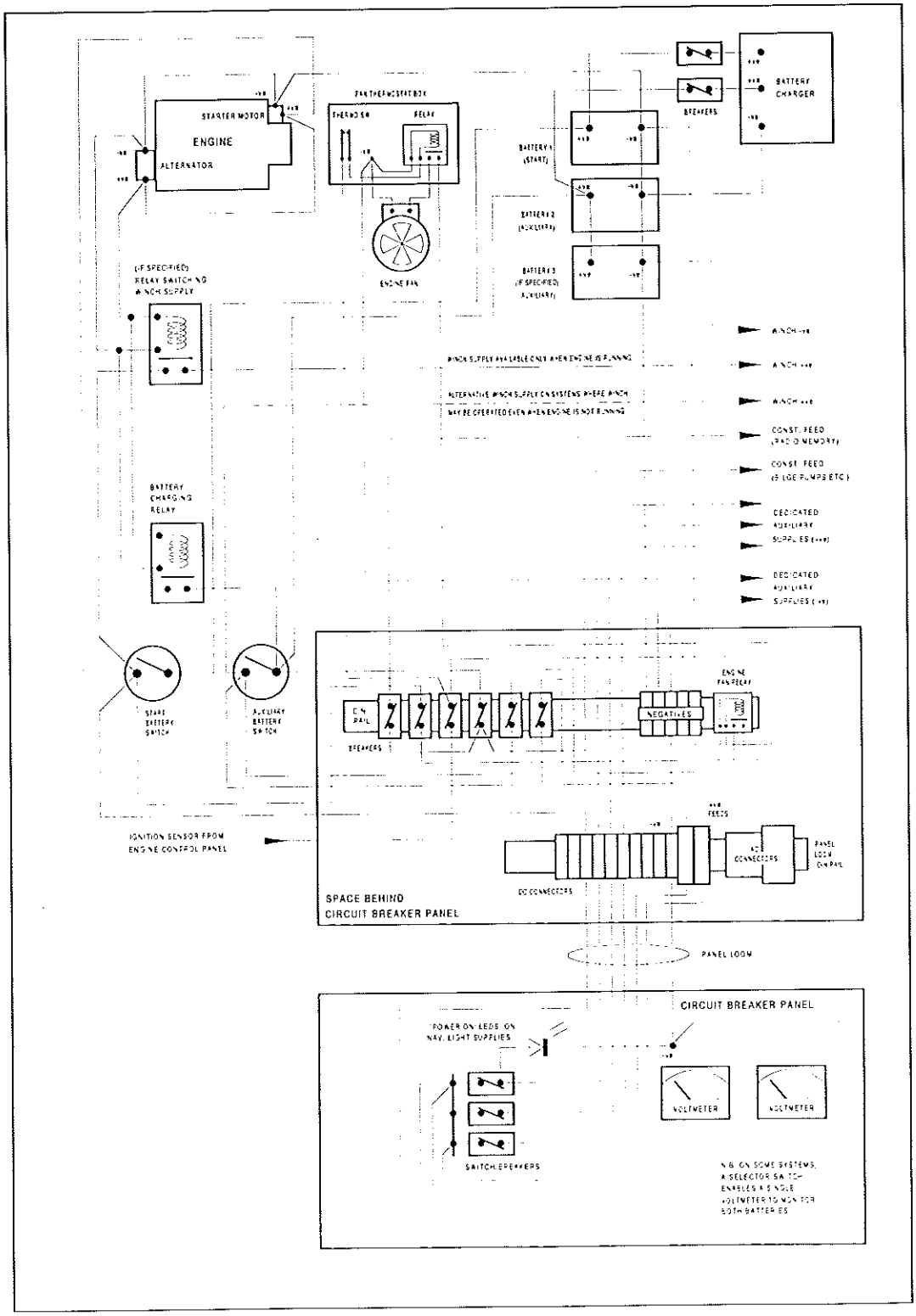
START/AUX SWITCH PANEL

A5.2 AC SYSTEM

A5.2.1 AC Circuit breaker values (Amps)

1	Sockets	15.0
2	Water heater	7.5
3	Battery charger	7.5
4	Auxiliary	7.5

A5.3 ELECTRICAL WIRING GUIDE



SECTION 6 - FRESHWATER SYSTEM

The Moody 36 pressurised freshwater system supplies cold and hot water to the various freshwater appliances throughout the craft. The freshwater is held in twin tanks located amidships, below the port and starboard saloon berths/seats. The contents of the freshwater tanks 340 litres (75 imp. gallons) are displayed on a gauge mounted on the electrical distribution panel. The tanks are connected by a balance pipe and are filled via a single pipe located amidships on deck. All freshwater systems on the Moody 36 use synthetic pipes especially manufactured for use with potable water.

