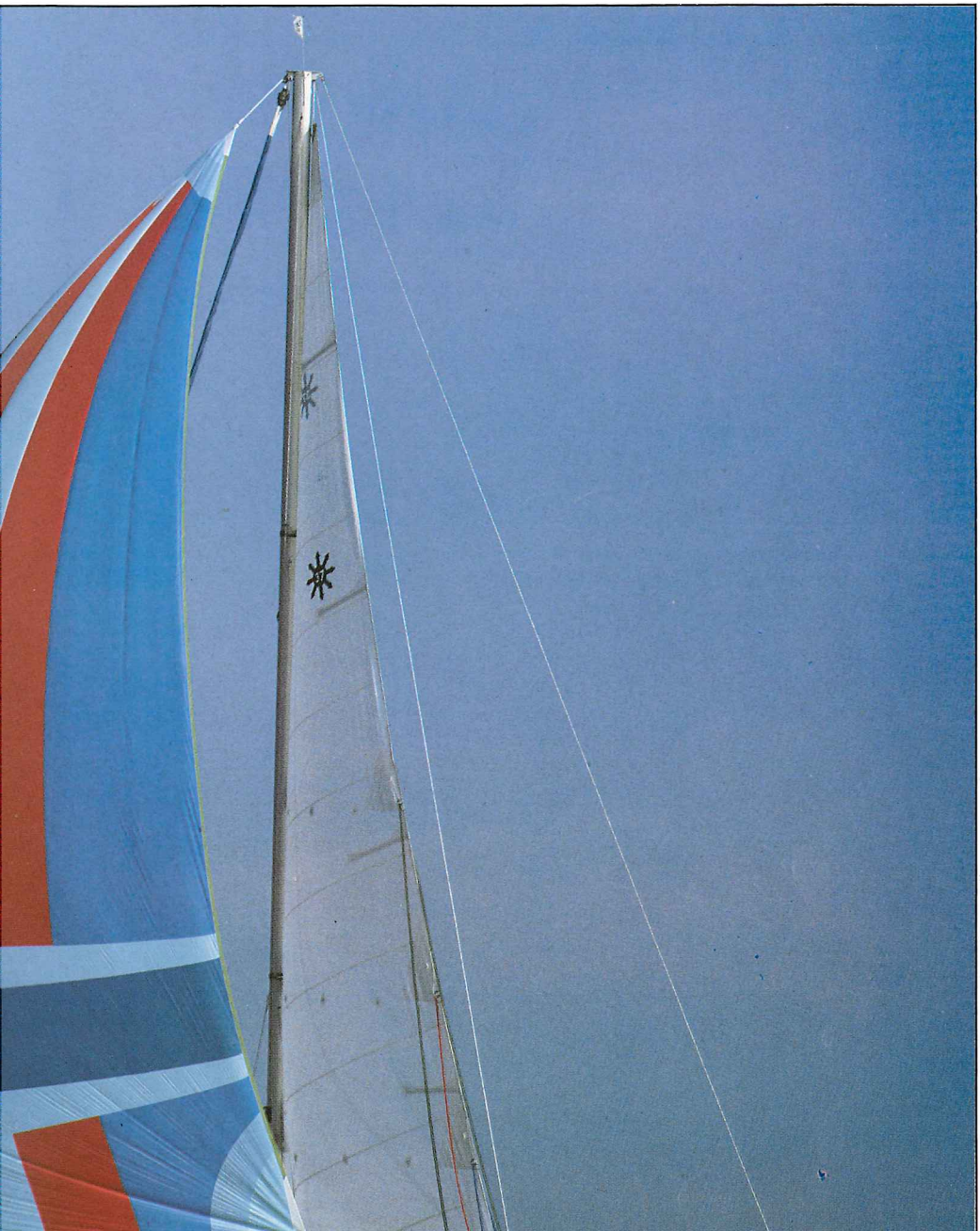
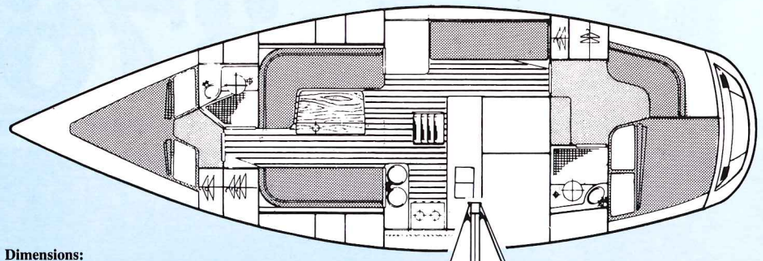
Moody 376



Moody 376

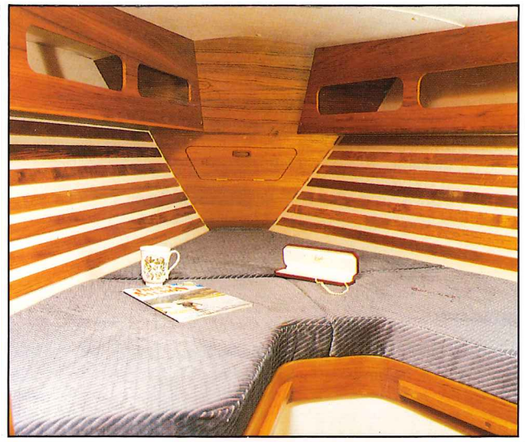


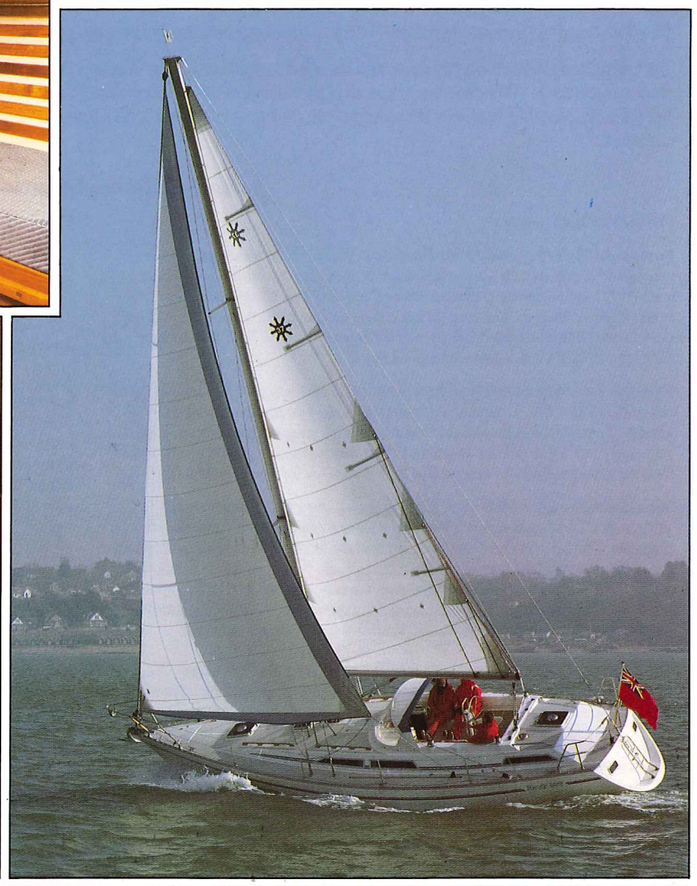
Dimensions:

