A H Moody & Son Ltd

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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/displacment 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 productions 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.

Accomodation 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 tostarboard with a dressing table unit in front. Stowage is also provided 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 and hanging dressing table all finished in teak on the forward bulkhead 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. The centrally fixed table has two fold down leaves which when both are raised form a really large dining table at which the whole crew can eat with comfort. 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 gimballed, 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 fridge 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 immediatley 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 specification as the forward toilet with all fittings duplicated with the exception of the shower which is available as an optional extra.

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 instruments 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 overboard.

Engine: Thornycroft T108 48 b.h.p diesel engine with 1.8:1 reduction gearing, Hurth gearbox (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 two-speed headsail sheet winches with cleats, 1 mainsheet traveller and winch with cleat. 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.

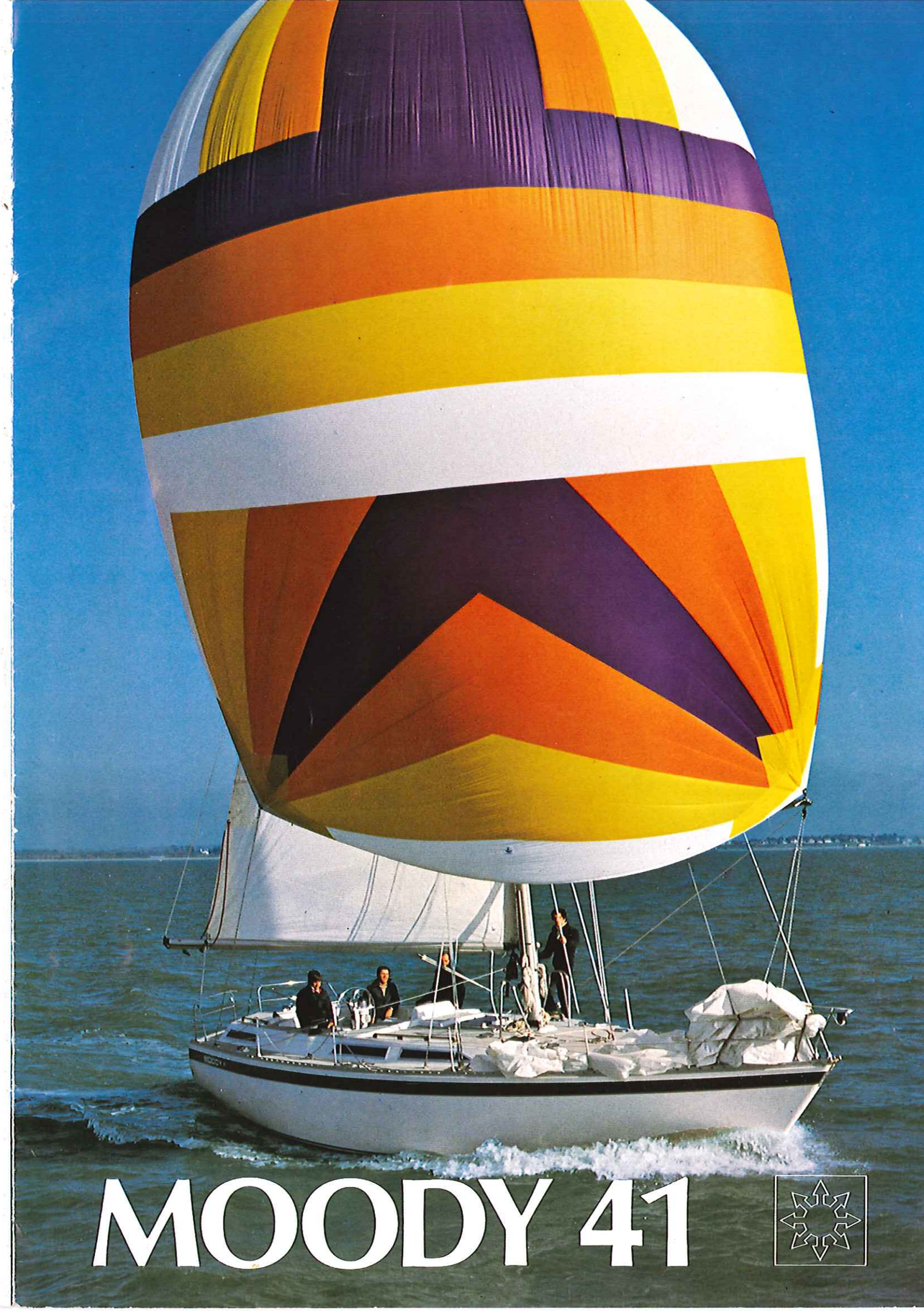
Spars: In silver anodised aluminium and comprising mast with winches and cleats for main and foresail halyards. Topping lift and burgee halyard. Main boom with clew outhaul. Slab reefing with winch and cleat.

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

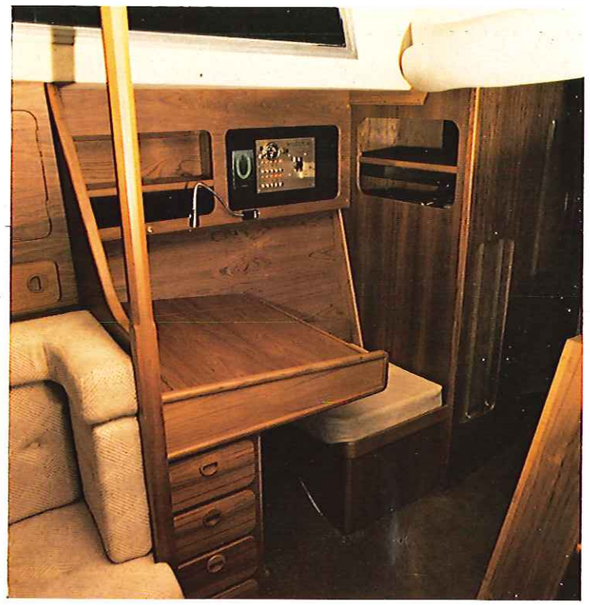
Sails: 1 Mainsail with 3 rows of reef points and cover, 1 Working jib. All sails in terylene complete with bags, tack, hanks and set of battens for the mainsail, from a well known sail maker.

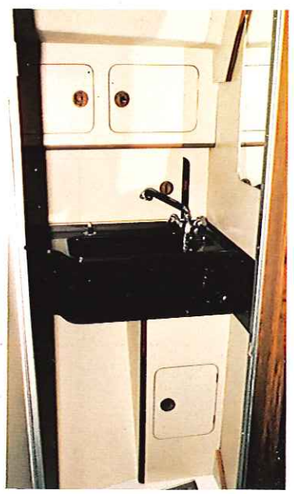
General Equipment: Main compass, Echo Sounder with repeater in cockpit, Sumlog, Hand windlass, Anchor with 15 fathoms chain, Diaphragm type bilge pump, 3 dry powder fire extinguishers, 1 automatic fire extinguisher in engine room, 3 mooring warps, 3 fenders, 1 Set of cushions/mattresses, Fitted carpets,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

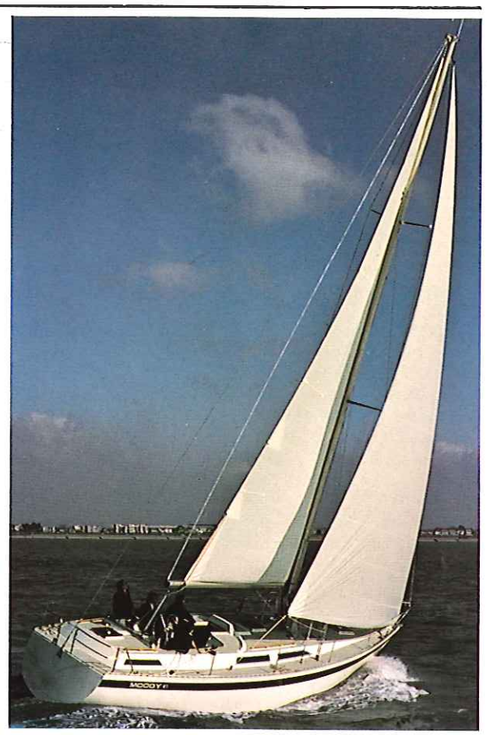
The above specification is intended to fairly represent the Moody 41. However the right to amend this specification without notice is reserved.
If a Moody 41 is purchased through a Distributor the delivery and commissioning arrangements may be altered.

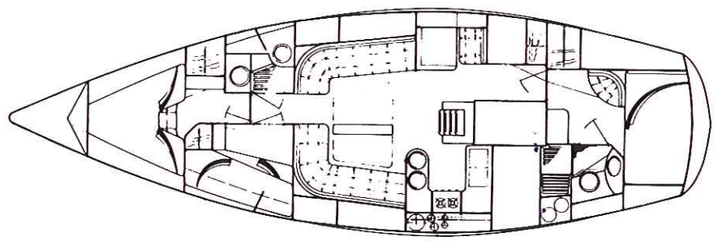


MOODY 41









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

Dimensions			
L.O.A.		41′	12.5m
L.W.L.		33′ 11½″	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′ 6¼″	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	36.83 sq m
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
1 measurement		50′	15.24m
J measurement		16′ 6″	5.03m

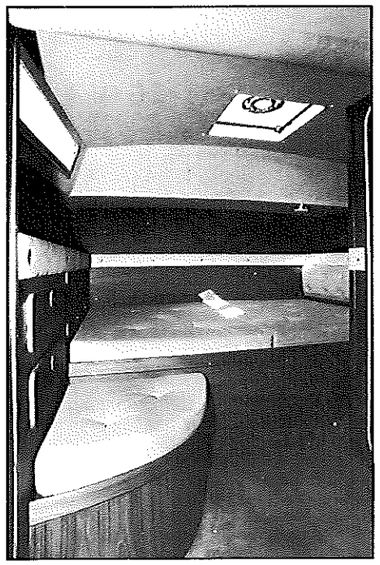
with a Perspex panel in it. While access to the portside of the engine is from the cockpit, access to the working side is excellent for pumps, alternator belts and water intake. There is also a light to make working in the compartment easier.

Further aft is the owner's cabin, an impressively roomy and airy space with an athwartships double berth, a perfectly satisfactory arrangement not often seen in yachts. There are shelves and locker stowages outboard at each side and a well padded fabric settee. Zip fabric fronted hanging lockers are just inside the doorway and in a seaway one must resist the temptation to lean upon them.

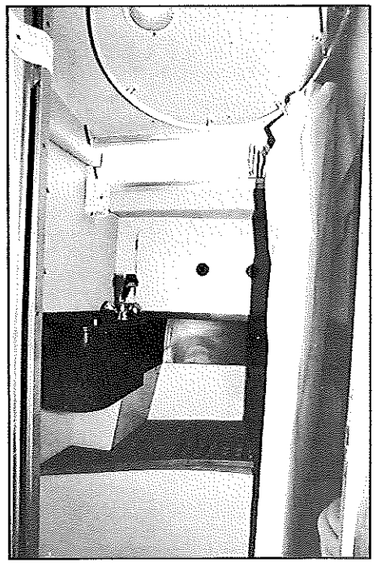
There is a small settee and a dressing table forward of the berth. Oddly, there are no berth reading lights, just one overhead on the after side of the berth. Below the berth there is access to the steering gear and its greaser. The after head is roomy with a neat, space-saving idea of a sit down shower. Headroom in the after cabin is 5ft 10in (1.78m) and 5ft 4in (1.62m) in the after head. There was a noticeable amount of noise from waves splashing below the counter when the boat was moored.

The saloon is very roomy, with vertical handholds forward of the galley and chart table. Headroom is 6ft 4in (1.93m). The fixed table is offset to port and has two large flaps and a centre stowage section. Each settee can be used as a single berth, but this requires the removal of the corner cushions. Below the settees are water tanks, each holding 50 gallons (227lits) and there are lockers behind the seat backrest.

Forward to starboard is a generous-sized head compartment with 5ft 10in (1.78m) headroom over the grating, while a two-berth guest cabin is to port of the passageway. This cabin includes a vanity unit and hanging locker and provides ample standing room as well. Bunk lights are fitted and the headroom



After cabin contains a double berth as well as an en suite head compartment and shower



After cabin head compartment contains wc, and very novel sit down shower as a safety feature

is 6ft 3in (1.90m). Further forward is a conventional vee berth forecabin with seat and infill cushion, a hanging locker and a drawer unit, together with extra shelf lockers outboard each side over the stripwood-lined sides.

Without looking too high or too wide, an impressive amount of accommodation is fitted in without any feeling of crowding. Satisfactory handholds are available throughout the boat (as long as the wash basin sides take on this additional task in the head compartments) except that an additional one would be welcome over the after end of the saloon table. The metal edged doors are no doubt practical, but hardly attractive, and the latches are obtrusive, though less of a clothes hazard than those fitted on the early boats. Visible joinery is satisfactory, but out of sight areas, locker door finger holes, framing and drawers were only roughly finished, which seemed a pity.

Conclusion

We like this design. She impresses as a really willing, but docile, sailing yacht and we are sure she will give people a lot of pleasure. Construction, is to a good standard. Yet the quality of the finishing makes it obvious that fitting-out has been kept down to a price, laudable, but in this case perhaps taken too far. We feel that little more time would be required to do a much tidier job and that most purchasers would not begrudge the extra cost. ■

Dimensions:

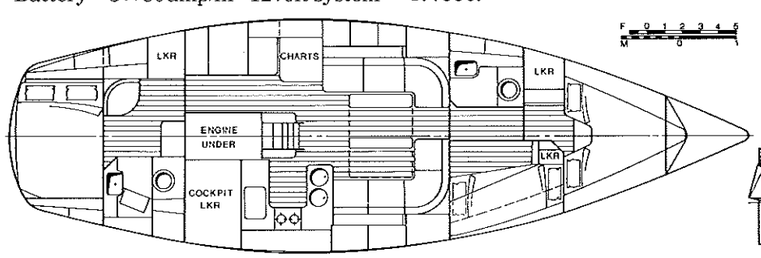
LOA	41ft	12.5m
LWL	33ft 11½in	10.35m
Beam	13ft 2in	4.01m
Draught:		
fixed keel	6ft	1.83m
centreboard/		
board up	4ft	1.22m
board down	7ft 6in	2.29m
Ballast	8700lb	3946kg
Fuel	50gal	227lit
Water	100gal	454lit
Sail area	954ft²	88.7m²
(main and No 1)		
Battery	3 × 80 amp/hr	12volt system

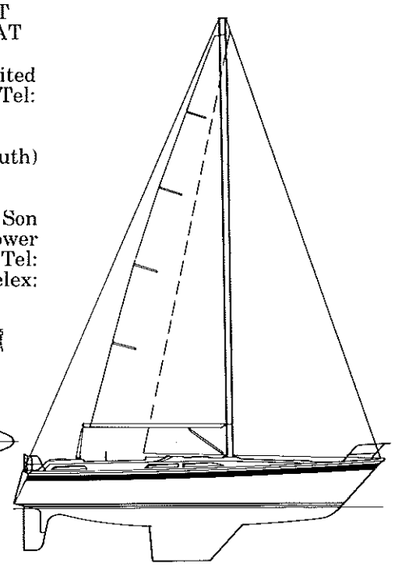
Price: (Fixed keel) £47345 ex. VAT
(Lifting keel) £50760 ex. VAT

Designed by: Angus Primrose Limited Mercury Yacht Harbour, Hamble. Tel: Hamble (042122) 2539.

Built by: Marine Projects (Plymouth) Limited.

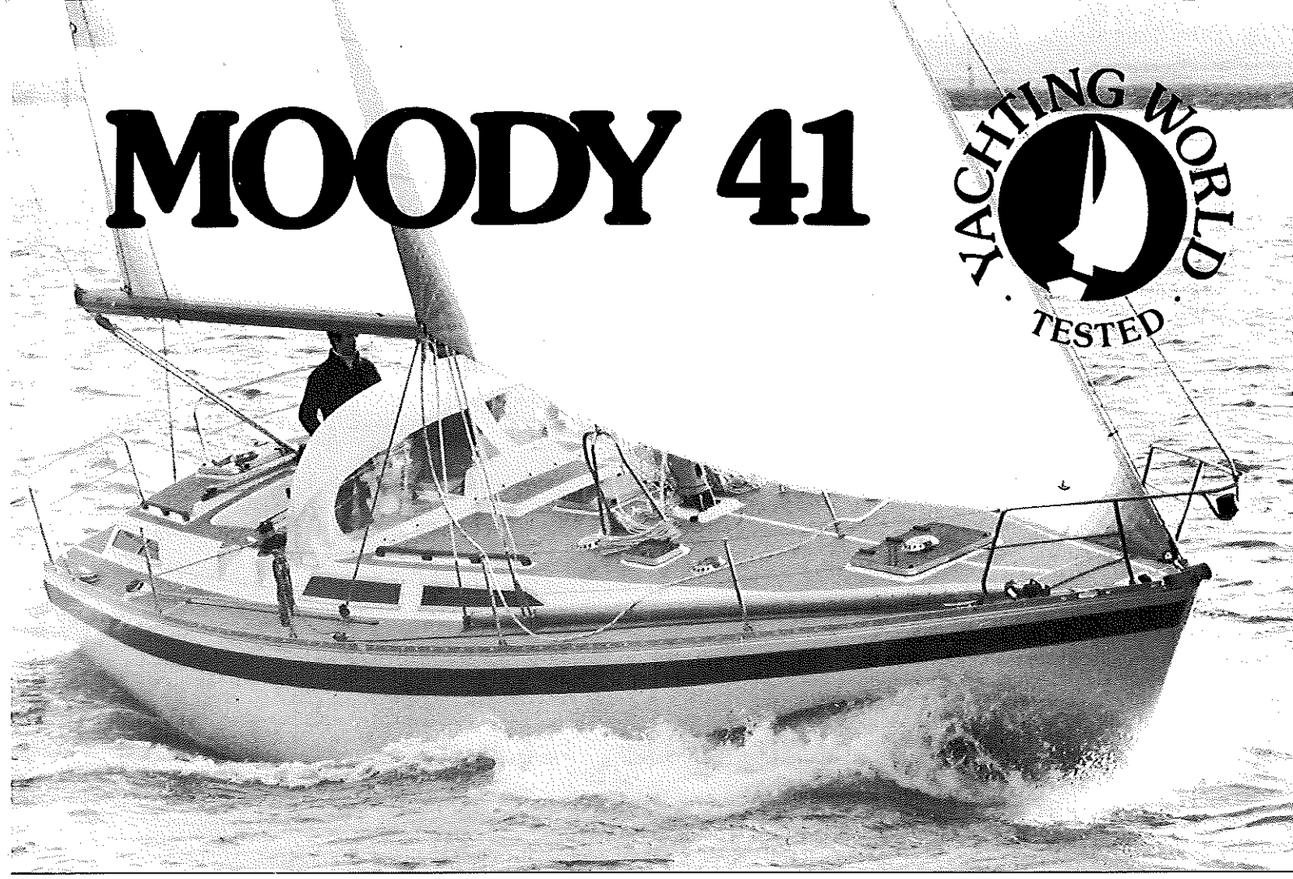
Marketed by: A.H. Moody and Son Limited, Swanwick Shore Road, Lower Swanwick, Southampton SO3 7ZL. Tel: Locks Heath (04895) 6116 Telex: 477536.





MOODY 41

YACHTING WORLD TESTED

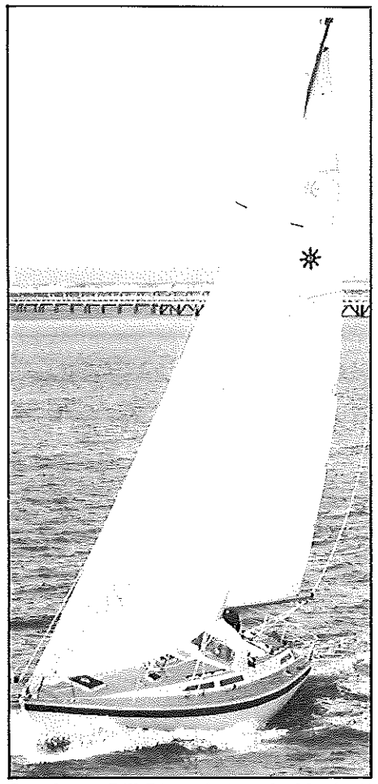


FOLLOWING the success of the Angus Primrose-designed Moodys, the company has been updating its range, filling in gaps where they have found a market demand and improving the style and performance of existing sizes. All this work has been done using the designs of Bill Dixon, who now runs Angus Primrose Limited. He has not only managed to keep a broad visual similarity with Angus's boats, but also achieved the other characteristics which Primrose sought. The Moody 41 was first shown at the London Boat Show in 1982 and we sailed boat number ten. More than 20 have been ordered so far.

Construction

While Moodys still build their own high quality yachts, the majority of their new boat business today concerns the production range built for them by Marine Projects of Plymouth. This company is a highly efficient and cost conscious organisation; in these respects it probably has no equal in the UK boatbuilding industry.

This does not mean that things need to be skimped. The yard has a Lloyd's approved moulding shop and each Moody 41 carries a Lloyd's Hull Construction Certificate, showing design, specification and construction of the hull are to Lloyd's approval. Conventional, hand laid-up, single skin glass-fibre is used, with eggbox strengthening in the keel area. Three stringers, an inner moulding and foam panels are added for additional stiffness.



Based on a Bill Dixon design, the Moody 41 proved to be responsive and very enjoyable to sail

The deck is cored for stiffness and insulation, and secured over the overlapping deck flange with bolts and adhesive, further reinforced with the alloy toerail. Where one could see this join it looked well done, with a good, thick flange. The hull curves were attractively fair. On the other hand, the rough cutting of the cockpit locker hatch and the saloon hatch, left a poor impression of detail finishing in out of sight areas.

The keel is a bolted-on cast iron unit giving a 42 per cent ballast ratio (a centreboard version will soon be available) while the rudder is hung on a short skeg, which allows an adequate balanced area below. Steering is by a Whitlock cable system. The engine drive is conventional, with the shaft supported by a P-bracket just forward of the skeg.

On deck

Anchor arrangements have been neatly organised, with a double bow roller integral in the stemhead fitting (one of the rollers being designed for chain) and a hand windlass placed just below the hatch to the anchor and chain stowage. There is even a stainless steel Scotchman to protect the deck where the chain leads from below the raised forward end of the hatch to the stemhead roller. This arrangement also means the chain is easily accessible in case of a tangle.

With such a large locker right forward, however, it would be prudent to ensure that dirt which might block the drains should not collect in it. When on

Reprinted from 'Yachting World', January 1983.

a long passage it would be reassuring if the chain could be secured by lines or strong backs, so that a knockdown would not give the risk of bursting the hatch securing clip and letting the cable fall out. Fairleads and good cleats are provided fore and aft.

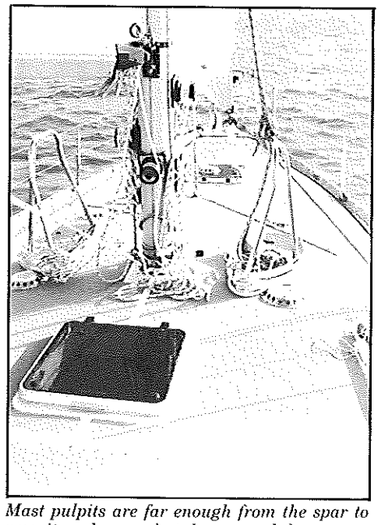
The moulded non-slip is effective and with steep coachroof sides, which do not look unsightly, there is little need to walk on smooth surfaces. The coachroof is a neat feature of the boat, although some people regard centre cockpit boats as looking awkward with a sloop rig, because there is normally a drop in the line at the cockpit. Bill Dixon has side-stepped this problem by continuing the coachroof line right through.

Lewmar hatches are fitted over fore cabin, guest cabin, forward head, saloon and after cabin. The fore and aft incorporate Ventilites, while additional fixed vents are provided for the guest cabin, forward head, saloon and aft head. The ventilation problem is well covered, therefore, as long as the flow to the fixed vents proves adequate in warm climates. Traditional handrails are provided and there is also a spray hood to hold on to, though the brackets on which its hinges are based look a little lightweight.

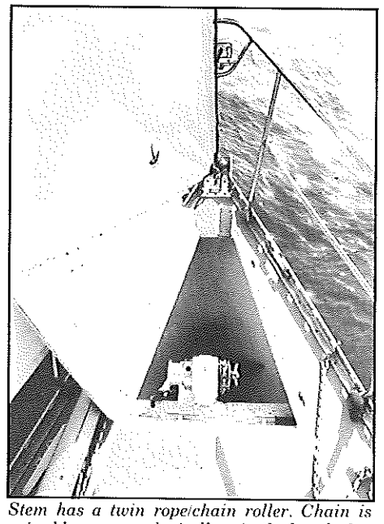
The cockpit is roomy, seating up to four each side. The backrests are rather upright and they could be higher, but the space this provides below decks is more important. The width between the seats is such that a removable foot bar would be welcome for those who cannot use the pedestal for support. Despite this width in the foot well, the wheel straddles it entirely and getting past it means stepping up to seat level. This is annoying, but a smaller wheel would be less easy to reach from the side.

Two gas bottles can be stowed in a good locker in the side deck outboard of the cockpit (portside), while a vast sail and gear locker is built into the port cockpit seat. It has an ingenious and highly practical double folding hatch. This proved light to lift and provided a large access area.

The standard rig is sloop (though a cutter version will soon be sailing) and it is set on a two spreader Proctor spar with aft lowers and a babystay to look after the lower section. Mast pulpits provide good support at a convenient distance from the mast for crew working the halyard winches. These have recently been improved. In our opinion, the early boats were underwinched in this area, and the change to a Lewmar 30 for the main and 40 for the genoa (and chromed winches instead of alloy) is definitely a step forward. The reefing winch is now a 16 and genoa sheet winches have also been changed from 44s to 48s, though the previous ones seemed up to the task. The mainsheet leads to a traveller abaft the cockpit with readily accessible control lines, but then the sheet leads from the centreline to a winch on a corner of the aft coaming. This seemed awkward in use, but it was difficult to see a better solution. It was also disappointing to see that, despite so many boats having been built, the lead of the starboard genoa sheet to its winch fouled its own cleat. Fortunately, this sort of thing is easily put right.

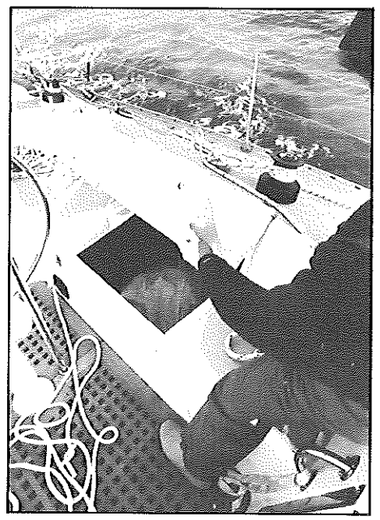


Mast pulpits are far enough from the spar to permit work space, but close enough for support

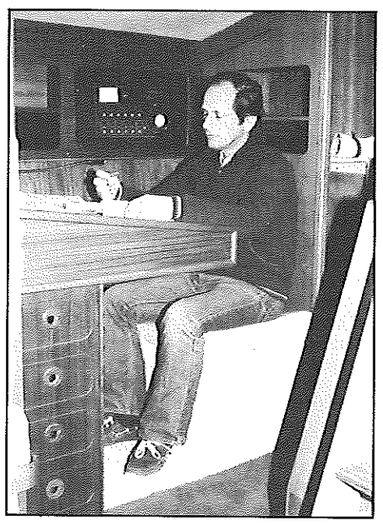


Stem has a twin rope/chain roller. Chain is raised by a manual windlass in the bow locker

Deck has a clean profile for a centre cockpit yacht. Good non-slip and clean side decks allow easy movement. Starboard genoa sheet cleat needs re-positioning to prevent the sheet from fouling itself



Vast portside cockpit locker with large aperture allows a convenient double-hinged lid



Starboardside chart table is large and amply equipped with lockers, drawers and shelf space

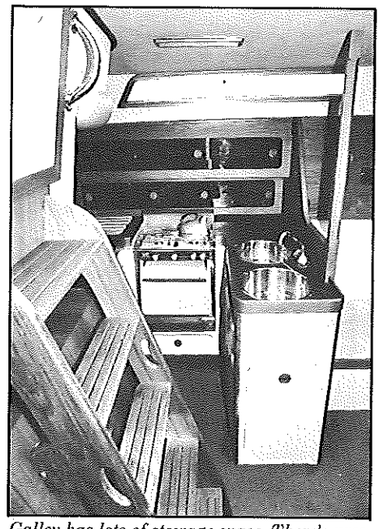
Under sail

We had a perfect variety of sailing conditions and the Moody 41 scored lots of points. In 12 to 15 knots of apparent wind she made six knots, tacking through 90° in choppy conditions and 80° in smooth water. When the wind was up to 25 knots she didn't object to being overpressed, but with a reef she was just as fast and easier to handle. She didn't appear to point higher, but being more upright, must have made better progress to windward. She would very happily sail to windward with the wheel clamped, and when reaching there was time to coil a sheet before she started to wander off course.

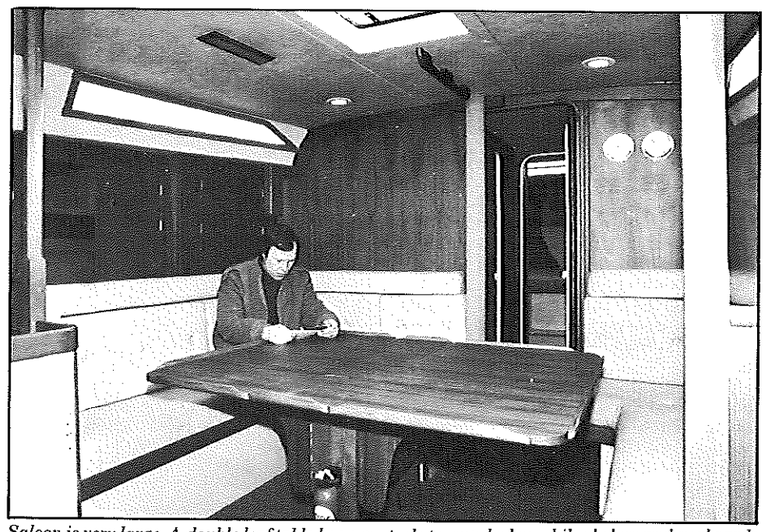
In 25 knots of apparent wind, 6½ to 7 knots was easily obtained going to windward and 90° between tacks, with 8 knots when close reaching. When on passage she showed a delightful willingness to eat up miles in an effortless manner, just as a cruising boat should. We tried spinnaker reaching in 15 knots of apparent wind, perhaps breezier conditions than most cruising people would choose for this activity, and she proved stable and controllable. Despite the steering still being stiff — the boat was new — it proved possible to sail her on the edge of a broach and when the spinnaker finally collapsed, she was still willing to be steered off downwind. Her performance was impressive and left no doubt that Bill Dixon has done a fine job. Standard sails are by Lucas (main and working jib are provided) and those we saw set well.

Under power

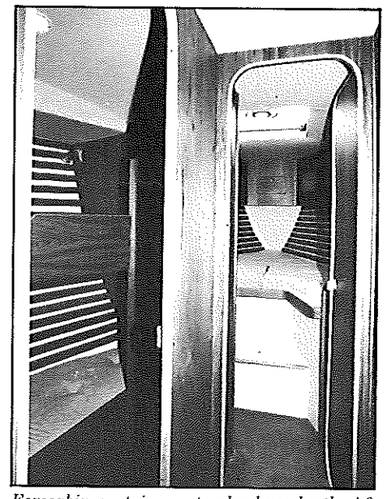
Although the rudder has some skeg support, one would have thought it was a spade from the excellent astern handling. Control is good with turning circles ahead or astern of less than two lengths. The helmsman's control is simplified by the excellent view from the centre cockpit. The engine, a Thornycroft 48hp (35.8kW) is controlled from a pedestal lever with dials and start/stop controls well to hand in a splash-protected console in the cockpit backrest. Sound levels achieved were:



Galley has lots of stowage space. There's pressurised hot and cold water, no manual pumps



Saloon is very large. A double leaf table has a central stowage locker while shelves and cupboards outboard of the settees provide more stowage. Both port and starboard settees can be used as berths



Forecabin contains a standard vee berth. Aft and to port, there is a guest double cabin

Revs	Guest Cabin	Saloon	After Cabin	Speed
1000	62	67	69	3½
1500	64	72	74	5½
2000	69	76	79	6¾
2500	71	78	81	7½

Accommodation

Good handholds (doubling as harness points) are provided inside and outside the saloon hatch beside the five-step entry ladder. The galley is to port and the cook is conveniently tucked out of the traffic by the panelled-in fuel tank. The tank is below the ladder, complete with its sight gauge and readily accessible filter and emergency shut-off valve.

The top access fridge (with chopping board cover) is outboard aft, next to the cooker, the latter being either a Flavel Vanessa for most markets or the Eastham Maxol for Germany. Also, for Germany, the normal Vaillant gas water heater is replaced by a calorifier water tank heated from the engine. Two deep, round sinks are provided complete with covers and pressure hot and cold water, but manual stand-by pumps are not fitted as standard. There are good plate, mug and pot stowages outboard, and lockers and drawers below the worktops. The drawers have plastic frames and the lockers are roughly finished in out of sight areas.

The stove has a cover and a cook's belt is provided, while worktop fiddles are of sensible dimensions, though without sweep-out cutaways. Positioning makes it most unlikely that washing up water would get into the fridge, but crumbs and food preparations might. The fluorescent light, though shielded from the cockpit, is not well placed for either the cooker and worktops or washing up; two smaller tubes, one forward and one aft, would be more useful. Splendid padding is provided to stop the cook suffering 'headaches' against the inside edge to the cockpit, and this practical, attractive feature is continued at the chart table.

The navigator is well provided for with a three-quarter sized chart table, drawers, two bookcases and ample bulkhead space. Chart stowage is good and drawers are provided for small items, while there is also some stowage below the seat, which for some reason is lower than we usually find. A seat belt is required to keep the navigator in when on starboard tack. Abaft the navigator are three zip and fabric fronted lockers which house the calorifier tank (if fitted) and the three 80 amp/hr batteries. The other two lockers can be used for hanging oilies or shore-going gear.

On the inboard side of the tunnel (in fact, more of a walk-through with 5ft 3in (1.60m) headroom) is the engine access. This comprises a lift-out board

The MOODY 419 is a direct development of the Moody 41 and has been designed to improve upon and enhance the accommodation of this already successful and proven yacht, whilst retaining the exceptional sailing characteristics of this design which make her a delight to sail under all conditions and in all circumstances.

Angus Primrose Ltd. have produced a craft which achieves all these elements. With her three separate sleeping cabins the Moody 419 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.

The hulls of the Moody 419s are built in the Lloyds approved factories of Marine Projects (Plymouth) Ltd. and every boat 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 50hp Thornycroft diesel gives the Moody 419 an appreciable turn of speed under power.

Each Moody 419 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.

Whilst being an extremely powerful sailing yacht, the Moody 419 offers exceptionally elegant and spacious accommodation, sleek and distinctive lines, an exhilarating sailing performance and overall represents a superb investment.

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 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 a 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 and hanging dressing table all finished in teak on the forward bulkhead and with fitted carpets to the floor area. Ventilation is provided by an opening deck hatch.

Saloon: The Saloon on the Moody 419 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. The centrally fixed table has two fold down leaves which when both are raised form a really large dining table at which the whole crew can eat with comfort. Lockers are fitted all around the ship's sides. Flooring is in teak and holly ply and the seat fronts are finished in teak. A radio/stereo system is fitted as standard.

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 gimballed, 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 large top opening fridge 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 spacious and well appointed cabin with a large fore and aft double berth fitted to port, an 'L' shaped upholstered corner seat and hanging locker to starboard and 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 specification as the forward toilet with all fittings duplicated with the exception of the shower which is available as an optional extra.

Cockpit: The large cockpit has a teak laid sole and teak laid seating on both sides and aft with high coamings to give added protection. The equipment fitted to the cockpit includes the steering pedestal, engine instrument panel, engine controls, navigation instruments 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 overboard.

Engine: Thornycroft T108 50 hp diesel engine with 1.8:1 reduction gearing, Hurth gearbox (or comparable replacement). 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. Circuit breaker switching system gives added protection.

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 two-speed headsail sheet winches with cleats, 1 mainsheet traveller and winch with cleat. 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 with winch and cleat.

Rigging: Standard rigging in stainless steel wire, running rigging comprising sheets and terylene and wire 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.

