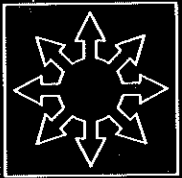


A H Moody & Son Limited

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The **Moody 41** has come to life after many months of careful research, planning, thought and a desire to improve yet further upon established designs and concepts.

Our aim was to produce a genuine cruising yacht which would be elegant, sail exceptionally well, be suitable for serious long distance passage making, offer comfortable and luxurious accommodation, and be able to be handled by a family crew.

Angus Primrose Ltd. have produced a design which achieves all these elements. With her three separate sleeping cabins the Moody 41 can sleep six in gracious style, or by using the saloon this number could be increased to nine without loss of comfort.

Sailing performance is ensured by a good sail area/displacement ratio, a long waterline and high prismatic coefficient of the hull, whilst her longer fin keel combined with the balanced rudder, which is positioned well aft, maintains her directional stability.

However good a design is, a finished yacht is only as good as her construction and the service provided after sale.

The hulls of the Moody 41s are built in the Lloyds approved factories of Marine Projects (Plymouth) Ltd. and every Moody 41 carries a Lloyds Hull Construction Certificate. Marine Projects are firmly established as one of Britain's finest production Boatbuilders and the care and attention to detail upon which their reputation is based is clearly reflected in the internal fitting out which is all in teak. All fittings supplied are chosen to be more than suitable for their purpose and are obtained from world renowned manufacturers. A robust 48hp diesel engine from Thornycrofts gives the Moody 41 an appreciable turn of speed under power.

Each Moody 41 is fully tested before she leaves the factory and upon her arrival at Moody's Swanwick Marina she is fully commissioned and checked yet again before handover to her owner.

A very wide choice of extras is available and we have the facilities to enable us to carry out all types of work to an individual's specific requirements and of the very utmost importance, all our craft carry an unconditional parts and labour 12 month warranty on construction and equipment.

Accommodation and Equipment

Fore Peak: Chain locker.

Forecabin: A comfortable, spacious sleeping cabin with two single berths in a 'V' formation with an upholstered seat in between. An infill piece to convert these berths to a double is available. A good sized hanging locker is to starboard with a dressing table unit in front. Stowage is also provided for along the ship's sides and underneath the berths. The cabin is fitted out in teak with fitted carpets on the floor areas and an opening hatch is fitted in the deckhead.

Forward Toilet: The forward toilet which is situated to starboard is fully fitted out with a Marine WC with inlet and outlet seacocks, washbasin and shower with hot and cold pressurised water system. The shower is fitted complete with tray, teak grating, curtain and electric pump. Also supplied are towel rail, tooth mug and brush holder and loo paper holder. There is plenty of stowage space and lockers all in easily wiped clean materials. An opening hatch is fitted in the deck head.

Forward Guest Cabin: is to port opposite the toilet. Two generous single berths are fitted against the ship's sides with a hanging locker on the forward bulkhead, and dressing table all finished in teak and with fitted carpets to the floor area. Ventilation is provided by an opening deck hatch.

Saloon: The Saloon on the Moody 41 is a particularly spacious area and great attention has been given to provide comfort and practicality. Two 'L' shaped, deep buttoned and contoured settee berths are fitted to port and starboard which can be used as sleeping berths if required. Alternatively, the Port settee could be converted to a double as an optional extra. The table is split into two fixed units with leaves, which when raised form a really large dining table. Lockers are fitted all around the ship's sides. The saloon is again fitted out in teak with fitted carpets to the floor, although teak flooring can be fitted at additional cost if desired.

Galley: The galley is to the aft of the saloon on the port side and is separated from the saloon by a semi bulkhead. The 'U' shaped arrangement of this area allows for an efficient and comfortable working space and at the same time provides for the protection of the cook from being thrown around the boat. A fully gimbaled, lockable, gas cooker is supplied with two burners, oven and grill and with a safety bar fitted to the front. Twin S.S. sinks are fitted with one cover so that when one of the sinks is not in use there is extra working space. A top opening ice box and hot and cold pressurised water system is standard. Stowage for food, crockery, cutlery etc. is plentiful.

Navigator's Area: is opposite the galley on the starboard side immediately adjacent to the companionway, and is completely self contained with a large chart table and fixed navigator's seat. Care has been taken to make sure that adequate space is available for instruments and books. The panel for the boat's electrical system is positioned in this area.