A6.1 COLD WATER SYSTEM

The cold water system distributes cold fresh water from the tanks to the galley, wash basins and shower via the pressure pump.

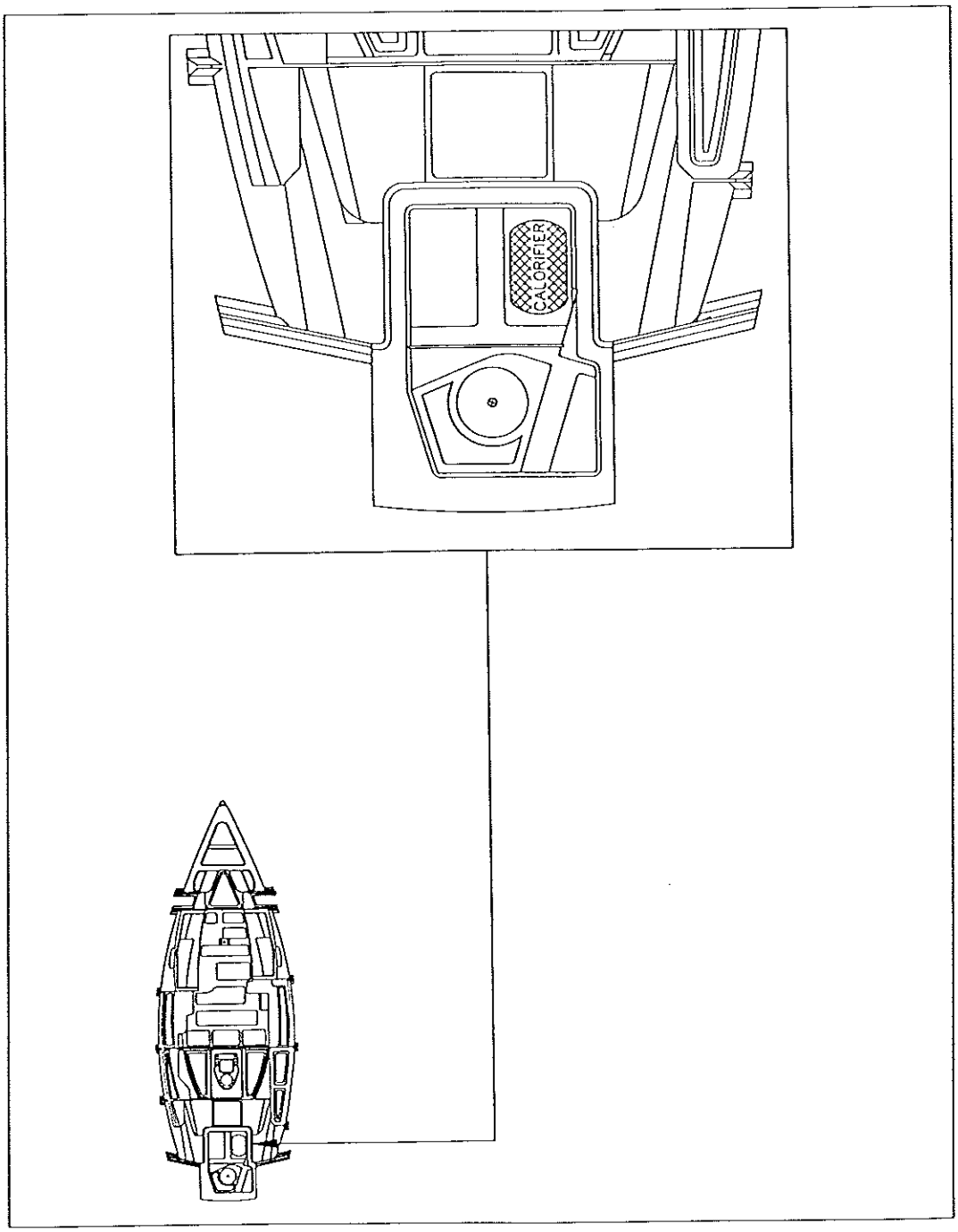
A6.2 PRESSURE PUMP

Freshwater is distributed from the tanks by an electric pump located in a locker under the galley sink. The water is filtered prior to distribution by a strainer located in between the tanks and pump. The pump is activated automatically on a demand system through the pressure drop caused by a tap in the hot or cold water system being opened. The pressure pump is of the impeller type and is water lubricated. An accumulator tank is fitted on the pressure side of the pump to even out pressure drops and reduce surging.