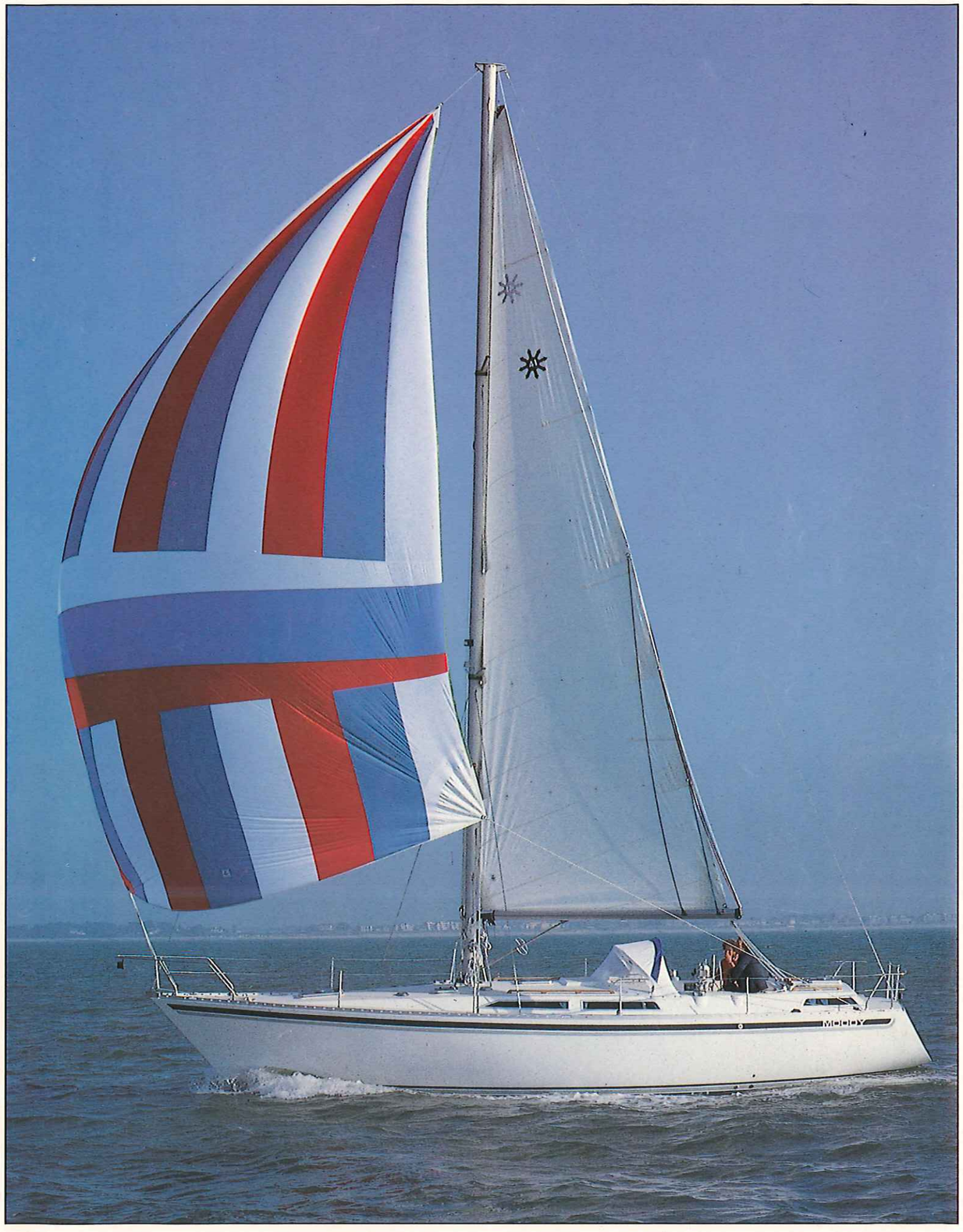
General Equipment: Main compass, Echo Sounder with repeater in cockpit, Sumlog, Hand windlass, Anchor with 15 fathoms chain, Diaphragm type bilge pump, 3 dry powder fire extinguishers, 1 automatic fire extinguisher in engine room, 3 mooring warps, 3 fenders, 1 Set of cushions/mattresses, Fitted carpets,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

The above specification is intended to fairly represent the Moody 419. However the right to amend this specification without notice is reserved. If a Moody 419 is purchased through a Distributor the delivery and commissioning arrangements may be altered.

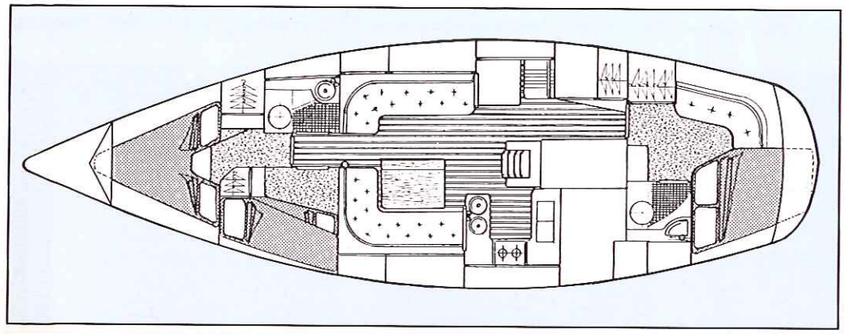
A. H. MOODY & SON LIMITED
Swanwick Shore Road . Swanwick . Southampton . Hants.
Telephone: Locks Heath (048 95) 6116 Telex: 477536
Built by Marine Projects (Plymouth) Limited
Designed by Bill Dixon of Angus S Primrose Limited

E. & O.E. 12/84

Moody 419



Moody 419

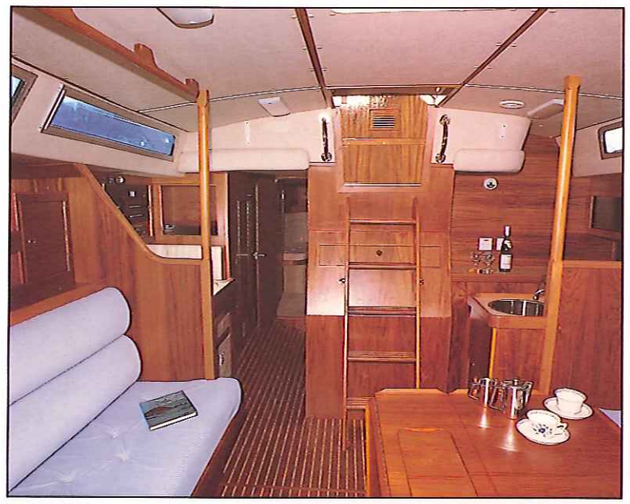


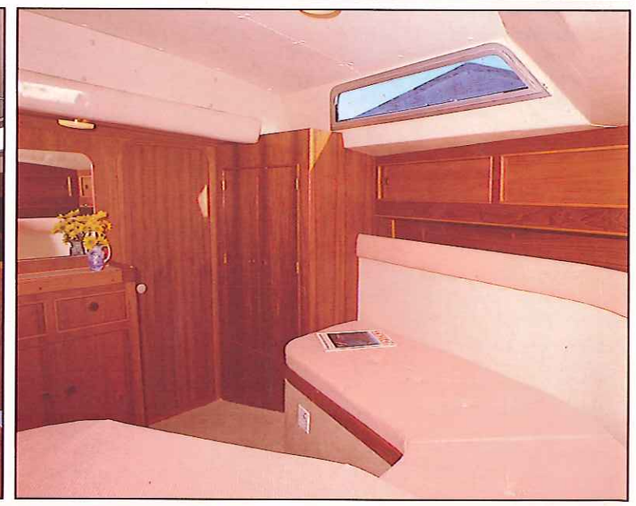
Dimensions

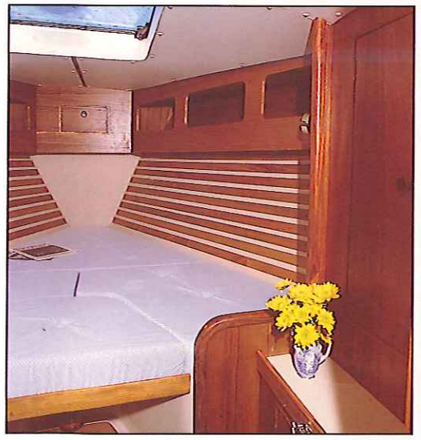
L.O.A.	41′ 9″	12.7m
L.W.L.	33′ 11½″	10.35m
Beam	13′ 2″	4.01m
Draft	6′	1.83m
Displacement	20,600 lbs	9344.16 kg
Ballast	8,700 lbs	3946.32 kg
Fuel Capacity	c. 50 gal	227.3 ltrs
Water Capacity	c. 100 gal	454.6 ltrs
Mast Height	49′ 6½″	15.09m
Height WL-top of mast	55′ 5″	16.89m
With electro/hydraulic centre board draft is:		
Draft (board up)	4′	1.22m
(board down)	7′ 6″	2.29m

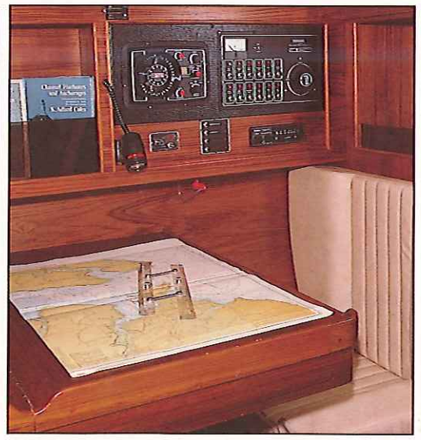
Sail Areas

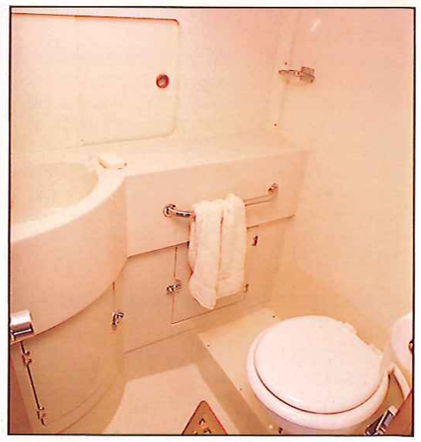
Mainsail	supplied	328 sq ft	30.5 sq m
Working Jib	standard	396 sq ft	36.83 sq m
No. 1 Genoa		626 sq ft	58.22 sq m
No. 2 Genoa		541 sq ft	50.31 sq m
No. 2 Jib		236 sq ft	21.95 sq m
Storm Jib		100 sq ft	9.3 sq m
I measurement		50′	15.24m
J measurement		16′ 6″	5.03m











MARINE PROJECTS

COMPLETE BOAT LIST FOR MOODY 419 AS FROM 1ST JAN 1986

Delivery to No: 1 Store, Valley Road

Our Ref	M.P. Ref	Description	Price
ASS1324	D510 633	1¼" Dia. S.S. Shaft x 65" OAL & fit F/I Hurth Coupling. Bearing Spread:- T-57¼"-17½"	£84.22
ASTO 175	D510 169	1¼" GRP Sterntube x 17" OAL with half cutless bearing fitted to tube.	£63.52
APIP126 MPIB301	D510 200	1¼" Platform 'P' Brkt cast in HTB1 c/w Backing Plates &	£103.82
AFMB121		12mm c/sk Bolt Assys AB2 x 65mm Lg. (6 off per Brkt) Included in 'P' Brkt price.	
MSRO 257	D512 625	2" Rudder Bar x 64" OAL.	£189.39
ASRO 263	H 512 651	2" Rudder Heel Bearing cast in HTB1.	£183.29
MSRO 624	D512 651	½" BSW x 2" long MB Cheesehead Screw (4 off per Assy). Fit to MSR263	£4.37 eac
ASRO 566	D512 611	2" Rudder Gland.	£54.52
MSRO 627	D512 745	Polyacetal Washer.	£5.02
MSRO 628	D512 746	Polyacetal Washer.	£5.02
MSRO 273	D512 709	2" GRP Rudder Tube c/w Round Flange.	£14.47
AWIS100	D615 856	1" Strainer Body - 1 off required.	£17.01
AEIK175	D511 280	Remote Greaser Kit 1 off required.	£12.48
MSFO 319/MSFO 320	G405 020	Bow Roller - 1 pair required.	£27.79 Per pair
PROPELLERS	D510 464	17" Dia x 11" Pitch x 2 Blade R.H. Fixed Sailing Propeller. Cast in HTB1.	£60.88
MOIS 171		Thornycroft 108 - 38 bhp @ 3,000 rpm through Hurth 1.8 to 1 reduction.	
MOIT 170		17" Dia x 10" Pitch x 3 Blade R.H. Turbine Propeller. Cast in HTB1. Engine & gearbox as above.	£68.17
AOIF 170		17" Dia a 10" Pitch x 2 Blade R.H. Folding Propeller. Cast in AB2. Engine & gearbox as above.	£171.84

M41 CURTIAN LIST

AFT CABIN

CURTIAN TRACK D204170	1X42" - 1X24"
	1X22"
6 END STOPS	D204180
6 WIRE HOOKS	D204220
6 " EYES	D204230
100 GLIDERS	D204160
7FT. CURTIAN WIRE	D204140
100 HOOKS	D204150

MAIN CABIN

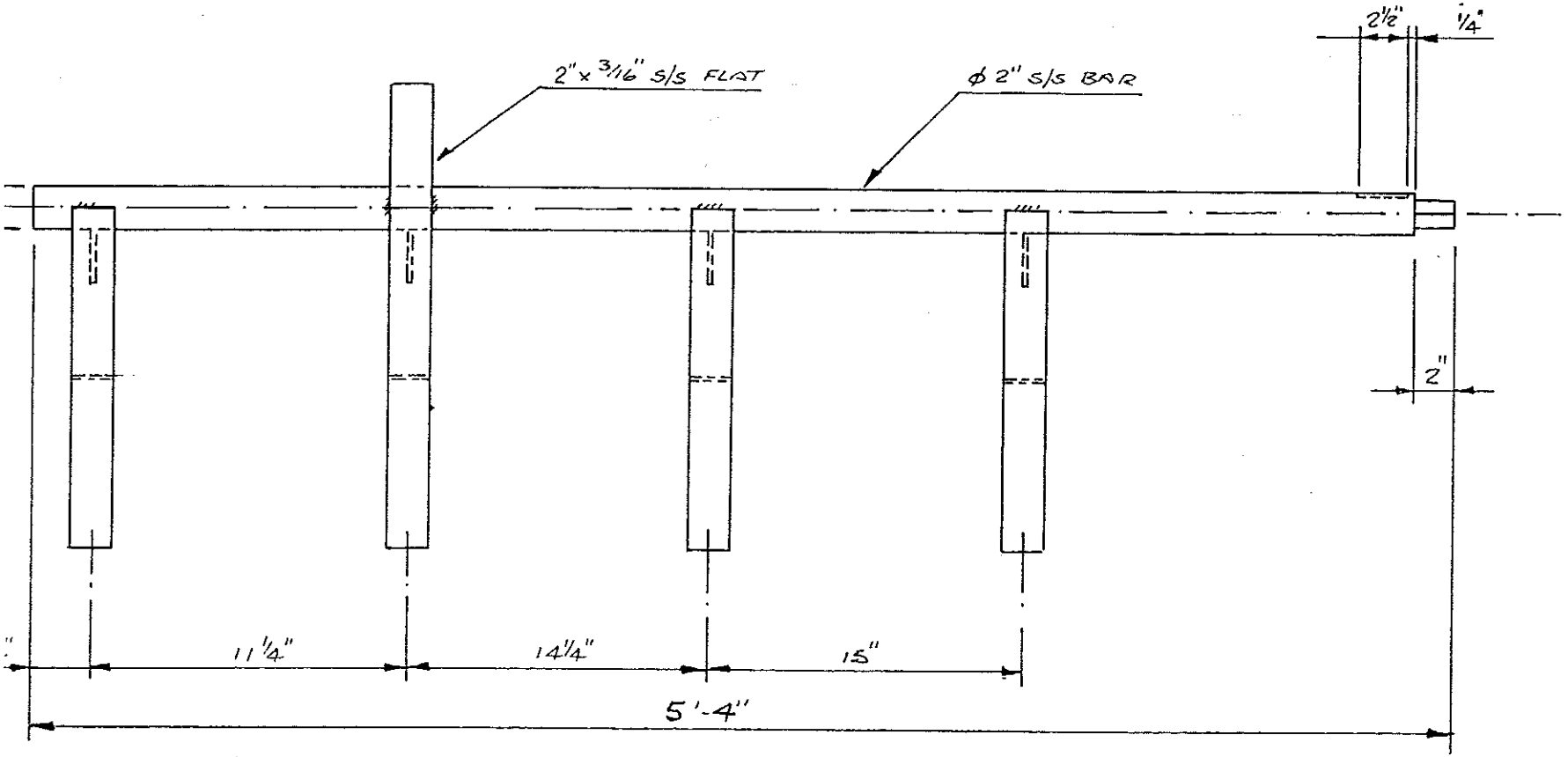
CURTIAN TRACK. D204170	1X118" - 1X135"
4 END STOPS	D204180
100 GLIDERS	D204160
100 HOOKS	D204150
21FT. CURTIAN WIRE	D204140
6 WIRE EYES	D204230
4 " HOOKS	D204220

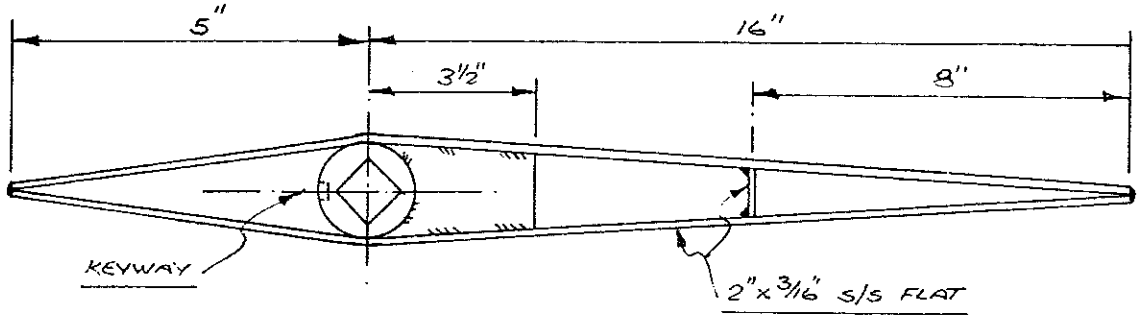
MOODY 41 - RUDDER BAR

rial STAINLESS STEEL	Drawn by PAN	Date 15.6.82	Scale -	Drwg.No M41-037.

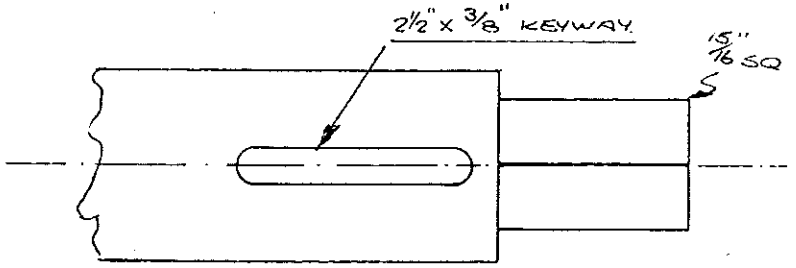
MARINE PROJECTS PLYMOUTH LTD.
Newport Street, Plymouth. Telephone 27771

DATE	MODIFICATION	INT.
11.10.88.	REDUCE LENGTH REDUCE ROD WEB	ECT.





ENLARGED DETAIL.



KEYWAY DETAIL.

Title	MOODY 41 / STARTING / BATTERY CIRCUIT				
Material	——	Drawn by EG	Date 24.6.88.	Scale ——	Drwg.No M41.041

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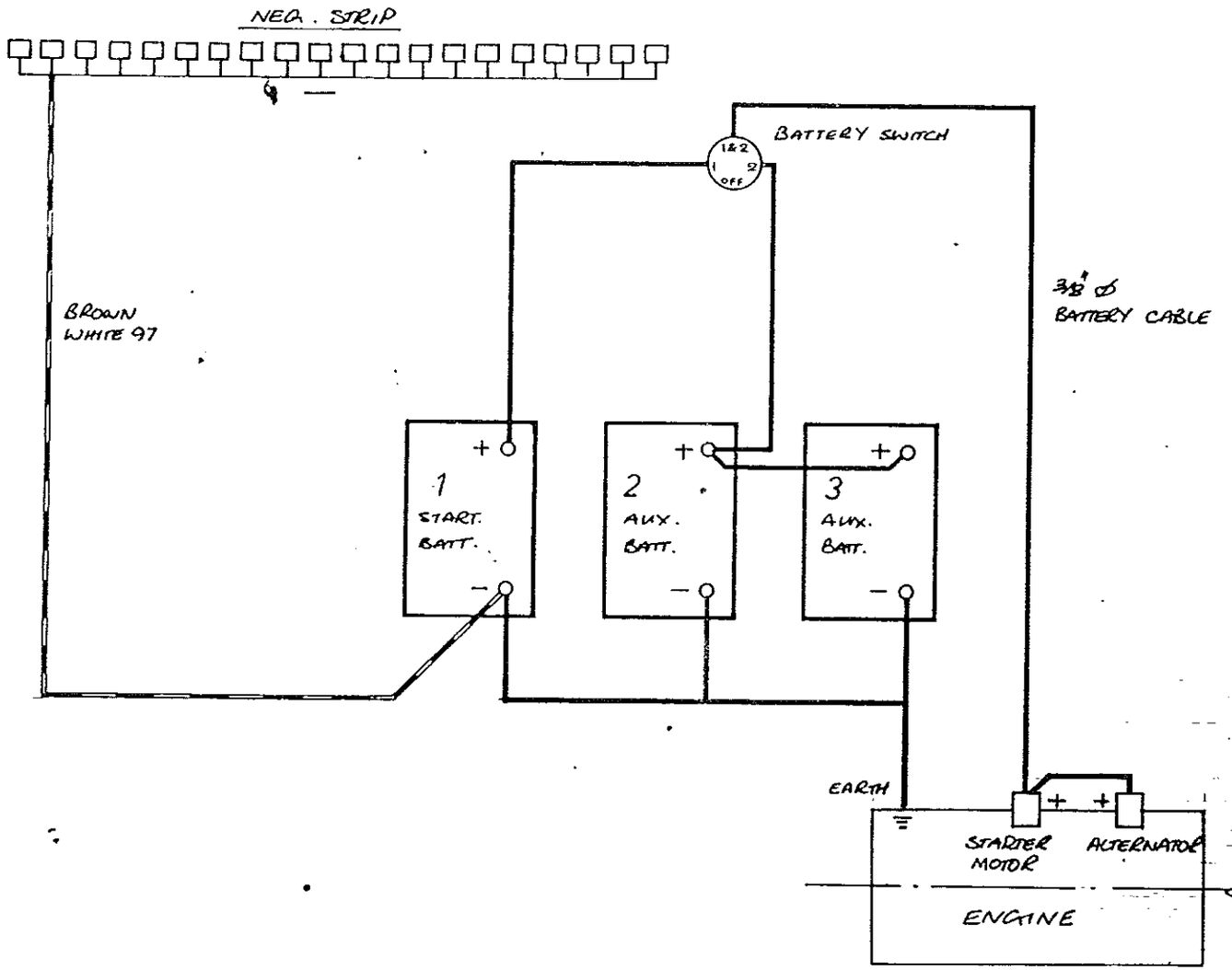

Title	MOODY 41 / STARTING / BATTERY CIRCUIT			
Material —	Drawn by EKT	Date 24.6.88.	Scale —	Drwg.No M41.041

MARINE PROJECTS PLYMOUTH LTD.
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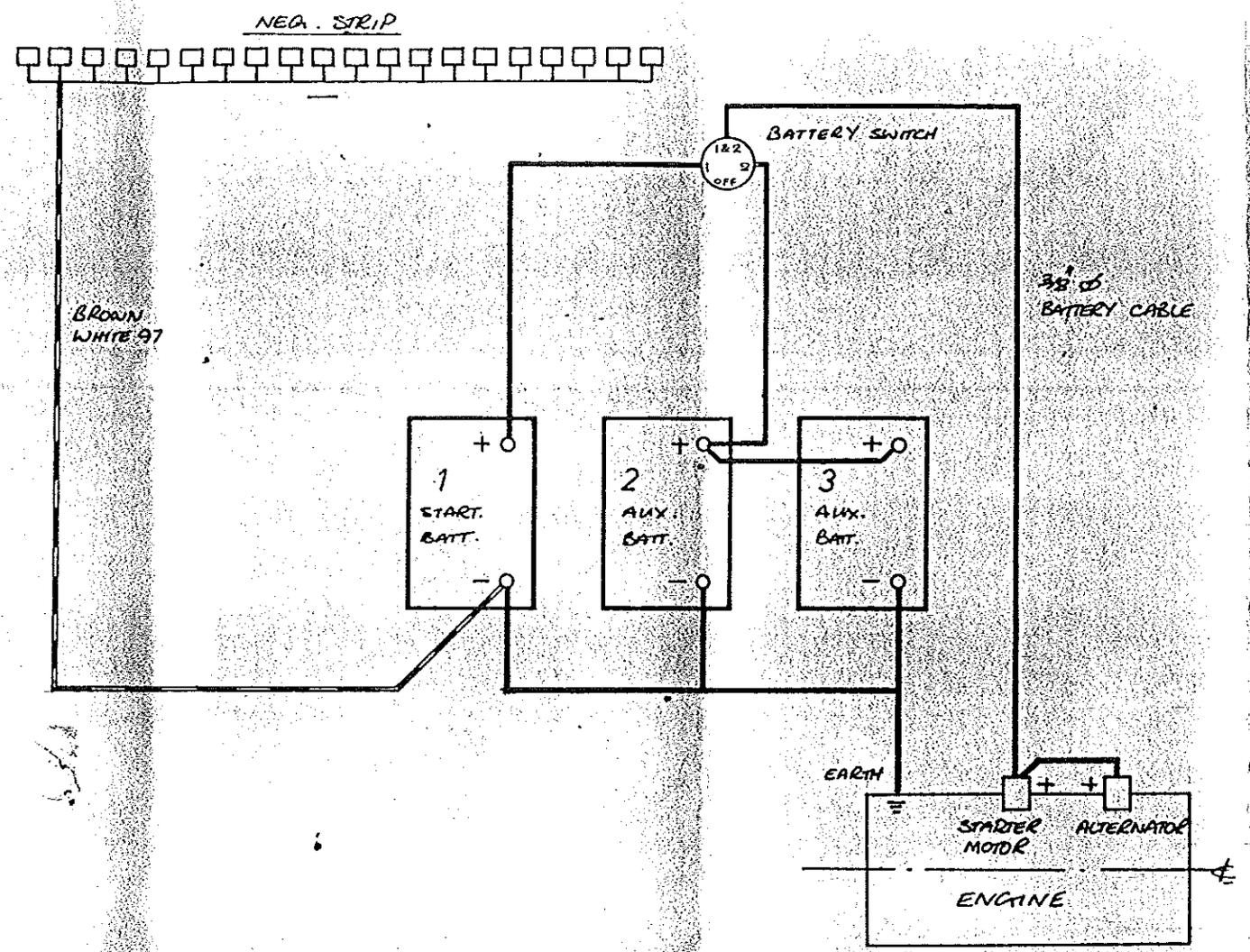
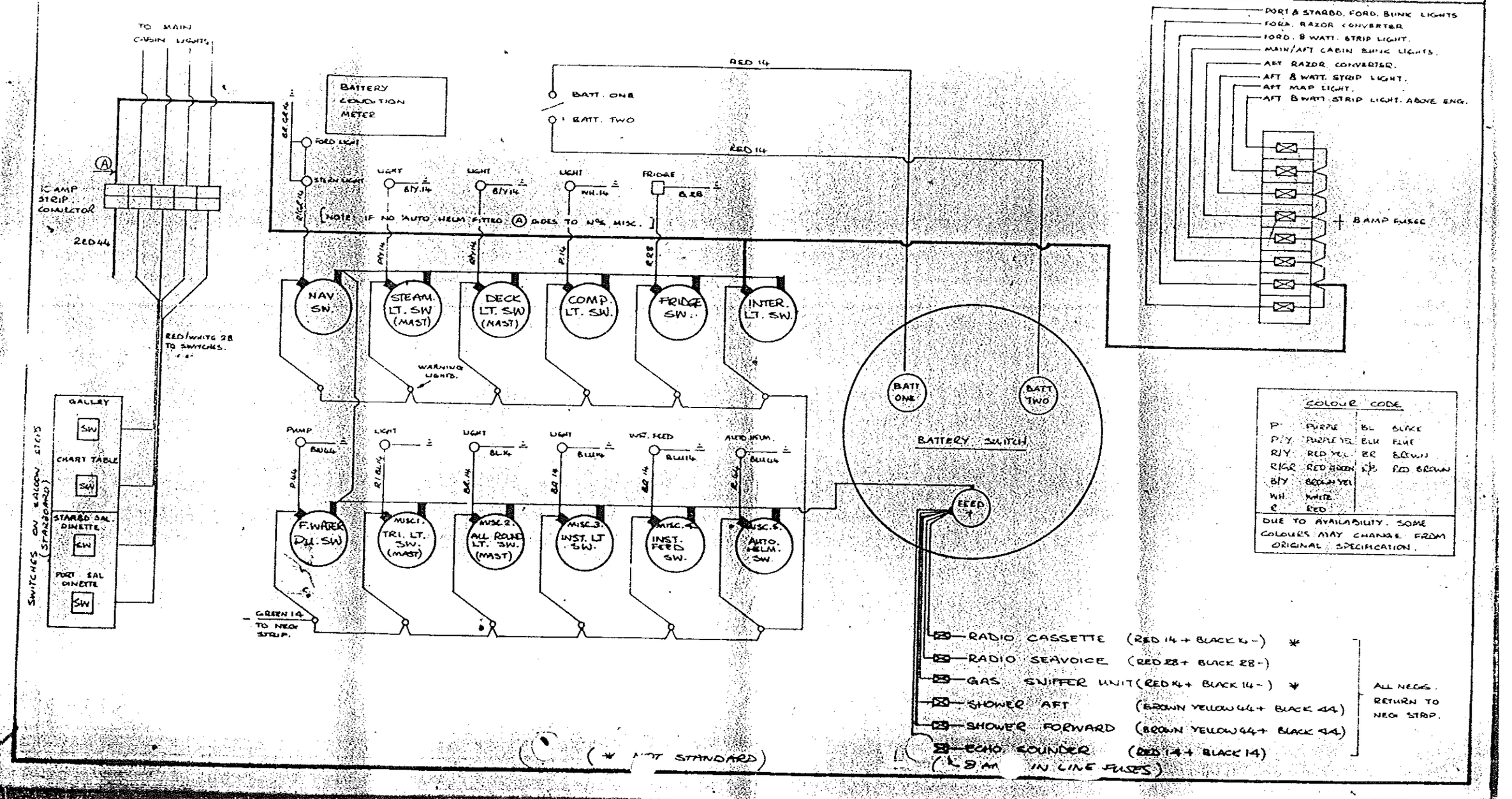


Title	MOODY 41 SWITCH PANEL & FUSES			
Material	Drawn by FCT	Date 24.6.82	Scale	Drwg.NO M41.042

MARINE PROJECTS PLYMOUTH LTD.
Newport Street, Plymouth. Telephone 27771

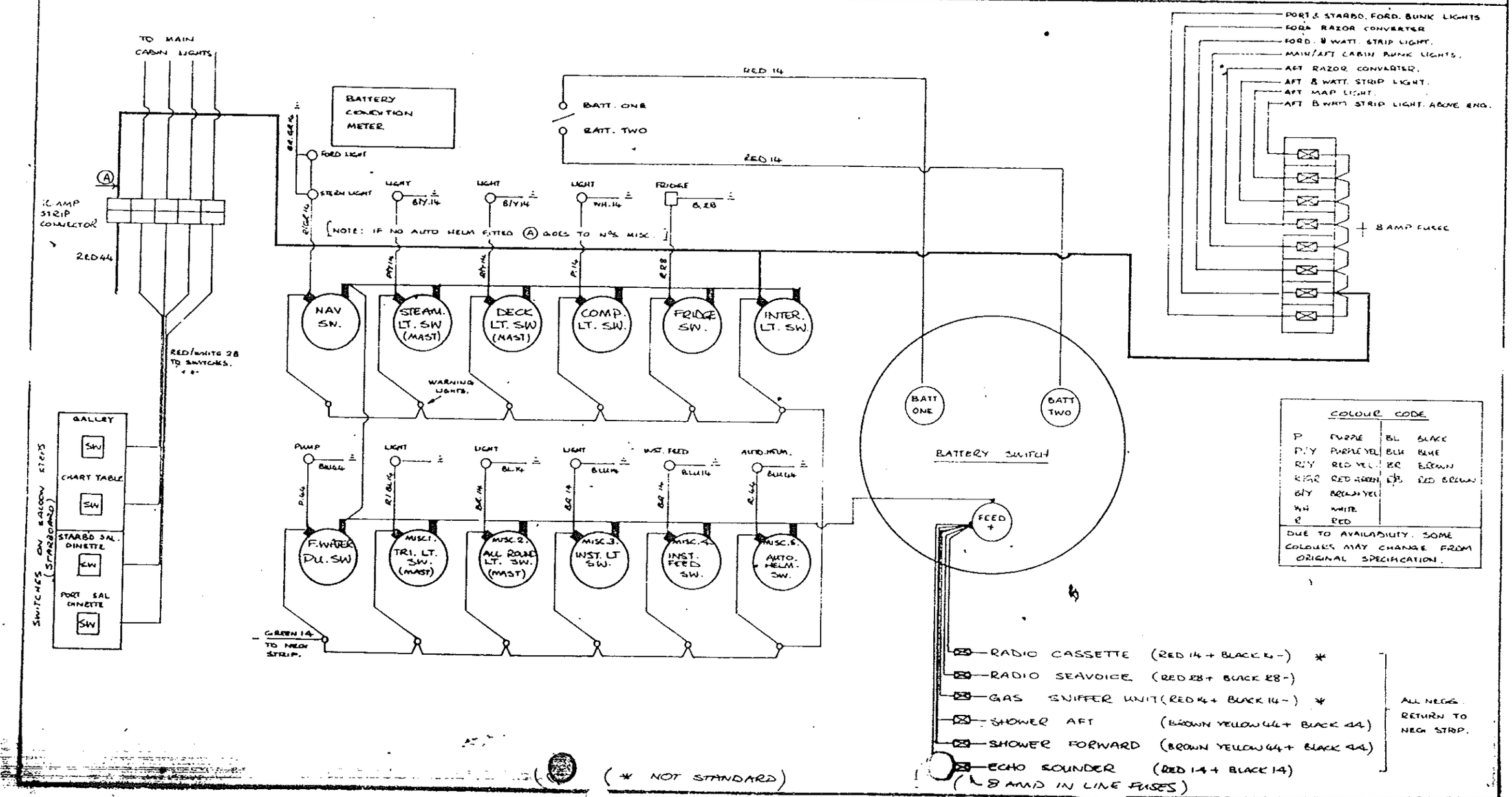


COLOUR CODE			
P	PURPLE	BL	BLACK
P/Y	PURPLE YEL	BLU	BLUE
R/Y	RED YEL	BR	BROWN
R/GR	RED GREEN	R/B	RED BROWN
B/Y	BROWN YEL		
WH	WHITE		
R	RED		

DUE TO AVAILABILITY, SOME COLOURS MAY CHANGE FROM ORIGINAL SPECIFICATION.

Title	MOODY 41 SWITCH PANEL & FUSES			
Material ——	Drawn by EGT	Date 24.6.82	Scale ——	Drwg.No M41.042

MARINE PROJECTS PLYMOUTH LTD.
Newport Street, Plymouth. Telephone 27771



COLOUR CODE			
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P/Y	PURPLE YEL	BLU	BLUE
R/Y	RED YEL	BR	BROWN
R/GR	RED GREEN	R/BR	RED BROWN
B/Y	BROWN YEL		
W/H	WHITE		
R	RED		

DUE TO AVAILABILITY, SOME COLOURS MAY CHANGE FROM ORIGINAL SPECIFICATION.

- RADIO CASSETTE (RED 14 + BLACK 14 -) *
- RADIO SEAVOICE (RED 28 + BLACK 28 -)
- GAS SNIFFER UNIT (RED 44 + BLACK 14 -) *
- SHOWER AFT (BROWN YELLOW 44 + BLACK 44)
- SHOWER FORWARD (BROWN YELLOW 44 + BLACK 44)
- ECHO SOUNDER (RED 14 + BLACK 14)

(8 AMP IN LINE FUSES)

ALL NEGS. RETURN TO NEG STRIP.

(* NOT STANDARD)

Title	MOODY 41 SWITCH PANEL & FUSES				
Material	———	Drawn by	EGT	Date	24. 6. 82
Scale	———	Drwg.No	M41.042		

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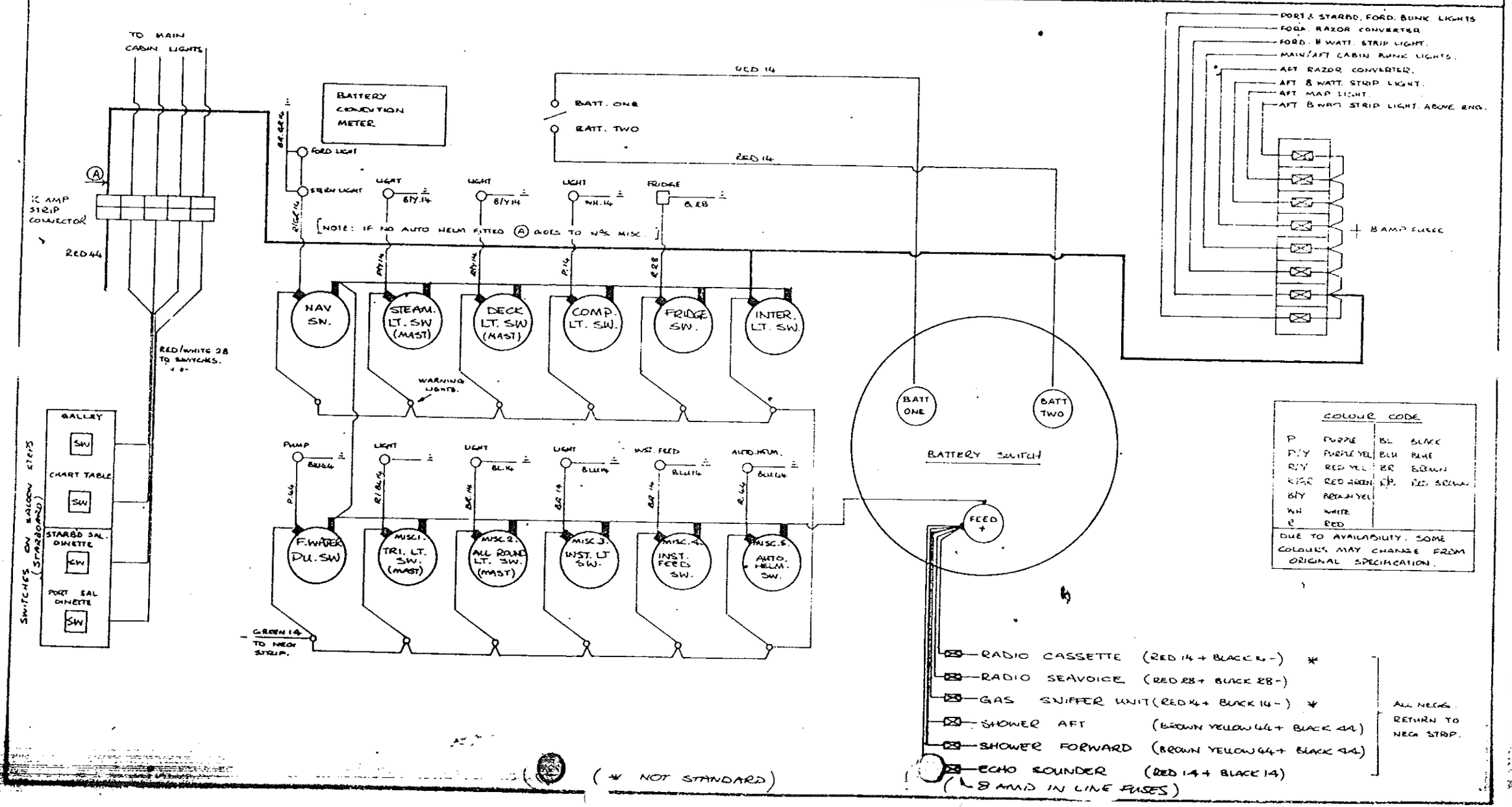

COLOUR CODE

P	PURPLE	BL	BLACK
P/Y	PURPLE YEL	BLU	BLUE
R/Y	RED YEL	BR	BROWN
R/GR	RED GREEN	LB	LIGHT BLUE
B/Y	BROWN YEL		
W	WHITE		
R	RED		

DUE TO AVAILABILITY, SOME COLOURS MAY CHANGE FROM ORIGINAL SPECIFICATION.

