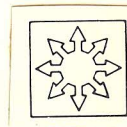
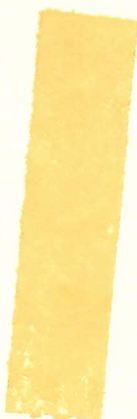


Moody 28



OWNERS MANUAL



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I N T R O D U C T I O N

The Owners Manual is designed to assist in the correct operation and maintenance of the **MOODY 28**. In compiling the Manual, a certain degree of operational knowledge has been assumed.

It is most important when operating, maintaining or repairing specific items of equipment, eg., engines, that the manufacturers' handbooks are carefully read and the instructions adhered to.

If in doubt, contact either the manufacturer of the equipment or A. H. Moody and Son Limited.

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S P E C I F I C C R A F T D A T A

Craft Model:-	MOODY 28
Construction Number:-	
Owner:-	
Year of Build:-	
Engine:- Manufacturer:-	VOLVO PENTA
Model:-	2002
Power:-	18 BHP
R.P.M:-	3200
Gearbox:- Manufacturer:-	VOLVO PENTA
Model:-	MS2
Reduction:-	2.4:1
Propeller Dimensions:-	15" (38cm) x 11" (28cm) RIGHT HAND ROTATION

P R I N C I P L E D I M E N S I O N SSHIPPING DIMENSIONS

Length overall including pulpit and
transom ladder:-

28' 3" 8.61m

Maximum Beam:-

10' 0" 3.05m

Height from underside of keel (fin) to
top of uppermost winch on superstructure:

Fin 10' 10" 3.32m

Bilge 9' 4" 2.83m

Weight - no fuel, water or stores:

Fin 6550lbs 2972kg

Bilge 6,850lbs 3180kg

GENERAL DIMENSIONS

Length overall 27' 6" 8.38m

Beam 10' 0" 3.05m

Draft : Fin 5' 0" 1.52m

Bilge 3' 6" 1.06m

Displacement (dry): Fin 6550lbs 2972kg

Bilge 6850lbs 3180kg

Fuel Capacity 18 imp galls 82 litres

Water Capacity 22 imp galls 100 litres

U S E F U L A D D R E S S E S

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Hertfordshire
WD2 8HW
England

Tel. Watford (0923) 28544
Telex:- 24768 G

M E C H A N I C A L I N F O R M A T I O N

ENGINES

The engine installed is a Volvo Penta 2002 developing 18 BHP at 3200 RPM.

After fifteen hours running, the propeller shaft alignment should be checked due to the settling of the flexible engine mountings. The engine holding down bolts should also be frequently checked for tightness.

Access to the engine is achieved either by lifting forward the whole of the lower companionway steps assembly or by lifting off the sloping panel in the after cabin.

The main engine salt water intake seacock/strainer is sited under the aft cabin berth, near the centreline.

For full details of operation and maintenance, refer to the Operators' Manual, as supplied.

TRANSMISSION

The gearbox fitted is a Volvo Penta MS2 2.4:1 reverse reduction box. The 1" (25mm) diameter shaft passes through a stern gland stuffing box with a bearing. The temperature of the stern gland should be checked occasionally whilst on passage, to test for over-heating. If the gland is too hot to touch, the locking boss should be freed slightly. A very slight leak is acceptable as this provides confirmation of a working clearance. The gland may require repacking every 1000 hours running time, and should be checked after approximately the first 100 hours running.

MECHANICAL INFORMATION (cont'd)

STEERING SYSTEM

The boat is fitted with a conventional tiller.

The through hull rudder bearing is sealed and should be checked periodically for water ingress. Should the bearing begin to leak excessively, the rudder should be shipped and the two rubber O rings located in the bearing, be replaced.

FUEL SYSTEM

The painted mild steel fuel tank is located in the cockpit locker. Capacity is 18 Imperial Gallons, (82 litres), (22 US Gallons).

There is a hatch in the top of the tank which should be removed every six months for inspection and if necessary, cleaning.