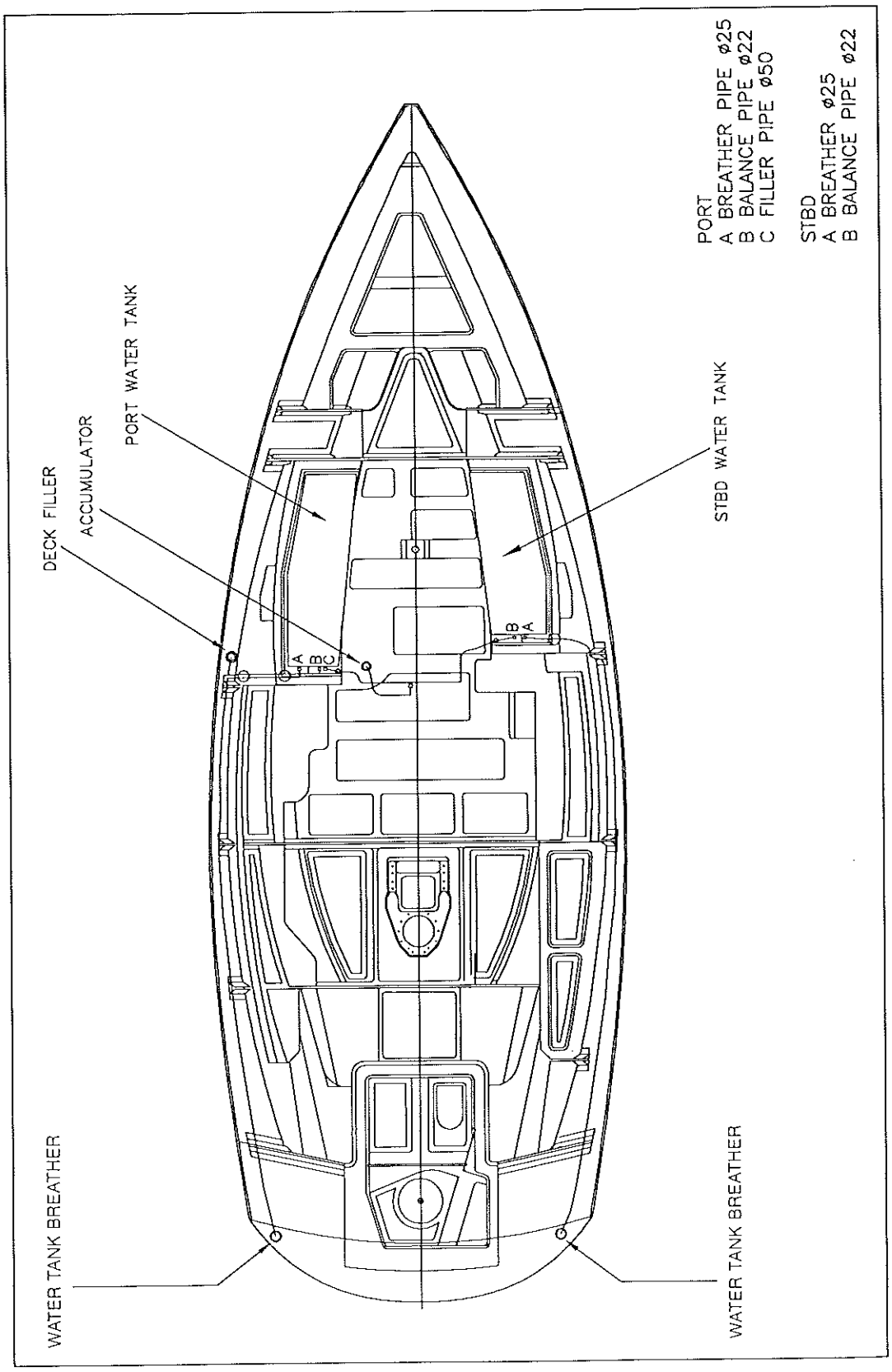
A shut-off valve is fitted in the freshwater feed pipe between the water tank balance pipe and the pressure pump. This shut off valve is located beneath the saloon floor adjacent to the inboard end of the galley.

A6.3 HOT WATER SYSTEM (OPTIONAL)

The hot water system draws fresh water from the cold water system via a non-return valve to a calorifier. The calorifier has a capacity of 22 Litres (5 gallons) and is located aft under a false floor. The calorifier will heat water whenever the engine is running, or via an optional immersion heater powered by the shore support system. The calorifier is fitted with a pressure relief valve and a thermostat to regulate water temperature within the pressurised hot water system. Water is distributed from the calorifier throughout the freshwater system.