L.O.A.	37′ 10″	11.53 m
L.W.L.	31′ 3″	9.53 m
Beam	12′ 6″	3.81 m
Draft – Fin Keel	5′ 6″	1.68 m
Scheel Keel	4′ 6″	1.37 m
Lifting Keel	4′ 0″	1.22 m
Fuel Capacity	45 gallons	204 litres
Water Capacity	55 gallons	250 litres
Displacement	16250 lbs.	7373 kg.
Ballast	6500 lbs.	2950 kg.
Rig Dimensions		
Mast Height above D.W.L.	51′ 9″	15.77 m
Mast Height	43′ 3″	14.1 m
Sail Areas		
Mainsail	294 sq. ft.	27.36 m^2
No. 1 Genoa	534 sq. ft.	49.61 m^2
No. 2 Genoa	455 sq. ft.	42.27 m^2
Working Jib	345 sq. ft.	32.05 m^2
No. 2 Jib	214.5 sq. ft.	19.93 m^2
Storm Jib	110 sq. ft.	10.22 m^2
I	47.0′	14.33 m
J	15.0′	4.57 m

Designed by Bill Dixon of Angus Primrose Limited

Built by Marine Projects (Plymouth) Limited.





MOODY 376 DESIGN REVIEW

The Moody 376 is an evolution of the Moody 37 design, identical except for the addition of a bathing/boarding platform.

This evolutionary rather than a revolutionary design concept allows continuous development using our extensive data base of performance cruising designs.

This has resulted in a powerful hull form exhibiting excellent all-round performance and effortless handling.

This approach is used on the deck and interior design resulting in a secure centre cockpit with all sail controls at hand and a clear uncluttered deck. The centre cockpit design has allowed efficient use of the hull volume to provide a spacious cruising interior for the family. Notable features include the big owner's cabin aft with separate heads and a large U-shaped galley with extensive work surfaces.

Accommodation and Equipment

Forepeak Chain locker

Forecabin Two single berths are fitted in a 'V' shape for which an infill is available for conversion into a double berth. Beneath the berths is stowage with PVC bags supplied to protect stowed bedding etc. Cave lockers are fitted to the ships sides and a hanging locker is provided to port. A large, ventilated deck hatch is fitted to provide light and emergency access. The forecabin is fitted out in teak with carpet to the floor areas.

Fore toilet compartment is to starboard, aft of the forecabin and is fully fitted out with marine WC, washbasin, shower with electric pump out and shower grating, hot and cold pressurised water system, lavatory paper holder, tooth mug and toothbrush holder, towel rail. The compartment is fitted out in easily cleaned laminate and has an opening deck hatch for light and ventilation.

Saloon Great attention has been given to providing a light, spacious airy saloon. An 'L' shaped settee is fitted to starboard with a single settee berth opposite. The table is fitted centrally around the mast support pillar and opens out to the full width of the saloon providing plenty of dining space. Lockers are provided to the ships sides and behind the settee backs. Underneath the settees are the water tanks and additional storage space. An opening hatch is fitted to provide light and ventilation in addition to the deck mounted ventilators.
The saloon is fitted out in teak with teak & holly ply to the floor areas. The settees are upholstered in a choice of colours and materials and curtains are fitted to the windows.

Galley The 'U' shaped galley is to port, aft of the saloon and immediately adjacent to the companionway. It is fully fitted out with twin sinks, one of which has a cover, hot & cold pressurised water system, a refrigerated ice box, two burner gas stove with oven and grill and stainless steel crash bar. The cooker has a foldover cover to extend the working surfaces which are all of easily cleaned laminate. Plenty of stowage is fitted to the ships sides and beneath working areas for food, crockery, pans etc.

Navigation Area is to starboard opposite the galley. The chart table is made of teak in 'desk' form with opening top which allows plenty of space for chart stowage. There is additional drawer stowage under the chart table for additional miscellaneous items. A chart light is provided as is space against the ship's sides and on the forward half bulkhead for bookshelves and navigation instruments. Also fitted in the navigation area is the switch panel which is supplied with circuit breakers, and the battery changeover switch.

Aft Cabin passageway is to starboard and is fitted with a navigators berth which also forms the seat for the chart table. There is stowage underneath the berth and also to the ship's sides. The floor area is in teak and holly ply.

After Cabin is very comfortably fitted with a fore and aft double berth to port and an L shaped settee to starboard. A large hanging locker is also fitted to starboard. To port is a completely self contained toilet compartment fitted out in easily cleaned laminate and equipped with a marine WC, basin with hot & cold pressurised water system, lavatory paper holder, tooth mug and brush holder, towel rail. Plenty of stowage is provided, as is an opening deck hatch for light and ventilation. Twin opening transom ports also give light and ventilation.

Cockpit is T shaped with coamings for protection and safety. The cockpit seats and sole are fitted with teak. A large cockpit locker is fitted to port and provides plenty of room for sails and general equipment. Equipment fitted in the cockpit includes steering pedestal with binnacle guard, navigation and engine instruments, engine controls, grab handles around companionway, console over companionway with standard echo sounder and speedo/log, sprayhood and winch handle pocket.

Engine The standard engine is a Thorneycroft T80 35hp diesel engine with reduction gearbox, and is accessible from aft cabin passageway. The large Thorneycroft T98, 47 hp diesel can be fitted in its place, at additional cost, if required. The instruments supplied include tachometer, oil pressure and water temperature guages and ammeter. The shaft is in stainless steel with two bladed bronze propeller. Remote stern gland greaser, sight tube to the fuel tank and automatic fire extinguisher in engine space are supplied.

Electrical A 12v alternator on the engine charges 2 heavy duty 12v batteries for which there is a 4 way changeover switch fitted at the chart table. Navigation lights supplied are port & starboard lights, stern, steaming and deck lights. Electric lighting is supplied to all accommodation areas. Cathodic protection is given from a hull mounted sacrifical anode.

Deck fittings Stemhead fittings with chain roller, pulpit, anoidised aluminium toe rail, 8 stanchions and sockets, guard rails, pushpit, mast pulpit, chain plates, hand windlass, 4 mooring cleats & fairleads, 2 spring cleats & fairleads, 2 x two speed genoa sheet winches with cleats, main sheet traveller with jamming cleat, 2 genoa tracks & sliders blocks & turning blocks, handrails to coachroof, ventilators to each cabin, fore hatch, saloon hatch, aft cabin hatch, hatches to toilet compartments, fuel and water fillers. Gas locker.

Spars In silver anodised aluminium, comprising mast with main & foresail halyard winches & cleats, spinnaker eye and pad for spinnaker winch. Boom with slab reefing system including winch, 3 reefing eyes & jammers.

Sails Mainsail with three rows of reef points and a working jib both from a well known sail maker and complete with tacks, hanks, bags and a mainsail coat.

Rigging Standing rigging in 1 x 19 stainless steel wire with running rigging in terylene, comprising fore and main halyards, topping lift, burgee halyard and signal halyard.