(* NOT STANDARD)

Title	MOODY 41 / STARTING / BATTERY CIRCUIT				
Material	—	Drawn by EC7	Date 24.6.88.	Scale —	Drwg.No M41.041

MARINE PROJECTS PLYMOUTH LTD.
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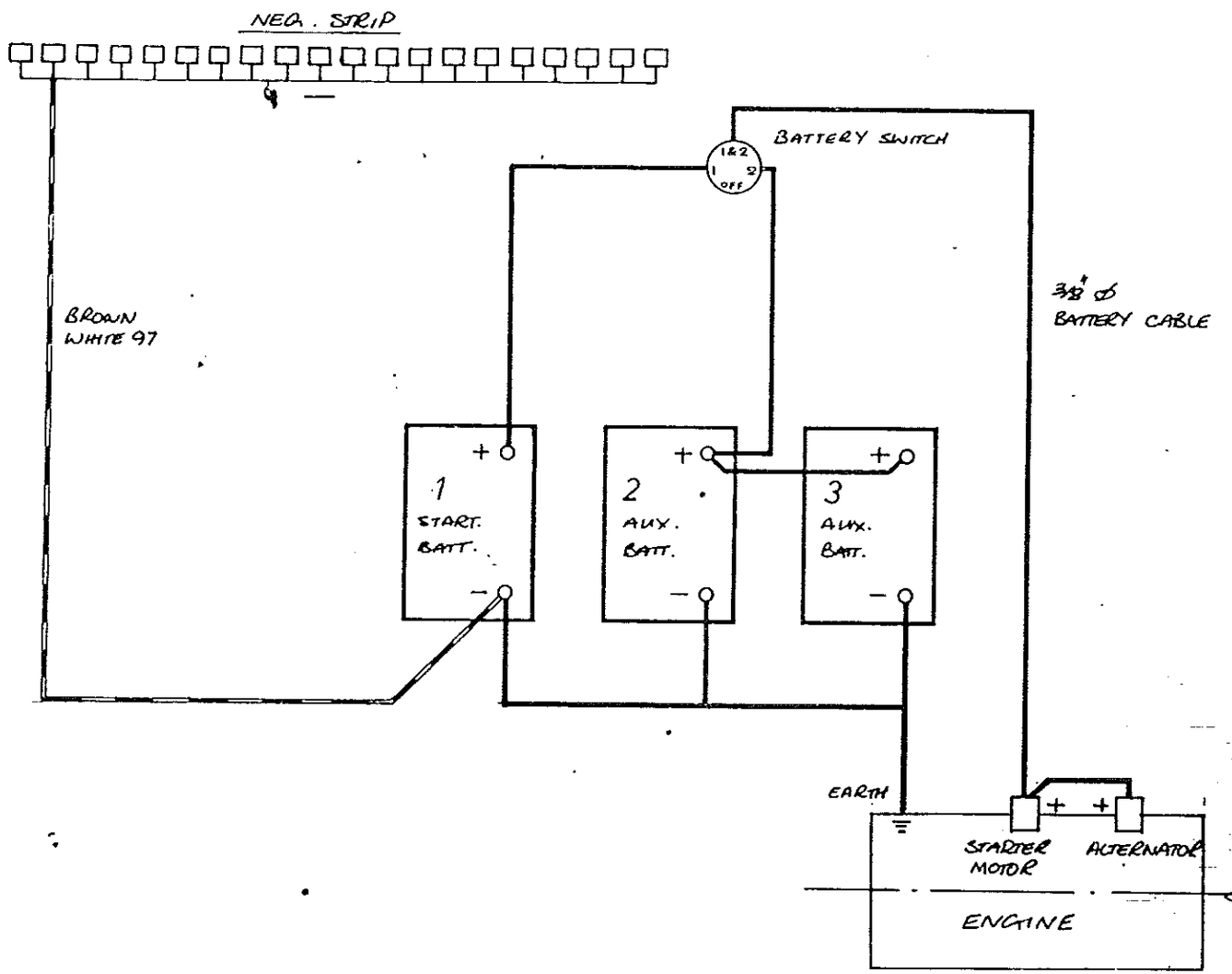

Title	MOODY 41 SWITCH PANEL & FUSES			
Material ——	Drawn by BCT	Date 24. 6. 82	Scale ——	Drwg.NO M41.042

MARINE PROJECTS PLYMOUTH LTD.
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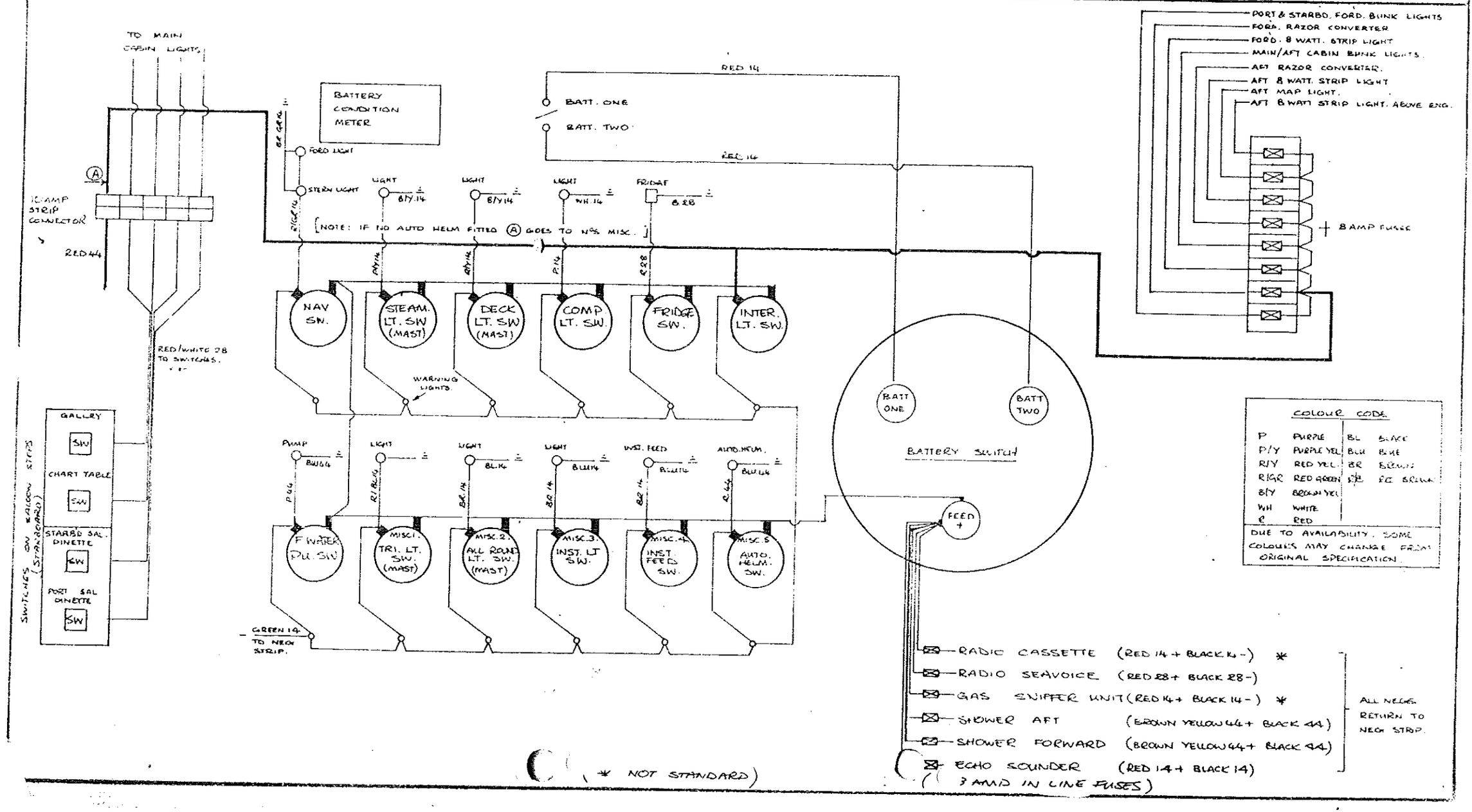

COLOUR CODE			
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P/Y	PURPLE YEL	BLU	BLUE
R/Y	RED YEL	BR	BROWN
R/GR	RED GREEN	BR/E	BROWN
B/Y	BROWN YEL		
WH	WHITE		
R	RED		

DUE TO AVAILABILITY, SOME COLOURS MAY CHANGE FROM ORIGINAL SPECIFICATION.

(* NOT STANDARD)

Title	MOODY 41 / STARTING / BATTERY CIRCUIT			
Material —	Drawn by EG	Date 24.6.82.	Scale —	Drwg.No M41.041

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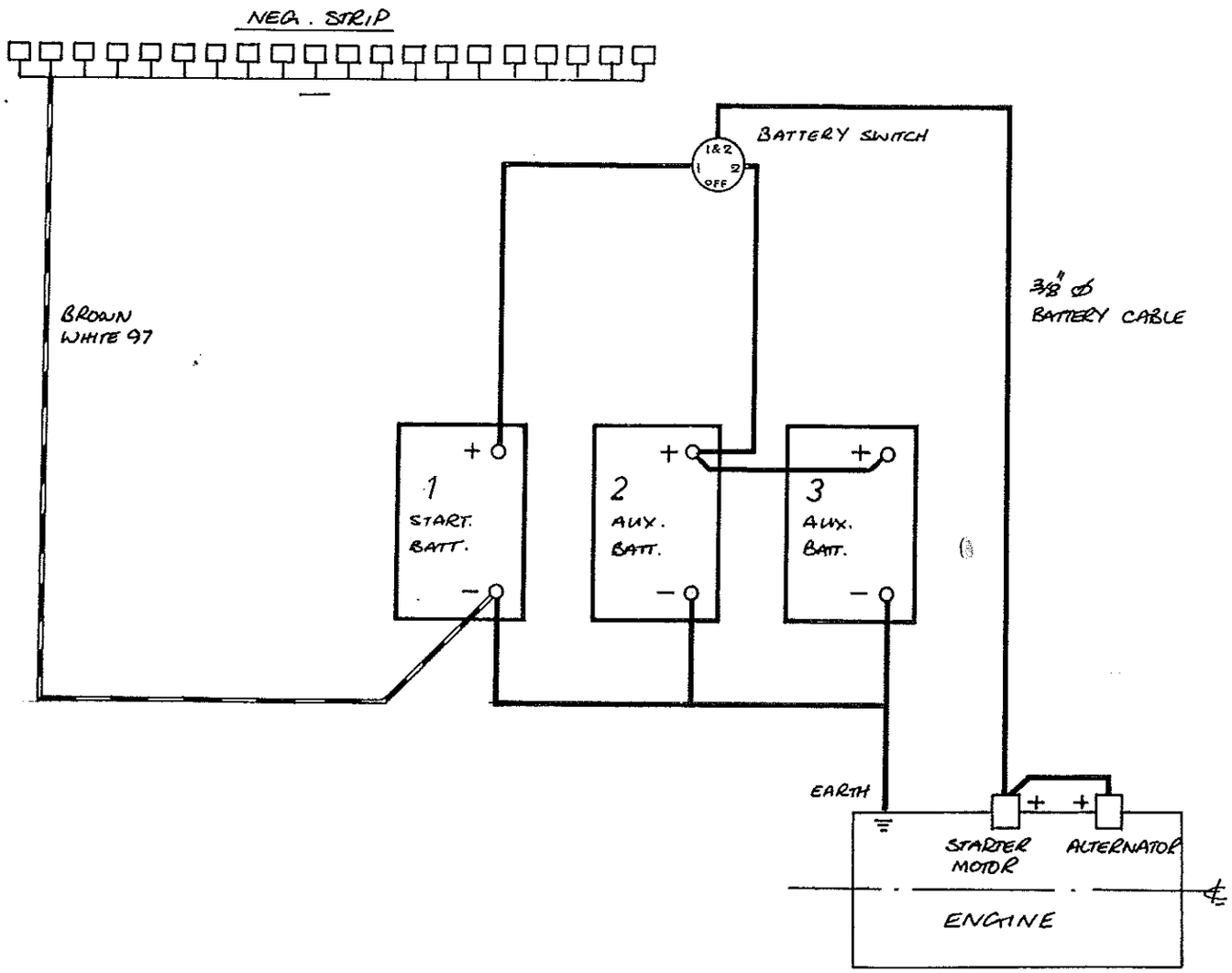


MARINE PROJECTS (PLYMOUTH) LTD.

DATE OF LAST CHANGE

KIT LIST. MOODY 41 | FITTING OUT 2/3

SHOP No. [ ][ ] BOAT No. [ ][ ][ ]

PART NUMBER.	DESCRIPTION OF PART.	ACTUAL QTY ISSUED	STD QTY TO ISSUE	UNIT OF MEASURE.
D204334	FILLER WATER SS BLUE		1	EACH
D204335	FILLER FUEL SS RED		1	EACH
D615870	SKIN FITTING 3/4"		5	EACH
D616225	BALL VALVE 3/4"		6	EACH
D614781	PIPE ADAPTOR 3/4"		5	EACH
D615615	BACK NUT 3/4"		9	EACH
D615860	SKIN FITTING 3/4" BRASS WITH GRILL		2	EACH
D615730	SINK WASTE 3/4" C/P		2	EACH
D205595	TOGGLE FASTENERS LOCKED		2	EACH
D205780	VENT TANK BREATHER SMALL		2	EACH
D616271	BALL VALVE 1½"		4	EACH
D615911	SKIN FITTING 1½" BRASS		4	EACH
D614761	HOSE ADAPTOR 1½" BSP		1	EACH
D615618	BACK NUT 1½" BRASS.		4	EACH
D615815	PIPE FITTING 1½" X 90° BEND		3	EACH
D205865	WINCH HANDLE POCKET		1	EACH
D205654	TRACK X TRAVELLER M41		1	EACH
D205655	TRACK X END FTG RH		1	EACH
D205656	TRACK X END FTG LH		1	EACH
D205639	TRACK X END STOP		2	EACH
D205646	TRACK X MAINSHEET M41		1	EACH
D.615584	22MM T CONN ACORN		2	EACH.
D.615591	15MM STRAIGHT CONN ACORN		2	EACH
D.615597	15MM T CONN ACORN		2	EACH
D.615605	15MM SLEEVES ACORN		8	EACH
D.615607	22MM SLEEVES ACORN		4	EACH

MARINE PROJECTS (PLYMOUTH) LTD.

DATE OF LAST CHANGE

KIT LIST. MOODY 41 | FITTING OUT 3/3

SHOP No. [ ] BOAT No. [ ]

PART NUMBER.	DESCRIPTION OF PART.	ACTUAL QTY ISSUED	STD QTY TO ISSUE	UNIT OF MEASURE.
D716749	COOKER FIDDLE PLASTIMO.		1	EACH
D410260	3" CP. CABIN HOOK		4	EACH
D409973	SQ PULL RING 2½" x 2¼" S/S		1	EACH
D410245	HINGE 3" x 1½" S/S		6	EACH
D410180	HINGE 2½" x 1⅜" BRASS		2	EACH
D615060	⅜" BM x ⅜" CC GAS FITTING		1	EACH
D615250	⅜" CC EQUAL T PIECE		1	EACH
D615470	⅜" CC ELBOW		1	EACH
D410420	BAILEY Q LOCKS.		2	EACH
D614592	HOSE ¾" NON TOXIC		16	METRE
D614540	HOSE ¾" x ⅛" CLEAR PVC		17	METRE
D614662	HOSE 1½" NON TOXIC		25	METRE
D614591	HOSE ¾" BLUE		5	METRE
H205848	WINDLASS LOFRANS ROYAL		1	EACH
D205847	WINDLASS ⅜" GIPSY		1	EACH
D614705	HOSE 2" NON TOXIC		3	METRE
D250011	GUARD WIRES.		1	EACH
H203757	COOKER PLASTIMO ATLANTIC DE/LUX		1	EACH
H616082	TOILET MARINE		2	EACH
D410067	HATCH LEWMAR V. SMALL L8800		2	EACH
D410066	HATCH LEWMAR MEDIUM L8830		2	EACH
D410068	HATCH LEWMAR LARGE L8840		1	EACH

MARINE PROJECTS (PLYMOUTH) LTD.

KIT LIST.

KIT No. D3F03 MOODY 419

BOAT No. [ ] ENGINEERS KIT 1/4

MADE UP BY. | DATE OF LAST CHANGE 10/4/85

ISSUED BY.

DATE ISSUED.

CREW.

PART NUMBER.	DESCRIPTION OF PART.	ACTUAL QTY ISSUED	STD QTY TO ISSUE	UNIT OF MEASURE.
D204112	COMPASS OLYMPIC 130		1	EACH
D204137	Co PILOT CHART LIGHT.		1	EACH
Z205442	RAZOR LIGHT		2	EACH
H512910	SUMLOG ELEC 0-12 VDO		1	EACH
J308723	LAMP STERN BLACK		1	EACH
D308662	LAMP BI-COLOUR		1	EACH
D308912	LAMP 8 WATT. TWIN FLUSH		4	EACH
D308827	LAMP BUNK VETUS GOLD TULIP. M41		5	EACH
D511280	GREASER UNIT REMOTE		2	EACH
D615705	PUMP SHURFLO		1	EACH
D510200	P BRACKET M41		1	EACH
D306430	ANODE ZINC ZD 77		1	EACH
D510464	PROP 17" x 11" RH		1	EACH

MARINE PROJECTS (PLYMOUTH) LTD.

DATE OF LAST CHANGE

KIT LIST. MOODY 41 | ENGINEERS KIT 2/4

SHOP No. [ ] BOAT No. [ ]

PART NUMBER.	DESCRIPTION OF PART.	ACTUAL QTY ISSUED	STD QTY TO ISSUE	UNIT OF MEASURE.
D510939	FUEL FILTER CAV 101 GLASS BOWL		1	EACH
D510936	FUEL FILTER CAV NUTS + OLIVES		1	SET
204410	EXTINGUISHER AUTOMATIC		1	EACH
D615880	1" NYLON SKIN FITTING.		1	EACH
D614790	BARTOL PIPE 1½"		75	MTR
D306639	BATTERY TERMINAL SMALL POS		3	EACH
D306640	BATTERY TERMINAL SMALL NEG		3	EACH
D616233	BALL VALVE 1"		1	EACH
D614782	PIPE ADAPTOR 1"		1	EACH
D615890	SKIN FITTING 1"		1	EACH
D615856	STRAINER 1"		1	EACH
308824	LAMP 6" ROUND BRASS		3	EACH
D510169	SHAFT TUBE GRP 29" M41		1	EACH
D310065	ECHO SOUNDER SEAFARER 700 REPEATER		1	EACH
D310060	ECHO SOUNDER SEAFARER 700 METRIC		1	EACH
D308600	FUSE PANEL COMPLETE M41		1	EACH
H309996	RADIO/CASSETTE M622		1	EACH
H309999	SPEAKERS FLUSH MOUNT		1	PAIR
D309014	SWITCH SINGLE ARCHITRAVE M41		1	EACH
D309015	SWITCH DOUBLE ARCHITRAVE		1	EACH

MARINE PROJECTS (PLYMOUTH) LTD.

DATE OF LAST CHANGE

KIT LIST. MOODY 41 ENGINEERS KIT 3/4

SHOP No. [ ] [ ] BOAT No. [ ]

PART NUMBER.	DESCRIPTION OF PART.	ACTUAL QTY ISSUED	STD QTY TO ISSUE	UNIT OF MEASURE.
D306756	BUSS BAR		20	LUGS
D309100	PLUG AND SOCKET 3 PIN WATERPROOF		2	EACH
D204600	GLAND DECK		3	EACH
D309060	SWITCHES PUSH - PULL 12V		1	EACH
D306700	BULBS 265		6	EACH
D308700	LAMP COCKPIT ENGINE ROOM 12V		1	EACH
D309994	5AM INLINE FUSE'S.		1	EACH
D306690	BULB 335		5	EACH
D307180	CABLE 61/036 H.D. STARTER		13	METRE
	3/8 x 3/8 BATTERY CRIMPS.		5	each
D614680	HOSE 1½" CLEAR NON-TOXIC		1	METRE
D614602	HOSE 1" CLEAR NON-TOXIC		2	METRE
D614510	FUEL HOSE 5/16" NYLON HN 40		3	METRE
E720080	THORNEYCROFT T108 TMP		1	EACH
H512402	ST. GEAR WHITLOCK M41		1	EACH
D511553	CONTROL CABLE 33C 7FT		2	EACH
D510633	SHAFT 1¼" x 65" M41		1	EACH
D510924	EXHAUST HOSE 2"		15	FOOT
D510925	EXHAUST HOSE 2½"		150	FOOT

MARINE PROJECTS (PLYMOUTH) LTD.

DATE OF LAST CHANGE

KIT LIST. MOODY 41 ENGINEERS KIT 4/4

SHOP No. ☐☐ BOAT No. ☐☐☐

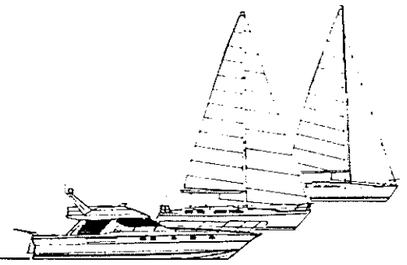
PART NUMBER.	DESCRIPTION OF PART.	ACTUAL QTY ISSUED	STD QTY TO ISSUE	UNIT OF MEASURE.
D615597	ACORN 15MM EQUAL T PIECE		6	EACH
D615601	ACORN 22-22-15MM T PIECE		1	EACH
D615605	ACORN 15MM INSERTS.		18	EACH
D615591	ACORN 15MM STRAIGHT		2	EACH
D615594	ACORN F/M - IRON SOCKET ADAPTOR		4	EACH
D615581	ACORN 15MM TUBE		29	METRE
D615599	ACORN 15 MM. 90° ELBOW		2	EACH
	OPTIONS - TO BE ADDED TO KIT ISSUE			
D307295	COAXIAL CABLE		6	METRE
H309980	RADIO SEAVOICE V.H.F		1	EACH

MARINE
PROJECTS
(Plymouth) Ltd

Directors D S King (Managing), M Viney
D G Burnham, P A Langmaid
Company Secretary J S Page

Reg No 856633 England VAT Reg No 143 4285 78
Reg Office Newport Street Plymouth Devon

Boat Builders, Lloyds Approved GRP Moulders



Newport Street · Plymouth · Devon · PL1 3QG Tel: (0752) 227771 Telex: 45352 Facsimile: (0752) 266760

MOODY 419 RUDDER MAINTENANCE

01 Disconnect steering quadrant and remove including brass key

02 Support rudder and remove copper rivets (drill or cut off heads and drive out rivets with parallel punch)

03 Lower rudder complete with skeg heel fitting until clear of rudder tube

04 At this stage check bearing tubes and O rings for damage or wear and replace or refurbish as required

05 Clean and regrease bearing and shaft

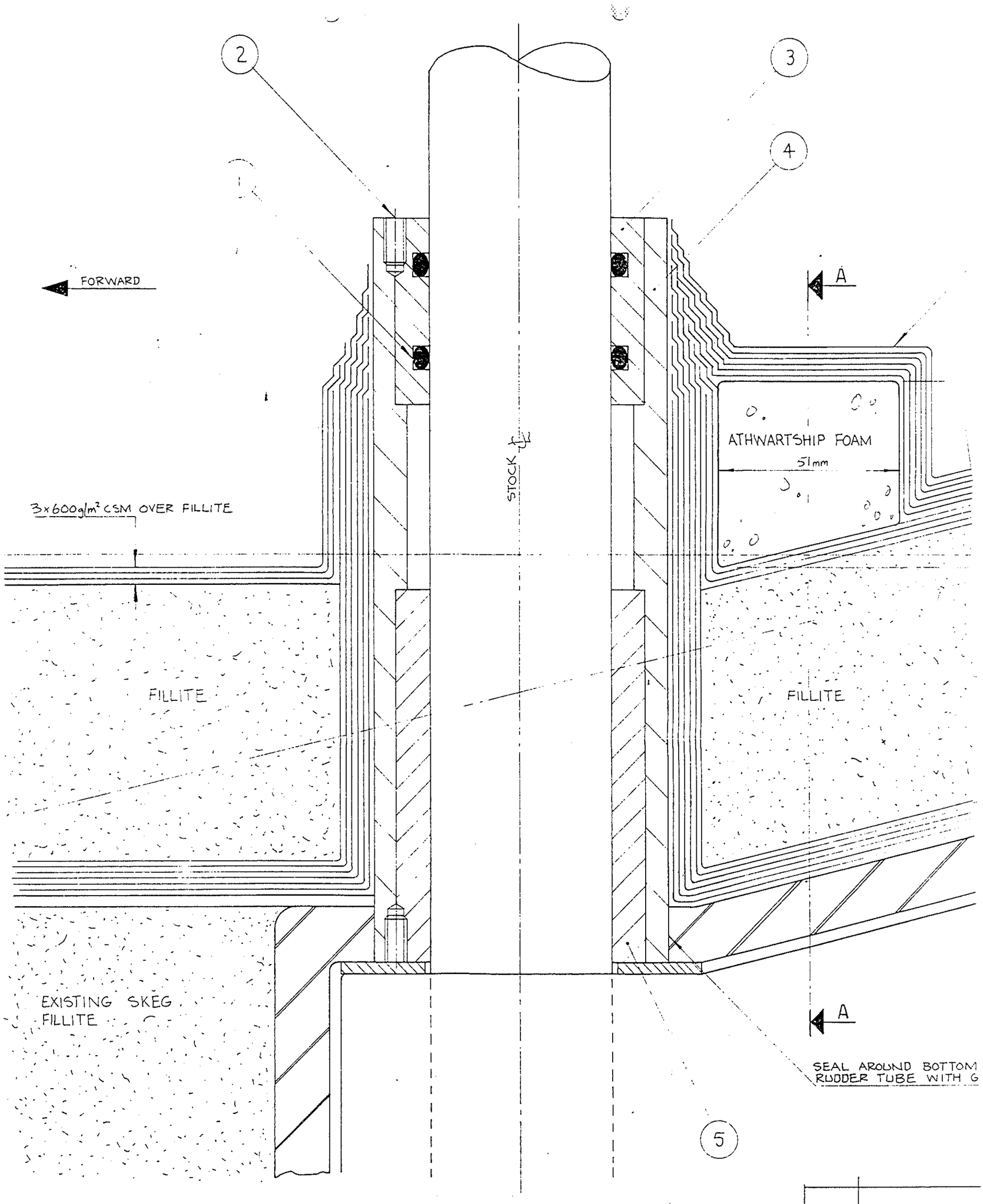
06 Clean skeg and heel fitting

07 Reposition rudder and refit with new copper rivets and plenty of sealant around keel fitting and all rivets

08 Check over rivets and clean up

09 Refit steering and test

TS/28.4.92



SECTIONAL VIEW AT SHIP ℄
LOOKING STARBOARD

ITEM	DESCRIPT
5	BOTTOM BEARING LONG
4	RUDDER TUBE: 3 LONG
3	TOP BEARING: 2 LONG
2	GRUB SCREW: ¼"
1	"O" RING SEAL

REFERENCE DRAWINGS:
S-431-14 "MOODY 41 HULL STIFFENING" (LLOYDS APPROVED 9-11-81)

FAX MESSAGE

MARINE PROJECTS

Marine Projects (Plymouth) Ltd,
Newport Street, Plymouth, Devon PL1 3QG
Tel: (01752) 203888 Facsimile: (01752) 203803

To Stephanie Yachting Selection **From:** Bill Barrow

Fax: 02 97 646142

Subject: Moody 419 sailplan **Date 10 March 1999**

Number of pages including this one: 1

Dear Stephanie
Thankyou for your fax regarding the Moody 419. We enclose the sailplan dimensions which we hope will be of help.

I 15.240 MTRS
J 5.029 Mtrs
P 13.335 MTRS
E 4.572 MTRS

If you need further information please do not hesitate to contact us.

Kind Regards

Bill Barrow
Aftersales

Reg No. 856633 England VAT Reg No. 143 4285 78
Reg Office Newport Street, Plymouth, Devon.

A H Moody & Son Limited

Swanwick Shore Road, Lower Swanwick
Southampton SO3 7ZL, Hants, England
Telephone Locks Heath 6116 Telex 477536

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 productions 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 gimballed, 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.

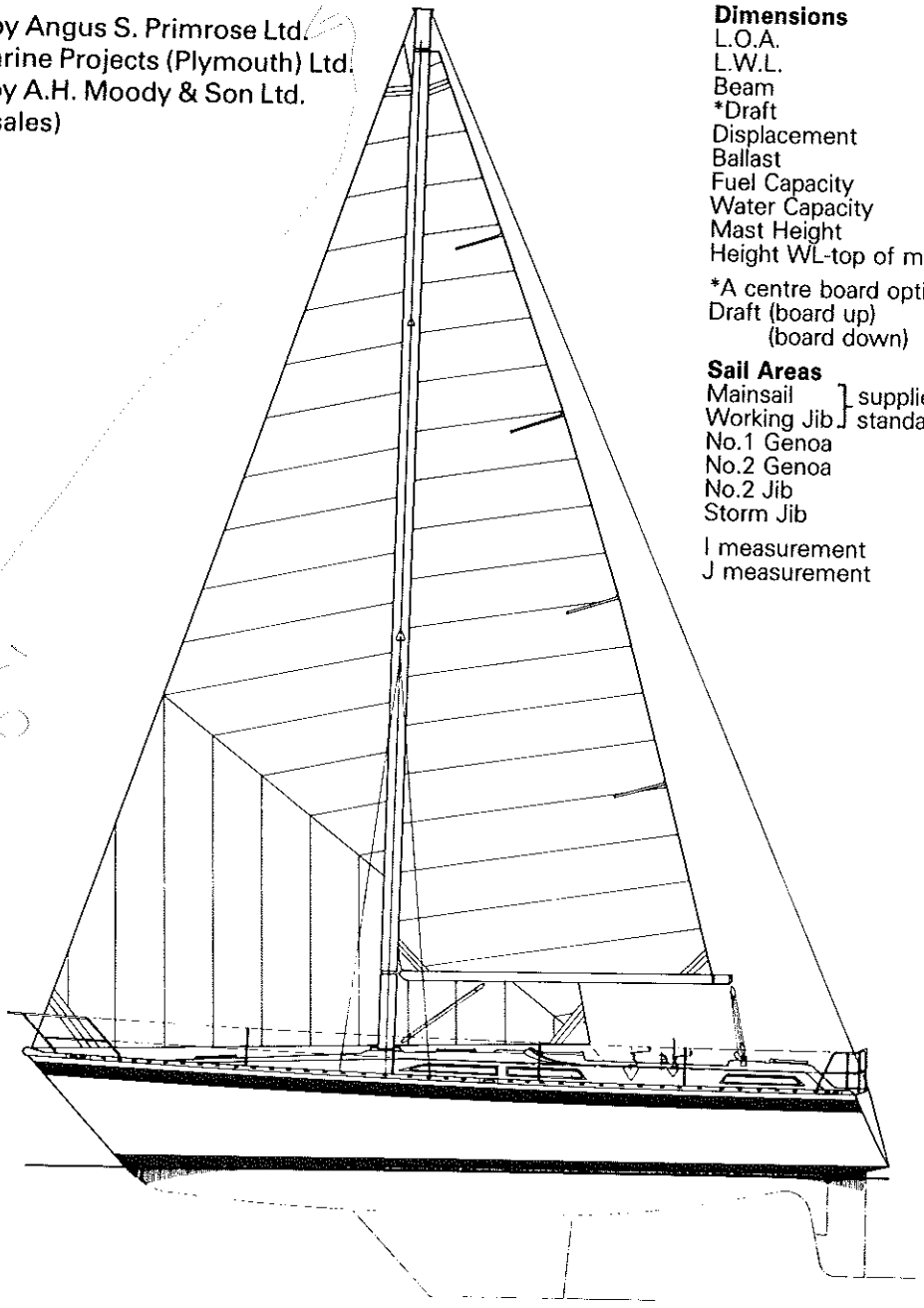
The above specification is intended to fairly represent the Moody 41. However the right to amend this specification without notice is reserved.
If a Moody 41 is purchased through a Distributor the delivery and arrangements may be altered.

Designed and Printed by Polygraphic Limited, Titchfield, Fareham, Hampshire, England.

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)



Dimensions

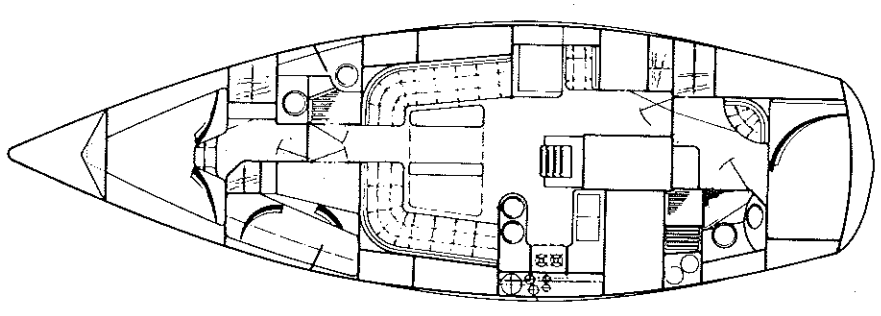
L.O.A.	41′	12.5m
L.W.L.	33′ 11½″	10.35m
Beam	13′ 2″	4.01m
*Draft	6′	1.83m
Displacement	20,600 lbs	9344.16 kg
Ballast	8,700 lbs	3946.32 kg
Fuel Capacity	c. 50 gal	227.3 ltrs.
Water Capacity	c. 100 gal	454.6 ltrs.
Mast Height	49′ 6¼″	15.09m
Height WL-top of mast	55′ 5″	16.89m

*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	36.83 sq m
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



1000Y 419 CAP & INTERMEDIATE MODIFIED CHAIN PLATE & BACKING PLATE

IDRG NO. 163
DATE 28-9-87

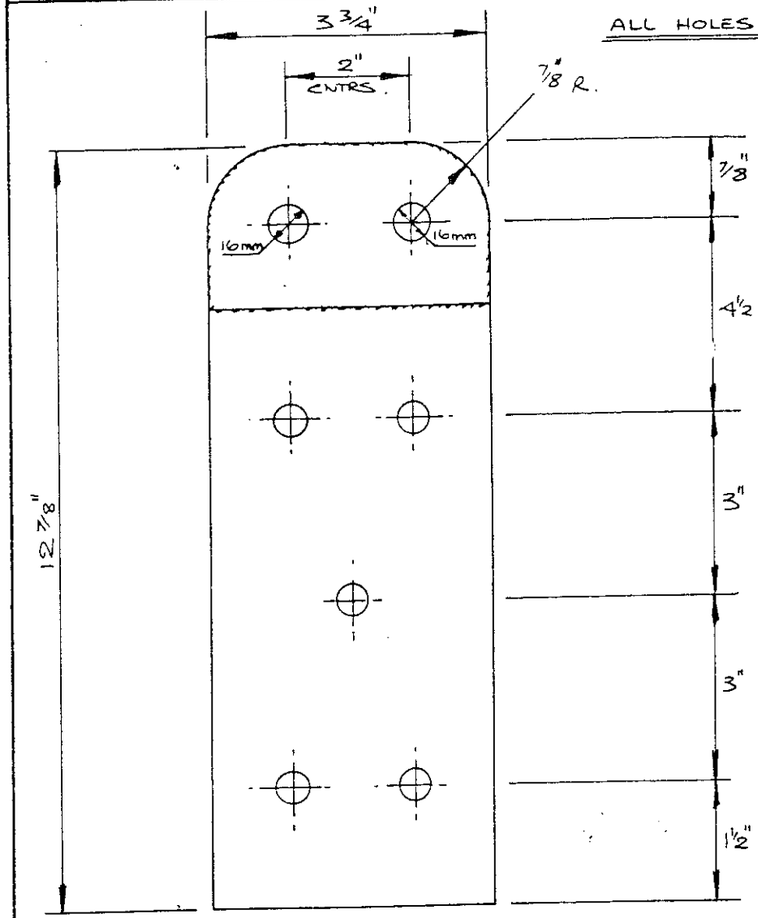
2SETS REQ.

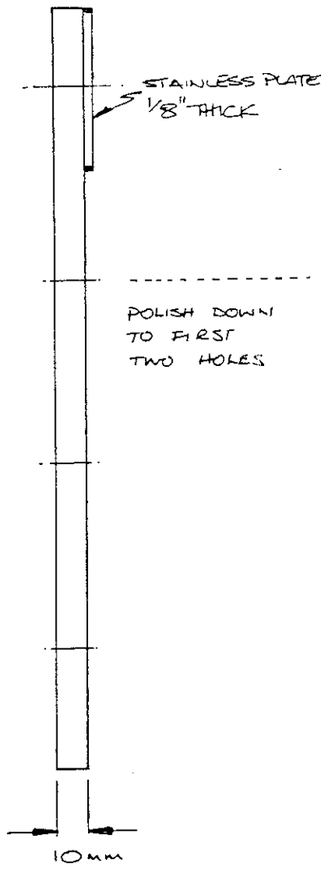
MOODY 41 CAP SHROUD & INTERMEDIATE BACKING PLATE

MARINE PROJECTS PLYMOUTH LTD.
Newport Street, Plymouth. Telephone 27771

Material	Drawn by	Date	Scale	Drwg.No
S/S.	ECT.	25.2.82		M41-012

ALL HOLES 13mm Ø UNLESS STATED





DIMENSIONS FOR HOLES - SAME AS MAIN PLATE.