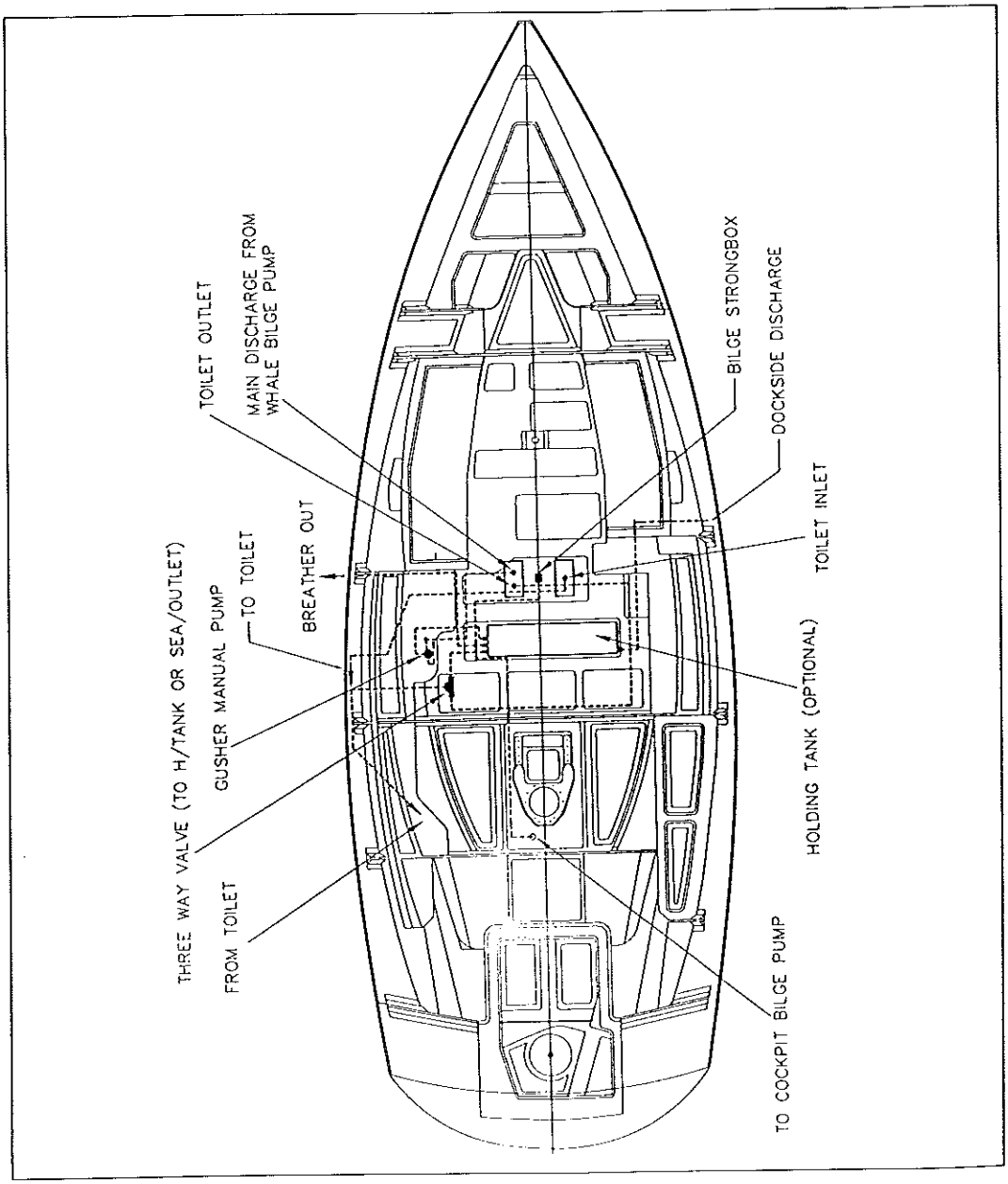


A6.4 FRESHWATER PLUMBING



SECTION 7 - BILGE, WASTE WATER AND MARINE TOILET SYSTEMS

A7.1 BILGES



The hull of the Moody 36 contains a single bilge compartment, serviced by a hand-operated bilge pump located in the portside of the cockpit (an electric bilge pump is provided as an optional extra).