Owner's Stateroom: is reached from the Saloon through a passageway to starboard which is fitted with lockers and hanging space and from which access can be gained to the engine compartment. The Owner's Stateroom is a truly comfortable and well appointed cabin with a large double berth surrounded on three

sides by panelling above which is a stowage shelf and reading lights. An upholstered corner seat is next to the berth with the dressing table fitted to the forward bulkhead. As with all other cabins the Owner's Stateroom is furnished in teak with fitted carpets. An opening hatch is fitted in the deck head for light and ventilation but which also allows for emergency exit. The owner's private toilet compartment is fitted out to the same high specifications as the forward toilet with all fittings duplicated.

Cockpit: The large cockpit has seating on both sides and aft with high combings to give added protection. The equipment fitted to the cockpit includes the steering pedestal, engine instrument panel, engine controls, navigation instrument console. Stowage available is really generous with a 'step-in and stand-up' locker large enough to take sails, all gear, fenders and even a deflated rubber dinghy. The double gas bottle locker is fully self-contained and has direct drainage.

Engine: Thornycroft T108 48 b.h.p. diesel engine with 1.8:1 reduction gearing, Hurth gear box (or comparable replacements). Standard instrumentation and single lever control. Sight glass or electrical gauge for fuel tank. Shaft in stainless steel and two bladed propeller in bronze.

Electrical: Charging is by way of a 12v alternator on engine. 3 heavy duty 12v batteries with four way change over switch. Electric lighting to cabins and navigation lights. Port/starboard stern/steaming and deck flood lights.

Deck Equipment: Stemhead fitting with chain roller, pulpit, alloy toe rail, stanchions and sockets, guard rails, pushpit, chain plates, 6 mooring cleats, 6 fairleads, 2 three speed headsail sheet winches with cleats, 1 mainsheet traveller with cleat, winch. 2 genoa tracks, sliders and rollers, handrails and ventilators, five opening hatches over forward toilet, forecabin, guest cabin, saloon and aft cabin. Fuel and water fillers, S.S. safety guard around mast.

Spars: In silver anodised aluminium and comprising mast with winches and cleats for main and foresail halyards, topping lift and burgee halyard. Main boom with clew outhaul. Slab reefing.

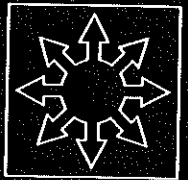
Rigging: Standing rigging in stainless steel wire, running rigging comprising sheets and halyard for main and foresail, topping lift and burgee halyard in terylene.

Sails: 1 Mainsail with 3 rows of reef points and cover, 1 Working jib. All sails in terylene complete with bags, tack, hanks and set of battens for the mainsail, from a well known sail maker.

General Equipment: Main compass, Echo Sounder with repeater in cockpit, Sumlog, Hand windlass, Anchor with 15 fathoms chain, Diaphragm type bilge pump, 3 dry powder fire extinguishers, 1 automatic fire extinguisher in engine room, 3 mooring warps, 3 fenders, 1 Set of cushions/mattresses, Fitted carpets, Wheel steering, Binnacle guard to steering pedestal, First aid kit, Log book, Emergency tiller.