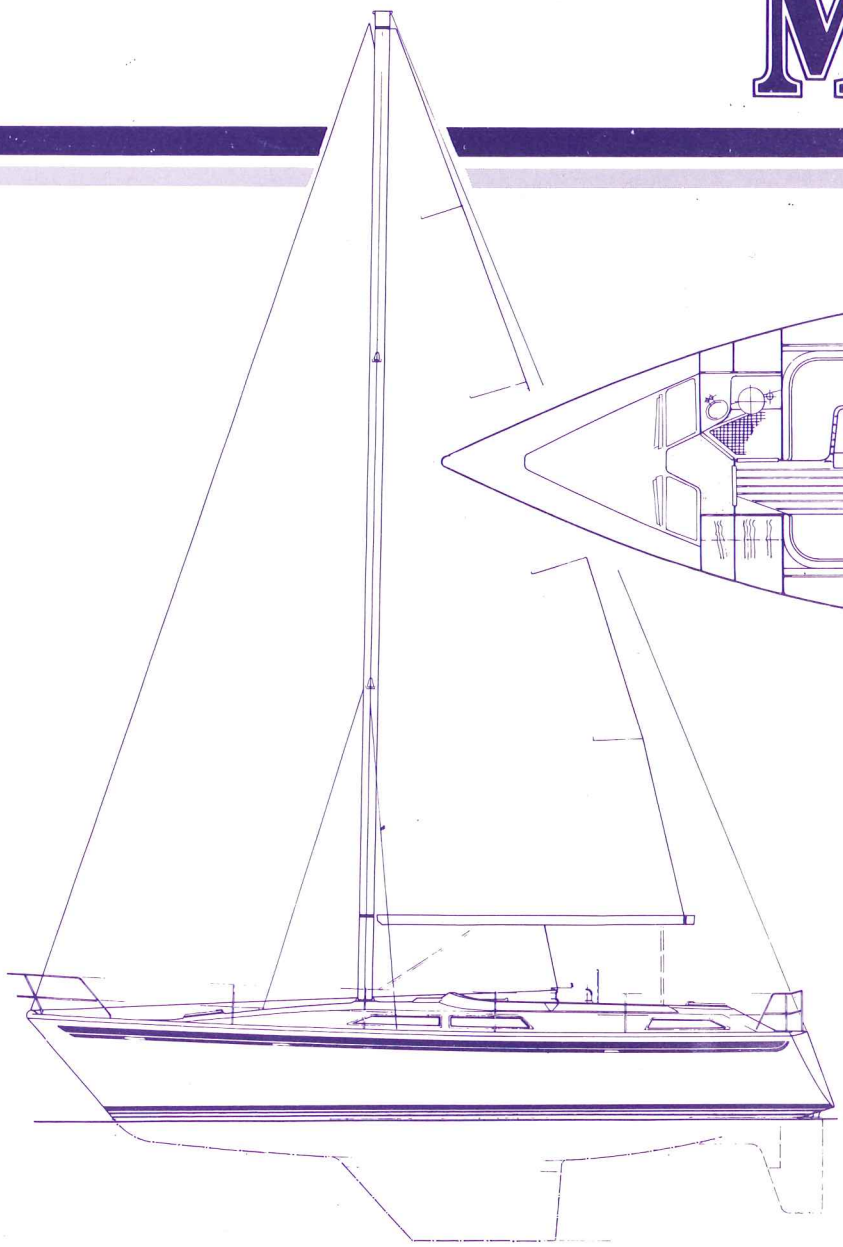
General Equipment Transom bathing platform with swimming ladder, radio/stereo cassette with twin speakers in saloon, Compass Stowe Navigator I speedo/log and Navsounder echo sounder, hand windlass, Plough anchor with 15 fathoms chain, diaphragm bilge pump, 2 dry powder fire extinguishers and automatic fire extinguisher, 3 warps, 3 fenders, gas bottle and spanner, first aid kit, tool kit, ensign socket, emergency tiller, reading lights to all berths, curtains, choice of carpet and upholstery materials.

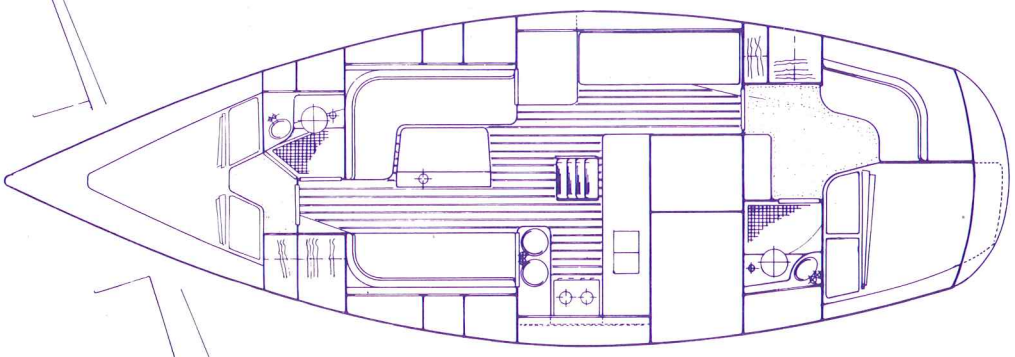
Deck & Hull In white GRP to Lloyds specification. Each yacht carries a Lloyds Hull Release Note. The deck is in white with integral, grained non slip surfaces in grey. The standard paintwork covers topstrake & boottopping in navy and grey with navy antifouling to undersides.

The above specification is intended to fairly represent the Moody 376. However the right to amend this specification without notice is reserved. (This specification does not constitute an offer to contract.)

Designed by Peregrine Advertising, Wellington. Printed by Edwin Snell printers, Yeovil.

Moody 37





Designed by Bill Dixon
of Angus Primrose Limited.

Built by Marine Projects
(Plymouth) Limited.

Marketed by A.H. Moody
and Son Limited.

CAPACITIES

Fuel	45 gallons
Water	55 gallons

SAIL AREAS

Mainsail	300 sq. ft.
Genoa	540 sq. ft.
No. 2	468 sq. ft.
Working Jib	340 sq. ft.

Designer Bill Dixon comments:-

The Moody 37 is intended as a comfortable, fast and stable cruising yacht which will complement the other yachts to our design in this well established range.

This yacht should be equally at home shorthanded on extended passages, or pottering along the coast with the family.

Following our aims of continuous development we have, instead of breaking new ground in one area, set out to detail and produce a design which in its execution is a step forward in its class.

The hull form follows our latest thinking, by modern standards a moderately proportioned hull so as to give the desired blend of seakeeping, stability, and performance.

The form features powerful amidship sections combined with carefully drawn and shaped bow and stern sections, giving a comfortable motion.

The keel and rudder are designed with cruising in mind. The rudder features a large partial skeg for strength and directional control. The keel is a moderate length optimised aerofoil section, allowing the ballast to be positioned far down for stability, length for drying out against the wall and directional control.

This vessel has a double spreader rig of generous proportions, ensuring a good performance in light airs combined with a high ballast ratio to carry sail in a breeze.

Style is very important to us and the outboard profile and deck shape represents our desire to give the customer a yacht the looks of which he can be proud of.

Features of note developed in this yacht are: The 'T' shaped centre cockpit with a humped helmsman's seat. It also has been our aim to put safety first and for that reason we have designed a sit-in rather than a sit-on cockpit.

Setting new standards in interior design is just as important as the sailing performance and outboard profile. To cram the interior full of berths at the expense of space and stowage is not our aim, instead we have given the interior a spacious airy feeling, one which will be pleasant to live with.

Of note is the large owner's cabin featuring a settee, large wardrobe and dressing table, together with it's own separate heads compartment. Forward is another double cabin with it's own access to the forward heads. Berths for eight are catered for with up to four in the saloon.