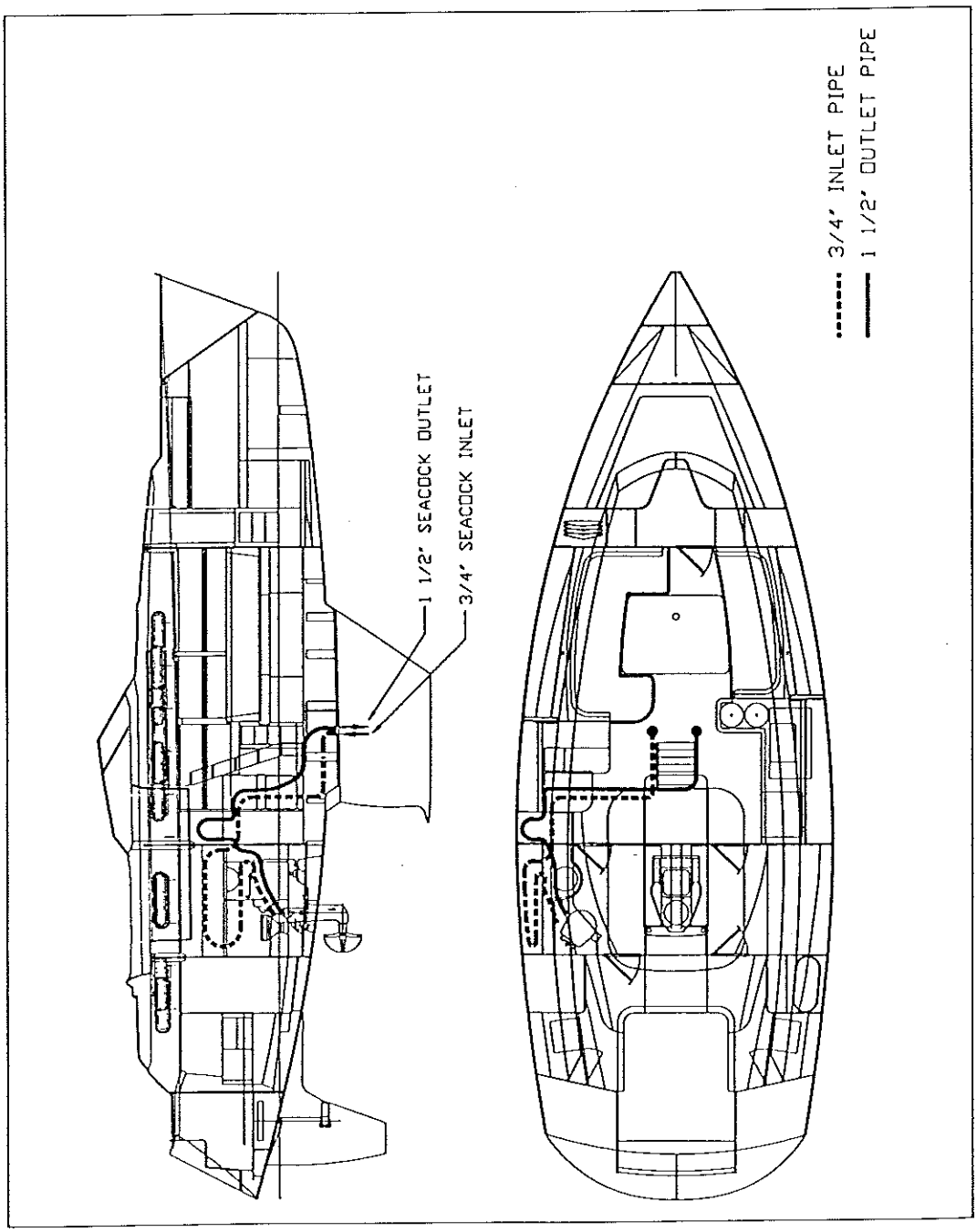
The chain locker which stores the anchor chain also constitutes a bilge but, as it lies well above the water line, it drains directly over the side of the craft.