BACKING PLATE

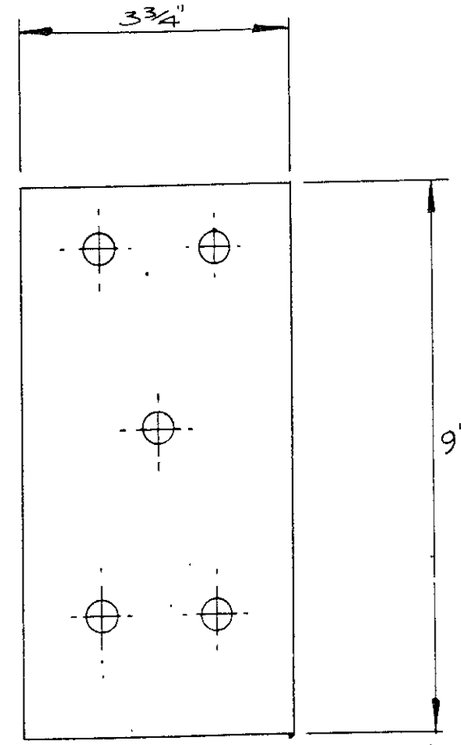


PLATE THICKNESS
6mm

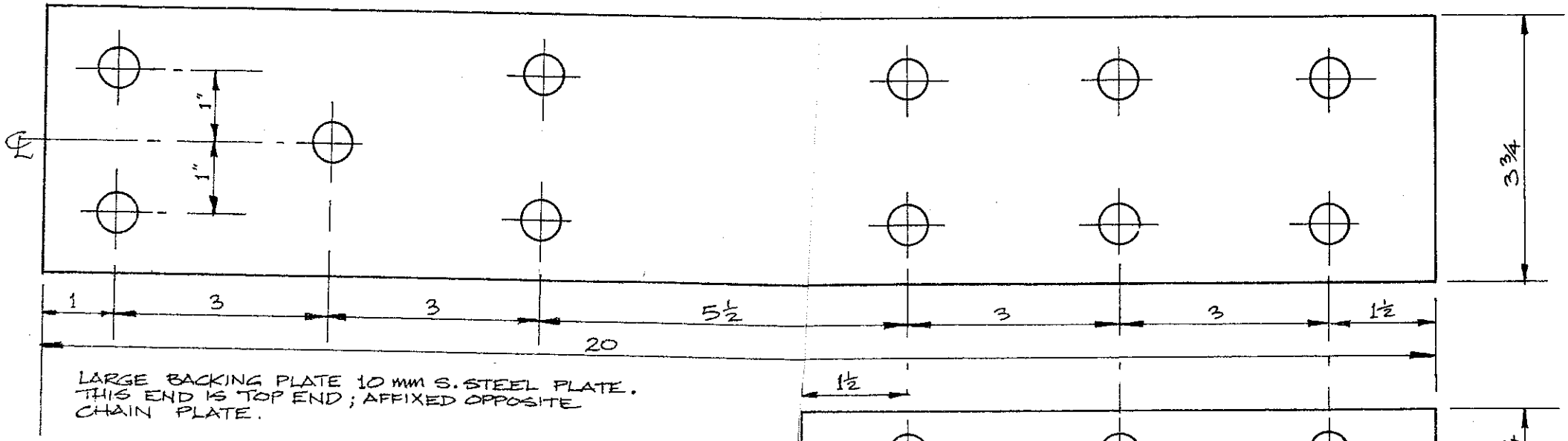
DATE	MODIFICATION	INT.
29.84	DOUBLER CHANGED TO ⅛" SINGLE PLATE ONLY	ECT
2.8.83	CONTINUOUS DOUBLE PLATE. HOLE ENL. TO 16mm	ECT

Title M41 CAPSHROUD CHAINPLATE EXTENDED BACKING PLES

Material	Drawn by	Date	Scale	Drwg.No
S. STEEL	JWDW	29-1-87	½	M41070

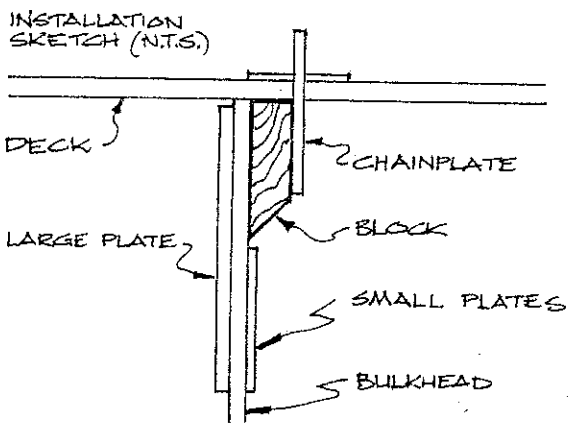
MARINE PROJECTS PLYMOUTH LTD.
Newport Street, Plymouth. Telephone 27771

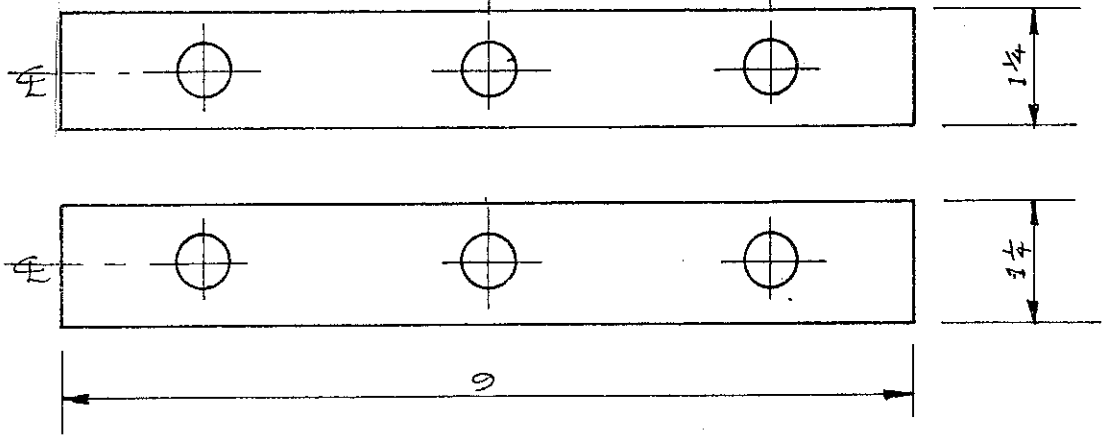
Always work to figured dimensions in preference to scaled dimensions. Refer significant discrepancies to chargehand ore putting work in hand.
ALL LINEAR DIMENSIONS IN INCHES.



LARGE BACKING PLATE 10 mm S. STEEL PLATE. THIS END IS TOP END; AFFIXED OPPOSITE CHAIN PLATE.

ALL HOLES 13·5 mm ϕ





SMALL BACKING PLATES 6 mm S.STEEL PLATE AFFIXED OPPOSITE LOWER END OF LARGE PLATE.

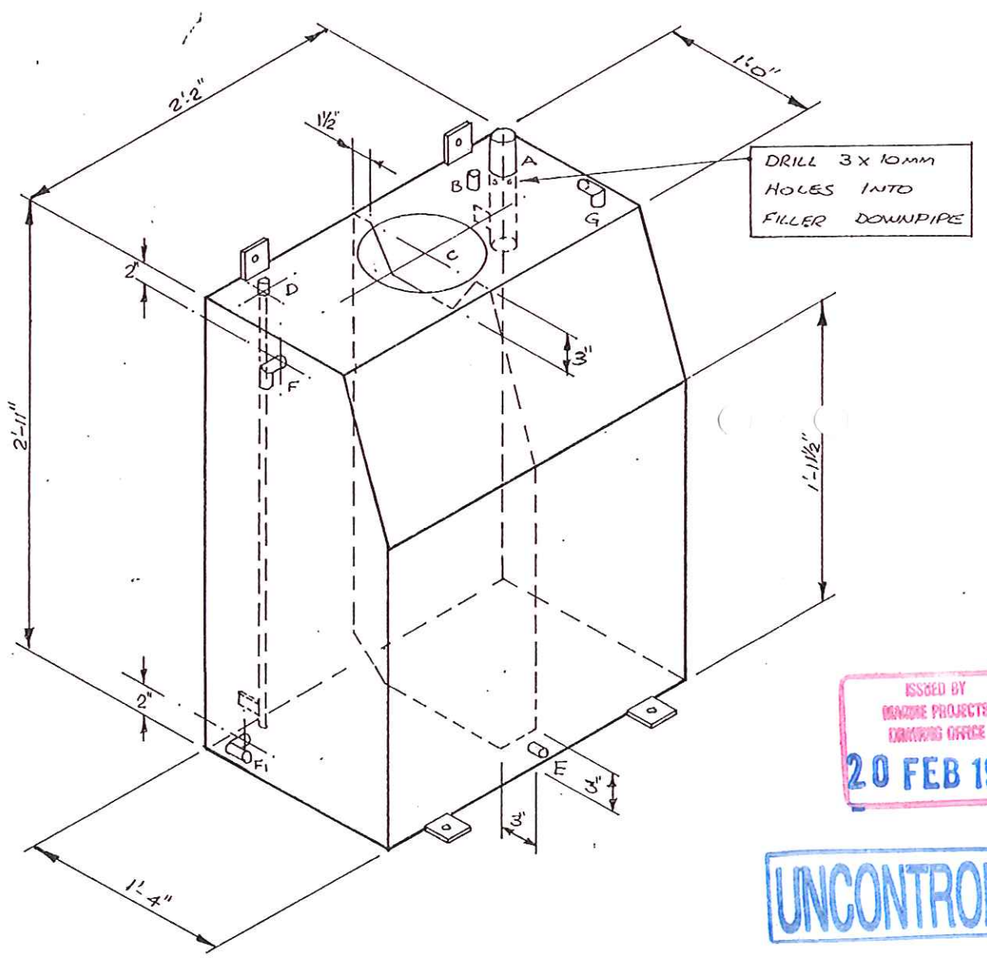
FITTING INSTRUCTIONS FOR EXTENSION CHAINPLATES ON MOODY 419

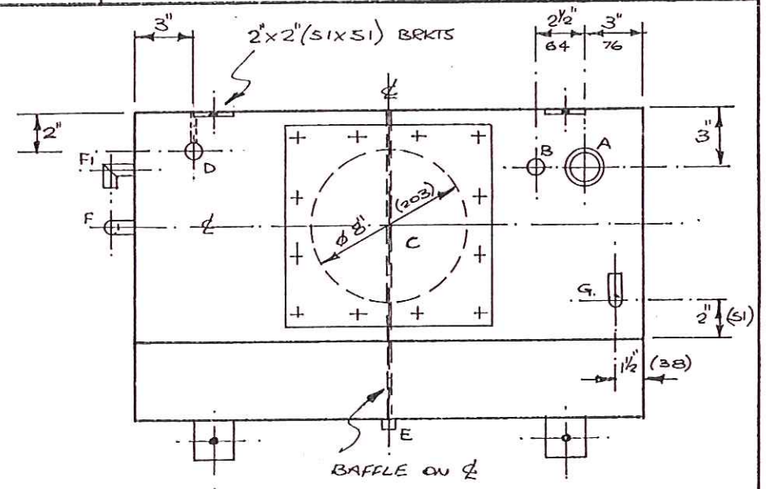
1. Slacken rigging, make fast to toe rails port and starboard using length of chain and shackles.
2. Remove both backing plates from toilet and double berth cabin.
3. Shroud plates are fixed with five 12mm stud bar, threaded at both ends. Nuts must be removed from stud bar in toilet and double berth cabin.
4. Having removed the nuts the bar must be tapped back into the main saloon.
5. The new long backing plates can now be fitted, having cut a longer slot in the top toilet locker unit to facilitate fitting of longer backplate.
6. Having fitted backplates the studded bar can now be tapped from the saloon back into the extended backing plates.
7. If possible the wedges must be placed between the top of Iroka block and underside of deck if movement has taken place.
8. This is done before tightening nuts in backing plate. One must ensure that all shroud plate nuts are fixed with Loctite or nylock nuts (one or the other).
9. Having tightened up the five bolts in each chainplate you can now proceed with boring the extra six bolt holes through the long backing plate into main saloon.
10. On main saloon bulkhead two smaller backing plates can now be fixed, one inside the locker and one outside of the locker port and starboard.
11. When these have been bolted off with 12mm hexagon headed bolts it will now be necessary to cover the two small backing plates which are outside of the lockers with a small box cover and re-varnish.
12. Whilst rigging is slack if there is any indentation on mast base it is possible to jack the deck with an extended bar and small bottle jack, to wedge between the underside of top plate and the GRP deck with quarter mild steel plate. Once again this may not be necessary. Having checked that everything is now 'A-Okay' one can now proceed to remove chainplate covers and re-seal with mastic.
13. Having completed this task the rigging can once again be attached to chainplates and then tightened down as necessary. This should lead to a satisfactory conclusion of chainplate installation.

PM/SLB (16.8.88)

Title	MOODY 41 FUEL TANK		CAPACITY - 50 GALLS (227 LTRS)	
Material 14 SWG MS	Drawn by PAN	Date 16.8.82	Scale –	Drwg.No M41-048.

MARINE PROJECTS PLYMOUTH LTD.
Newport Street, Plymouth. Telephone 27771





A. FILLER STRAIGHT. 2"(51) O.D. 2½" HIGH (64) WITH 6" DOWNPIPE. (SEE NOTE)
B. RETURN. 3/8" BSP SOCKET 1"(25) HIGH
C. STANDARD HATCH 10½" x 10½" x 3/16" PLATE (267 x 267 x 5)
D. SUCTION. 3/8" BSP SOCKET x 1"(25) HIGH. STOP DOWNPIPE 3/4"(19) FROM BOTTOM OF TANK.
E. DRAIN PLUG. 3/8" BSP SOCKET (AS LOW AS POSS.)
F. SIGHT GLASS. TO BE MADE USING
F1. AVAILABLE MATERIALS.
G. BREATHER. 3/4" O/D S.S. ELBOW. AS LOW AS POSSIBLE.

ISSUED BY MARINE PROJECTS DRAWING OFFICE 20 FEB 1995

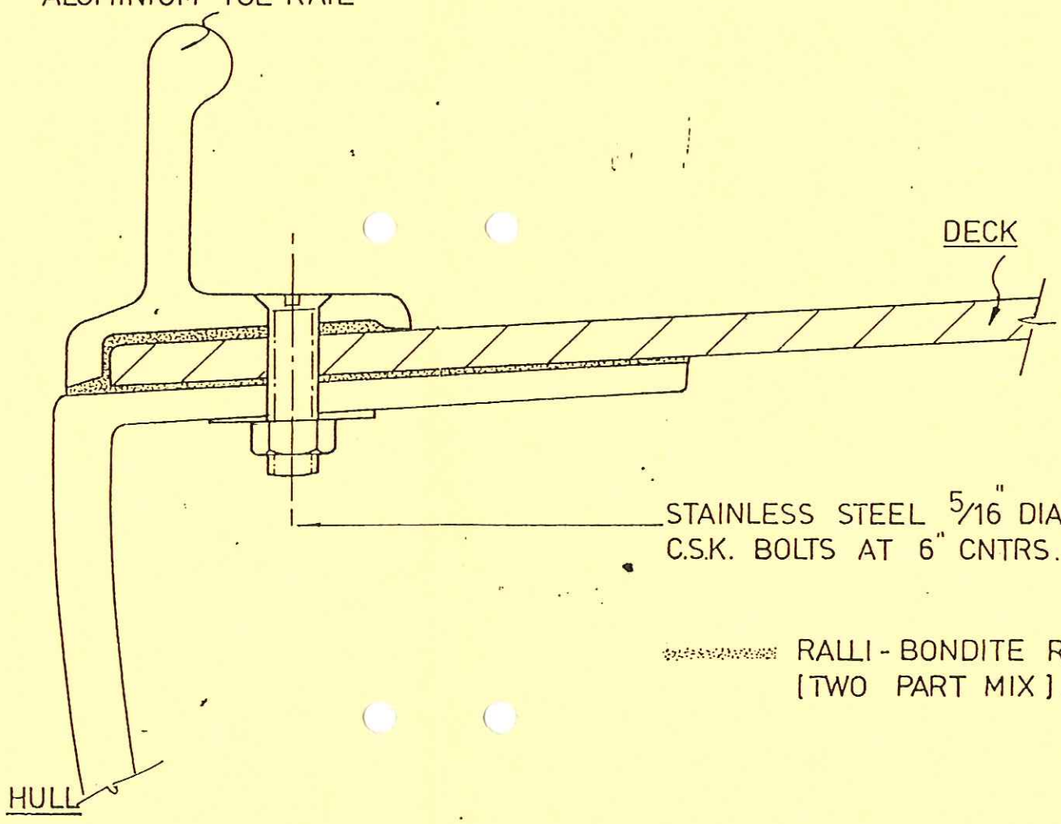
UNCONTROLLED

SUCTION PIPE MOVED AFT.	22.9.82	PAN
MODIFICATION	DATE	SIG

Title	MOODY 41 HULL DECK CONNECTION / TOE RAIL			
Material —	Drawn by ECT.	Date 13.5.82	Scale F/SCALE	Drwg.No M41-024

MARINE PROJECTS PLYMOUTH LTD.
Newport Street, Plymouth. Telephone 27771

UNCONTROLLED



STAINLESS STEEL 5/16" DIA.
C.S.K. BOLTS AT 6" CNTRS. USING 1" DIA. WASHERS.

RALLI-BONDITE RUBBOSEAL 033
[TWO PART MIX].

KEMP MASTS LTD. CONTINUATION SHEET 2 OF 2

SA1565

ITEM	MAT'L	DESCRIPTION	PART No.	No. OFF	BOUGHT + STORES −
31	ST ST	BLOCK	538-912-01	1	
32	AL.AL ST ST	KICKER BRACKET	508-044-04	1	
33	AL.AL.	PLUG	502-080-01	1	
34	AL.AL	HEEL ASSY.	502-083-01	1	
35	AL.AL	T BASE	1362/2	0	
36	—	INT. SEAL/COAT ASSY.	530-029-02	1	
37	AL.AL	DECK RING/TIE BAR ASSY.	533-010-04	0	
38	AL.AL	BUTT STRAP	507-851	1	
39	POLYESTER	HEEL LIFT Ø10 X 5400 (+SHACKLE 307-010)	611-009	1	
40	ST.ST.	'T' TERM Ø10	308-328	4	
41	ST.ST.	T TERM Ø8	308-326	5	
42	ST.ST.	'T' TERM Ø6	308-324	2	
43	AL.AL.	SPREADER BRACKET	522-043-01	2 PAIR	
44	ALAL	ROD KICKER SIZE 2	060-060-61	1	
45	FOAM	SOUND INSULATION BLOCKS	530-816	4	
46					
47					
48					
49					
50					
51					
52					
53					
54					
55					
56					
57					
58					
59					
60					

KEMP MASTS LTD. CONTINUATION SHEET 2 OF 2

SA1565

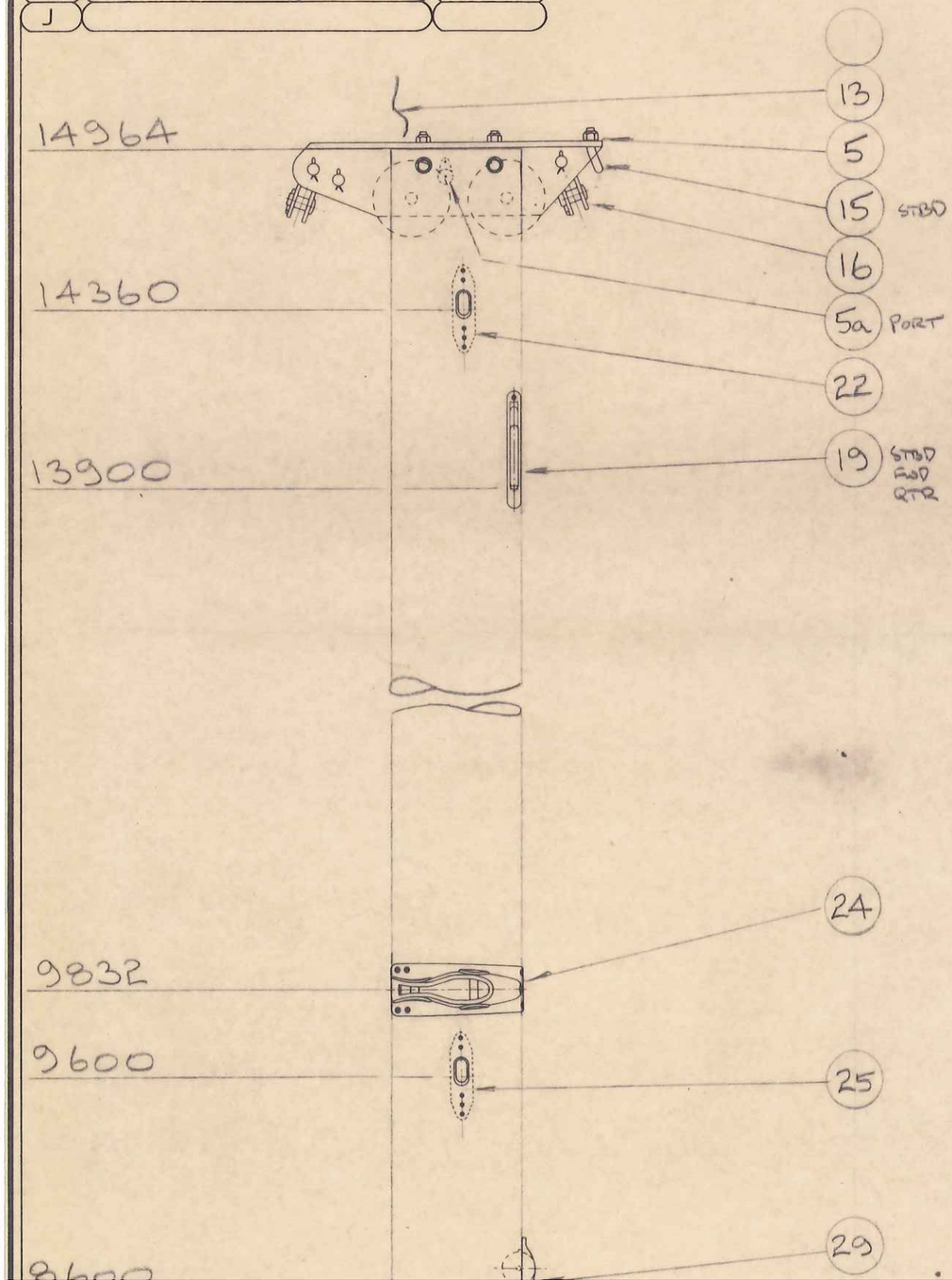
ITEM	MAT'L	DESCRIPTION	PART No.	No. OFF	BOUGHT + STORES −
31	ST.ST.	BLOCK	538-912-01	1	
32	AL.AL. ST.ST.	KICKER BRACKET	508-044-01	1	
33	AL.AL.	PLUG	502-080-01	1	
34	AL.AL.	HEEL ASSY.	502-083-01	1	
35	AL.AL.	T BASE	1362/2	0	
36	—	INT. SEAL/COAT ASSY	530-029-02	1	
37	AL.AL.	DECK RING/TIE BAR ASSY.	533-010-04	0	
38	AL.AL.	BUTT STRAP	507-851	1	
39	POLYESTER	HEEL LIFT Ø10 X 5900 (+SHACKLE 307-010)	611-009	1	
40	ST.ST.	T TERM Ø10	308-328	4	
41	ST.ST.	T TERM Ø8	308-326	5	
42	ST.ST.	T TERM Ø6	308-324	2	
43	AL.AL.	SPREADER BRACKET	522-043-01	2 PAIR	
44	ALAL	ROD KICKER SIZE 2	060-060-61	1	
45	FOAM	SOUND INSULATION BLOCKS	530-816	4	
46					
47					
48					
49					
50					
51					
52					
53					
54					
55					
56					
57					
58					
59					
60					

KEMP®

Sheet 1 of 2

SA 1556

rev	description	date
A		
B		
C		
D		
E		
F		
G		
H		
I		
J		



Item	description	notes	part number	quant.
1	Section Upper Anodised SILVER	L = 9200 x 224/150	9200 x 224/150	1
2	Section Lower Anodised SILVER	L = 5764 x 224/150		1
3				
4				
5	Headbox Assembly		501-539-01	1
5a	Burgee Block		538-550-01	
6	Backstay Toggle	10 ø Wire, 16 ø Pin	517-017-01	1
7	Windex Base/Windex Unit			
8	Wind Instrument Base			
8a	Wind Instrument Cable and Bracket			
9	Tricolour Light			
9a	Tricolour Light – Wired			
10	V.H.F. Aerial and Cable			
11	Anchor/Windex Light			
12	Anchor/Windex Light – Wired			
13	Electrical Messenger Line			1
14	Measurement Band			
15	Spinnaker Halyard Connection	'U' BOLT	508-092-01	1
16	Forestay Toggle/~~Terminal~~	10ø Wire, 16 ø Pin	517-017-01	1
17	Triple Combi Box			
18	Spinnaker Bull's Eye Lead			
19	Spinnaker Inlet ~~Box~~/Slot No. 1		505-014-01	1
20	Spinnaker Inlet Box/Slot No. 2			
21				
22	Upper Shroud Attachment T	10ø Wire, – ø Pin	507-559-01	2
23	Signal Eye		508-089-01	2
24	Upper Spreader Bracket		522-043-01	1 PAIR
25	Intermediate Shroud Attachment T	9 ø Wire, – ø Pin	507-559-01	2
26	Running Backstay Attachment	ø Wire, ø Pin		
27	Staysail Box/Eye			
28	Inner Forestay Attachment	8 ø Wire	507-557-01	1
29	Spinnaker Pole Topping Lift Box/~~Eye~~		505-006-01	1
30	Lower Spreader Bracket		522-043-01	1 PAIR
31	Lower Shroud Tang	10ø WIRE T	507-559-01	2
32	Upper Spreader L = 1000	Angled Aft 1.5°	503-409-01	1 PAIR
32a	Upper Spreader End Clamp	10ø Wire	500-585-01	2
33	Lower Spreader L = 1300	Angled Aft 1.5°	503-415-01	1 PAIR
33a	Lower Spreader End Clamp	9ø Wire SLOT FOR CAP	500-580-01/mod	2
34	Spreader Reinforcement			
35	Tang on Spreader for Linked Rigging			
36	Deck Light		526-155-01	1
37	Deck Light – Wired	2 CORE x 1.5mm² x 6500	531-003	1
38	Steaming Light		526-009-03	1
39	Steaming Light – Wired	2 CORE x 2.5mm² x 7000mm	531-006	1
40	Combined Light			
41	Combined Light – Wired			
42	Spinnaker Pole Track	L = 2200	515-503-01	1
43	Spinnaker Pole Slide		511-534-01	1
44	Pole Heel Lift Assembly		538-511-04	1
45	Spinnaker Pole Fixed Eye			
46	Jockey Pole Eye			
47	Mainsail Entry		505-501-04	1
48	Mainsail Pre-feeder			

5600

38

5350

5000

4851

36

30

4600

31

4500

28

2815

44

42

65 STBD 35 FWD ℄ MAIN HAL

2500

43

2250

63 PORT 60 AFT ℄ GENOA HAL.

2000

67 STBD ℄ SPIN T/L

70 STBD 80 FWD ℄ SPIN HAL

1744

47

66 PORT 25 AFT ℄ MAIN T/L

1500

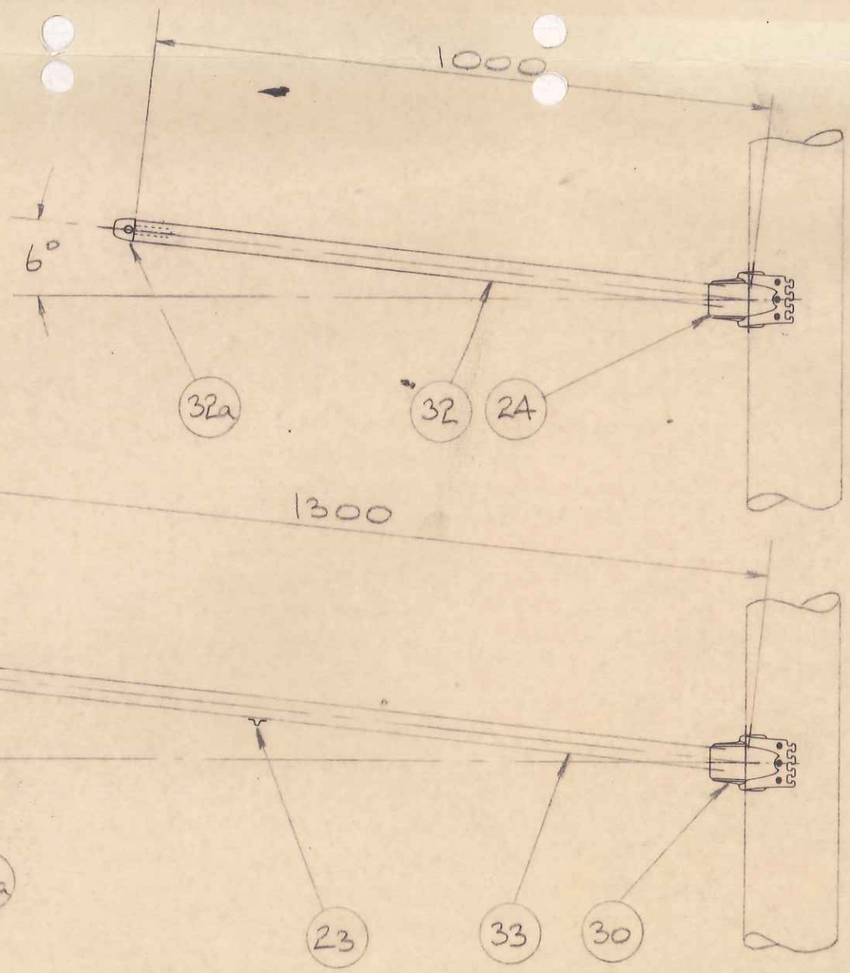
1440

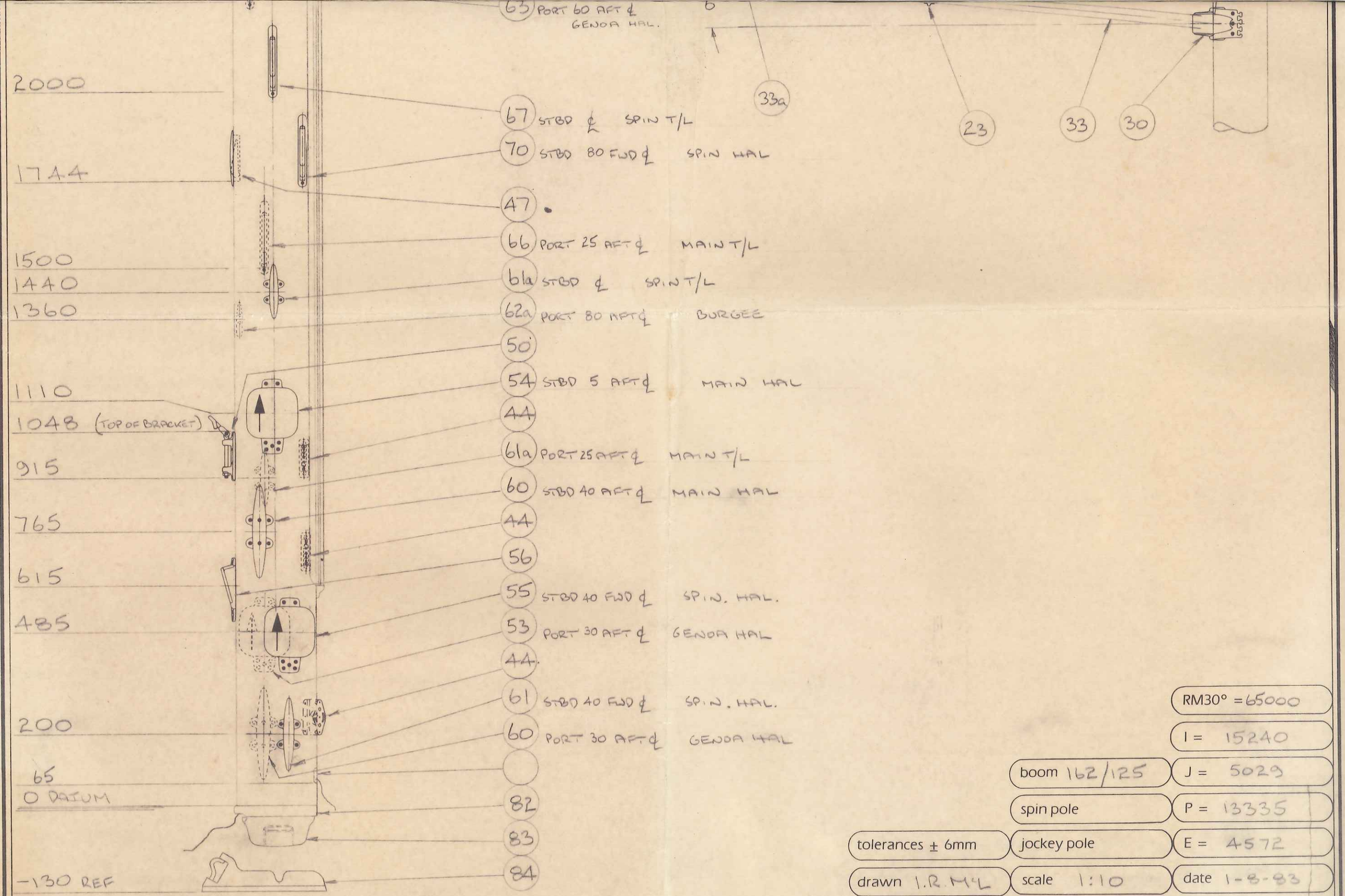
66a STBD ℄ SPIN T/L

1360

62a PORT 80 AFT ℄ BURGEE

50





RM30° = 65000

I = 15240

boom 162/125 J = 5029

spin pole P = 13335

tolerances ± 6mm jockey pole E = 4572

drawn I.R.M'L scale 1:10 date 1-8-93

title **mast specification for** MOODY 41

section 224/150 dwg. no. SA 1556

SAIL LEGEND.

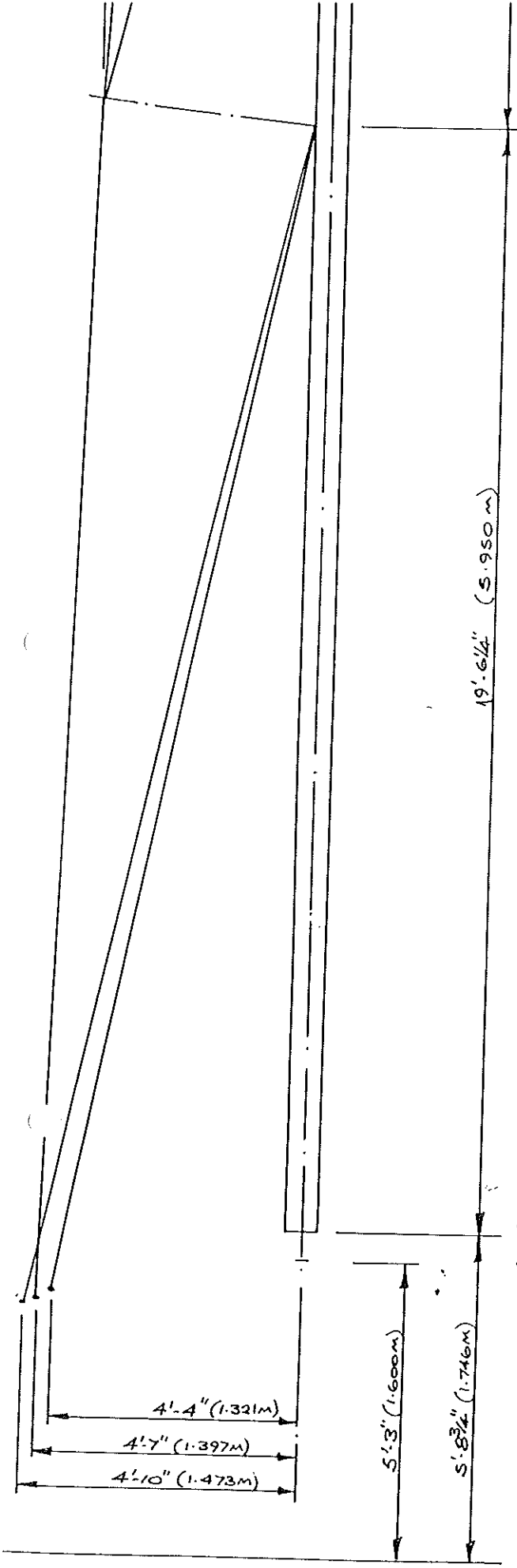
SAIL	LUFF	LEACH	FOOT	L.P.	AREA	NOTES
MAINSAIL	43'-9" (13.335M)		15'-0" (4.572M)		328 FT² (30.47M²)	BATTENS TO I.O.R.
N°1 GENOA	50'-6" (15.392M)	47'-0" (14.376M)	26'-11" (8.204M)	24'-9½" (7.557M)	526 FT² (48.86M²)	
ROLLER GENOA	50'-6" (15.392M)	45'-0" (13.716M)	25'-0" (7.620M)	22'-3" (6.782)	561.8 FT² (52.19M²)	PATTERN MADE UP AFTER TESTING ON BOAT N°1
N°2 GENOA	50'-6" (15.392M)	45'-8" (13.919M)	23'-8" (7.213M)	21'-5" (6.528M)	540.8 FT² (50.24M²)	
WORKING JIB	48'-0" (14.630M)	41'-6" (12.649M)	18'-3" (5.562M)	16'-6" (5.029M)	396 FT² (36.79M²)	
N°2 JIB	41'-0" (12.497M)	32'-0" (9.754M)	16'-0" (4.877M)	11'-6" (3.505M)	235.8 FT² (21.90M²)	
STORM JIB.	25'-0" (7.620M)	18'-6" (5.639M)	11'-6" (3505M)	8'-0" (2.438M)	100 FT² (9.29M²)	3' TACK PENNANT.

I - 50'-0" (15.240M)
J - 16'-6" (5.029M) } 412.5 FT² (38.32 M²)

P - 43'-9" (13.335 M)
E - 15'-0" (4.572M) } 328 FT² (30.47 M²)

TOTAL - 740.5 FT² (68.79 M²)

1 of 4 Sheets



OVERALL LENGTH

OF MAST - 49'-6¼" (15.094m)

ISSUED BY THE D.O.