We are very confident that our evolutionary rather than revolutionary design approach to the Moody 37 will have the reassuring, familiar qualities of performance, comfort and safety matched with an exciting new design.

Deck & Hull In white GRP to Lloyds specification. Each yacht carries a Lloyds Hull Release Note. The deck is in white with integral, grained non slip surfaces in grey. The standard paintwork covers topstrake & boottopping in navy and grey with navy antifouling to the undersides.

Forepeak Chain locker.

Forecabin Two single berths are fitted in a 'V' shape for which an infill is available for conversion into a double berth. Beneath the berths is stowage with PVC bags supplied to protect stowed bedding etc. Cave lockers are fitted to the ships sides and a hanging locker is provided to port. A large, ventilated deck hatch is fitted to provide light and emergency access. The forecabin is fitted out in teak with carpet to the floor areas.

Fore toilet compartment is to starboard, aft of the forecabin and is fully fitted out with marine WC, washbasin, shower with electric pump out and shower grating, hot and cold pressurised water system, lavatory paper holder, tooth mug and toothbrush holder, towel rail. The compartment is fitted out in easily cleaned laminate and has an opening deck hatch for light and ventilation.

Saloon Great attention has been given to providing a light, spacious airy saloon. An 'L' shaped settee is fitted to starboard with a single settee berth opposite. The table is fitted centrally around the mast support pillar and opens out to the full width of the saloon providing plenty of dining space. Lockers are provided to the ships sides and behind the settee backs. Underneath the settees are the water tanks and additional storage space. An opening hatch is fitted to provide light and ventilation in addition to the deck mounted ventilators.
The saloon is fitted out in teak with teak & holly ply to the floor areas. The settees are upholstered in a choice of colours and materials and curtains are fitted to the windows.

Galley The 'U' shaped galley is to port, aft of the saloon and immediately adjacent to the companionway. It is fully fitted out with twin sinks, one of which has a cover, hot & cold presssurised water system, a refrigerated ice box, two burner gas stove with oven, grill and stainless steel crash bar. The cooker has a foldover cover to extend the working surfaces which are all of easily cleaned laminate. Plenty of stowage is fitted to the ships sides and beneath working areas for food, crockery, pans etc.

Navigation Area is to starboard opposite the galley. The chart table is made of teak in 'desk' form with opening top which allows plenty of space for chart stowage. There is additional drawer stowage under the chart table for additional miscellaneous items. A chart light is provided as is space against the ship's sides and on the forward half bulkhead for bookshelves and navigation instruments. Also fitted in the navigation area is the switch panel which is supplied with circuit breakers, and the battery changeover switch.

Aft cabin passageway is to starboard and is fitted with a navigators berth which also forms the seat for the chart table. There is stowage underneath the berth and also to the ship's sides. The floor area is in teak and holly ply.

After Cabin is very comfortably fitted with a fore and aft double berth to port and an L shaped settee to starboard. A large hanging locker is also fitted to starboard. To port is a completely self contained toilet compartment fitted out in easily cleaned laminate and equipped with a marine WC, basin with hot & cold pressurised water system, lavatory paper holder, tooth mug and brush holder, towel rail. Plenty of stowage is provided, as is an opening deck hatch for light and ventilation.

Cockpit is T shaped with coamings for protection and safety. The cockpit seats and sole are fitted with teak. A large cockpit locker is fitted to port and provides plenty of room for sails and general equipment. Equipment fitted in the cockpit includes steering pedestal with binnacle guard, navigation and engine instruments, engine controls, grab handles around companionway, console over companionway with standard echo sounder repeater, sprayhood and winch handle pocket.

Engine The standard engine is a Thorneycroft T 90 35 hp diesel engine with reduction gearbox, and is accessible from aft cabin passageway. The larger Thorneycroft T108, 47 hp diesel can be fitted in its place, at additional cost, if required. The instruments supplied include tachometer, oil pressure and water temperature guages and ammeter. The shaft is in stainless steel with two bladed bronze propeller. Remote stern gland greaser, dipstick to the fuel tank and automatic fire extinguisher in engine space are supplied.

Electrical A 12v alternator on the engine charges 2 heavy duty 12v batteries for which there is a 4 way changeover switch fitted at the chart table. Navigation lights supplied are port & starboard lights, stern, steaming and deck lights. Electric lighting is supplied to all accommodation areas. Cathodic protection is given from a hull mounted sacrifical anode.

Deck fittings Stemhead fitting with chain roller, pulpit, anodised aluminium toe rail, 8 stanchions and sockets, guard rails, pushpit, mast pulpit, chain plates, hand windlass, 4 mooring cleats & fairleads, 2 spring cleats & fairleads, 2 x two speed genoa sheet winches with cleats, main sheet traveller with jamming cleat, 2 genoa tracks & sliders blocks & turning blocks, handrails to coachroof, ventilators to each cabin, fore hatch, saloon hatch, aft cabin hatch, hatches to toilet compartments, fuel and water fillers. Gas locker.

Spars In silver anodised aluminium, comprising mast with main & foresail halyard winches & cleats, spinnaker eye and pad for spinnaker winch. Boom with slab reefing system including winch, 3 reefing eyes & jammers.

Sails Mainsail with three rows of reef points and a working jib both from a well known sail maker and complete with tacks, hanks, bags and a mainsail coat.

Rigging Standing rigging in 1 x 19 stainless steel wire with running rigging in terylene, comprising fore and main halyards, topping lift, burgee halyard and signal halyard.

General Equipment Compass, echo sounder with alarm and repeater, Sumlog, Plough anchor with 15 fathoms chain, diaphragm bilge pump, 2 dry powder fire extinguishers and automatic fire extinguisher, 3 warps, 3 fenders, gas bottle and spanner, log book, first aid kit, tool kit, ensign socket, emergency tiller, reading lights to all berths, curtains, choice of carpet and upholstery materials.

A. H. Moody & Son Ltd.
Swanwick Shore Road, Swanwick, Southampton SO3 7ZL, England
Telephone: Locks Heath 6116 (UK Code 04895 UK Int. Code 44) Telex: 477536.

MOODY 37

Reprinted from YACHTING WORLD September 1985

MOODY 37

FOR some considerable time, Moody of Swanwick were aware that there was a gap in their range of family sailing cruisers. There was nothing between the popular Moody 34 and the very much larger Moody 41. Bill Dixon — chief designer at Illingworth and Primrose — who had been entrusted with the design of the other yachts in the range, was called in to create something to bridge that gap.

Like the yachts immediately on either side of her in the range, the Moody 37 is based upon an easily driven, high volume hull. All three models have large after cabins and centre cockpits. All three decks and superstructures bear a close family resemblance. Common features are relatively long, low aspect ratio fin keels and semi-skegged rudders which are well suited to cruising yachts of this type. Both the Moody 34 and 37 are available as bilge keelers.

On deck

The Moody 37 is full in the bows at the deck. This gives plenty of room when working on the foredeck with the ground tackle or when making a sail change.

The forestay is of fixed length and taken down to a substantial, fabricated stainless steel stemhead fitting, which incorporates twin stemhead rollers. A 35lb (16kg) CQR anchor is supplied as standard equipment and this can be secured for sea hove home in the starboard fairlead. The 5/16in (8mm) short-linked, calibrated chain cable is handled by a Lofrans, manually operated anchor winch fitted in a self-draining anchor well. We were pleased to note that the chain gully was amply protected by a stainless steel chafing strip.