A7.2 COCKPIT DRAINS

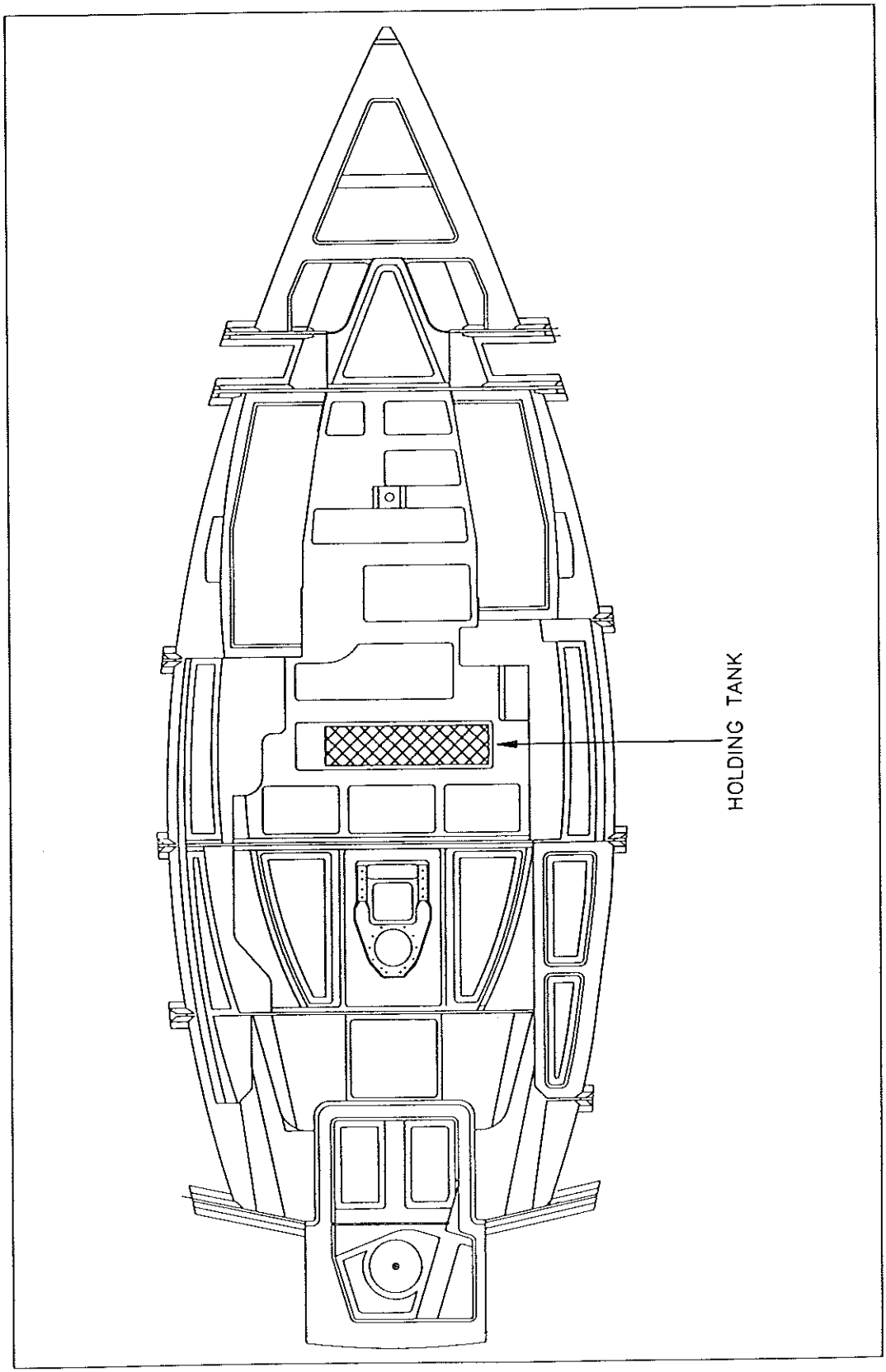
Rain and seawater is expelled from the cockpit via two drain holes, these are individually hosed and connected to skin fittings located below the waterline in the engine compartment.