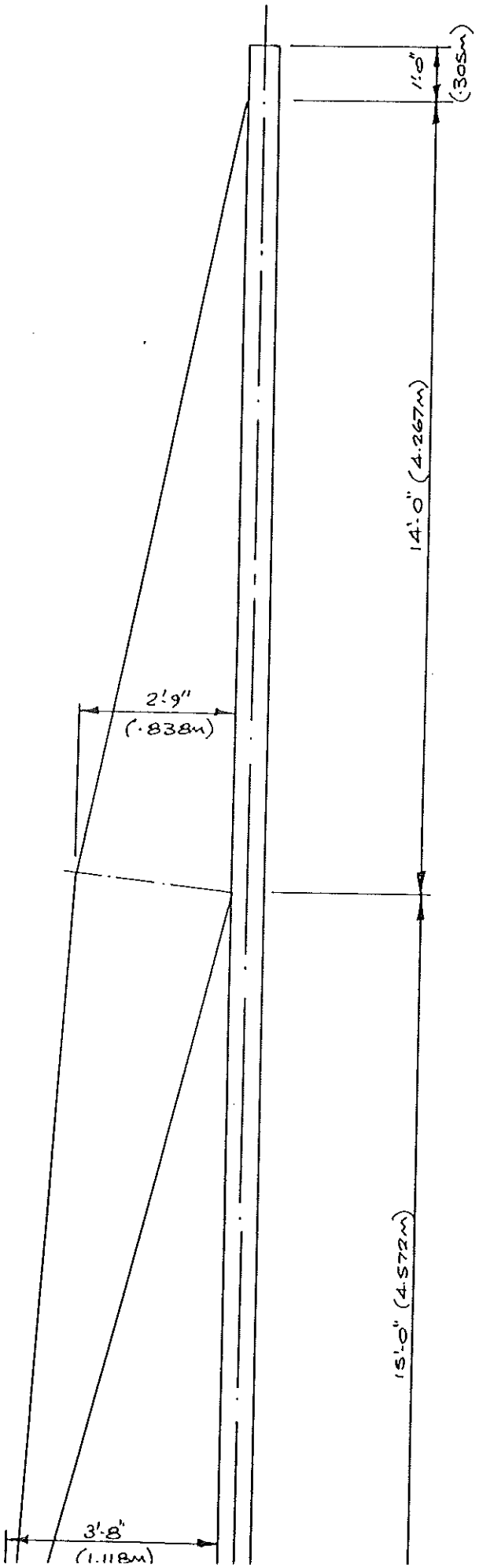
MARINE PROJECTS

MARINE PROJECTS (PLYMOUTH) LTD

MOODY 41 - SAIL PLAN

SCALE 3/8" = 1FT

PAN 29.6.82 DRG N° M41-045.


1'-0"
(.305m)
14'-0" (4.267m)
2'-9"
(.838m)
15'-0" (4.572m)
3'-8"
(1.118m)

Title	MOODY 41 SKEG STIFFENER				
Material	M.S.	Drawn by	JWDW	Date	9-2-89
Scale		Drwg.No	M41 086		

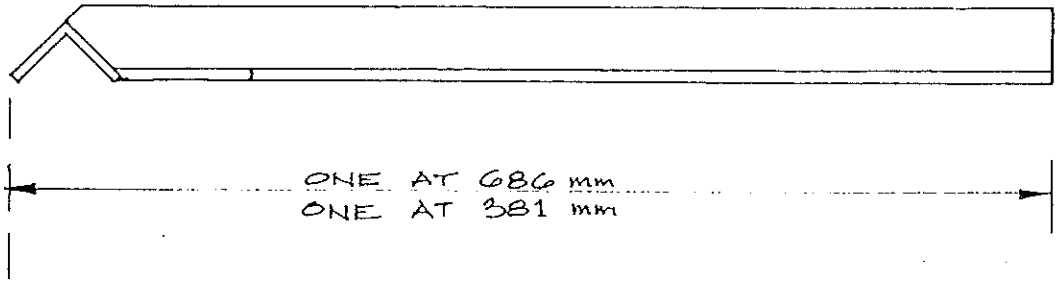
UNCONTROLLED

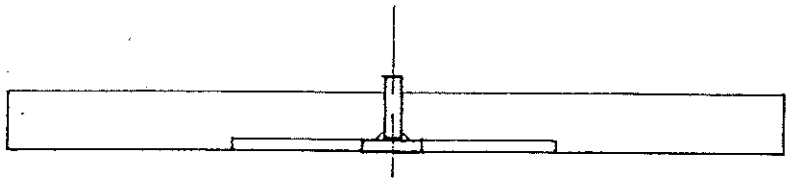
MARINE PROJECTS PLYMOUTH LTD.
Newport Street, Plymouth. Telephone

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

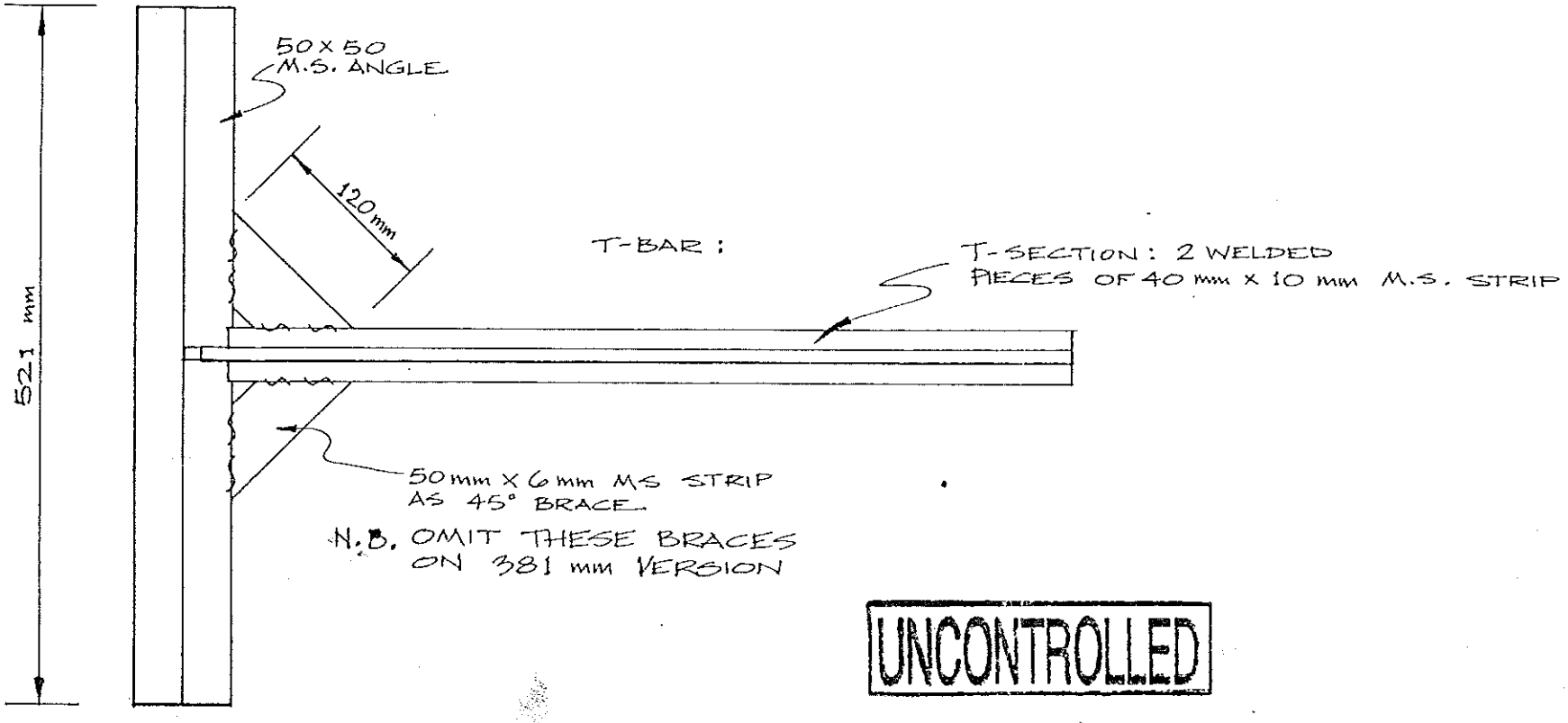
Supplied to After Sales

ISSUE	DATE	MODIFICATION
B	15-2-89	BRACES NOW OMITTED ON SHORT B





ONE AT 686 mm
ONE AT 381 mm



T-BAR :

T-SECTION : 2 WELDED PIECES OF 40 mm x 10 mm M.S. STRIP

50 mm x 6 mm MS STRIP AS 45° BRACE

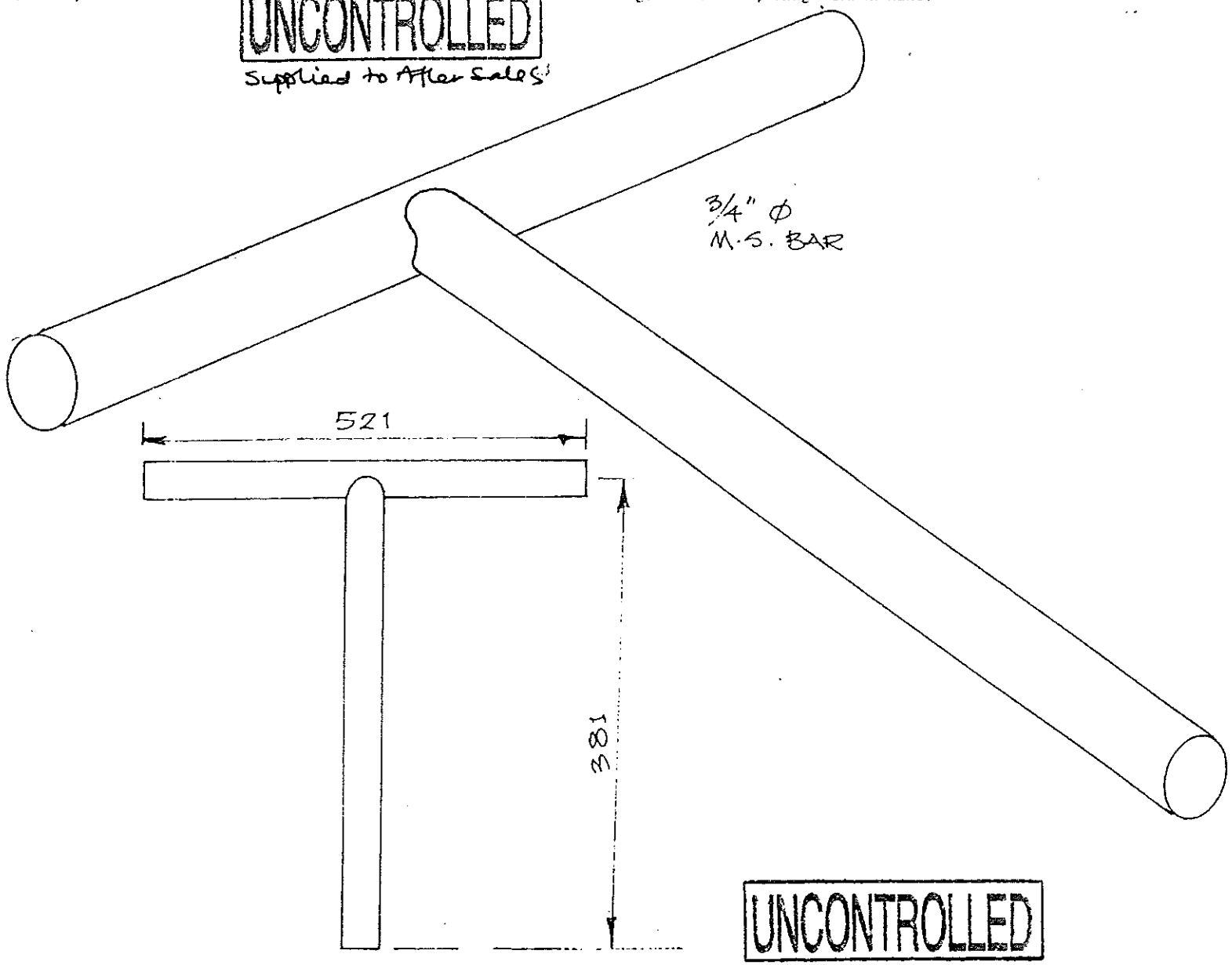
N.B. OMIT THESE BRACES ON 381 mm VERSION

UNCONTROLLED

Title: M41/419 SKEG REINFORCEMENT T-BAR				
Material M/S	Drawn by JWDW	Date 20-2-89	Scale N.T.S.	Drwg.No M41-087

MARINE PROJECTS PLYMOUTH LTD.
Newport Street, Plymouth. Telephone 2

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



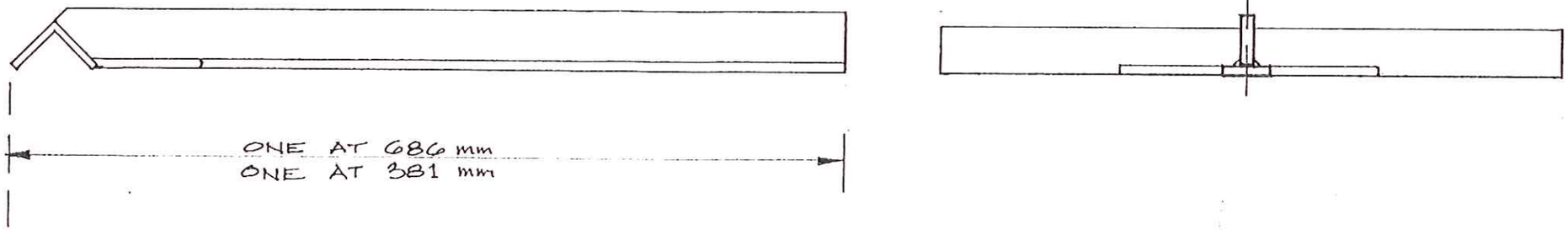
Title	MOODY 41 SKEG STIFFENER				
Material M.S.	Drawn by JWDW	Date 9-2-89	Scale 1:5	Drwg.NO M41 086	MARINE PROJECTS PLYMOUTH LTD. Newport Street, Plymouth. Telephone 27771

UNCONTROLLED

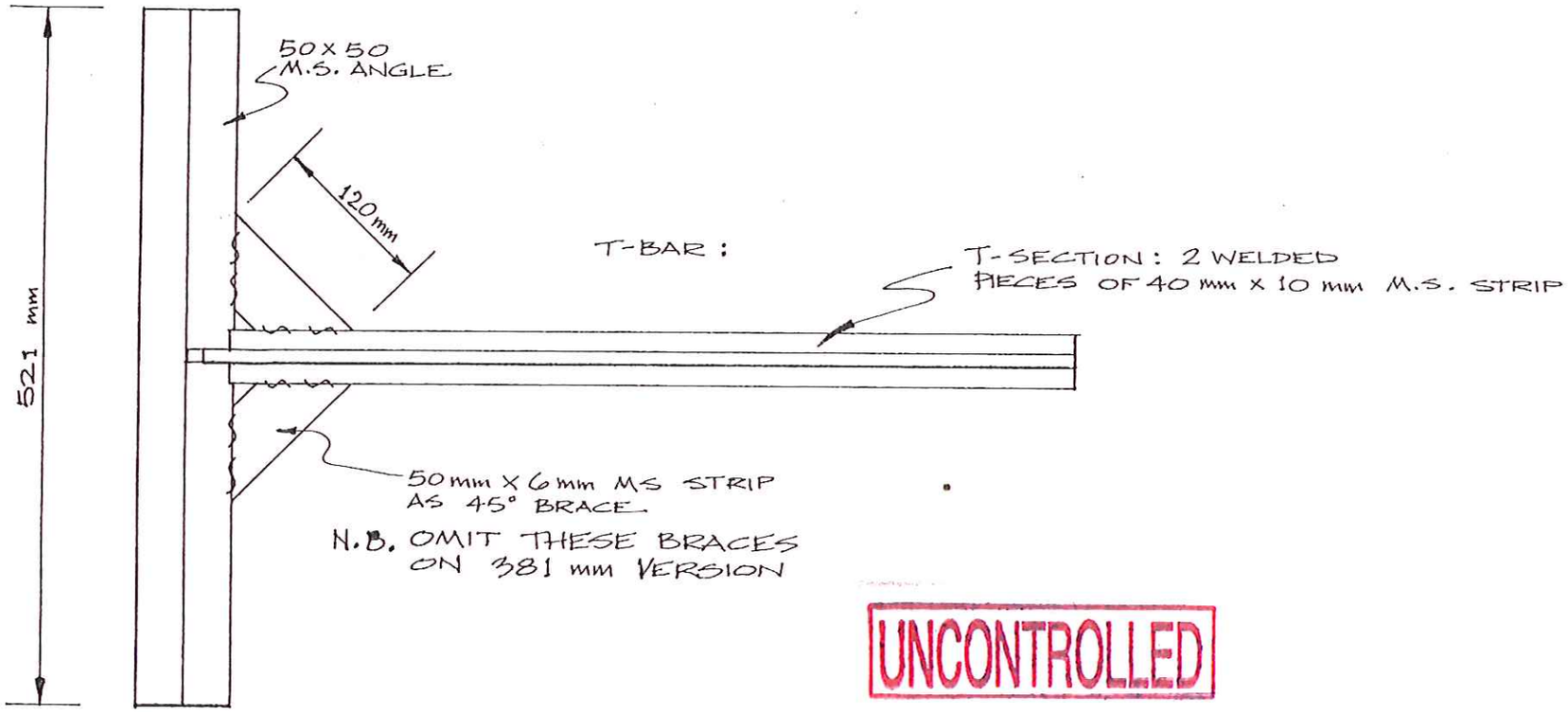
Always work to figured dimensions in preference to scaled dimensions. Refer significant discrepancies to chargehand before putting work in hand.

Supplied to After Sales

ISSUE	DATE	MODIFICATION	INITIALS
B	15-2-89	BRACES NOW OMITTED ON SHORT BAR	JWDW.



ONE AT 686 mm
ONE AT 381 mm

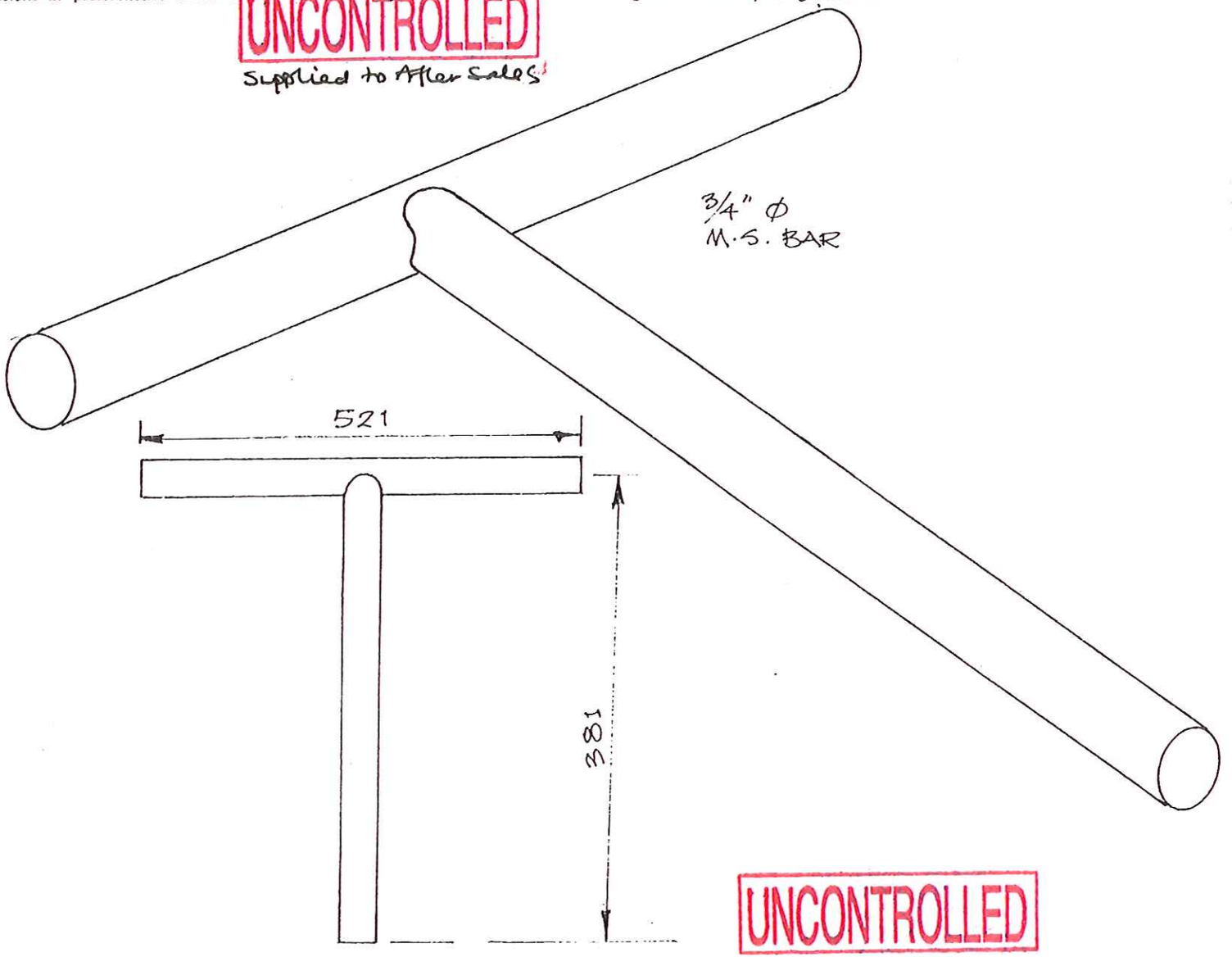


N.B. OMIT THESE BRACES
ON 381 mm VERSION

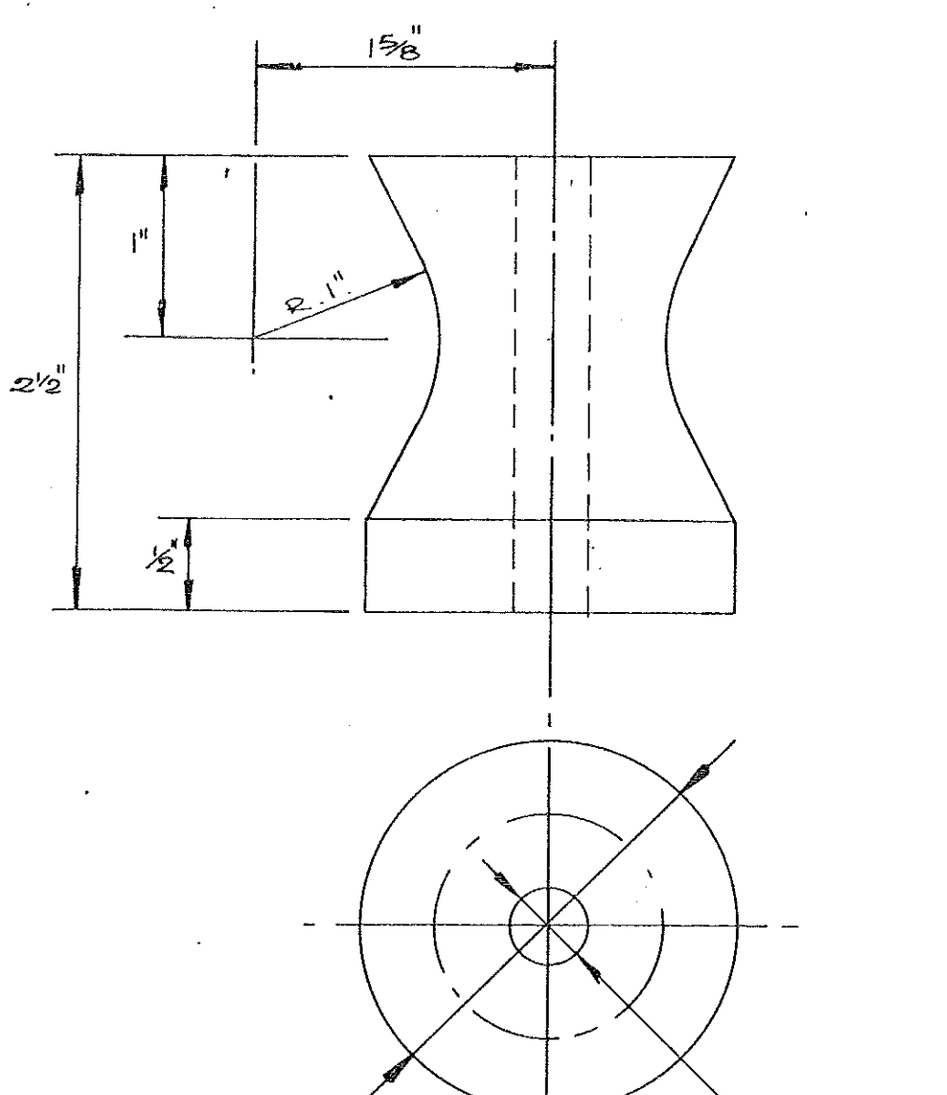
UNCONTROLLED

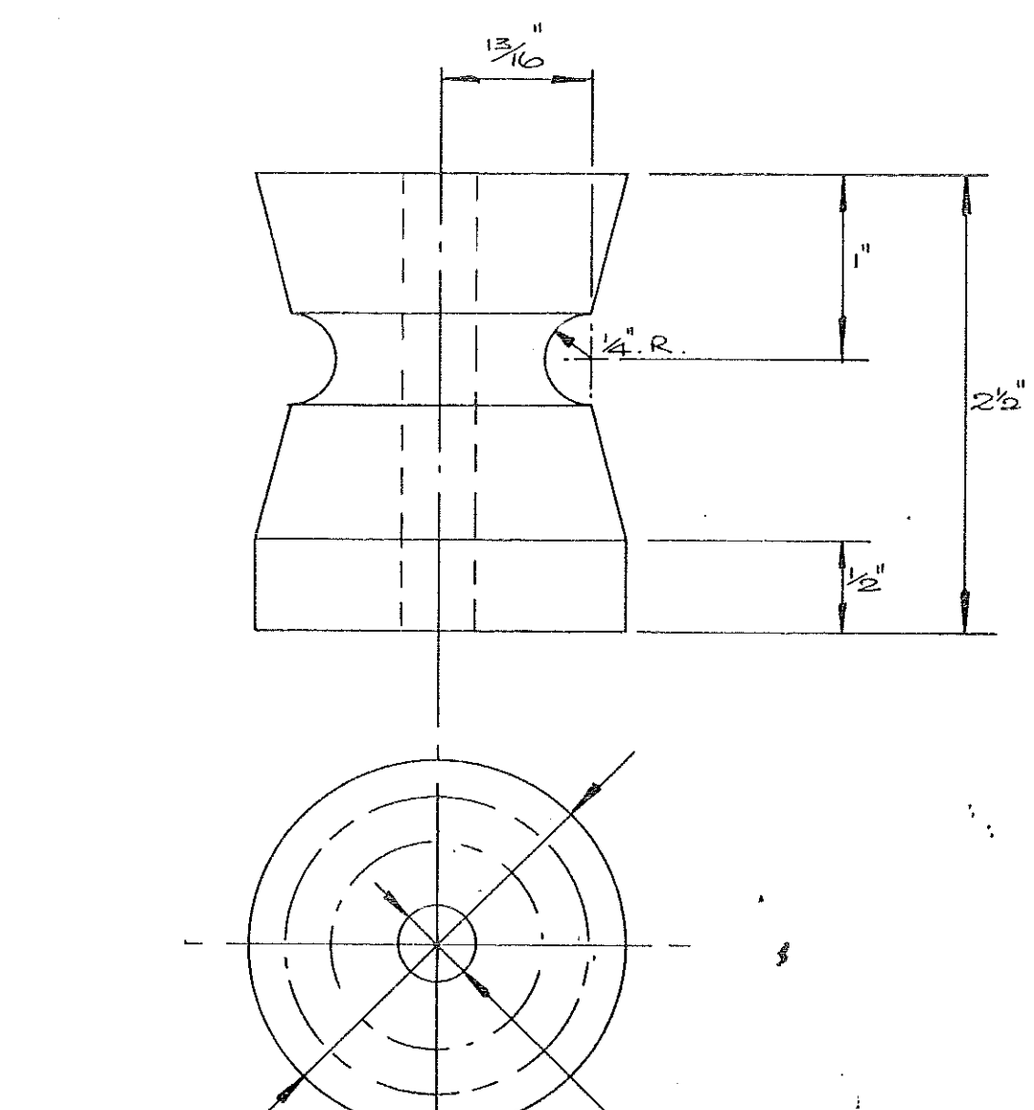
Title M41/419 SKEG REINFORCEMENT T-BAR				MARINE PROJECTS PLYMOUTH LTD. Newport Street, Plymouth. Telephone 27771
Material M/S	Drawn by JWDW	Date 20-2-89	Scale N.T.S.	Drwg.No M41-087

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

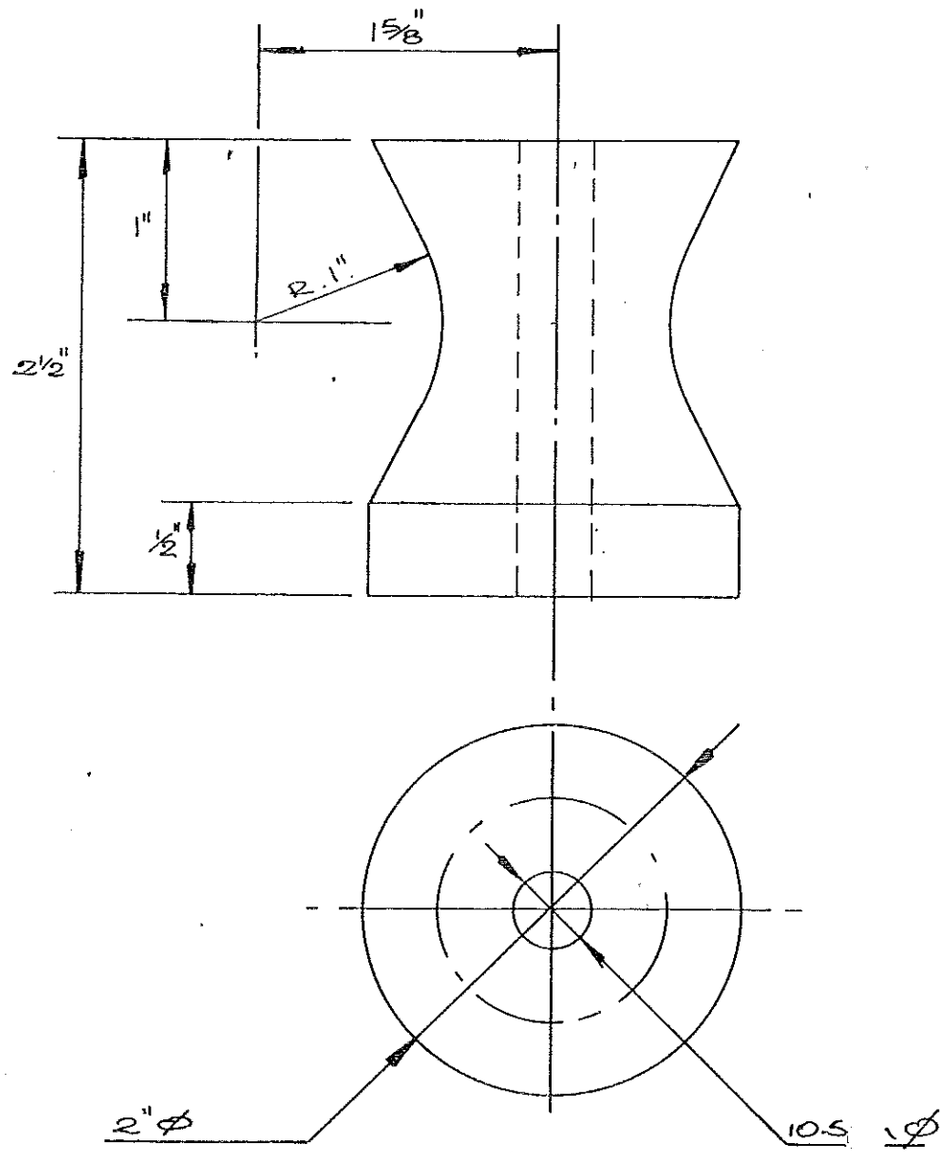


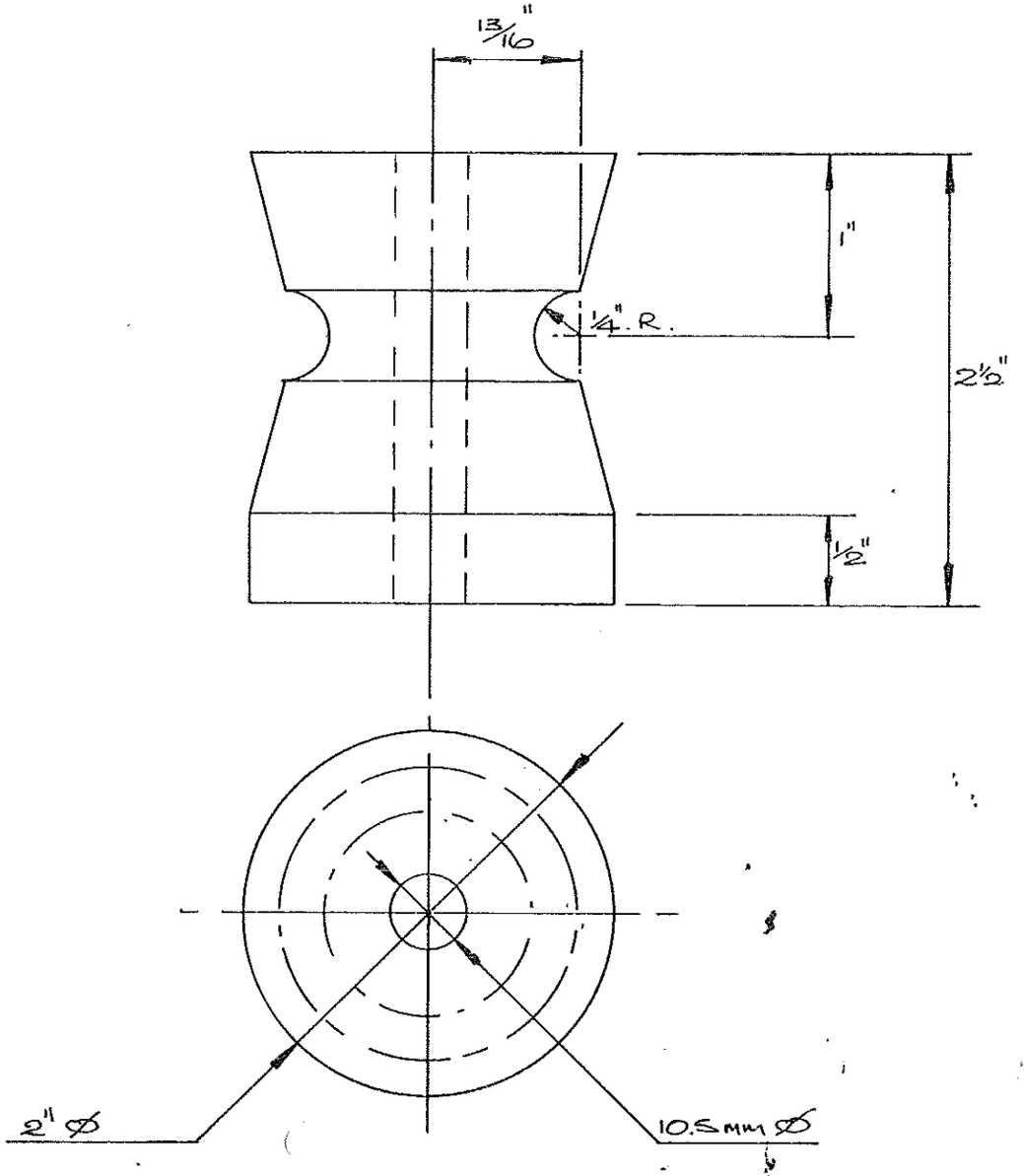
Title	MOODY 41 STEMHEAD ROLLERS. ONE OF EACH PER BOAT.				MARINE PROJECTS PLYMOUTH LTD. Newport Street, Plymouth. Telephone 27771
Material MANG. BRONZE	Drawn by ECT	Date 1. 3. 82	Scale F-S	Drwg.No M41-016	