The tank filler is located on the portside deck. After bunkering, it is important to tighten down the deck filler adequately to prevent water from entering the tank.

Ensure that the breather vent is not blocked. Engine fuel filters should be checked as per the manufacturers recommendations. The water trap filter is sited outboard of the tank. There is a fuel supply shut off valve, and a fuel return to the top of the tank.

The level of the fuel in the tank can be determined from the sight gauge on the starboard side of the tank, which has a shut off tap.

MECHANICAL INFORMATION (cont'd)

WATER SYSTEM

The integral PVC water tank is located under the starboard side saloon settee. Capacity is 22 Imperial Gallons (100 litres), (26 US Gallons). It is recommended that the tank is treated with purification tablets prior to the start of each season.

The tank filler is located on the starboard side deck. Supply to the outlets, ie, galley sink and toilet basin is via a foot pump.

A calorifier may be fitted in the cockpit locker to supply the domestic hot water. This comprises a heat exchanger working from the engine cooling system. A pressure water pump then delivers both hot and cold water.

There is a pressure relief valve connected to the calorifier.

The manual bilge pump (Whale) is sited in the port side of the cockpit. The strum box is in a small keel sump located at the lowest part of the bilges.

E L E C T R I C A L I N F O R M A T I O N

One 95AH battery supplies the 12 volt system. Charging is from a 50 amp engine driven alternator.

No hand start facility is available so care should be taken that the battery is not run down to the point where you cannot start the engine.

NOTE:- Do not switch off the battery selector switch with the engine running, as this will result in damage to the alternator.

ELECTRICAL INFORMATION (cont'd)

Distribution is via circuit breakers above the chart area. The breakers are of the push/push type, ie, push to connect, push to disconnect.

G A S S Y S T E M

6lb (2.66kgs) Camping Gaz Bottles with an adaptor/tap can be connected to the gas system and would be contained in a self draining bin in the cockpit locker (port side). These supply a Plastimo cooker. For safety reasons, the gas should **ALWAYS** be disconnected after use.

M A I N T E N A N C E S C H E D U L E

The following maintenance schedule is designed as a brief guide. For full maintenance requirements, it is suggested that the Manufacturers Handbooks are read and their suggestions adhered to.

DAILY MAINTENANCE

Check coolant in header tank (if fitted)
Check lubricating oil in sump
Check lubricating oil in gearbox
Check fuel tank lines
Check cooling water seacock strainers for debris (engine)
Check all bilges and pump out as necessary
Check stern glands
Check battery water level
Check alternator belt tensions

MAINTENANCE SCHEDULE (cont'd)

PERIODIC MAINTENANCE

In addition to the daily checks, the following items should be checked after every twenty-five hours running. These checks do not include any engine servicing since this is covered in the Engine Handbook.

Turn stemhead roller and apply grease or oil
Polish all exterior chromium plated fittings
Check all gas piping for any possible leaks
Check battery terminals, and apply Petroleum Jelly
Check bilge pump and clear any obstructions as necessary
Check mooring ropes and all deck gear
Turn all seacocks on and off to avoid seizing
Wash out and grease stanchion feet
Visual inspection of all rigging for defects

Before the commencement of each season, the following items should also be checked in addition to the daily checks and those listed above:-

Fire extinguishing systems and hand extinguishers
Domestic Fresh water system and pressure pump (if fitted)
Fuel tank for water/sediment
Anodes replaced

If the craft has been out of use, for more than two weeks during the cruising season, the above checks should be carried out before using the vessel.

MAINTENANCE SCHEDULE (cont'd)

WINTER MAINTENANCE

The following list gives some recommendations which owners should carry out at the end of the season, and also work which should be carried out before recommissioning the craft for the following season.