A7.3 MARINE TOILET DISCHARGE

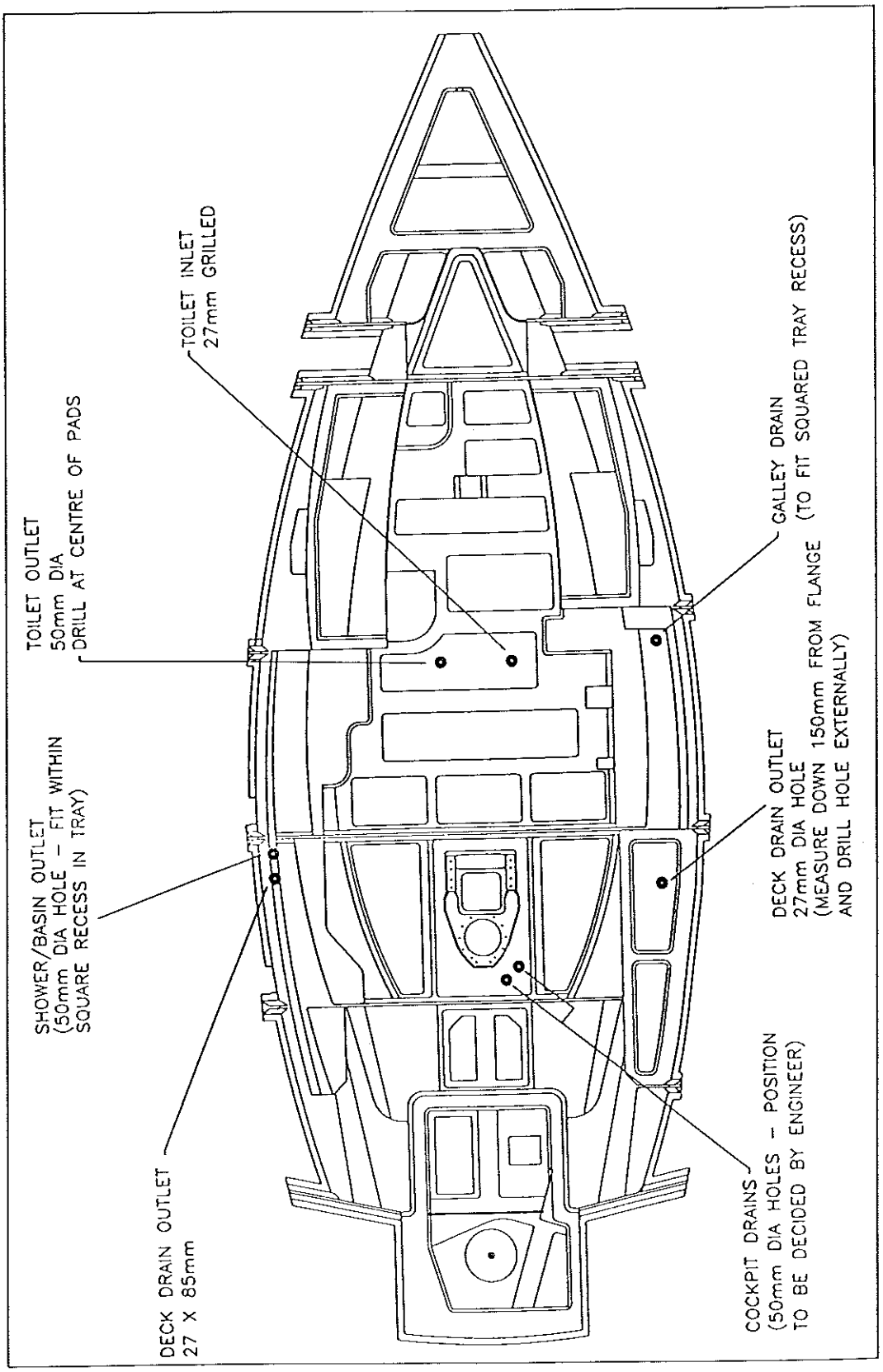
Marine toilet waste is either discharged directly overboard via a seacock located centrally in the main bilge or held in a holding tank (optional) for dockside discharge.