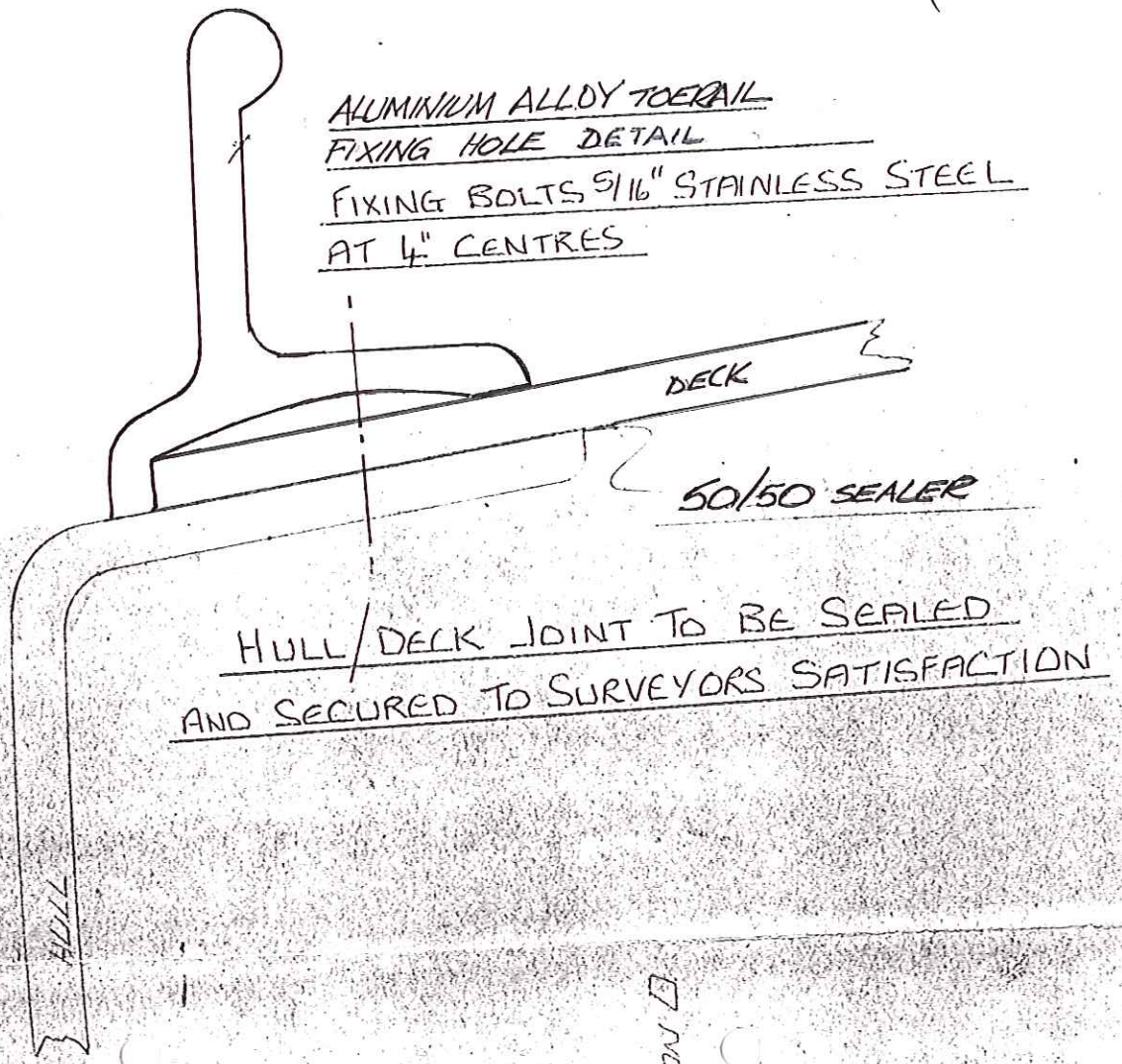
Title	MOODY 41 STEMHEAD ROLLERS. ONE OF EACH PER BOAT.				MARINE PROJECTS PLYMOUTH LTD. Newport Street, Plymouth. Telephone 27771
Material MANG. BRONZE	Drawn by ECT	Date 1. 3. 82	Scale F-S	Drwg.No M41-016	





~ HULL / DECK JOINT ~

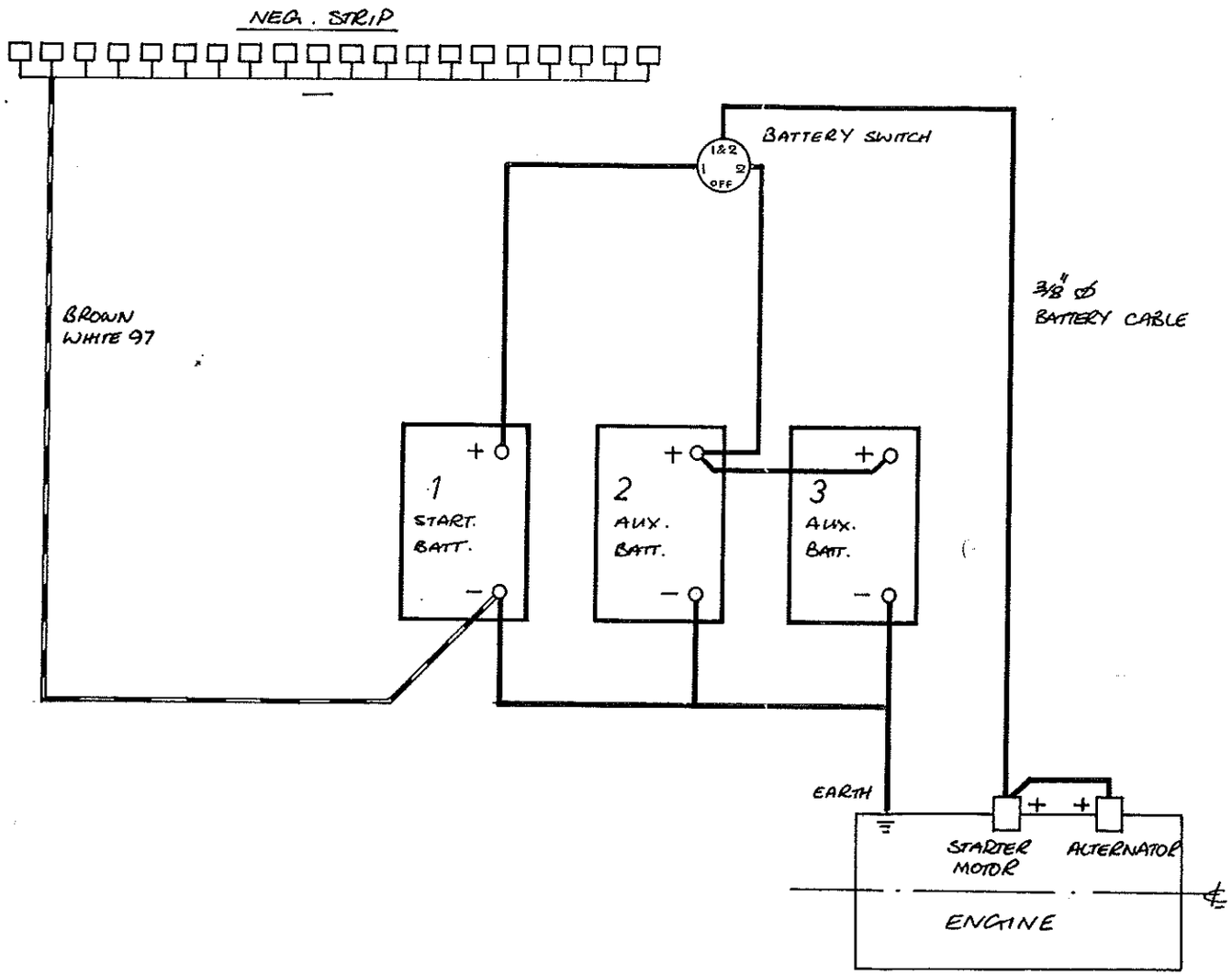
(FROM:-
PARTS DRAWING S431-14
APPROVED 9-NOV-1981)



TRAYMOULDS

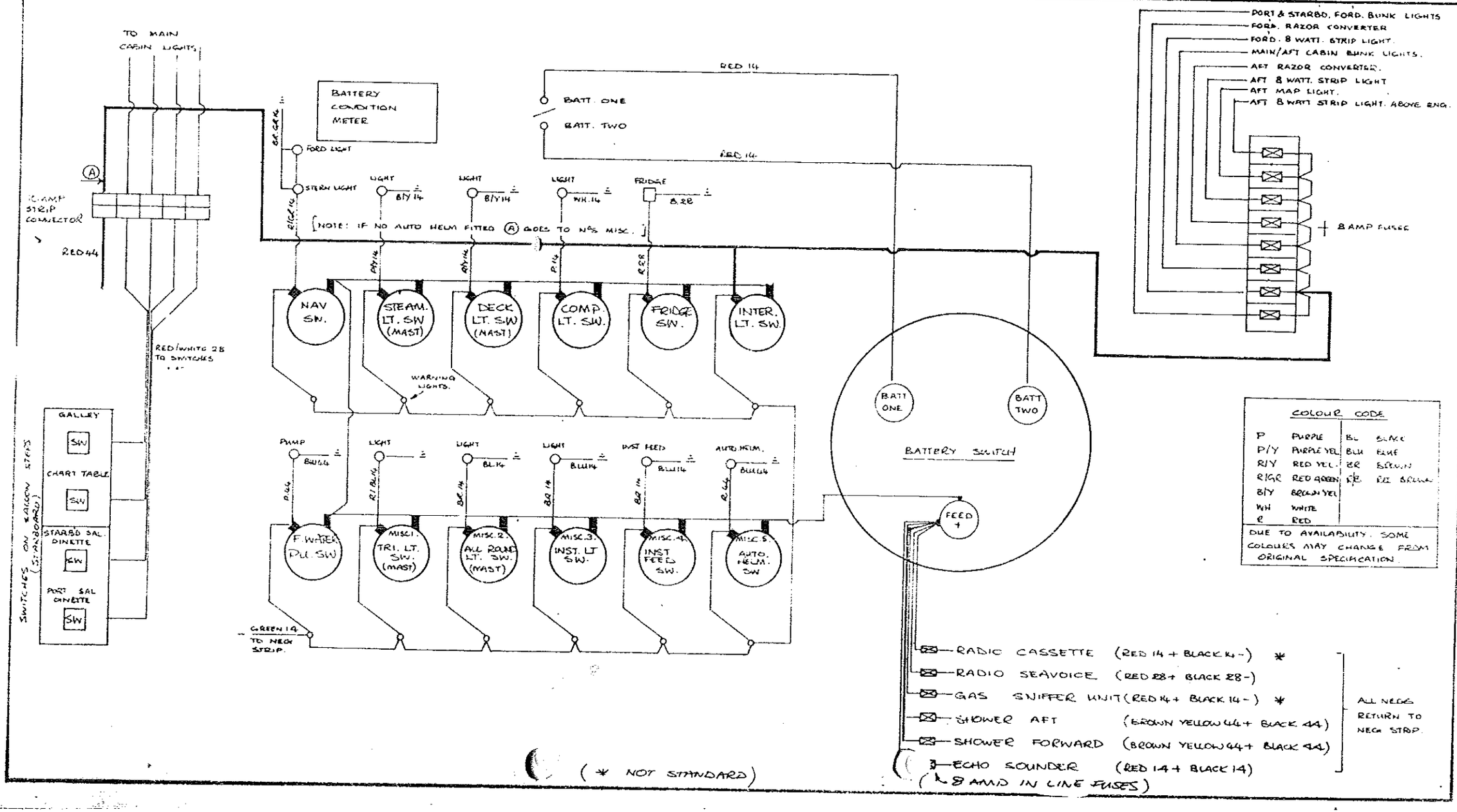
(1) FORECABIN
(2) GUEST CABIN
(3) HEADS CAB
(4) SALOON
(5) AFT CABA

Title	MOODY 419 / STARTING / BATTERY CIRCUIT				
Material ——	Drawn by ~~EG~~	Date 24.6.82.	Scale ——	Drwg.No M41.041	MARINE PROJECTS PLYMOUTH LTD. Newport Street, Plymouth. Telephone 27771



Title	MOODY 419. SWITCH PANEL & FUSES			
Material ———	Drawn by EGT	Date 24. 6. 82	Scale ———	Drwg.NO M41.042

MARINE PROJECTS PLYMOUTH LTD.
Newport Street, Plymouth. Telephone 27771



COLOUR CODE			
P	PURPLE	BL	BLACK
P/Y	PURPLE YEL	BLU	BLUE
R/Y	RED YEL	BR	BROWN
R/GR	RED GREEN	GR	GREY BROWN
B/Y	BROWN YEL		
WH	WHITE		
R	RED		

DUE TO AVAILABILITY, SOME COLOURS MAY CHANGE FROM ORIGINAL SPECIFICATION.

(* NOT STANDARD)

Scanned in four sections

A1	B1
A2	B2

(A1)

STANDARD 'P' BRAC
INSTALLATIONS

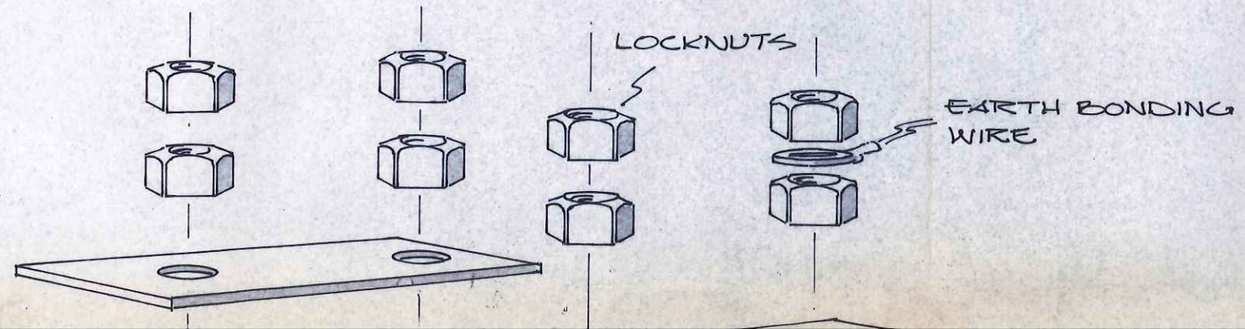
STAGE 1

PREPARATION & INSTALLATION
OF PROPELLER BRACKET. (PALM TYPE)

A. POSITION 'P' BRACKET INTO RECESS AND DRILL HOLES 0.5MM LARGER THAN BOLT DIAMETER:-
(e.g. 12M BOLT = 12.5MM Ø HOLE)
B. REMOVE 'P' BRACKET, CLEAN RECESS FROM ANY DIRT & DUST.
C. COAT RECESS & PALM WITH R.B. PRIMER.
D. APPLY A 6MM - 8MM LAYER OF SC/SO RALLIBONDITE SELF CURING MIXTURE TO 'P' BRACKET PALM.
E. SECURE 'P' BRACKET INTO POSITION WITH M'SCREWS PROVIDED. COAT M'SCREWS WITH MASTIC AND WIND CAULKING COTTON AROUND BOTTOM HALF OF M'SCREW
F. TIGHTEN 'P' BRACKET INTO POSITION.
G. RETIGTEN M'SCREWS AFTER 5 - 6 HOURS.

TORQUE SETTING
12M BOLT. 85lbs.ft
10M BOLT. 151bs.ft

PALM TYPE
PROPELLER BRACKET.



STAG

GRP STERNTUBE
AND INSTALLATIO

A. FIND STERNTUBE CENT
APPROPRIATE DIAMETER
B. INSERT SHAFT THROUGH
ON STERNTUBE.
C. CONTINUE TO SLIDE SHA
MATCH UP TO ENGINE
D. SLIDE STERNTUBE THROU
FINISHED POSITION.

FINAL INSTALLATIO

A.1. MAKE SURE SHAFT AND
PROPERLY & PROCEE
B.1 LAMINATE STERNTUBE TO
ANY GAPS AROUND ST
INTERSECTION ARE CO
CSM & RESIN. CONTINUE
USING 9oz MIN. CSM. STAG
C.1 WHEN MATS AROUND S
HARDENED, AREA MUS
D.1 REMOVE SHAFT FROM
EXCESS STERNTUBE
E.1 FILL ANY GAPS ON O
A *P.F.P.. FINISH OFF B
JOIN ONLY. SEE BELO

CKET & STERNTUBE FOR SAILBOATS

(B1)

GE 2

POSITIONING

N

REUNE AND DRILL
HOLE AT CORRECT ANGLE.
'P' BRACKET AND SLIDE

FT THROUGH HULL AND
OUPLING OR JIG.
GH HULL & DETERMINE

N

STERNTUBE ALIGNED
WITH LAMINATING.
HULL, MAKE SURE THAT
RNTUBE AND HULL
PLETELY FILLED WITH
. TO LAMINATE STERNTUBE
GER MATS UP TO A 12"Ø.
ERNTUBE HAVE
T BE TOPCOATED.
OAT & CUT AWAY
MATERIAL. SEE BELOW.
TSIDE OF HULL USING
GELCOATING AROUND
.

STRUT TYPE PROPELLER BRACKET.

PREPARATION & INSTALLATION OF PROPELLER BRACKET 'STRUT TYPE'.

A. FIND CENTRE OF STRUT USING DIMENSIONS GIVEN.
B. DRILL SHAPED HOLE TO SUIT 'P' BRACKET STRUT 'SEE ONE BELOW'.
C. COMPLETE 'A' IN STAGE 2.
D. INSERT 'P' BRACKET THROUGH SLOT IN BOAT & PROCEED WITH 'B' 'C' AND 'D' IN STAGE TWO.
E. FIND POSITION FOR 12mm Ø STAINLESS STEEL PINS WHICH RUN THROUGH 'P' BRACKET AND DRILL HOLES TO SUIT. MAKE SURE THAT THE PINS AT THEIR NEAREST POINTS ARE NOT CLOSER TO THE HULL THAN 1/8", OR NOT FARTHER AWAY THAN 1/4".

FINAL INSTALLATON.

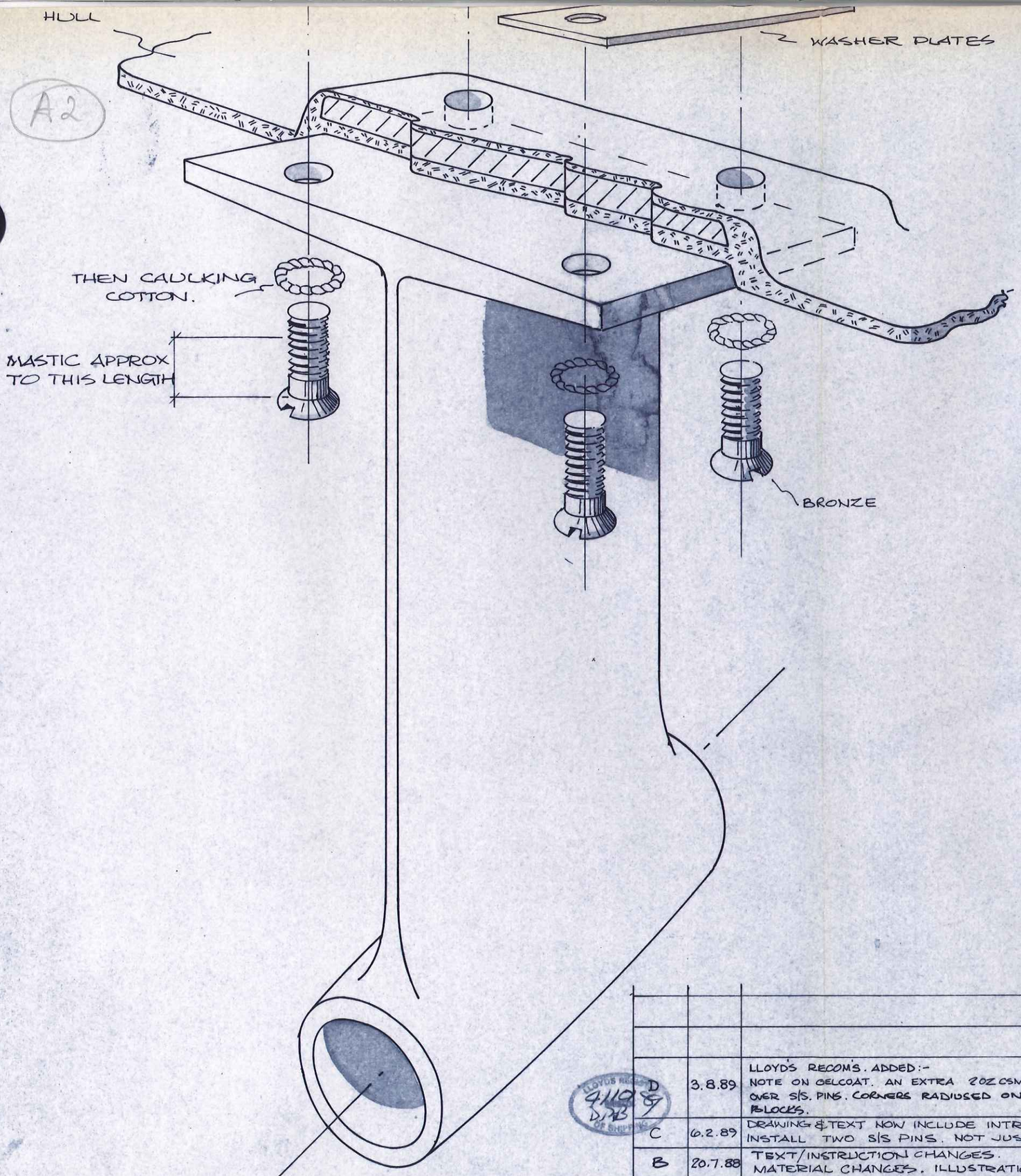
A. REFIT 'P' BRACKET INTO BOAT, SUPPORT FROM OUTSIDE & FIT STAINLESS STEEL PINS. AT THIS POINT PRIME METAL SURFACES INC. S/S PINS
B. REFIT SHAFT THROUGH 'P' BRACKET & STERNTUBE. CHECK ANGLE IS CORRECT & 'P' BRACKET IS PLUMB IN ALL DIRECTIONS.
C. 'SEE 2 BELOW' APPLY P.F.P. AROUND AND APPROX. 1/4" ABOVE EACH PIN. IT IS VERY IMPORTANT TO FORCE FILLER DOWN THE SIDES OF SLOT CUT FOR 'P' BRACKET. ALLOW TO HARDEN.
D. 'SEE 3 BELOW' APPLY 3 x 2 oz CSM OVER PINS & STRUT COVERING UP TO A 9" SQUARE AROUND STRUT, FINISHING 1/2" BELOW TOP.
E. 'SEE 4 BELOW' CUT TWO HARDWOOD BLOCKS EACH APPROX. 9" x 4 1/2". DETERMINE DEPTH OF BLOCK BY ALLOWING TOP 1/2" OF STRUT TO REMAIN UNCOVERED. CUT BLOCKS TO FIT OVER PINS AND AROUND STRUT. POSITION BLOCKS ON A 10mm THICK LAYER OF P.F.P. ALLOW TO HARDEN THEN COVER USING 3 x 2 oz CSM. STAGGER MATS.
F. TOPCOAT AREA. THEN DRILL & TAP FOR EARTH BONDING WIRE.

NOTE: INSTALLATIONS WILL VARY IN SHAPE FROM BOAT TO BOAT.

G. FINISH OFF ON OUTSIDE WITH P.F.P & GELCOAT. 'SEE 4 BELOW'.

ONE

CUT SLOT AS HERE
BEVELL SIDES.
ROUND CORNERS ON INSIDE



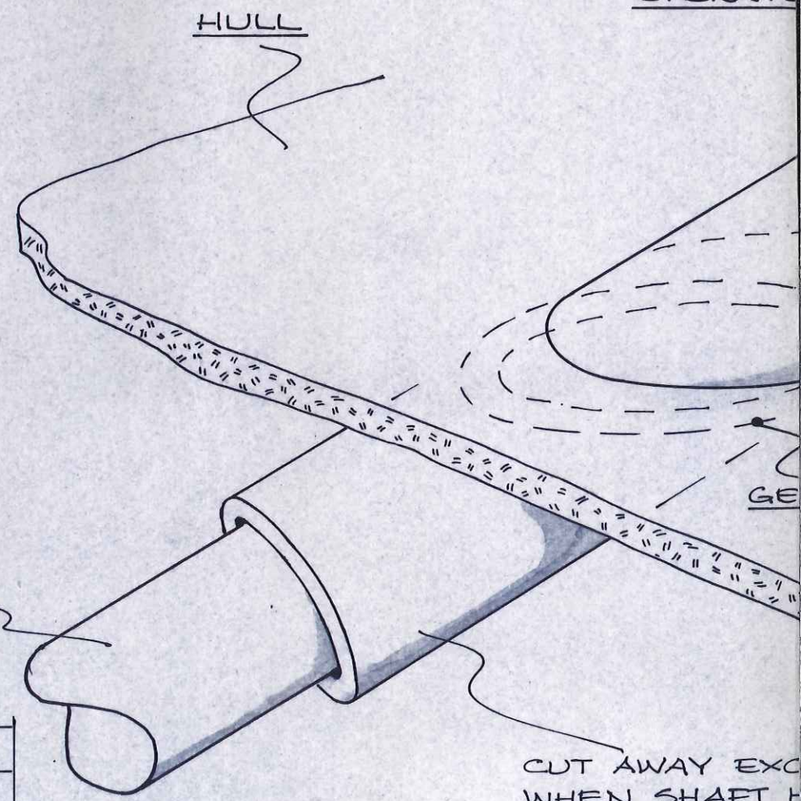
A2

* POLYESTER FILLER PAST

GRP STERNTUBE

WHEN LAMINATING STERN
INTO POSITION DO NOT
MATS ABOVE THIS POINT

STERNTU



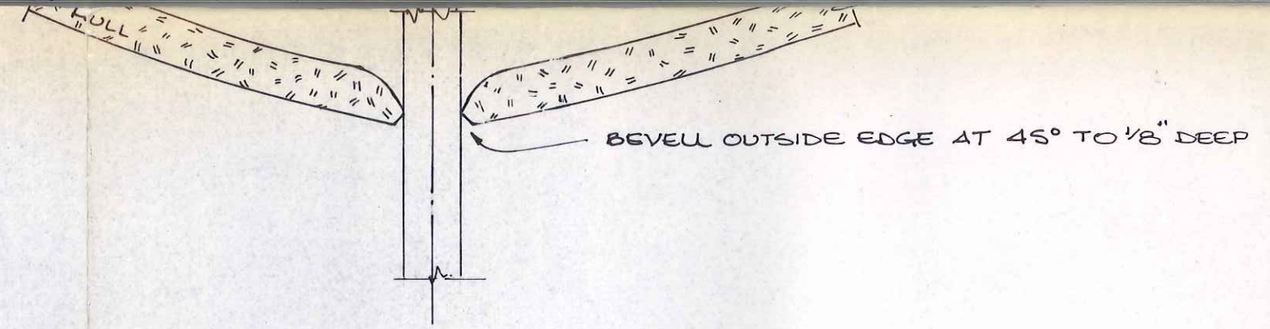
ISSUE A	DATE	MODIFICATION	NAME
D	3.8.89	LLOYDS RECOMS. ADDED:- NOTE ON GELCOAT. AN EXTRA 20Z CSM REQ'D. OVER S/S. PINS. CORNERS RADIUSED ON HARDWOOD BLOCKS.	E.TAYLOR
C	6.2.89	DRAWING & TEXT NOW INCLUDE INTRUCTIONS TO INSTALL TWO S/S PINS. NOT JUST ONE (RE: STEUT)	EC.TAYLOR
B	20.7.88	TEXT/INSTRUCTION CHANGES. MATERIAL CHANGES. ILLUSTRATION CHANGES	E.TAYLOR

LLOYDS REGISTER 9.11.89 D/HB OF SHIPPING

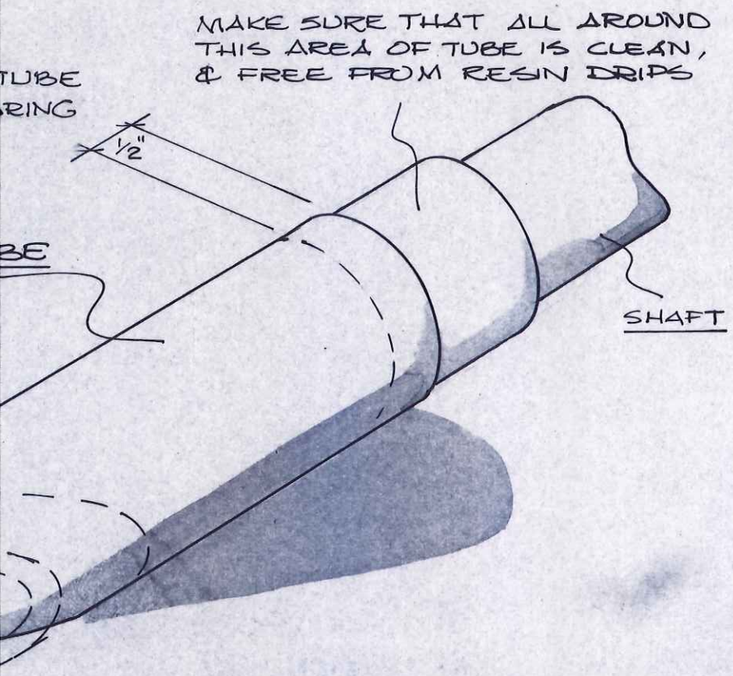
GR Mew 7/2/89.

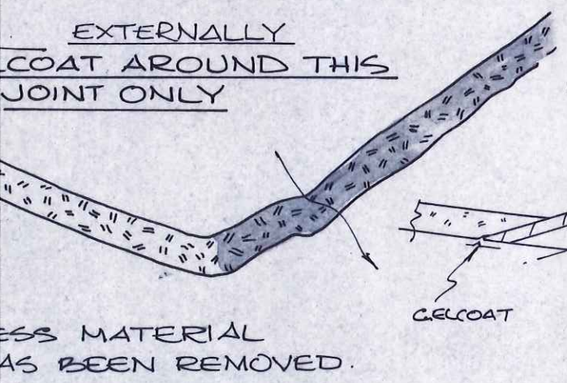
MARINE PROJECTS (PLYMO
STANDARD PROPELLER BRACK
DR. ECT 19.4.88

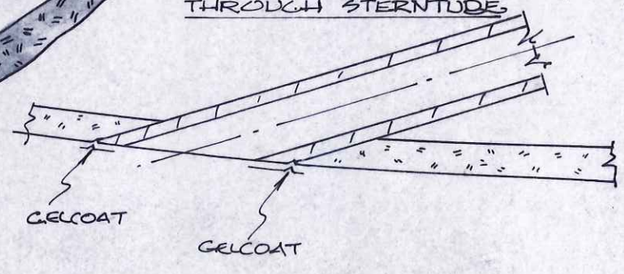
B2



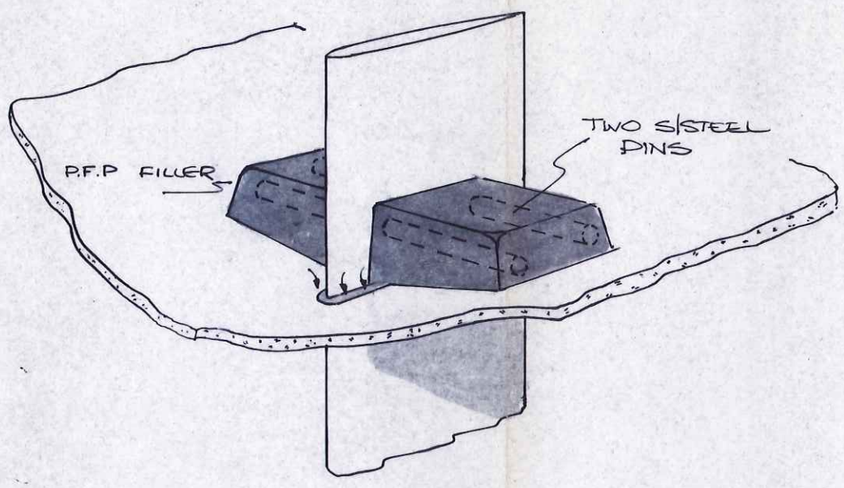
INSTALLATION



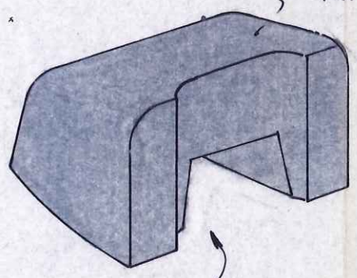




TWO

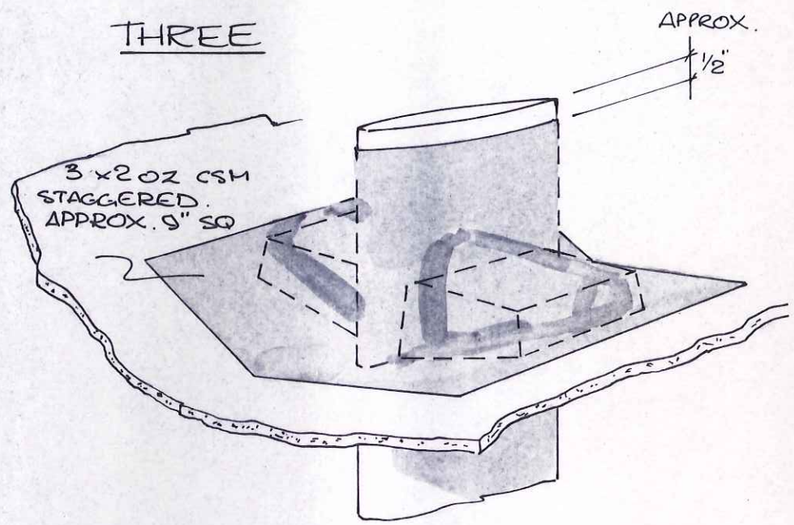


HARDWOOD BLOCKS SUPPLY 2 @ AT APPROX 9"x4½"



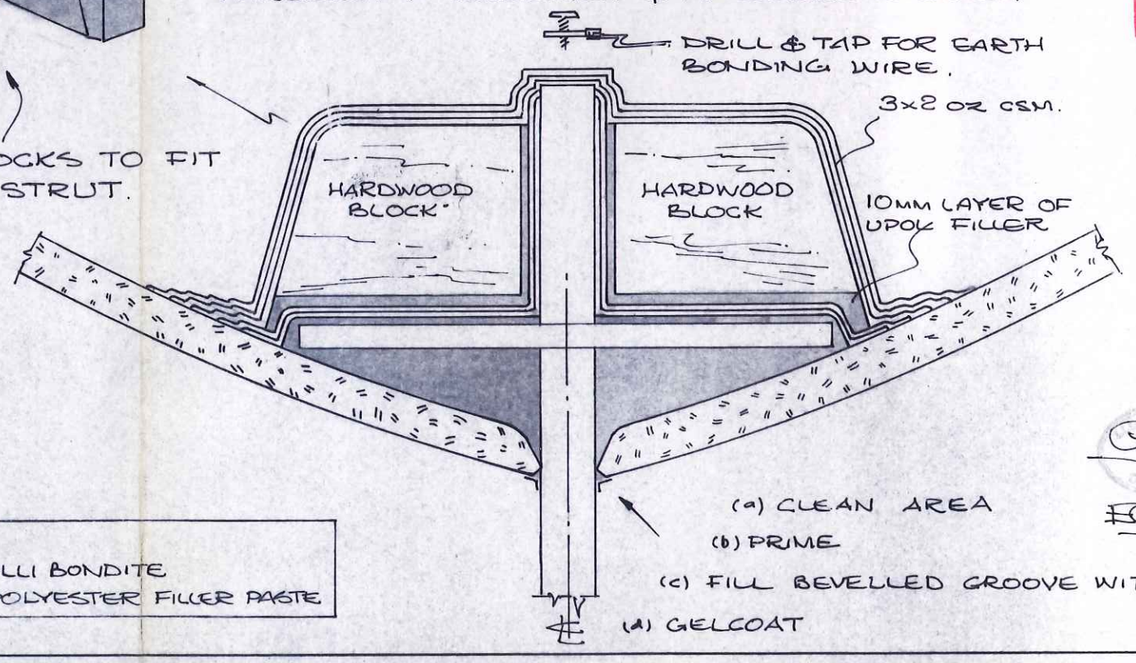
CUT BLOCKS TO FIT PINS & STRUT.

THREE



FOUR

SECTION LOOKING FORWARD THROUGH 'P' BRACKET & HARDWOOD BLOCKS.



UNCONTROLLED

ISSUED BY MARINE PROJECTS DRAWING OFFICE 22 JAN 1998

18/11/88

UTH) LTD.
T INSTALLATIONS.
DR.Nº AB.129

KEY.
'P' BRACKET = PROPELLER BRACKET
Ø = DIAMETER.
R.B. = RALLI BONDITE
P.F.P = POLYESTER FILLER PASTE

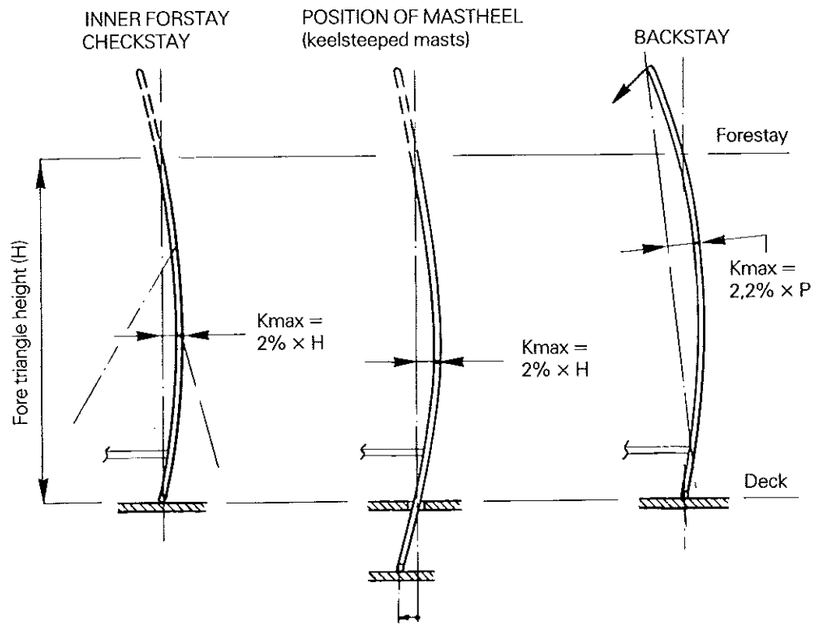
Mast deflection curves

Our spars and fittings are designed to cope with a longitudinal deflection (chord depth) of maximum 2% of the fore triangle height (H). For fractional rigs max. chord depth can also be taken as 2,2% of mainsail luff length (P). These values are guiding principles.

The conditions are:

1. The mast forms an even curvature (convex front) from deck level to masthead.
2. The deflection must, by suitable longitudinal staying, be kept within stated values, even when sailing in rough seas.

   The deflection curve is formed by



For some masts it may be possible to increase the values stated above. The customer should in this case ask for a special calculation and have an agreement in writing to increase the chord depth.

Masts and Sailing Systems

Kemp Masts Limited, St. Margaret's Lane, Titchfield, Fareham, Hampshire, England. PO14 4BG. Tel: Titchfield (0329) 41900 Telex: 86804 KEMP G

SAILMAKERS . . .
Here is all you need to know about fitting your sails to a Kemp Mast

CONTENTS:

Masts and Sailing Systems

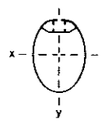
The sailmaker requires the following information from his customer:

Main dimensions of the mast section:
To determine width of sail groove and type of sailslide to be used.

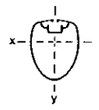
Main dimensions of the boom:
To determine tack offset, position of reef hooks and type of clew car.