Stout stainless steel forward and after pulpits are fitted and the deck at side is provided with a slotted aluminium alloy toerail, which also carries the sockets for eight (four each side) solid aluminium 24in (600mm) stanchions. We would prefer to see nothing lower than 28in (710mm) fitted to any cruising yacht because, with the increased height, the upper line comes more conveniently to hand. This is a criticism which might be levelled at a large number of production yachts, but of course, economics has some bearing on the matter.

The deck is pleasantly uncluttered and easy to move about upon. Substantial teak handrails run down both sides of the coachroof from just forward of the accommodation access to well forward of the mast. The after pulpit has a break in way of the single standing backstay and this gives easy access to the folding bathing ladder fitted to the transom.

Ten inch (25cm) aluminium mooring cleats are fitted in the bows and at each quarter and there are 8in (20cm) cleats and fairleads in the toerail on each side, at the point of maximum beam, to take spring lines. The builders, sensibly, are increasing the size of the spring cleats.

Security bars are fitted on each side of the mast. These are to be moved a little further from the spar to allow a crew member working at the mast rather more room to swing a winch handle.

This centre cockpit feels secure. The seats and coamings are comfortable, but a larger wheel is to be fitted to subsequent boats

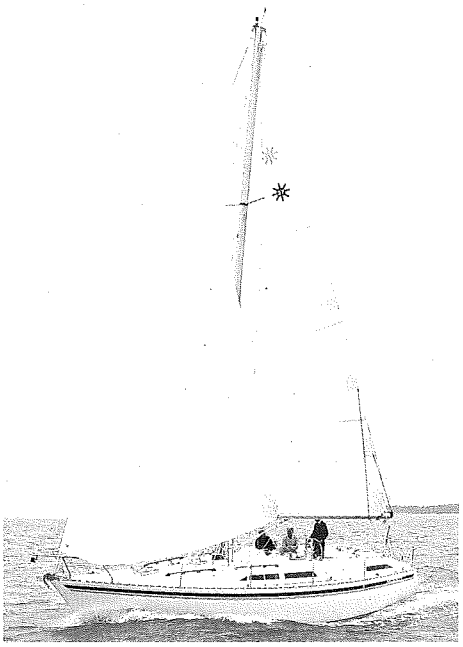
Centre cockpits often give the impression that the crew is raised high above the surface of the water and rather exposed. The slightly T-shaped cockpit of the Moody 37, however, feels remarkably secure. The seating is comfortable and the coamings are just the right height. The yacht we tested was fitted with a 30in (76cm) diameter Whitlock wheel, but 32in (81cm) will be the diameter fitted to succeeding yachts. The larger diameter will still allow the helmsman to pass between the wheel rim and the edge of the cockpit seat.

Although not fitted to the yacht on test, all Moody 37s will be supplied with a folding spray hood over the companion and the extras list offers a low, wraparound windshield, which will give welcome extra protection.

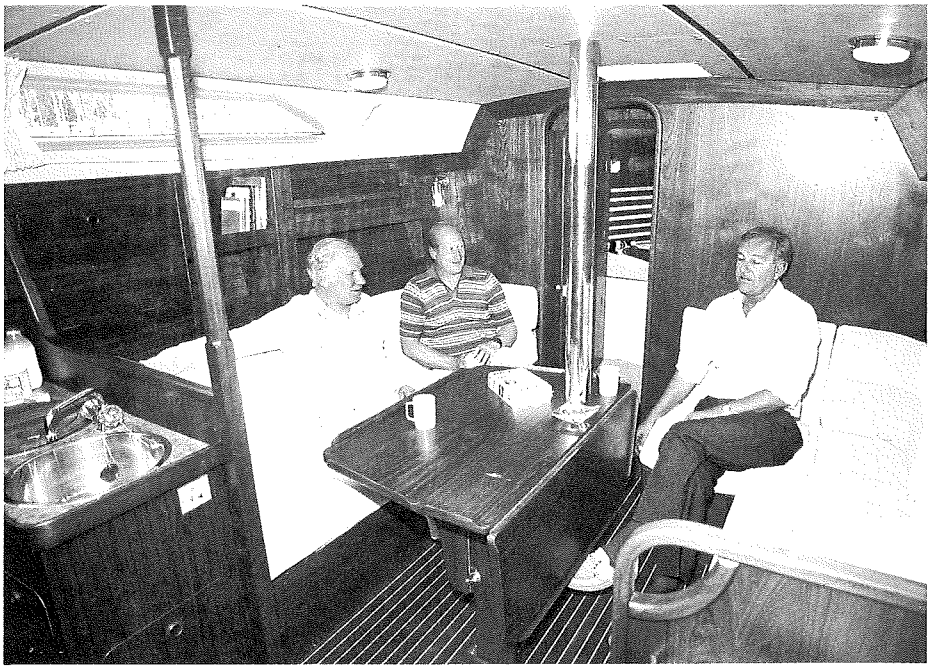
All-round visibility from the wheel is excellent, but the low cut, heavy genoa that we used throughout the test created a disconcerting blind spot on the lee bow. One would imagine that the majority of owners will fit a roller furling / reefing headsail for cruising and this, with its tack raised above the furling drum and with a higher cut clew, would remove the blind spot entirely.

We found that the drains fitted in the after corners of the cockpit well did not clear all the water when the yacht was heeled, particularly on port tack.

The Moody 37 proved to be pleasantly stiff and satisfyingly fast in the 18-knot breeze



Good headroom and comfortable seating make the Moody's saloon a pleasant place in which to live. Joinery is teak and teak-faced ply and the saloon is well serviced with natural light



The drains are to be resited at the forward end of the well and this will cure the drainage problem.

The engine control panel for the 35hp Thornycroft auxiliary is fitted behind a splash panel in the port coaming and the single lever control is incorporated in the grab bar, on the starboard side of the steering pedestal.

Centre cockpit layouts often prove to be woefully inadequate when it comes to providing stowage for lines, sails and fenders. The Moody 37, however, has been given a cavernous cockpit locker with access through the port seat and coaming, the opening being closed by a two-part, hinged hatch. A steel ladder allows easy access to anyone wishing to disappear into the bowels of the vessel. The locker includes a deep fiddled shelf for the stowage of smaller items.

Accommodation

The wide accommodation hatch gives easy access below. The treads of the ladder, however, should be fitted with efficient non-slip pads.

The layout is designed to provide comfortable living space for seven or eight adults. There is a pair of vee berths in the forecabin which, in the test yacht, were not designed to convert into a double. A simple infill piece could be provided to permit this. The cabin is spacious and well-lit by the Lewmar 520 x 520mm escape hatch in the foredeck. Swivel lights are fitted over the head of each berth and there is an efficient main cabin light on the deckhead.

Cave locker stowage runs the length of each berth and is high enough to provide no obstruction to the occupants of the berths when they wish to turn over. Average headroom is about 5ft 11in (1·8m) when standing at the head of the berths, but the builders plan to increase this to about 6ft (1·83m) by reducing the depth of the backing carrying the headlining. There is plenty of stowage beneath the berths, using drop-in bag liners, and a useful, lined hanging locker.