A7.4 HOLDING TANK (OPTIONAL)



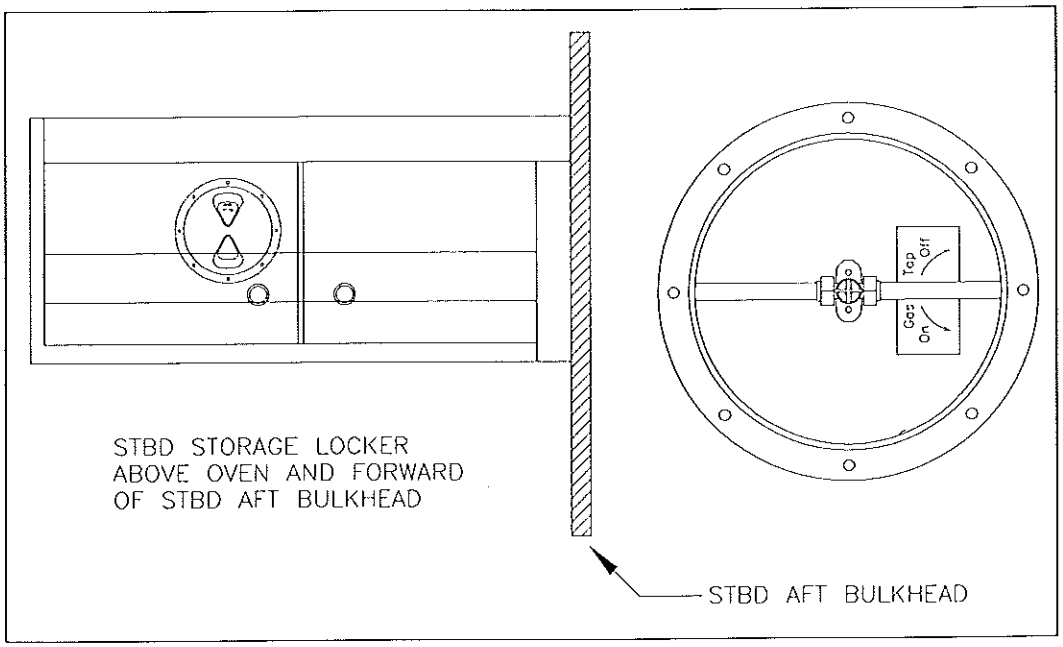
A7.5 SEACOCKS



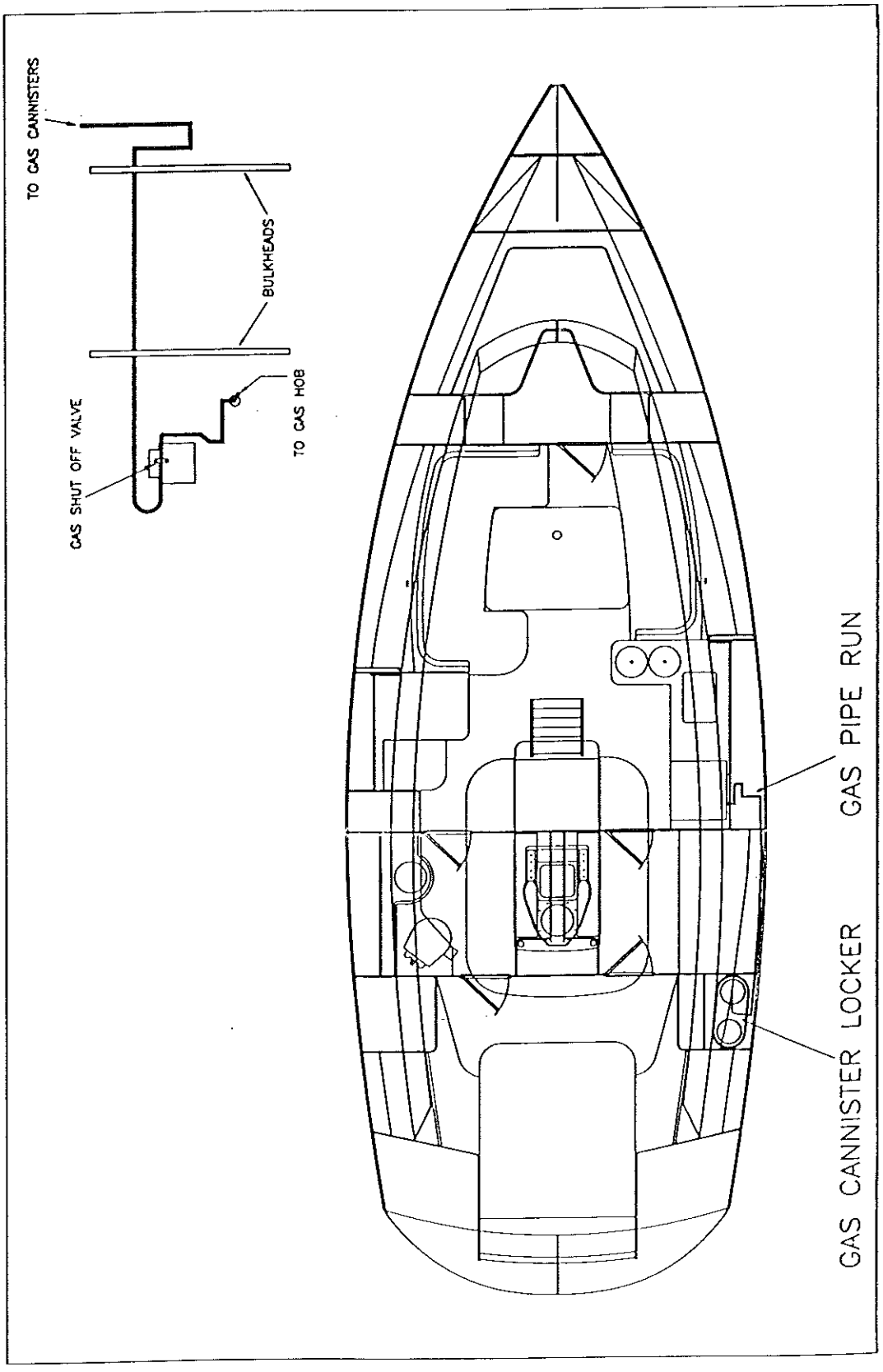
SECTION 8 - GAS SYSTEM

The gas system is supplied by gas bottles, which are stowed in a self-draining locker located on the starboard aft side deck. A regulator, situated in the locker, adjacent to the gas bottles, is connected to the gas bottle in use via a short flexible hose. The regulator reduces the gas pressure for use in the yacht's low pressure appliances. Gas is supplied to the appliances via a 3/8" copper pipe, encased for protection in a 5/8" clear plastic pipe which is secured to the hull to prevent movement. The copper tube is connected to the relevant appliance via an optional gas shut-off valve and a short flexible hose which allows (in the case of the cooker) for movement on its gimbals.

A8.1 GAS SHUT-OFF VALVE



A8.2 GAS SYSTEM PLUMBING



APPENDIX B - CRAFT LOG

Appendix B is provided as a service log to record the regular servicing and maintenance of systems and safety equipment fitted to your craft. The Appendix, should be partially completed by your Moody dealer when your craft is first commissioned and handed over.

SERVICE RECORD

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EQUIPMENT RECORD

NAVIGATIONAL EQUIPMENT AND COMMUNICATIONS

AUTOPILOT:

COMPASS:

CHART PLOTTER:

DEPTH SOUNDER:

GPS:

LOG:

RADAR:

WEATHER FAX:

VHF:

OTHER EQUIPMENT:

1

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9

DOMESTIC FITTINGS AND EQUIPMENT

UPHOLSTERY:

STOVE/OVEN UNIT:

REFRIGERATION:

CLIMATE CONTROL:

MISCELLANEOUS FITTINGS AND EQUIPMENT:

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SAFETY EQUIPMENT RECORD

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