1. Inhibit engines as per schedule in relative Engine Manual and turn off seacocks. If afloat, stop up exhaust and outlets.
2. Drain domestic water tank and complete system.
3. Grease all exterior deck fittings and instruments and controls.
4. Remove batteries, top up cells with distilled water; recharge each month. Store in dry, clean, cool place, but avoid frost.
5. Drain w/c's and turn off inlet and outlet seacocks.
6. Turn off seacock outlets to wash basins and sink.
7. Check all Jubilee clips on seacocks, inlet fittings (fuel and water), outlet skin fittings, exhausts and all interior pipe work.
8. Check rudder, propeller, shaft, bracket, cutlass bearing and repack gland.
9. Recommission engine as per schedule in relative Engine Manual.
10. Refill and commission domestic water system.
11. Replace batteries.
12. Remove grease from deck fittings and polish.

MAINTENANCE SCHEDULE (cont'd)

WINTER MAINTENANCE (cont'd)

13. Polish all exterior GRP surfaces.
14. Polish all interior woodwork with non-silicone polish or teak oil.
15. Recommission w/c's.
16. Open all seacocks.
17. Carry out all checks as listed under 'Daily' and 'Periodic' Maintenance.
18. Antifoul and replace anode.
19. Repaint boot top.
20. Revarnish exterior varnish work as necessary.
21. Test all mechanical and electrical systems.
22. Check hand extinguishers.
23. All doors, both main doors and locker doors, should be checked to ensure that they close correctly. During the winter lay up period, the doors can move and adjustment may be necessary.

It is most important that the first trip of a new season is carried out with great care and that all instruments are checked frequently. It is advisable to spend the first few hours of the new season on a trial run before making a serious passage.

MAINTENANCE SCHEDULE (cont'd)

HINTS ON GRP MAINTENANCE

1. Wash down with warm water and car shampoo or similar.
2. Wash off with clean fresh water and dry with chamois leather.
3. Apply GRP wax and polish to shine.
4. Do not use harsh abrasive compounds or Silicone Polish for cleaning surfaces.
5. For scratching and minor damage, owners should call at a boatyard, most of whom will have facilities for repair.
6. For major repairs, these are best carried out by experts using quality materials.

HINTS ON MAINTENANCE OF DECK FITTINGS

1. At the completion of each days cruising, all the salt must be removed from all the deck fittings and windows with fresh water.
2. All the fittings and windows must be wiped down with a Chamois leather.
3. From time to time, all chromium fittings should be polished with a chrome cleaner and polish. Do not use chrome cleaner on anodised aluminium fittings.
4. Special care should be taken to keep stanchion/stanchion feet joint clear of salt.

MAINTENANCE SCHEDULE

HINTS ON MAINTENANCE OF UPHOLSTERY AND WOODWORK

1. Headlinings can be washed/wiped down with soap and water.
2. Vinyl materials can be cleaned with soap and water or White Spirit.
3. Woodwork can be rejuvenated by an application of Teak Oil.
4. Fabrics, other than the overheads, should be dry cleaned.

S A I L I N G / M O T O R I N G H I N T S

1. Check weather forecast.
2. Advise someone of your destination and E.T.A.
3. Check condition and position of running rigging, ie, are the reef lines rove off correctly, are halyards clear of furling genoa (if fitted)?
4. Prior to running engine, check out systems as previously advised in this document.
5. Start engine with gear isolation button pressed in. Allow a few minutes to warm up. Check temperature, pressure and ammeter gauges.

NOTE:- Engine will require revving up to approximately 1000 R.P.M to excite alternator.

Release gear isolation button. Touch engine ahead and astern to check gear engagement.

SAILING/MOTORING HINTS

6. Make final check on tide and wind adjacent to berth, and other traffic, prior to casting off.
7. Select sails required for prevailing conditions. When space is available, put boat head to wind and hoist mainsail. Adjust outhaul, topping lift, kicking strap and leach line. Tidy halyard, and reef lines to allow for rapid reduction of sail if required.
8. Check sheet leads and hoist Mainsail.
9. The **MOODY 28** is a relatively stiff sailing yacht and because of this, one might be tempted to over canvas her, which particularly when on the wind, reduces efficiency and causes excessive helm. If there is not excessive heel, but helm is apparent, lower the mainsheet traveller to leeward.