Mast and boom sections

OVAL SECTIONS

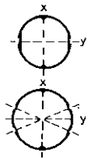


DELTA SECTIONS



BOOMS

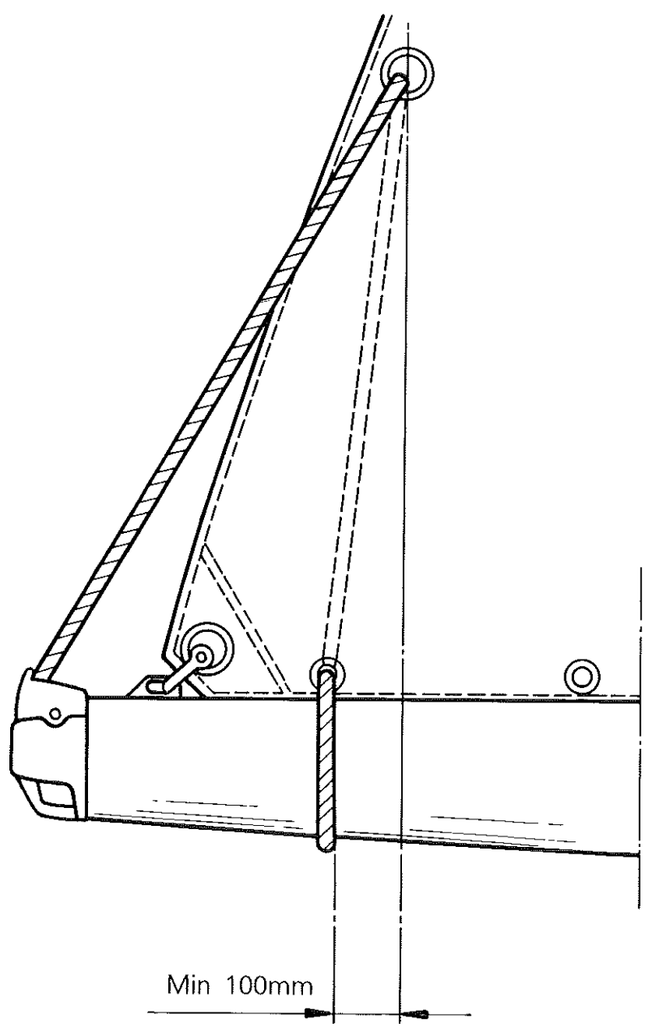
SPINNAKER POLES



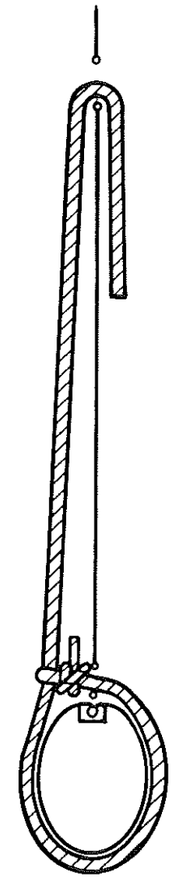
Dimensions over all	Sail groove	Sail slide	Sail Shackle
122/85	**4** +1.00 −0.00	511-601 or Short & Norvill A013	307-028 or Short & Norvill A027
130/93			
138/95	**5.5** ±0.75	511-602 or Short & Norvill A014	307-029 or Short & Norvill A028
155/104			
170/115			
177/124			
189/132			
206/139			
224/150			
237/162			
274/185			
109/88	**4** +1.00 −0.00	511-601 or Short & Norvill A013	307-028 or Short & Norvill A027
121/92			
129/100	**5.5** ±0.75	511-602 or Short & Norvill A014	307-029 or Short & Norvill A028
137/113			
146/112			
160/132			
85/58	**4** +1.00 −0.00		
86/59			
111/75	**5.5** ±0.75		
128/90			
150/105			
162/125			
189/132			
206/139			
48/48			
60/60			
72/72			
84/84			
96/96			
ø110×ø104			

189/132 and 206/139 booms

Sailmakers Instructions
The series of large booms, 189/132 and 206/139, are made from mast sections and do not have integral tracks extruded in them. For this reason a different system of attaching reefing lines is employed, which is illustrated below.

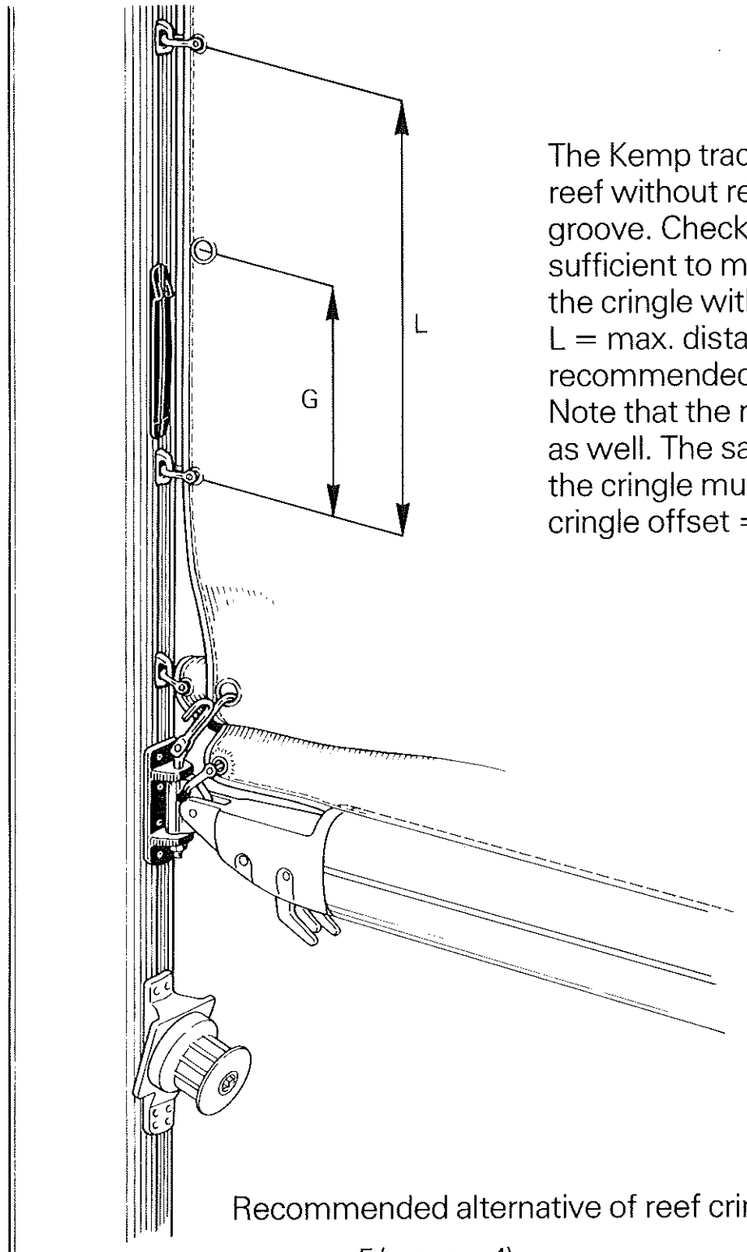


Attachment of reef lines without reefing slides



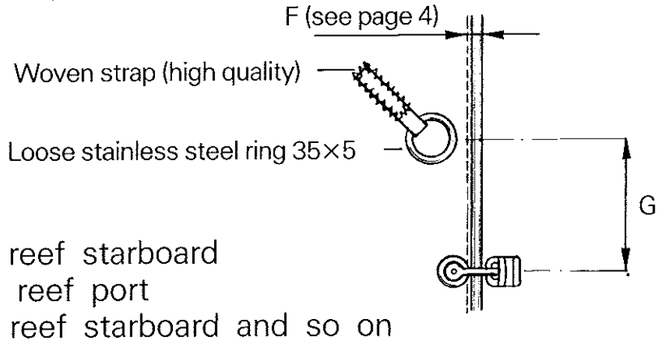
Slip Knot (Clove Hitch)

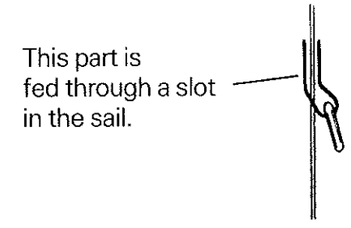
Reefing



The Kemp track gate makes it possible to reef without removing the slides from the groove. Check that dimension G is sufficient to make it possible to hook on the cringle without removing the slides.
L = max. distance between slides recommended by the sailmaker.
Note that the reef cringle has an "offset" as well. The sail slide immediately above the cringle must not be overloaded. (Reef cringle offset = F, page 4.)

Recommended alternative of reef cringle design.



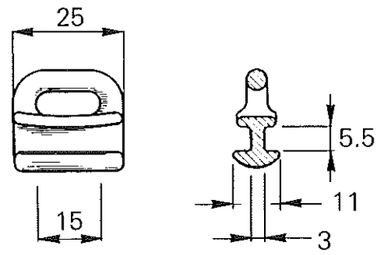


1st: reef starboard
2nd: reef port
3rd: reef starboard and so on

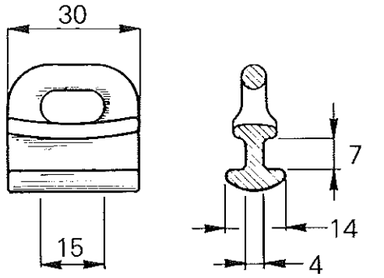
Sail slides

To suit our track gate, it is of the utmost importance that Kemp sail slides are used on Kemp masts.

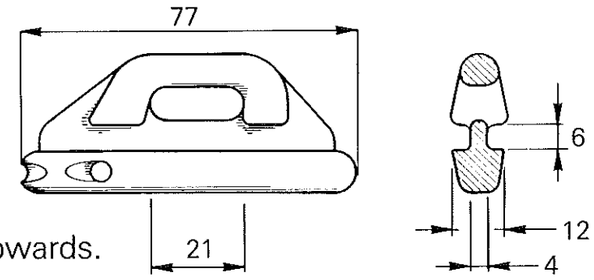
Small sail slide 511-601
(or Short and Norvill A013)
Suits sailgroove 4 mm
Acetal resin
Ult. breaking load: 700 N (70 kgf)
Fit to sail with shackle 307-028
(or Short and Norvill A027)



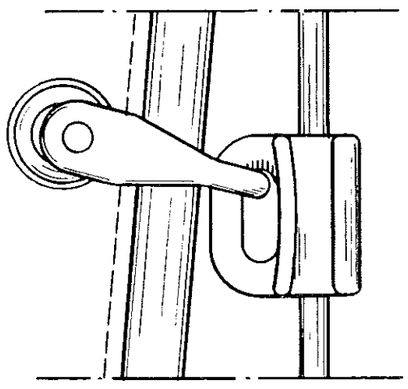
Large sail slide 511-602
(or Short and Norvill A014)
Suits sail groove 5,5 mm
Acetal resin
Ult. breaking load: 2250 N (225 kgf)
Fit to sail with shackle 307-029
(or Short and Norvill A028)



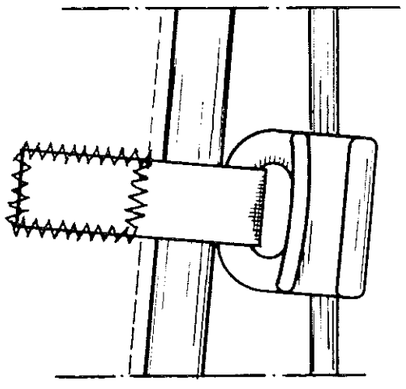
Head board slide
Suits sail groove 5,5 mm
Anodized, anti-friction laquered aluminium alloy.
To be used on 3/4-tonners and upwards.



Fastening of sail slides:
The sail slide must be free to move or it will jam in the sail groove.



Correct: Movable fastening.



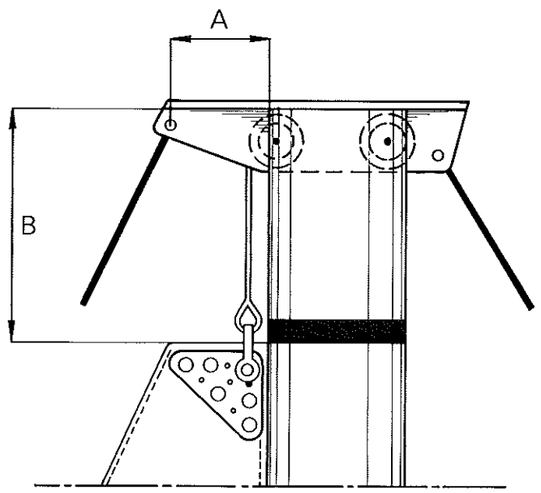
Wrong: Rigid fastening.

Head

A = 75 – 100 mm (for untapered fractional rigs of section 109/88 or 122/85: A = 25)

When choosing the B-dimension, the horizontal dimension of the headboard and main sail roach must also be taken into account.

In order to avoid damage to the sheaves caused by the halyard splice B must not be less than:

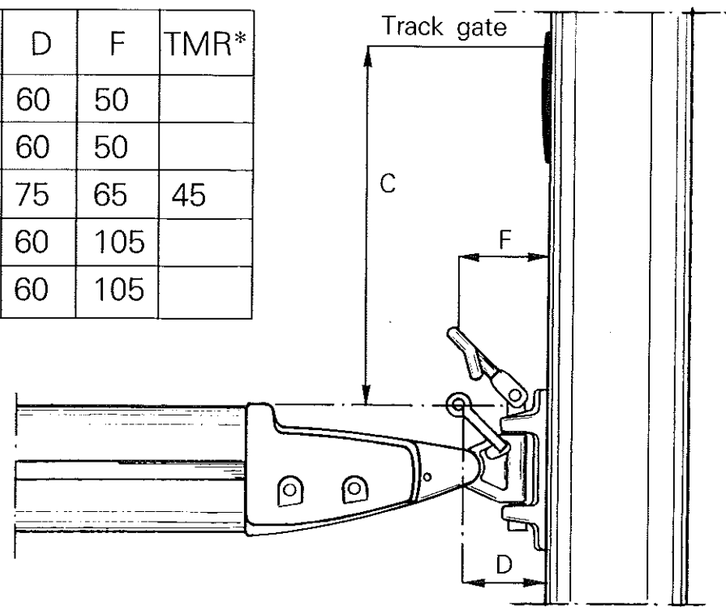


Halyard dimension		ø3	ø4	ø5	ø6	ø7	ø8
Handmade splice	B=	200	230	260	300	350	400
Talurit splice	B=	140	150	170	200	230	250

Tack offset, tack, reef hooks

Boom section	C	D	F	TMR*
73/53	550	60	50	
86/59, 85/58	600	60	50	
111/75, 128/90	830	75	65	45
150/105, 162/125	830	60	105	
189/132, 206/139	830	60	105	

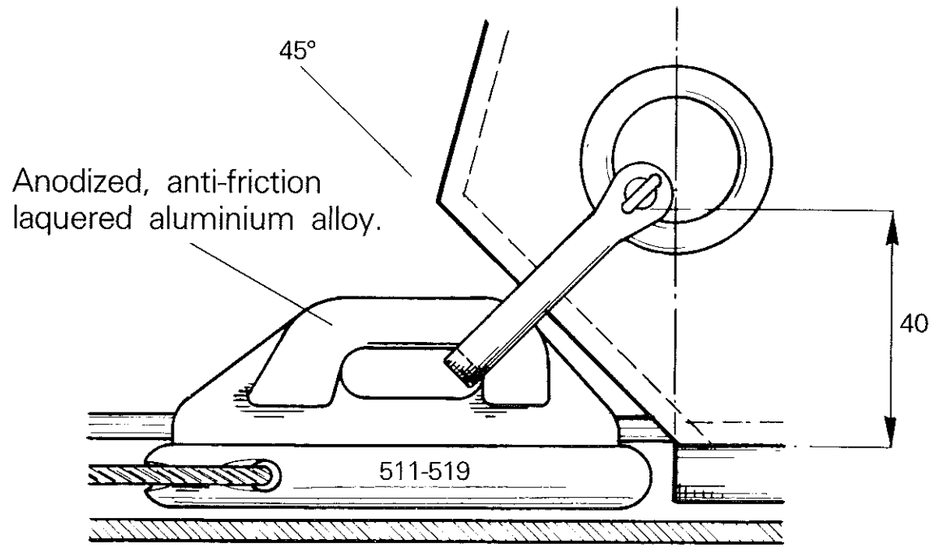
* Through mast roller reefing.



Clew

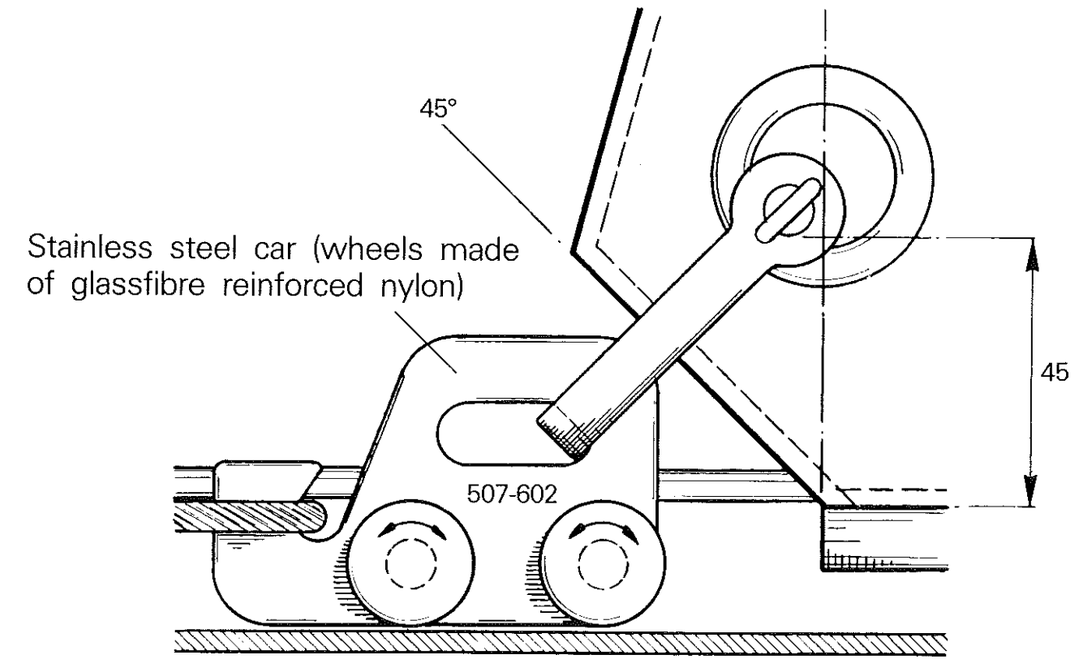
An outhaul car or slider + shackle is included as a standard in our outhaul tackle.

Booms: 85/58 and 84/59 (5 mm key-shackle 357-001)



Full scale

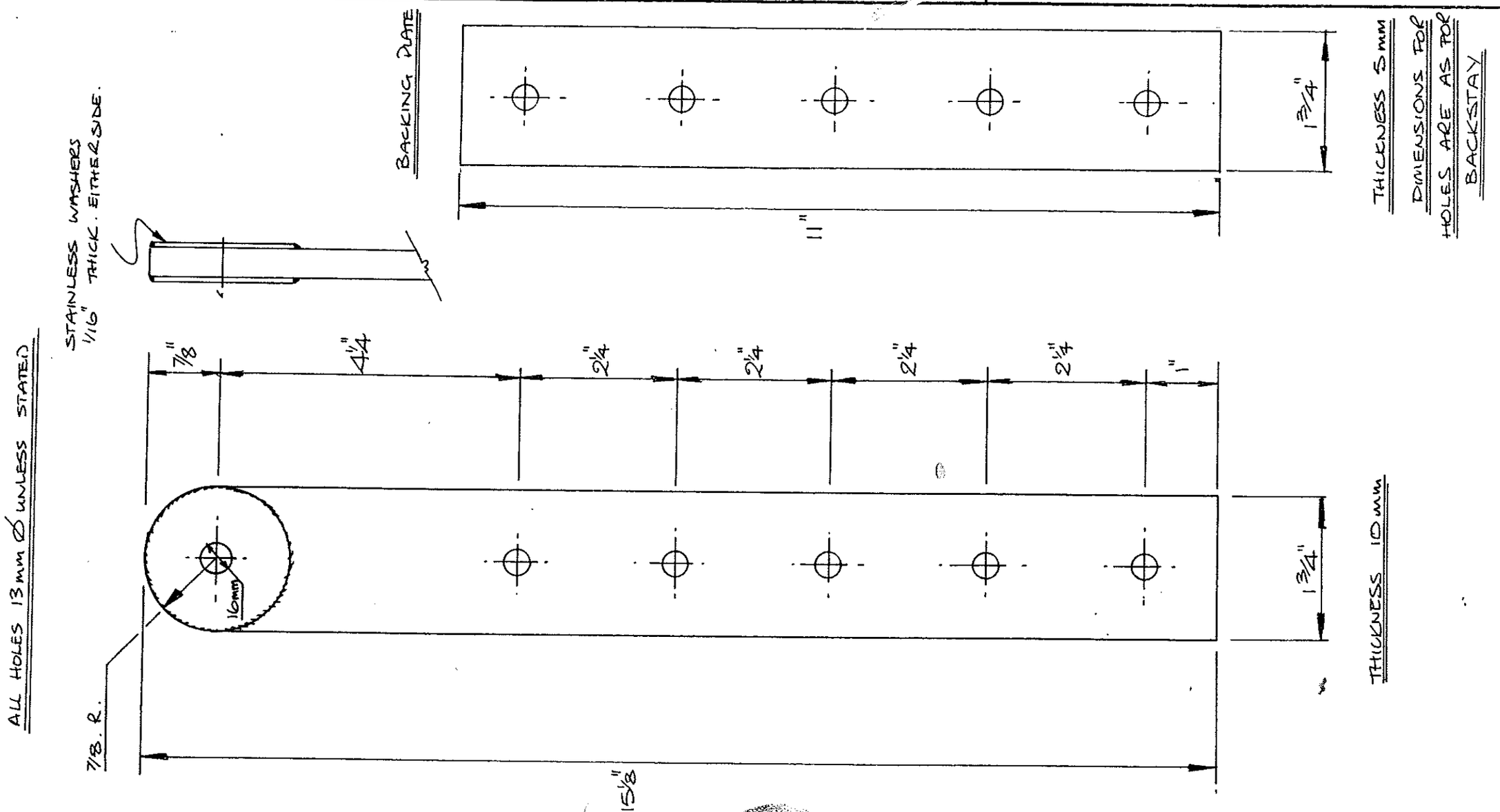
Booms: 111/75, 128/90 and 150/105 (8 mm key-shackle 307-004)
Booms: 162/125, 189/132 and 206/139 (M10 pin shackle 307-024)



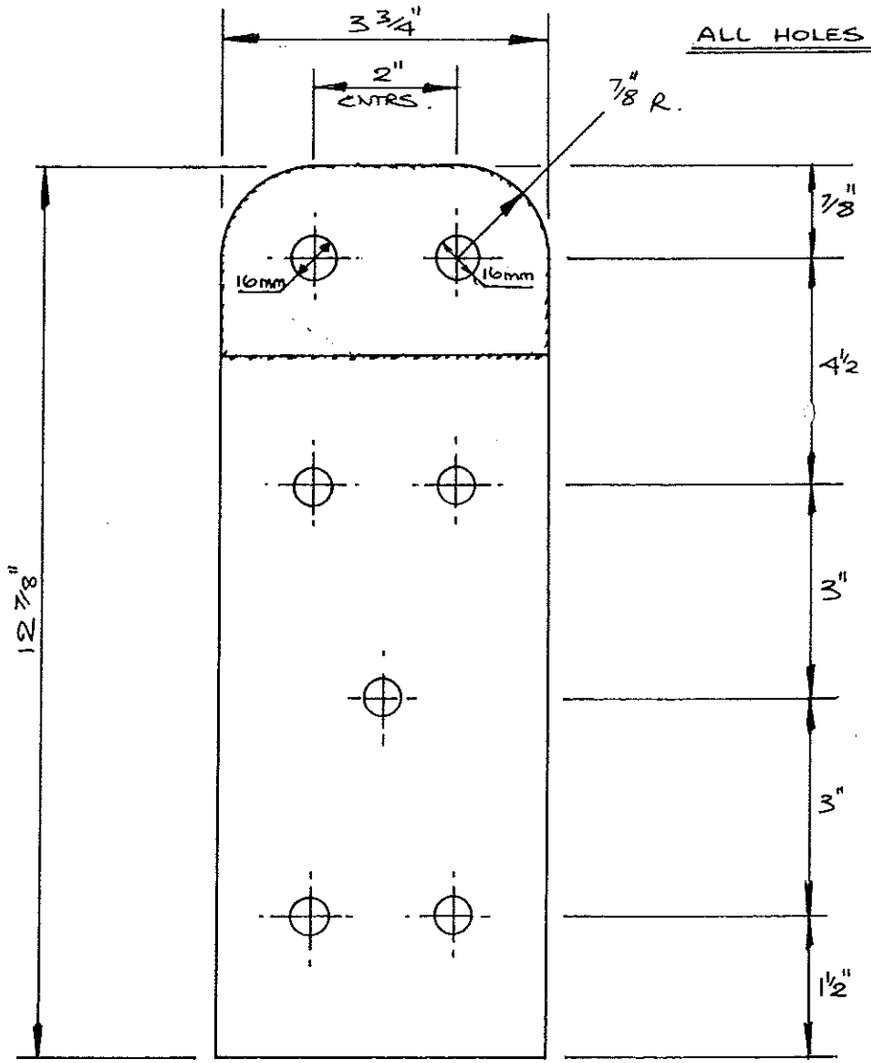
Full scale

Title	MOODY 41 BACKSTAY CHAINPLATE				
Material	S/S	Drawn by	ECT.	Date	25. 2. 82
Scale	—	Drwg. No	M41. 013		

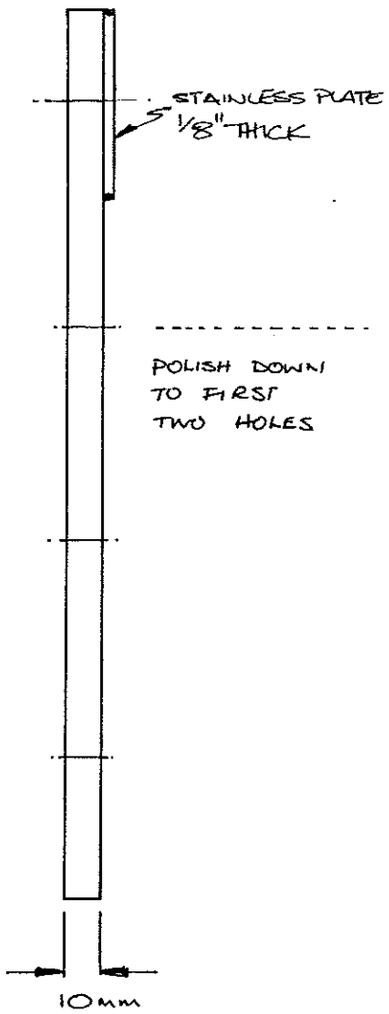
MARINE PROJECTS PLYMOUTH LTD.
Newport Street, Plymouth. Telephone 27771



Title	MOODY 41 CAP SHROUD & INTERMED[illegible] BACKING PLATE				
Material S/S.	Drawn by ECT.	Date 25.2.82	Scale	Drwg.No M41-012	MARINE PROJECTS PLYMOUTH LTD. Newport Street, Plymouth. Telephone 27771



ALL HOLES 13mm Ø UNLESS STATED



DIMENSIONS FOR HOLES - SAME AS MAIN PLATE.

BACKING PLATE

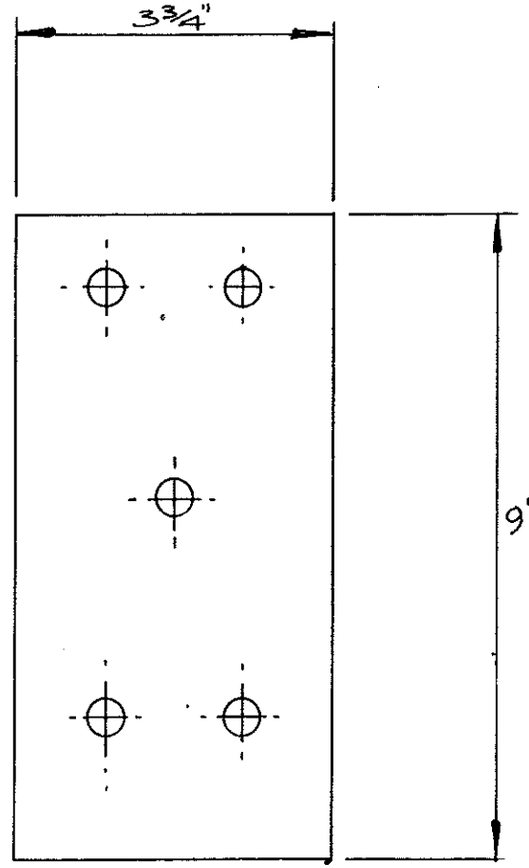
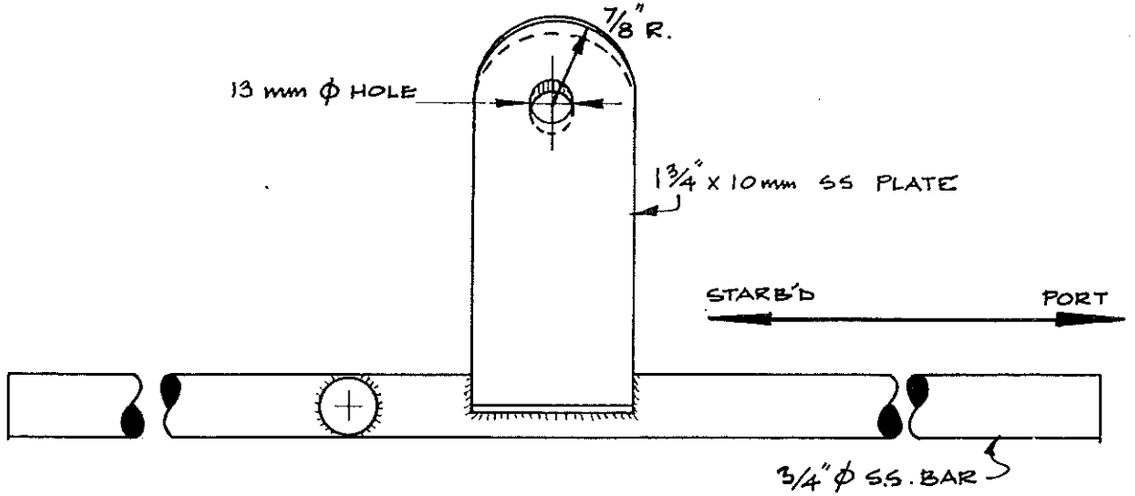


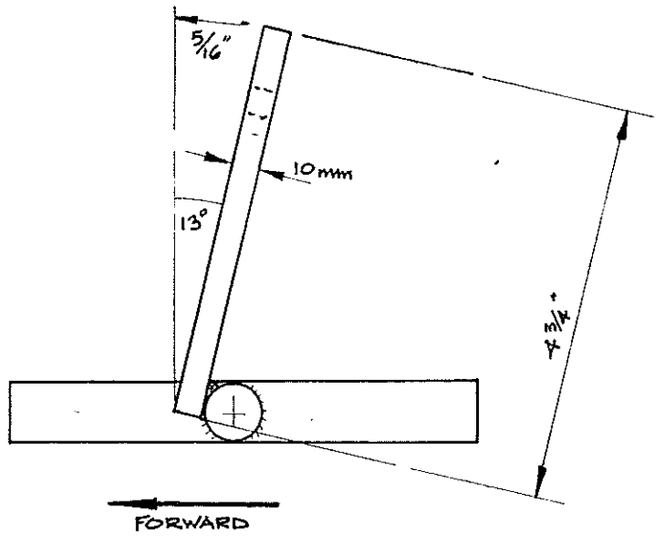
PLATE THICKNESS

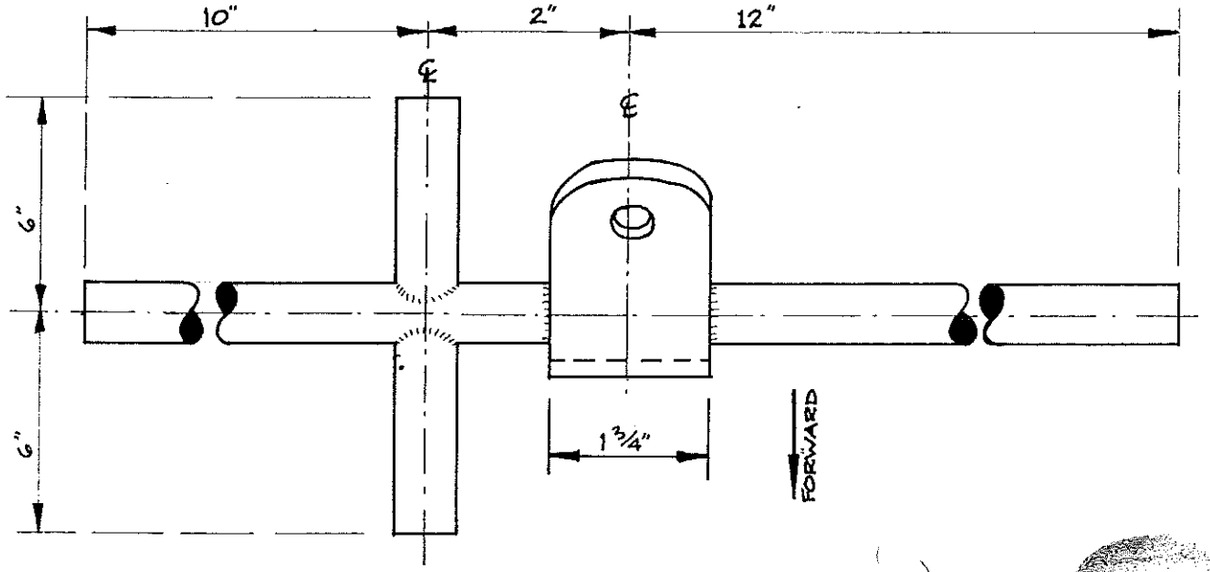
6mm

DATE	MODIFICATION	INT.
29.84	DOUBLER CHANGED TO 1/8" SINGLE PLATE ONLY	ECT
2.8.83	CONTINUOUS DOUBLE PLATE. HOLE ENL. TO 16mm	ECT

Title	MOODY 41 BABYSTAY CHAINPLATE				
Material S/S	Drawn by JWDW	Date 23.5.83.	Scale NTS	Drwg.NO M41 014	MARINE PROJECTS PLYMOUTH LTD. Newport Street, Plymouth. Telephone 27771







24.5.83	BRACKET MOVED	JWDW

INT	MODIFICATION	DATE
ECT	1/16" WASHERS ADD'D. HOLE ENL. TO 16 mm	2.8.83

ALL HOLE Ø's 13 mm UNLESS STATED.

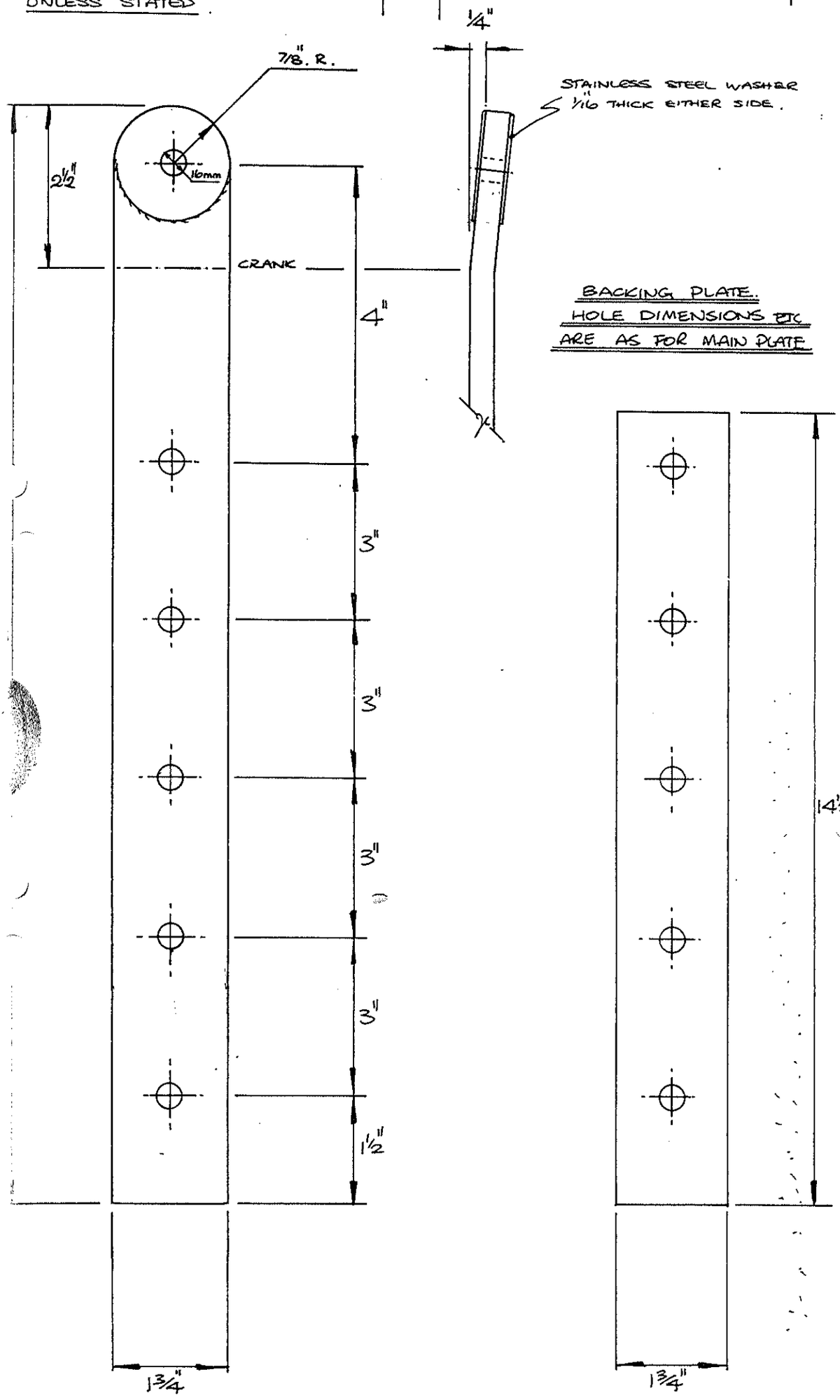


PLATE THICKNESS 10mm

PLATE THICKNESS 6mm

Title MOODY 41 LOWER SHROUD CHAINPLATE (TWO PER BOAT).