Access to the saloon from the forecabin is through a short lobby between the forward heads to starboard and a large hanging locker to port. The forecabin may be shut off by its own door and a second leads into the forward head / shower. The berths in the forecabin are only 6ft 1in (1·85m) long, but it should be possible to steal a little more in succeeding yachts.

The forward head / shower compartment is light and airy, well-lit by natural light and ventilated by a Lewmar 340 x 195mm hinged hatch fitted with a Venturi vent. The compartment is served by hot and cold pressurised water at both the wash hand basin and the shower. All seacocks are fitted in the cupboard beneath the basin. We would prefer to see all piping double clipped to skin fittings.

The joinery in the saloon, as in the rest of the yacht, is in solid teak and teak-faced plywood. Thin plywood panels covered with a soft, textured PVC line the deckhead and the cabin sole is striped teak and holly. Headroom throughout the saloon is greater than 6ft 2in (1·88m).

The living area consists of a U-shaped dinette to starboard, which converts to a double berth. To port of the passage through to the forecabin is a straight settee which also serves as a comfortable berth. There is some stowage beneath both settees, but most of the room is taken up by the stainless steel water tanks, which are fitted both port and starboard.

Two 110amp/hr batteries (well-secured) are fitted beneath the starboard settee. There is useful stowage for bedding behind the seat backs and shelf stowage over. The depth of the fiddles is to be increased.

The two-leafed and fiddled cabin table is stoutly made and well-supported by the stainless steel, tubular mast pillar that passes down through its centre section, which also includes a bottle stowage. A drinks locker and locker for glasses complete the stowage available in this area.

The saloon is well-ventilated and well-served with natural light. There are two swivel lights on the forward bulkhead and three efficient main cabin lights fitted to the deckhead.

The galley, to port at the foot of the accommodation ladder, is fitted with a Plastimo Atlantic two-burner stove complete with grill and oven. The lockerage above the stove and against the yacht's side is closed with sliding, smoked acrylic doors and provides peg-register stowage for crockery and plenty of room for consumable dry items.

A large work top runs athwartships across the after end of the cabin and behind the accommodation ladder. This area is particularly useful, but should be provided with deeper fiddles. Brush-through corners would facilitate cleaning. The chest-type fridge built into the worktop has a very useful volume of about five cubic feet (0·14m³) and seemed to put very little drain upon the batteries. No trash bin was fitted to the test yacht, but there is provision for one beneath the sink. The galley is served by both hot and cold pressurised water.

The navigation area to starboard at the foot of the accommodation ladder has a large chart table with stowage beneath its hinged top. There is plenty of room for instruments and the ship's electrics panel alongside the chart table. A tier of drawers is incorporated beneath the table and there is generous fiddled stowage for almanacs and pilots.

The navigator's seat is formed by the head of the 6ft 3in (1·9m) berth which is fitted outboard of the passage from the saloon to the after cabin. Here a large lift-out panel in the fore and aft bulkhead on the inboard side of the passage gives access to the engine compartment.

The installation in the machinery space is very well done and there is excellent access to all service points. Pipe and cable runs are neatly installed. Just ahead of the engine compartment is the fuel tank. Sensibly, this is provided with a readily accessible sight glass.

The after cabin has a wide double berth with stowage under, but the bunk is short. Succeeding yachts will have its length increased to 6ft 3in (1·9m). Headroom averages about 5ft 10in (1·78m), but there is 6ft 1in (1·85m) beneath the 500 x 500mm escape hatch.

A small cupboard and drawer unit is built into the cabin's forward bulkhead, behind which is the engine, and there is a large hanging locker to starboard just inside the door leading into the passage to the saloon. There is a comfortable settee beside the berth.

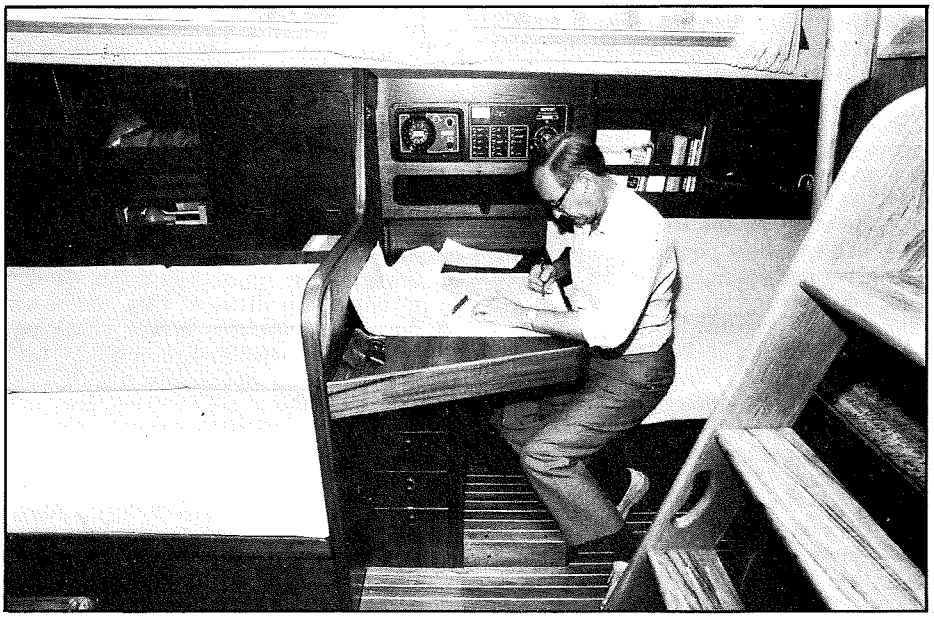
Ensuite with the after cabin is a large, pleasant and well-ventilated head compartment which can be fitted with a shower at extra cost.

Construction

Both hull and deck mouldings are fair and the general standard of construction is good. All structural bulkheads

continued overleaf

A good workable navigation area with large chart table and plenty of bulkhead space for instruments. The navigator sits on the head of the berth in the passage to the after cabin



appear to be soundly glassed in. Pipe and cable runs are neatly done but, as already mentioned, we would like to see double clips securing pipework to skin fittings.

The general standard of joinery and finish was not quite as good as we have come to expect from yachts in Moody's range, but this criticism will almost certainly be answered as the true production yachts start to come off the line. Where the slotted heads of machine screws show, such as those securing deck fittings and toerail, detail appearance would be improved by aligning the slots.

Under way

Under power, the Moody 37 was as easy to handle as any yacht of her size that we have tested. Handling at low speed in a confined space, both ahead and astern, presented no problems.

Although there was some small delay in the build up of revs after engaging either ahead or astern gears, the propeller bit well as soon as the revs came up. It was not possible to aerate the propeller even when performing a crash stop from full speed ahead. During this manoeuvre the yacht was brought to a complete stop in one and three quarter lengths.

Using short bursts of power ahead and astern, the right handed propeller had no difficulty in spinning the yacht through 360 degrees to starboard within her own length. Maximum speed was 8·3 knots at 2,500rpm — commendable for a hull with a useful waterline length of about 33ft (10·6m).

An 18-knot south-westerly breeze prevailed for the first day of our test and, having finished with the photography session at the mouth of Southampton Water, the test crew sailed for Chichester Harbour under full mainsail and heavy genoa. The Moody 37 proved to be pleasantly stiff and satisfyingly fast. The log seemed reluctant to record anything less than 7·4 knots, the yacht tracking well in the relatively flat water.