As a guide, sail should be reduced as follows:-

HEADSAILS

No. 1 Genoa to No. 2 Genoa at	-	15 knots apparent wind
No. 2 Genoa to Working Jib at	-	22 knots apparent wind
Working Jib to Storm Jib at	-	28-30 knots apparent wind

MAINSAILS

1st reef	-	15-20 knots apparent wind
2nd reef	-	22-25 knots apparent wind
3rd reef	-	30 plus knots apparent wind

W A R R A N T Y

All Moody boats carry a full 12 month parts and labour warranty commencing from the date of initial commissioning.

Please, however, note the following, which shall not affect the owners statutory rights.

A.H.M. reserve the right to refuse a warranty claim should there be reasonable evidence that the fault in question is a result of misuse, abuse or lack of maintenance.

A.H.M. reserve the right to request that a yacht lying within reasonable sailing distance should be returned to A.H.M.'s premises for the warranty work to be carried out, at the owners expense.

A.H.M. will not unreasonably withhold instruction for an outside contractor to carry out warranty work, when it is considered impractical for the yacht to be returned to A.H.M. provided that A.H.M. are informed of the fault in question before an outside contractor becomes involved. In such circumstances, quotations must be received from the outside contractor and submitted to A.H.M. for their approval and acceptance before warranty work can commence.

A.H.M. reserve the right to refuse accounts from outside contractors under warranty if A.H.M. were not give prior notice of the claim in question.

The terms of the warranty policy covers the repair/replacement of a defective item only, and A.H.M. does not accept liability for any loss of use, out of pocket expenses or other consequential loss.

In instances when an owner has supplied his own equipment for A.H.M. to fit, the terms of the warranty cover the installation of the equipment only. The owner is responsible for the equipment he has supplied and must apply to the manufacturers direct for a manufacturing fault in the equipment.

WARRANTY (cont'd)

A.H.M. reserve the right to refuse a warranty claim when there is reasonable evidence that the fault in question has been caused as a result of work carried out by an owners instructed sub-contractor.