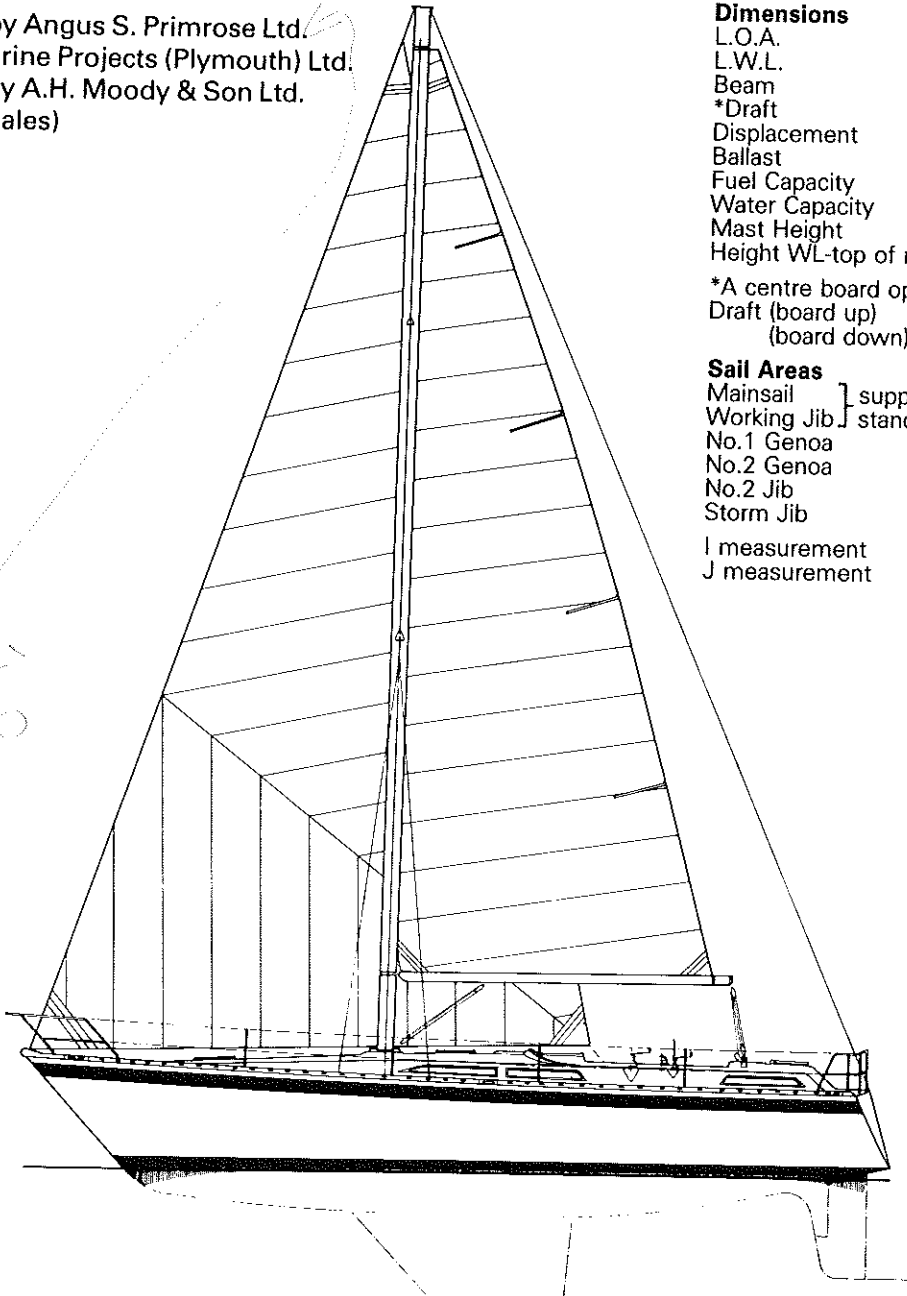
The above specification is intended to fairly represent the Moody 41. However the right to amend this specification without notice is reserved. If a Moody 41 is purchased through a Distributor the delivery and arrangements may be altered.

MOODY 41



Moody 41 Sloop Rigged Fast Sailing Cruiser

Designed by Angus S. Primrose Ltd.
Built by Marine Projects (Plymouth) Ltd.
Marketed by A.H. Moody & Son Ltd.
(New boat sales)



042121
3280

Dimensions

L.O.A.	41'	12.5m
L.W.L.	33' 11 1/2"	10.35m
Beam	13' 2"	4.01m
*Draft	6'	1.83m
Displacement	20,600 lbs	9344.16 kg
Ballast	8,700 lbs	3946.32 kg
Fuel Capacity	c. 50 gal	227.3 ltrs.
Water Capacity	c. 100 gal	454.6 ltrs.
Mast Height	49' 6 1/4"	15.09m
Height WL-top of mast	55' 5"	16.89m

*A centre board option soon to be available

Draft (board up)	4'	1.22m
(board down)	7' 6"	2.29m

Sail Areas

Mainsail] supplied	328 sq ft	30.5 sq m
Working Jib		standard	396 sq ft
No.1 Genoa		626 sq ft	58.22 sq m
No.2 Genoa		541 sq ft	50.31 sq m
No.2 Jib		236 sq ft	21.95 sq m
Storm Jib		100 sq ft	9.3 sq m

I measurement	50'	15.24m
J measurement	16' 6"	5.03m