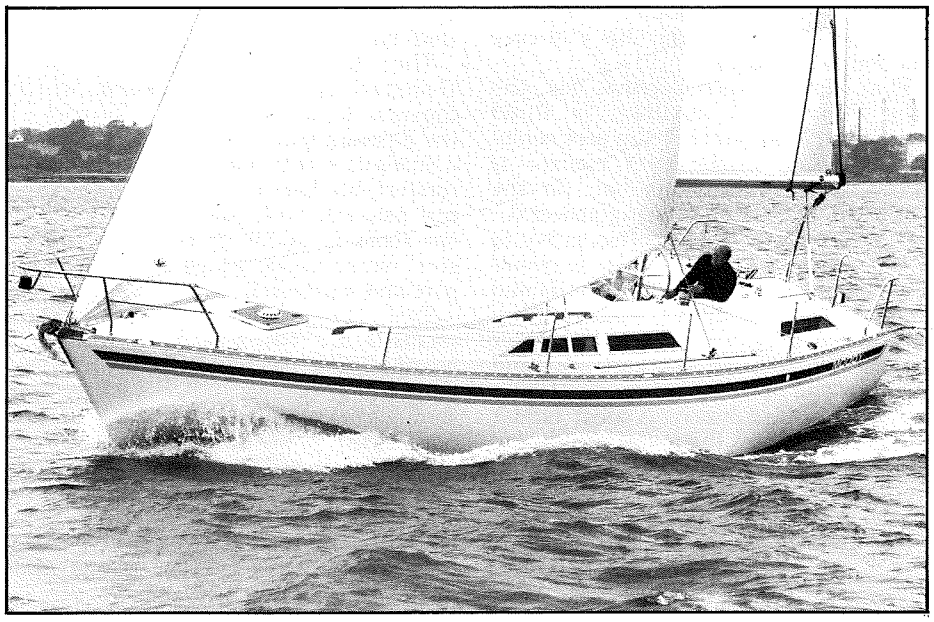
She proved to be exceptionally well-mannered and well-balanced on all points. For our preference there was rather too much 'weight' on the steering and giving the rudder a shade more counterbalance would result in lighter steering without any loss of feel.

The yacht we tested was fitted with Lewmar 43 primary winches, but she was under-winched and the builders intend to fit Lewmar 46s as standard.

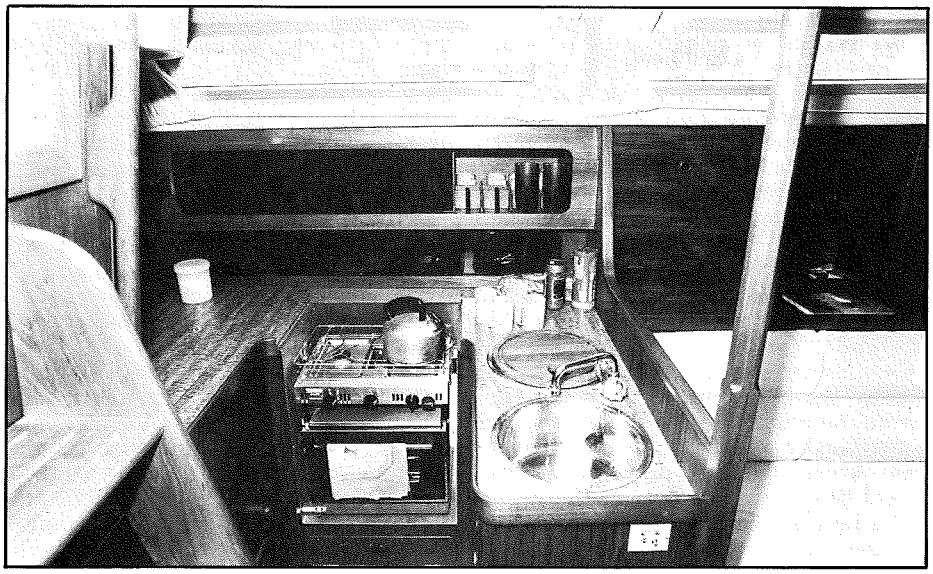
At the start of the second day's sail, the south-westerly could manage little more than eight knots over the deck to drive the yacht out over the bar off Chichester Harbour, butting into a sloppy, confused sea. The yacht carried her way extremely well through the slop and showed remarkably little tendency to hobby horse. Once clear of the bar, the wind increased to 18 knots and we began short and long tacks back towards Southampton Water.

Over a distance of 16 miles the yacht sailed herself accurately to windward with the wheel locked. Apart from tacking, the wheel required only two minor adjustments when the wind lifted first to 20 knots and then to 24 knots across the deck. For the final reach in towards the Hamble River, the log held steady at a little under eight knots.

To windward the Moody 37 carried full sail with ease until the clock showed 22 knots of apparent wind. She made good an average of 6·2 knots in the flattish water. With 22 knots of wind over the deck we felt that we would have benefited by taking in one slab. However, the increase of wind only just preceded our intention to bear off towards the Hamble and our desire to let her romp dictated that we hung on for a few minutes before checking sheets. With sheets just eased, the yacht picked up her skirts and really flew.



The yacht sailed well on all points. The low cut heavy genoa created a disconcerting blind spot on the lee bow, but owners using a roller / furling headsail should find no problem



The U-shaped galley to port is fitted with a two-burner Plastimo stove, double drainer sink and chest type fridge. A worktop area runs athwartships, but there should be deeper fiddles

Specification

The Moody 37 is supplied very well-equipped in standard trim. The sail wardrobe consists of working jib and mainsail with three slab reefs. A solid kicking strut is standard as is the Lofrans anchor winch. There is a spray-hood over the companion and instruments include both log and depthmeter.

Three docking lines and three fenders are supplied and there is also a sail coat for the mainsail. The large refrigerator and the very efficient calorifier and pressure hot and cold freshwater system are both standard equipment. In addition, the owner will find on board a complete toolkit, first aid box and even a logbook.

Conclusion

There is no doubt that the Moody 37 is a very shrewdly judged and welcome addition to the Moody range of family sailing cruisers. The yacht is comfortable to live aboard and the detail modifications to the accommodation that the builders have in mind are particularly worthwhile.