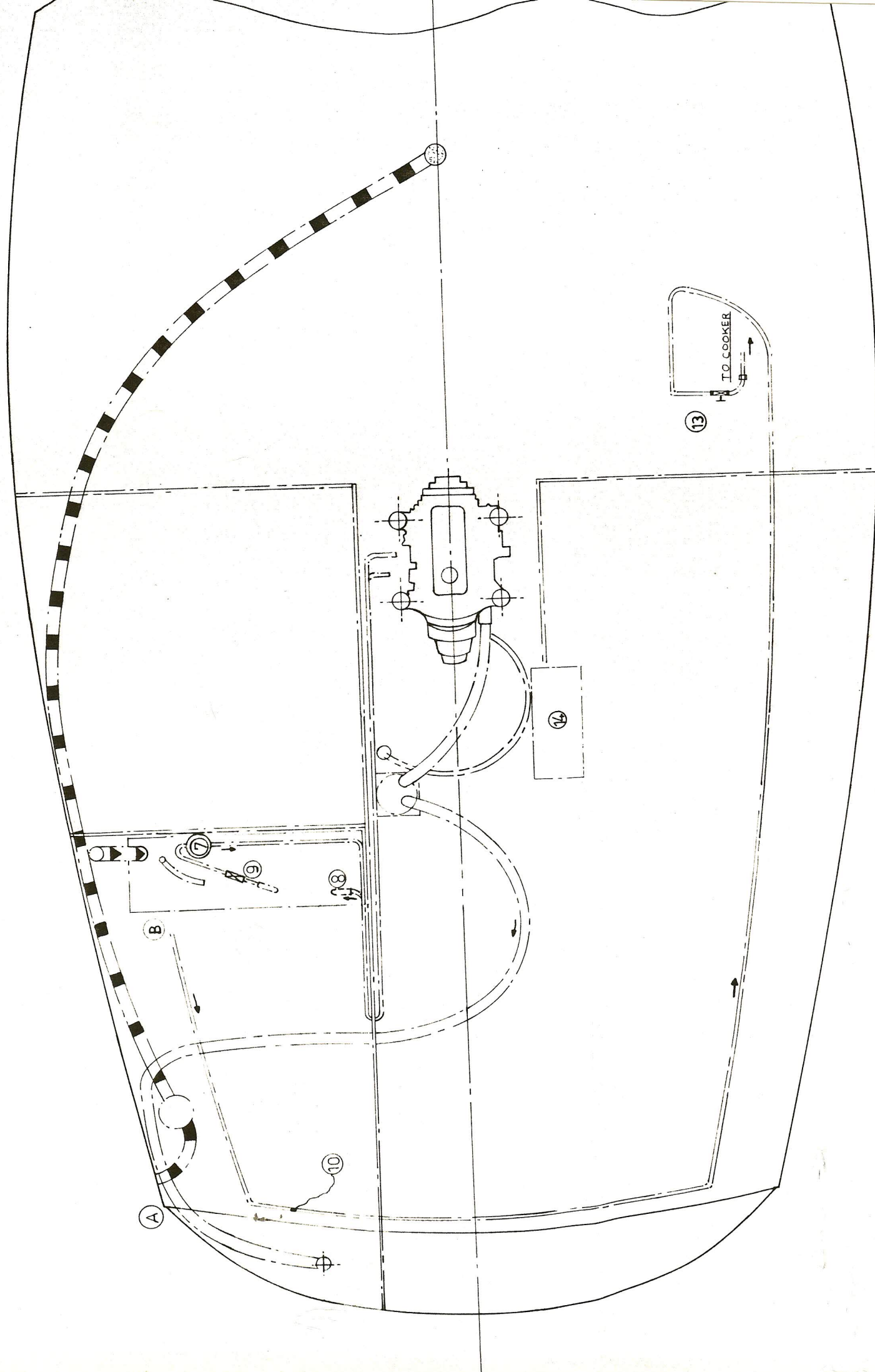
All warranty claims must be submitted to A.H.M. within the stated twelve months warranty period. A.H.M. are, however, prepared to postpone by agreement with an owner, the repair of the fault to suit an owners convenience, even though the eventual date of repair work falls outside the official warranty period.

THE ABOVE ITEMS APPLY ONLY TO YACHTS SUPPLIED DIRECTLY BY A.H.M.

Owners who have purchased their yachts from another company or distributor must apply to that company or distributor, for warranty work in which case, the terms stated may differ. A.H.M. will not accept any warranty claim from an owner who has purchased his boat elsewhere.

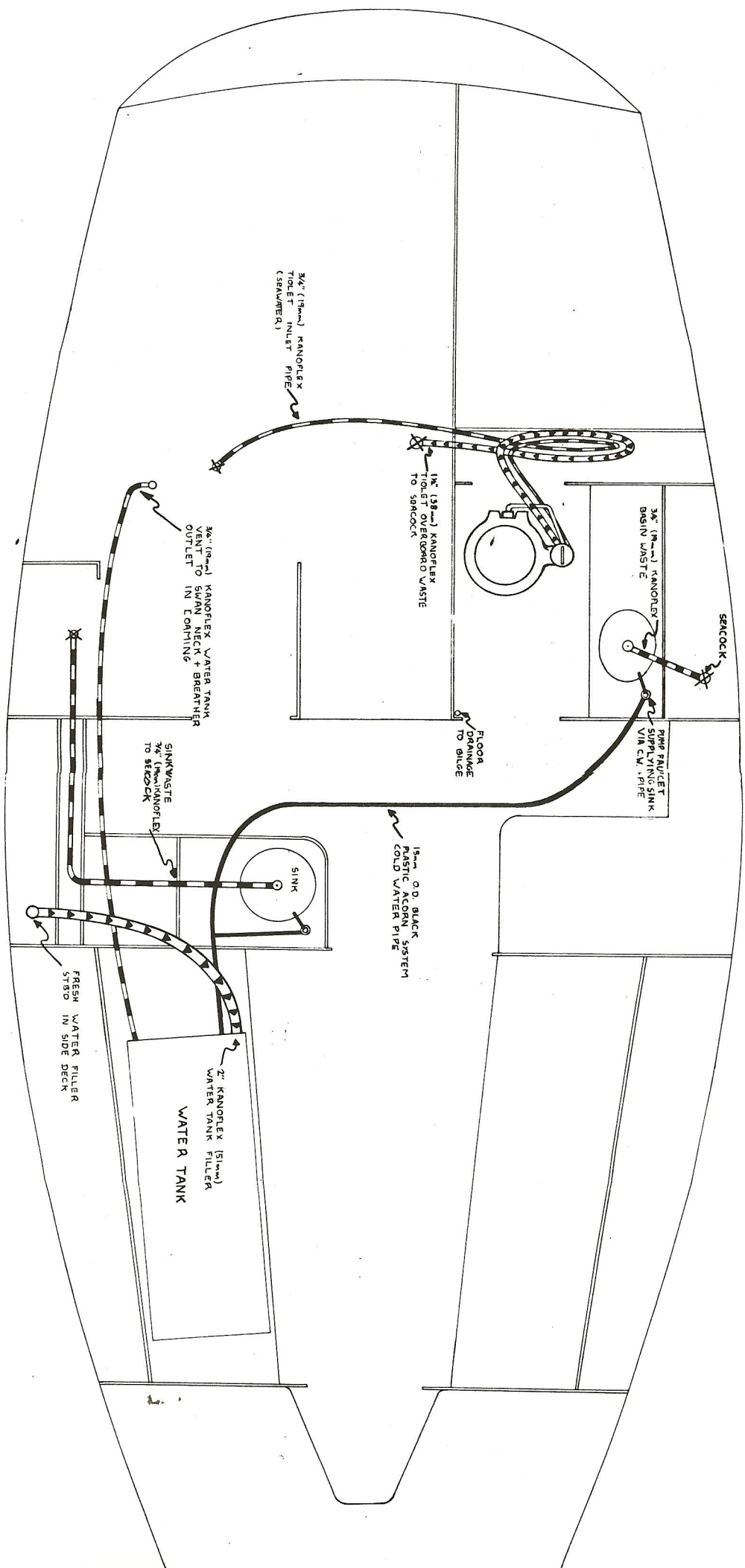
Boats purchased by Businesses are subject to special conditions which are available upon request.

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FUEL AND CALOR GAS SYSTEMS ARE ONLY SHOWN
ON FOLLOWING PLANS

1. FUEL TANK BREATHER 19mm ID (REINFORCED NYLON)
2. WHALE GUSHER BILGE PUMP (HAND OPERATED) 38mm ID MAX OUTPUT 47 LITRES PER MIN.
3. FUEL FILLER 50mm ID (REINFORCED NYLON)
4. FUEL TANK MILD STEEL (CAPACITY APPROX 19 GALLS)
5. EXHAUST MIXER BOX (STAINLESS STEEL) WATER TRAP 50mm ID REINFORCED RUBBER
EXHAUST PIPE
6. ENGINE GATEVALVE WATER COOLING 12mm ID (REINFORCED NYLON)
7. FUEL FILTER SUPPLY TO ENGINE
8. FUEL RETURN LINE) RETURN & SUPPLY
) COPPER
9. FUEL SHUT OFF VALVE) 8mm OD 6mm ID
10. GAS SUPPLY PIPE 10mm OD COPPER WITH 19mm OD PVC SLEEVE CONTINUOUS
11. MANUFACTURERS FLEXIBLE PIPE
12. MANUFACTURERS GAS REGULATOR
13. INLINE SHUT OFF TAP
14. 12V BATTERY LOCATION BOTH CONTAINED IN GRP BATTERY BOX



MARINE PROJECTS (PLYMOUTH) LTD.