She is delightfully easy to handle under power and very rewarding under sail — a reasonably priced, family cruiser which offers both space and pace and which will certainly be built in considerable numbers. ■

MOODY 37

YACHTING WORLD ·DATA·

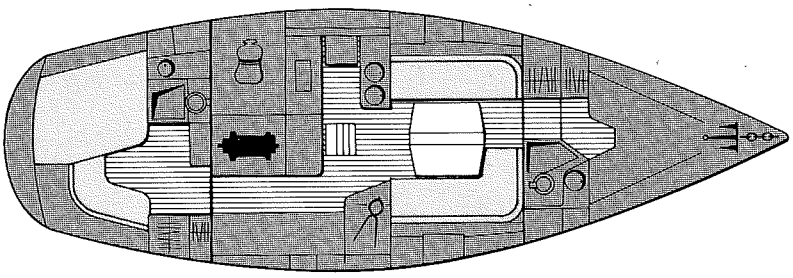
Specification & enquiries

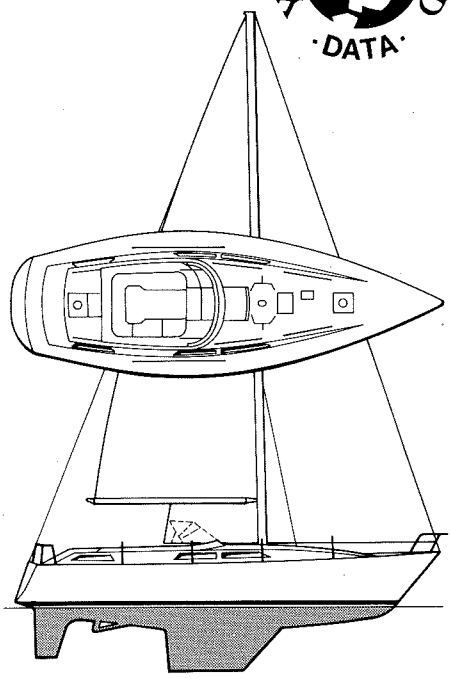
LOA	37ft 0in	11·28m
LWL	31ft	9·45m
Beam	12ft 6in	3·81m
Draught (fin)	5ft 6in	1·68m
(Bilge keel)	4ft 0in	1·22m
Displacement	16,250lb	7,371kg
Ballast	6,500lb	2,948kg
Sail area	653ft²	60·66m²
Berths	7/8	
Engine		
Thornycroft T90	35hp	26·22kW
Fuel	45gal	204·57lt
Water	55gal	250·03lt

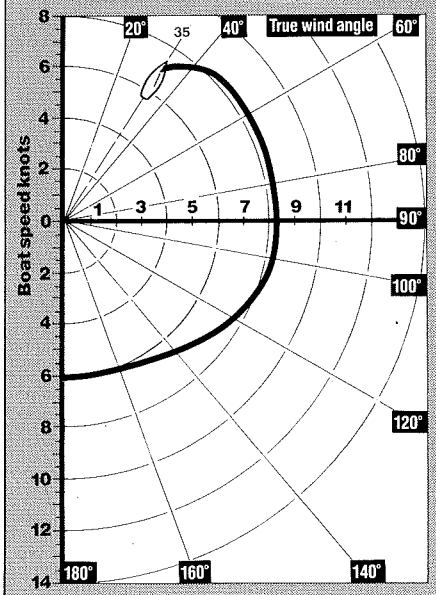
Designed by: Bill Dixon, Angus S. Primrose Ltd, Mercury Yacht Harbour, Hamble, Hants. Tel: Southampton (0703) 452539.

Built and marketed by: A. H. Moody & Son Ltd, Swanwick Shore Rd, Swanwick, Southampton SO3 7ZL. Tel: Locks Heath (04895) 6116. Telex: 477536.

Price: £42,700 ex VAT (fin keel), £43,450 ex VAT (bilge keel).







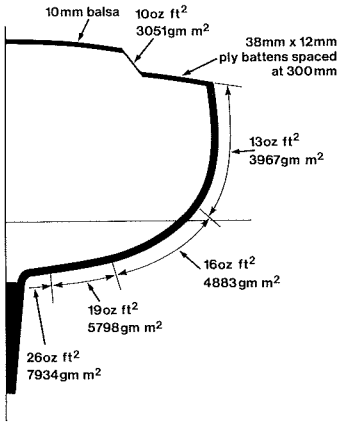
Test conditions

Wind direction 250°
Wind speed 22kt
Sail combination
Mainsail and heavy genoa
Sea state, slight

Engine trials — decibel levels/speed

Speed	3kt	4kt	5kt	6kt	7kt	8kt	8·3kt
Forecabin	61	61	64	67	69	70	71
Saloon	63	67	68	69	72	76	78
Galley	65	67	71	73	75	79	80
Charts	69	70	72	75	78	87	87
After passage	72	75	75	78	81	83	88
After cabin	68	70	70	77	79	87	84
Cockpit	64	65	69	70	74	81	82

Speed	rpm	Speed	rpm
2·3kt	1,000	8·3kt	2,500
5·1kt	1,500	8·3kt	2,650
6·5kt	2,000		



Factors

Prismatic coefficient 0·55
Immersion 1,177lb/in (1,356kg/cm)
Sail area : displacement 16·35
Displacement : waterline length 237·87
Ballast ratio 40·00 per cent
Personal stowage 15·18 per cent.

Comparable boats (prices ex VAT)

Idylle 11·50 — LOA 37ft 9in (11·51m), LWL 30ft 4½in (9·26m), Beam 12ft 1½in (3·68m), Draught 4ft 5in (1·34m), Disp 11,464lb (5,205kg), Sail area 568ft² (52·77m²), Berths 7, SA : Disp 17·88, Disp : LWL 183·07, Price £44,817.

Oyster Heritage — LOA 37ft 0in (11·28m), LWL 31ft 2½in (9·51m), Beam 12ft 0in (3·66m), Draught 5ft 3in (1·60m), Disp 15,555lb (7,054kg), Sail area 595ft² (55·3m²), Berths 7, SA : Disp 15·25, Disp : LWL 228·6, Price £52,621.

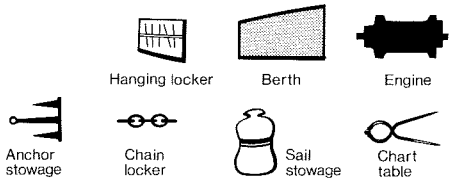
Westerly Corsair — LOA 35ft 8in (10·87m), LWL 30ft 5in (9·27m), Beam 12ft 6in (3·81m), Draught 4ft 11in (1·50m), Disp 15,500lb (7,031kg), Sail area 836ft² (77·66m²), Berths 7/8, SA : Disp 21·5, Disp : LWL 243·8, Price £45,990.

Halberg Rassy — LOA 38ft 0in (11·57m), LWL 31ft 2in (9·5m), Beam 11ft 5in (3·48m), Draught 5ft 9in (1·75m), Disp 18,700lb (8,500kg), Sail area 602ft² (55·9m²), Berths 7/9, SA : Disp 13·6, Disp : LWL 274·8, Price £56,191.

Stowage volumes

Galley	22·92ft³	0·64m³
Saloon	53·77ft³	1·52m³
Forecabin	27·28ft³	0·83m³
Forward head	5·03ft³	0·14m³
Lobby	15·34ft³	0·43m³
After head	10·78ft³	0·31m³
After cabin	30·57ft³	0·87m³
After passage	15·39ft³	0·44m³
Charts	0·92ft³	0·03m³
Personal stowage volume for 8	158·16ft³	4·48m³

Key to symbols & factors



Stowage Factor: 3ft³ per person, for stowage of personal effects. Factor is shown as a percentage of total volume. **Pounds/inch (kg/cm) immersion**: How much weight it takes to sink the boat parallel to DWL. **Prismatic coefficient**: The ratio of volume of displacement to a volume of LWL and the max cross sectional area below the load waterplane. An indication of the fineness or fullness of the hull. **Polar diagram**: Shows the optimum closehauled angle to the true wind. Also shows speed attained on all courses. **Important — Consider in conjunction with the true wind speed during the test. 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.

$$\frac{(Displacement\ (lb) \div 2240)}{(0{\cdot}01 \times LWL\ (ft))^3}$$

© TRANSPORT PRESS
A DIVISION OF BUSINESS PRESS INTERNATIONAL LTD