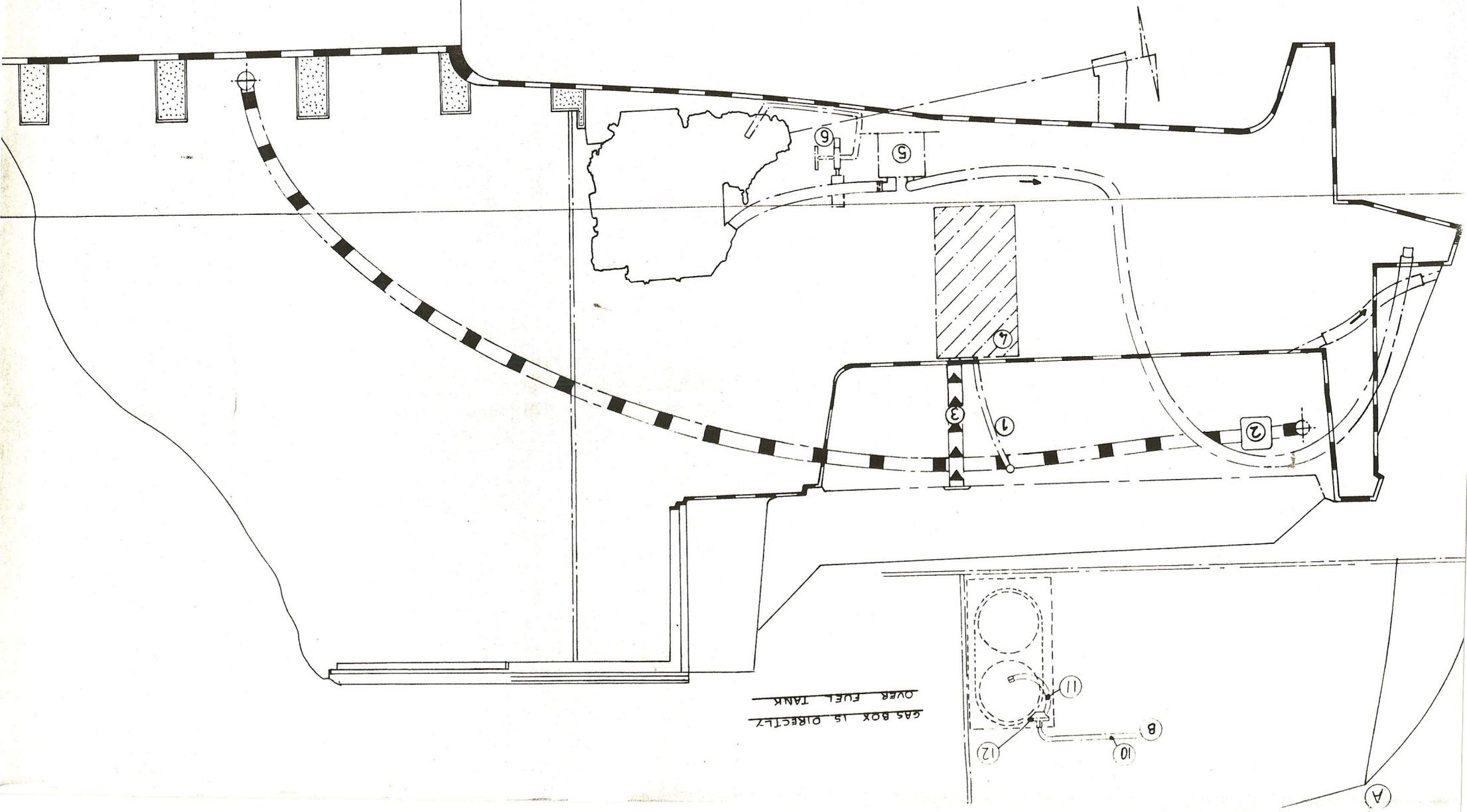
MOODY 2.8

DOMESTIC PLUMBING

DR. APX

26.6.86 SCALE 1"-12" DRAWING NO. M18-DIG

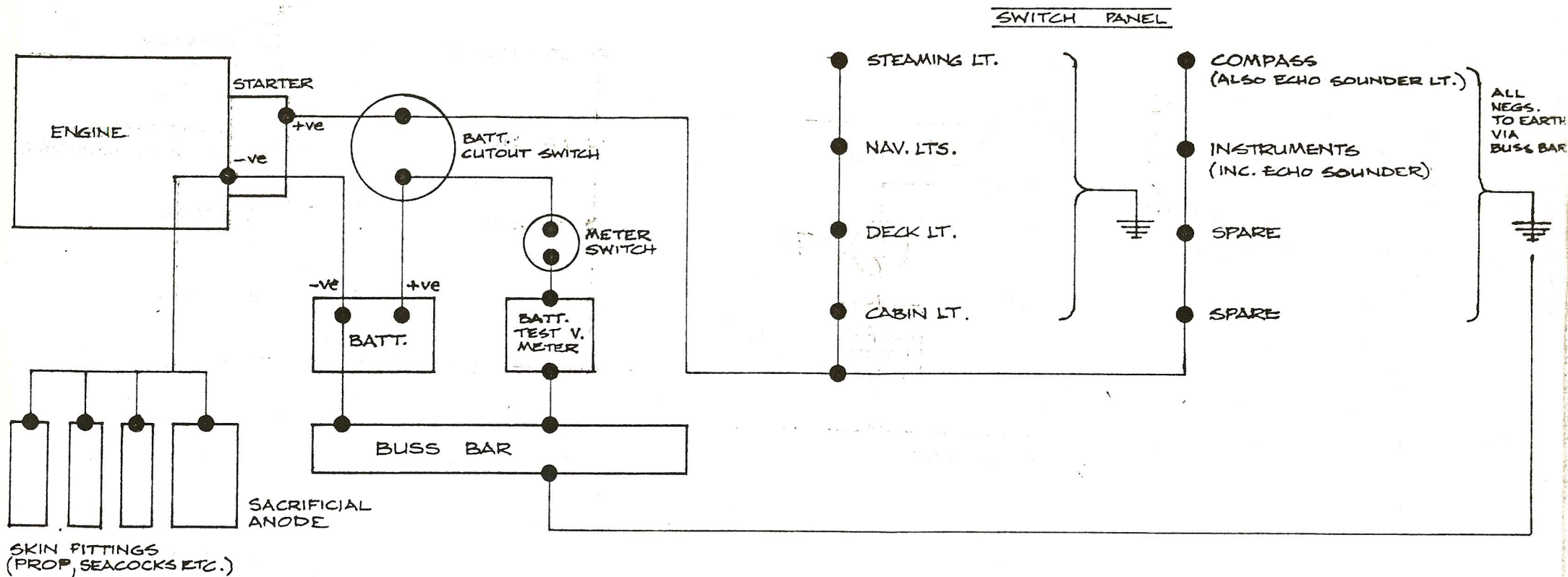
LOOKING TO PORT FROM CENTRE



GAS BOX IS DIRECTLY
OVER FUEL TANK

2B ELECTRICAL INSTALLATION (STANDARD, SINGLE BATTERY.)				MARINE PROJECTS PLYMOUTH LTD. Newport Street, Plymouth. Telephone 27771	
Drawn by JWDW	Date 20-6-86	Scale	Drwg. No M-2B 015		

Work to figured dimensions in preference to scaled dimensions. Refer significant discrepancies to chargehand before putting work in hand.



SAIL LEGEND

SAIL	LUFF	LEACH	FOOT	LP	AREA
MAIN SAIL	29'-9"		10'-3"		152.5
Nº1 GENOA	35'-3"	33'-9"	17'-9"	16'-10"	297
Nº2 GENOA / FOURTH SURFANCE	34'-0"	31'-10 1/2"	15'-7 1/2"	14'-7 1/2"	249
WORKING JIB	33'-6"	28'-9"	13'-0"	11'-0"	184

RIG DIMENSIONS

I	35'-0"	} 197.50 FT
J	11'-3"	
P	29'-9"	} 152.50 FT
E	10'-3"	
RM 1/30°		12553 FT LB