Material STEEL | Drawn by ECT | Date 2.3.82 | Scale — | Drwg.No M41-017

MARINE PROJECTS PLYMOUTH LTD.
Newport Street, Plymouth. Telephone 27771

A H Moody & Son Limited

Swanwick Shore Road, Lower Swanwick
Southampton SO3 7ZL, Hants, England
Telephone Locks Heath 6116 Telex 477536

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 productions 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 gimballed, 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.

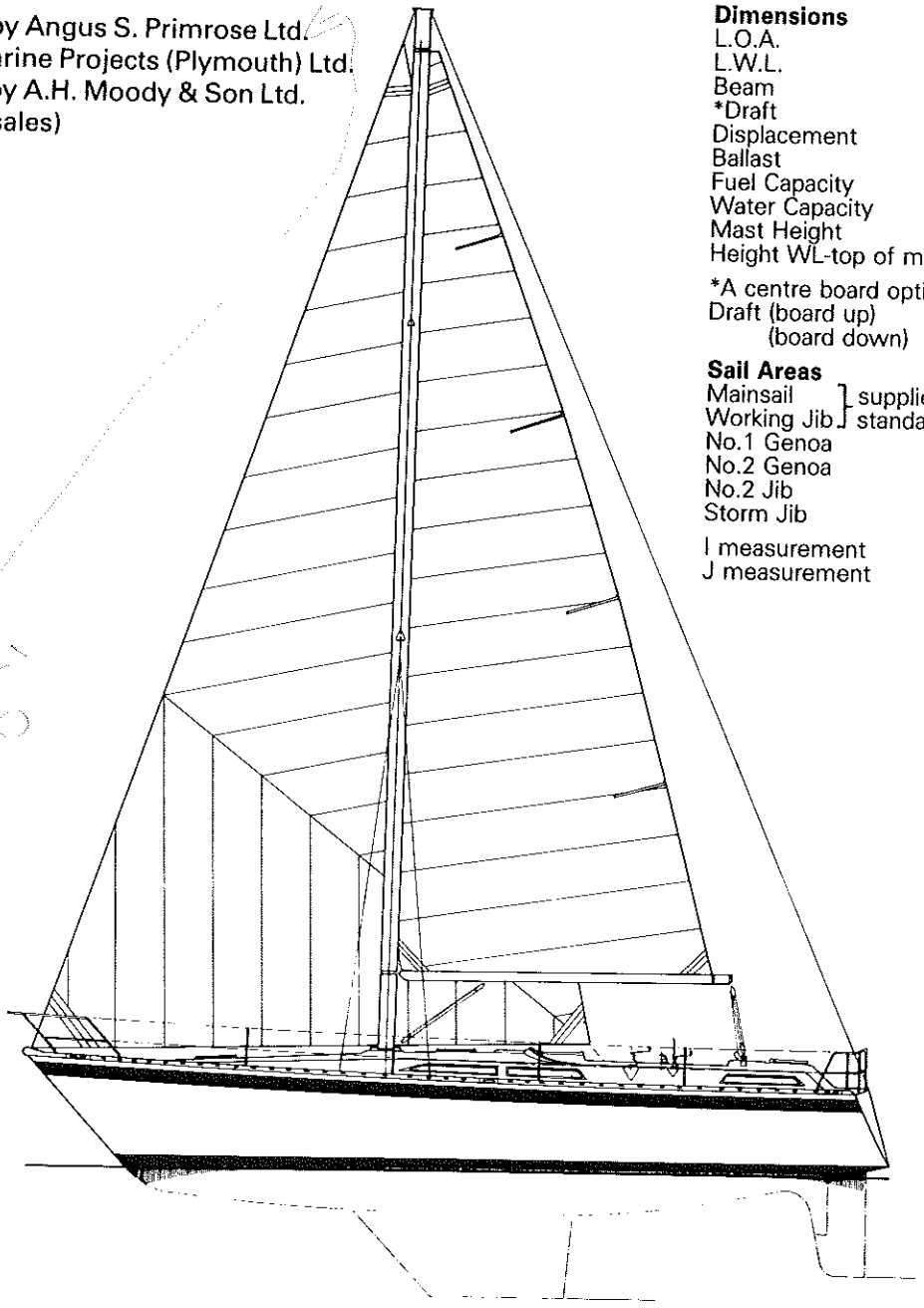
The above specification is intended to fairly represent the Moody 41. However the right to amend this specification without notice is reserved.
If a Moody 41 is purchased through a Distributor the delivery and arrangements may be altered.

Designed and Printed by Polygraphic Limited, Titchfield, Fareham, Hampshire, England.

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)



Dimensions

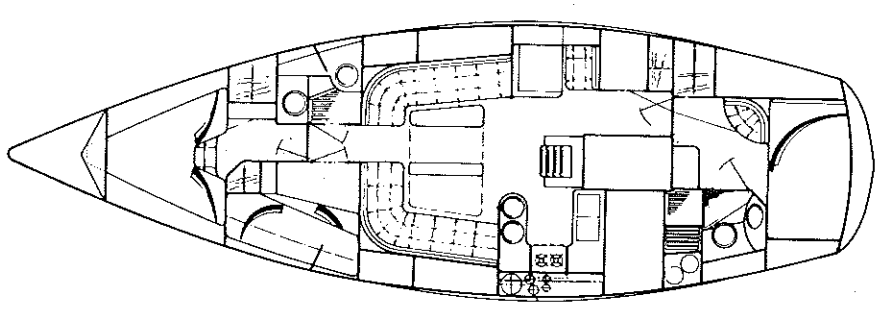
L.O.A.	41′	12.5m
L.W.L.	33′ 11½″	10.35m
Beam	13′ 2″	4.01m
*Draft	6′	1.83m
Displacement	20,600 lbs	9344.16 kg
Ballast	8,700 lbs	3946.32 kg
Fuel Capacity	c. 50 gal	227.3 ltrs.
Water Capacity	c. 100 gal	454.6 ltrs.
Mast Height	49′ 6¼″	15.09m
Height WL-top of mast	55′ 5″	16.89m

*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	36.83 sq m
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



A H Moody & Son Ltd

Swanwick Shore Road, Lower Swanwick
Southampton SO3 7ZL, Hants, England
Telephone Locks Heath 6116 Telex 477536

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/displacment 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 productions 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.

Accomodation 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 tostarboard with a dressing table unit in front. Stowage is also provided 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.

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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. The centrally fixed table has two fold down leaves which when both are raised form a really large dining table at which the whole crew can eat with comfort. 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 gimballed, 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 fridge and hot and cold pressurised water system is standard. Stowage for food, crockery, cutlery etc. is plentiful.

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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 with winch and cleat.

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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.

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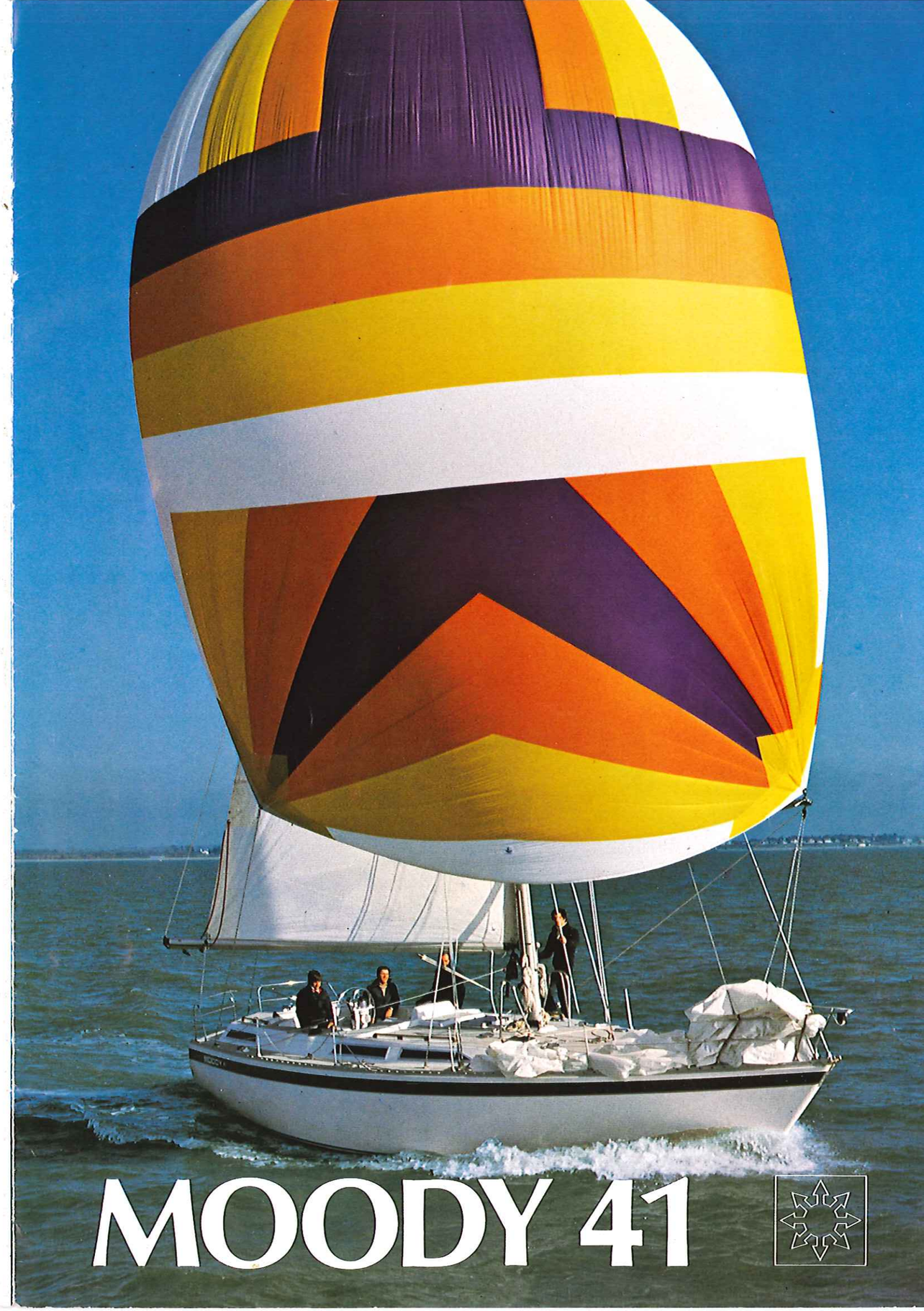
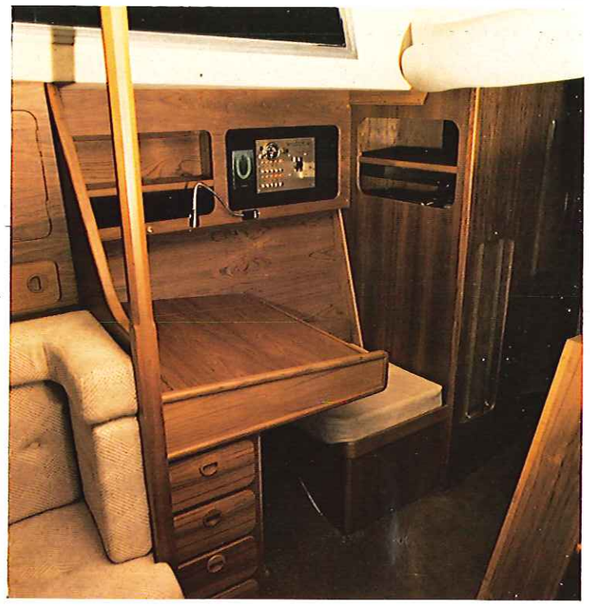
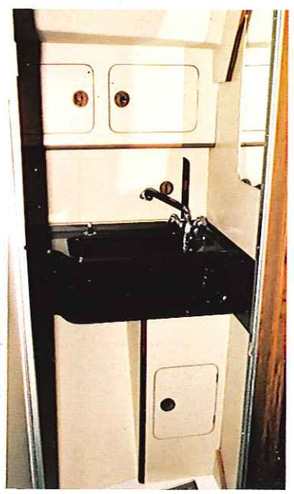
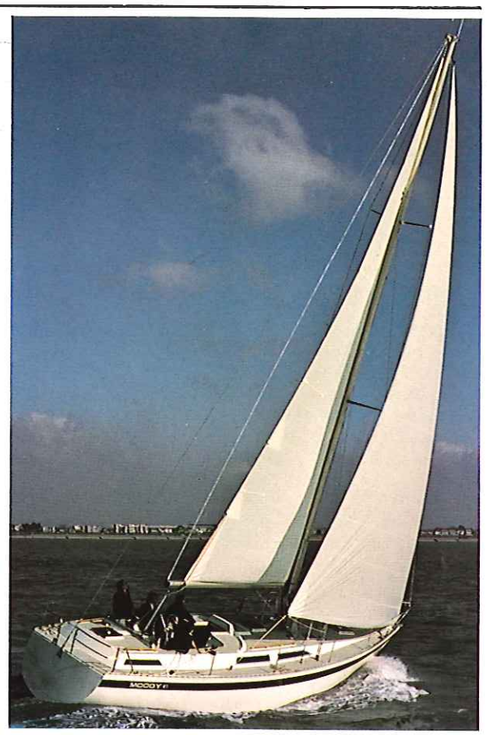
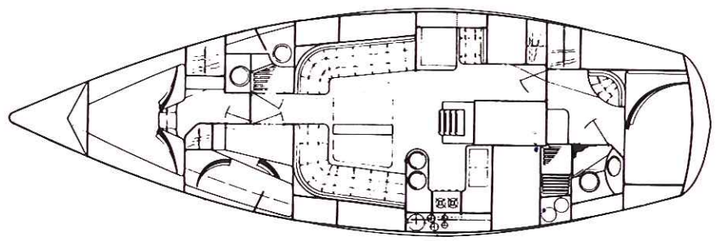


MOODY 41









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

Dimensions			
L.O.A.		41′	12.5m
L.W.L.		33′ 11½″	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′ 6¼″	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	36.83 sq m
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Storm Jib		100 sq ft	9.3 sq m
1 measurement		50′	15.24m
J measurement		16′ 6″	5.03m

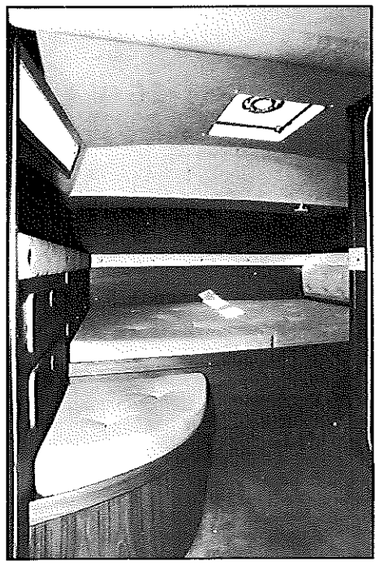
with a Perspex panel in it. While access to the portside of the engine is from the cockpit, access to the working side is excellent for pumps, alternator belts and water intake. There is also a light to make working in the compartment easier.

Further aft is the owner's cabin, an impressively roomy and airy space with an athwartships double berth, a perfectly satisfactory arrangement not often seen in yachts. There are shelves and locker stowages outboard at each side and a well padded fabric settee. Zip fabric fronted hanging lockers are just inside the doorway and in a seaway one must resist the temptation to lean upon them.

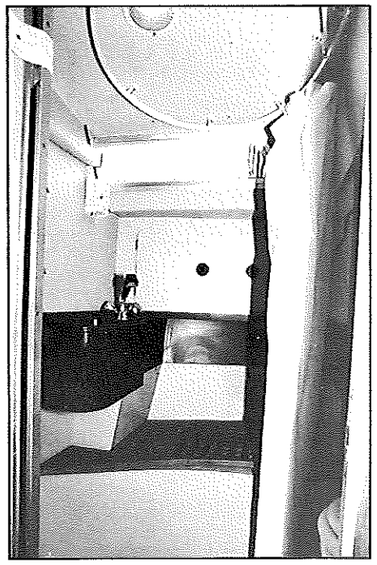
There is a small settee and a dressing table forward of the berth. Oddly, there are no berth reading lights, just one overhead on the after side of the berth. Below the berth there is access to the steering gear and its greaser. The after head is roomy with a neat, space-saving idea of a sit down shower. Headroom in the after cabin is 5ft 10in (1.78m) and 5ft 4in (1.62m) in the after head. There was a noticeable amount of noise from waves splashing below the counter when the boat was moored.

The saloon is very roomy, with vertical handholds forward of the galley and chart table. Headroom is 6ft 4in (1.93m). The fixed table is offset to port and has two large flaps and a centre stowage section. Each settee can be used as a single berth, but this requires the removal of the corner cushions. Below the settees are water tanks, each holding 50 gallons (227lits) and there are lockers behind the seat backrest.

Forward to starboard is a generous-sized head compartment with 5ft 10in (1.78m) headroom over the grating, while a two-berth guest cabin is to port of the passageway. This cabin includes a vanity unit and hanging locker and provides ample standing room as well. Bunk lights are fitted and the headroom



After cabin contains a double berth as well as an en suite head compartment and shower



After cabin head compartment contains wc, and very novel sit down shower as a safety feature

is 6ft 3in (1.90m). Further forward is a conventional vee berth forecabin with seat and infill cushion, a hanging locker and a drawer unit, together with extra shelf lockers outboard each side over the stripwood-lined sides.

Without looking too high or too wide, an impressive amount of accommodation is fitted in without any feeling of crowding. Satisfactory handholds are available throughout the boat (as long as the wash basin sides take on this additional task in the head compartments) except that an additional one would be welcome over the after end of the saloon table. The metal edged doors are no doubt practical, but hardly attractive, and the latches are obtrusive, though less of a clothes hazard than those fitted on the early boats. Visible joinery is satisfactory, but out of sight areas, locker door finger holes, framing and drawers were only roughly finished, which seemed a pity.

Conclusion

We like this design. She impresses as a really willing, but docile, sailing yacht and we are sure she will give people a lot of pleasure. Construction, is to a good standard. Yet the quality of the finishing makes it obvious that fitting-out has been kept down to a price, laudable, but in this case perhaps taken too far. We feel that little more time would be required to do a much tidier job and that most purchasers would not begrudge the extra cost. ■

Dimensions:

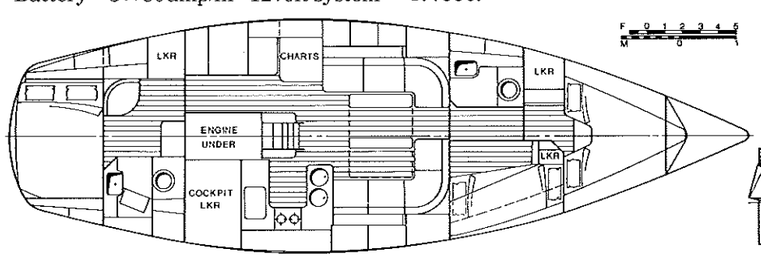
LOA	41ft	12.5m
LWL	33ft 11½in	10.35m
Beam	13ft 2in	4.01m
Draught:		
fixed keel	6ft	1.83m
centreboard/		
board up	4ft	1.22m
board down	7ft 6in	2.29m
Ballast	8700lb	3946kg
Fuel	50gal	227lit
Water	100gal	454lit
Sail area	954ft²	88.7m²
(main and No 1)		
Battery	3 × 80 amp/hr	12volt system

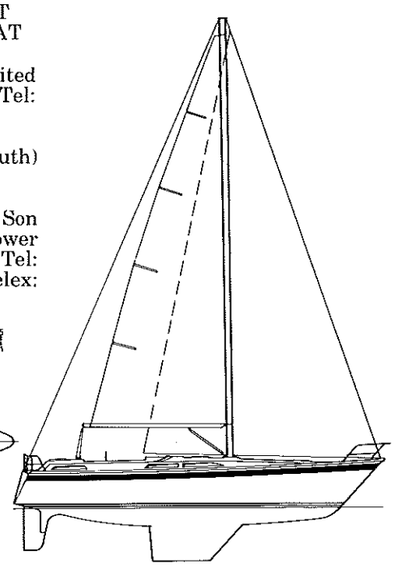
Price: (Fixed keel) £47345 ex. VAT
(Lifting keel) £50760 ex. VAT

Designed by: Angus Primrose Limited Mercury Yacht Harbour, Hamble. Tel: Hamble (042122) 2539.

Built by: Marine Projects (Plymouth) Limited.

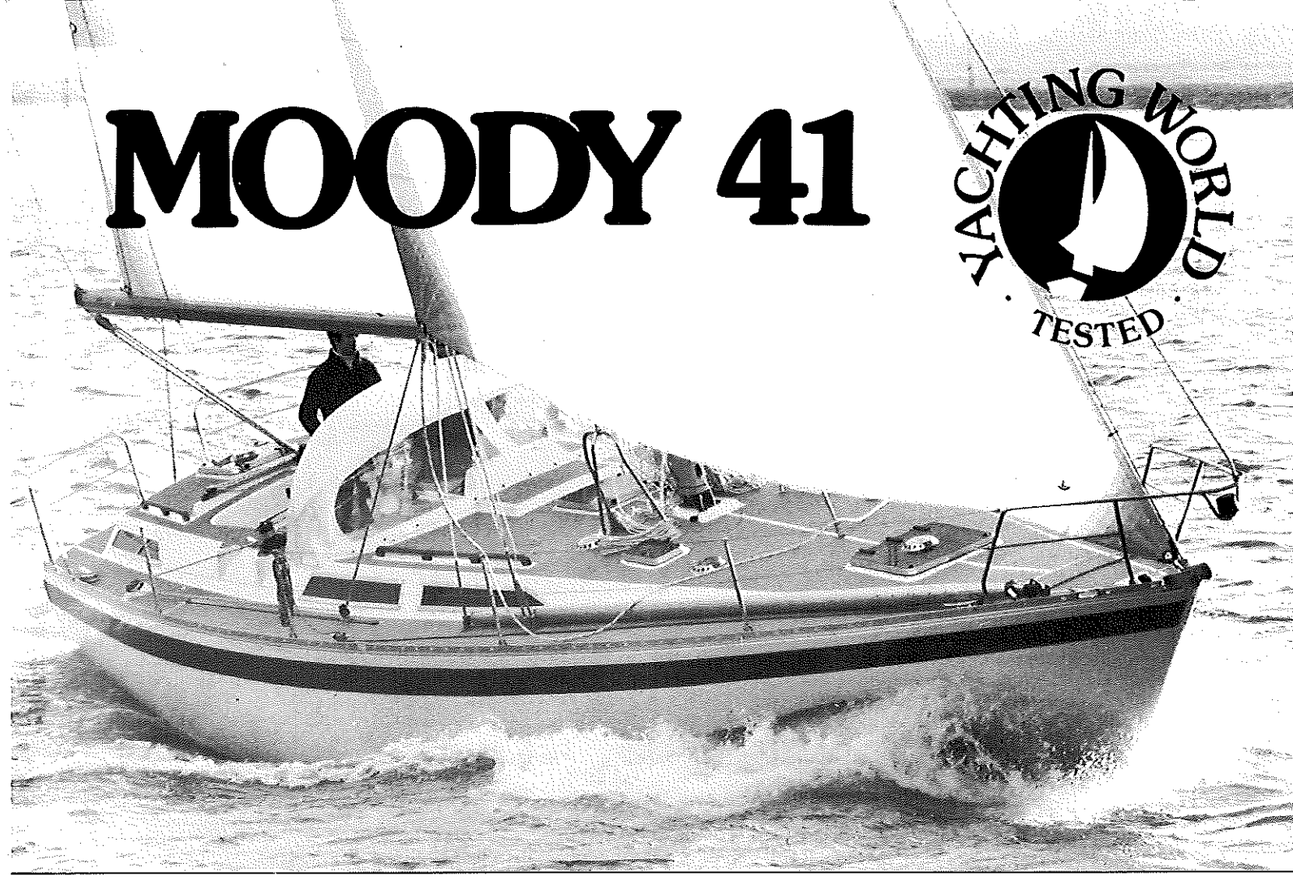
Marketed by: A.H. Moody and Son Limited, Swanwick Shore Road, Lower Swanwick, Southampton SO3 7ZL. Tel: Locks Heath (04895) 6116 Telex: 477536.





MOODY 41

YACHTING WORLD TESTED

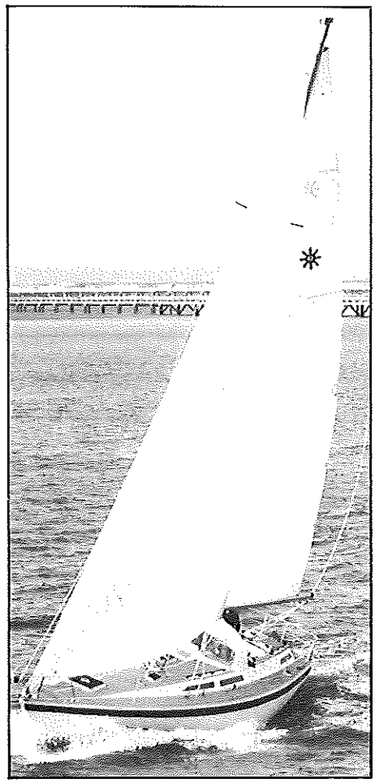


FOLLOWING the success of the Angus Primrose-designed Moodys, the company has been updating its range, filling in gaps where they have found a market demand and improving the style and performance of existing sizes. All this work has been done using the designs of Bill Dixon, who now runs Angus Primrose Limited. He has not only managed to keep a broad visual similarity with Angus's boats, but also achieved the other characteristics which Primrose sought. The Moody 41 was first shown at the London Boat Show in 1982 and we sailed boat number ten. More than 20 have been ordered so far.

Construction

While Moodys still build their own high quality yachts, the majority of their new boat business today concerns the production range built for them by Marine Projects of Plymouth. This company is a highly efficient and cost conscious organisation; in these respects it probably has no equal in the UK boatbuilding industry.

This does not mean that things need to be skimped. The yard has a Lloyd's approved moulding shop and each Moody 41 carries a Lloyd's Hull Construction Certificate, showing design, specification and construction of the hull are to Lloyd's approval. Conventional, hand laid-up, single skin glass-fibre is used, with eggbox strengthening in the keel area. Three stringers, an inner moulding and foam panels are added for additional stiffness.



Based on a Bill Dixon design, the Moody 41 proved to be responsive and very enjoyable to sail

The deck is cored for stiffness and insulation, and secured over the overlapping deck flange with bolts and adhesive, further reinforced with the alloy toerail. Where one could see this join it looked well done, with a good, thick flange. The hull curves were attractively fair. On the other hand, the rough cutting of the cockpit locker hatch and the saloon hatch, left a poor impression of detail finishing in out of sight areas.

The keel is a bolted-on cast iron unit giving a 42 per cent ballast ratio (a centreboard version will soon be available) while the rudder is hung on a short skeg, which allows an adequate balanced area below. Steering is by a Whitlock cable system. The engine drive is conventional, with the shaft supported by a P-bracket just forward of the skeg.

On deck

Anchor arrangements have been neatly organised, with a double bow roller integral in the stemhead fitting (one of the rollers being designed for chain) and a hand windlass placed just below the hatch to the anchor and chain stowage. There is even a stainless steel Scotchman to protect the deck where the chain leads from below the raised forward end of the hatch to the stemhead roller. This arrangement also means the chain is easily accessible in case of a tangle.

With such a large locker right forward, however, it would be prudent to ensure that dirt which might block the drains should not collect in it. When on

Reprinted from 'Yachting World', January 1983.

a long passage it would be reassuring if the chain could be secured by lines or strong backs, so that a knockdown would not give the risk of bursting the hatch securing clip and letting the cable fall out. Fairleads and good cleats are provided fore and aft.

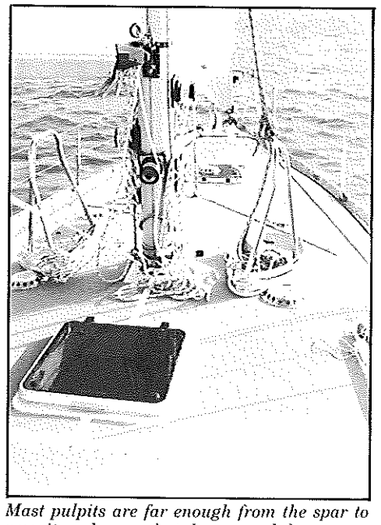
The moulded non-slip is effective and with steep coachroof sides, which do not look unsightly, there is little need to walk on smooth surfaces. The coachroof is a neat feature of the boat, although some people regard centre cockpit boats as looking awkward with a sloop rig, because there is normally a drop in the line at the cockpit. Bill Dixon has side-stepped this problem by continuing the coachroof line right through.

Lewmar hatches are fitted over fore cabin, guest cabin, forward head, saloon and after cabin. The fore and aft incorporate Ventilites, while additional fixed vents are provided for the guest cabin, forward head, saloon and aft head. The ventilation problem is well covered, therefore, as long as the flow to the fixed vents proves adequate in warm climates. Traditional handrails are provided and there is also a spray hood to hold on to, though the brackets on which its hinges are based look a little lightweight.

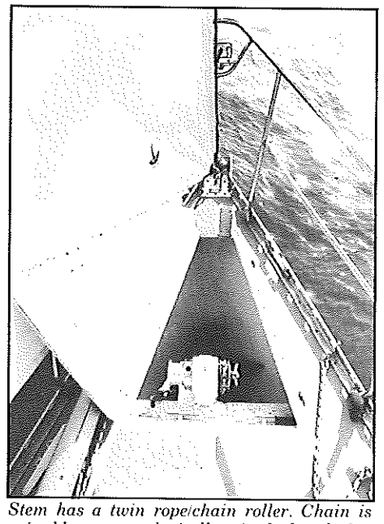
The cockpit is roomy, seating up to four each side. The backrests are rather upright and they could be higher, but the space this provides below decks is more important. The width between the seats is such that a removable foot bar would be welcome for those who cannot use the pedestal for support. Despite this width in the foot well, the wheel straddles it entirely and getting past it means stepping up to seat level. This is annoying, but a smaller wheel would be less easy to reach from the side.

Two gas bottles can be stowed in a good locker in the side deck outboard of the cockpit (portside), while a vast sail and gear locker is built into the port cockpit seat. It has an ingenious and highly practical double folding hatch. This proved light to lift and provided a large access area.

The standard rig is sloop (though a cutter version will soon be sailing) and it is set on a two spreader Proctor spar with aft lowers and a babystay to look after the lower section. Mast pulpits provide good support at a convenient distance from the mast for crew working the halyard winches. These have recently been improved. In our opinion, the early boats were underwinched in this area, and the change to a Lewmar 30 for the main and 40 for the genoa (and chromed winches instead of alloy) is definitely a step forward. The reefing winch is now a 16 and genoa sheet winches have also been changed from 44s to 48s, though the previous ones seemed up to the task. The mainsheet leads to a traveller abaft the cockpit with readily accessible control lines, but then the sheet leads from the centreline to a winch on a corner of the aft coaming. This seemed awkward in use, but it was difficult to see a better solution. It was also disappointing to see that, despite so many boats having been built, the lead of the starboard genoa sheet to its winch fouled its own cleat. Fortunately, this sort of thing is easily put right.

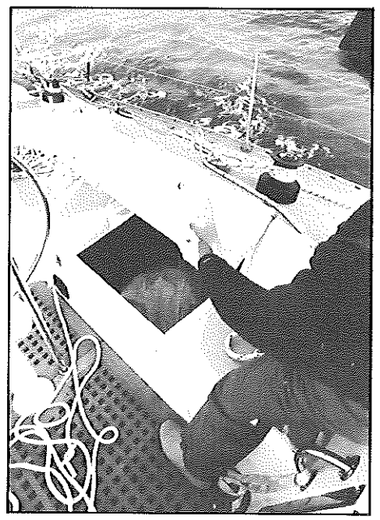


Mast pulpits are far enough from the spar to permit work space, but close enough for support

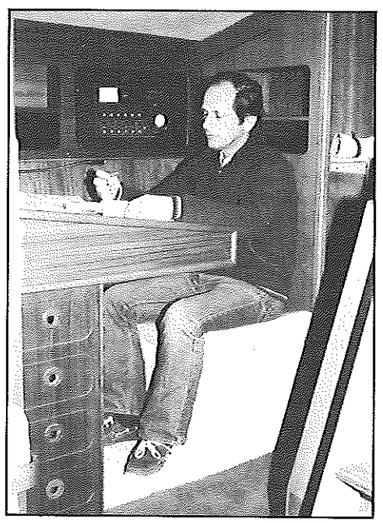


Stem has a twin rope/chain roller. Chain is raised by a manual windlass in the bow locker

Deck has a clean profile for a centre cockpit yacht. Good non-slip and clean side decks allow easy movement. Starboard genoa sheet cleat needs re-positioning to prevent the sheet from fouling itself



Vast portside cockpit locker with large aperture allows a convenient double-hinged lid



Starboardside chart table is large and amply equipped with lockers, drawers and shelf space

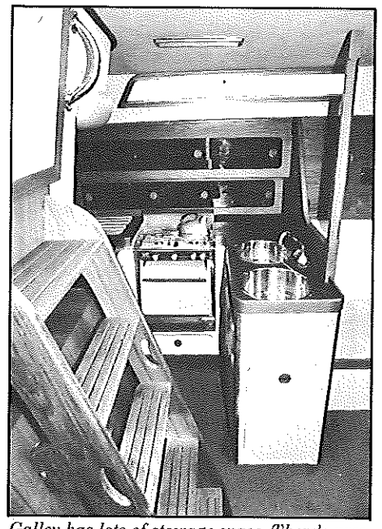
Under sail

We had a perfect variety of sailing conditions and the Moody 41 scored lots of points. In 12 to 15 knots of apparent wind she made six knots, tacking through 90° in choppy conditions and 80° in smooth water. When the wind was up to 25 knots she didn't object to being overpressed, but with a reef she was just as fast and easier to handle. She didn't appear to point higher, but being more upright, must have made better progress to windward. She would very happily sail to windward with the wheel clamped, and when reaching there was time to coil a sheet before she started to wander off course.

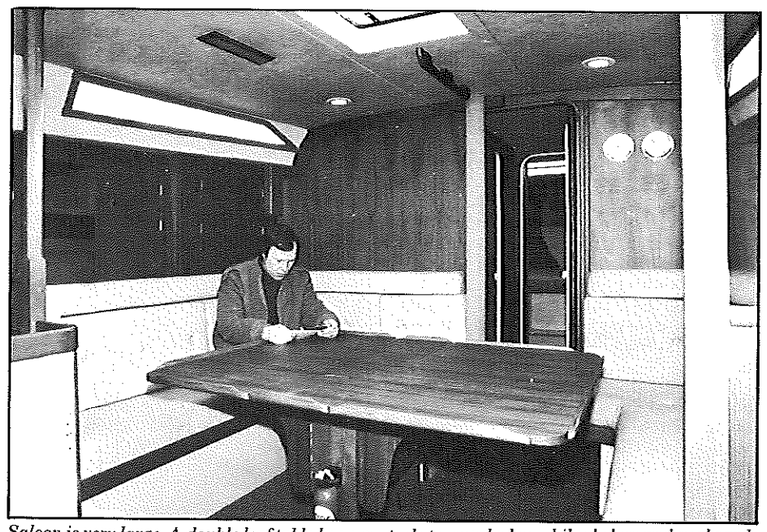
In 25 knots of apparent wind, 6½ to 7 knots was easily obtained going to windward and 90° between tacks, with 8 knots when close reaching. When on passage she showed a delightful willingness to eat up miles in an effortless manner, just as a cruising boat should. We tried spinnaker reaching in 15 knots of apparent wind, perhaps breezier conditions than most cruising people would choose for this activity, and she proved stable and controllable. Despite the steering still being stiff — the boat was new — it proved possible to sail her on the edge of a broach and when the spinnaker finally collapsed, she was still willing to be steered off downwind. Her performance was impressive and left no doubt that Bill Dixon has done a fine job. Standard sails are by Lucas (main and working jib are provided) and those we saw set well.

Under power

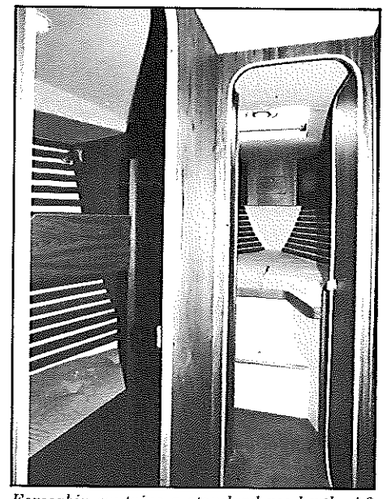
Although the rudder has some skeg support, one would have thought it was a spade from the excellent astern handling. Control is good with turning circles ahead or astern of less than two lengths. The helmsman's control is simplified by the excellent view from the centre cockpit. The engine, a Thornycroft 48hp (35.8kW) is controlled from a pedestal lever with dials and start/stop controls well to hand in a splash-protected console in the cockpit backrest. Sound levels achieved were:



Galley has lots of stowage space. There's pressurised hot and cold water, no manual pumps



Saloon is very large. A double leaf table has a central stowage locker while shelves and cupboards outboard of the settees provide more stowage. Both port and starboard settees can be used as berths



Forecabin contains a standard vee berth. Aft and to port, there is a guest double cabin

Revs	Guest Cabin	Saloon	After Cabin	Speed
1000	62	67	69	3½
1500	64	72	74	5½
2000	69	76	79	6¾
2500	71	78	81	7½

Accommodation

Good handholds (doubling as harness points) are provided inside and outside the saloon hatch beside the five-step entry ladder. The galley is to port and the cook is conveniently tucked out of the traffic by the panelled-in fuel tank. The tank is below the ladder, complete with its sight gauge and readily accessible filter and emergency shut-off valve.

The top access fridge (with chopping board cover) is outboard aft, next to the cooker, the latter being either a Flavel Vanessa for most markets or the Eastham Maxol for Germany. Also, for Germany, the normal Vaillant gas water heater is replaced by a calorifier water tank heated from the engine. Two deep, round sinks are provided complete with covers and pressure hot and cold water, but manual stand-by pumps are not fitted as standard. There are good plate, mug and pot stowages outboard, and lockers and drawers below the worktops. The drawers have plastic frames and the lockers are roughly finished in out of sight areas.

The stove has a cover and a cook's belt is provided, while worktop fiddles are of sensible dimensions, though without sweep-out cutaways. Positioning makes it most unlikely that washing up water would get into the fridge, but crumbs and food preparations might. The fluorescent light, though shielded from the cockpit, is not well placed for either the cooker and worktops or washing up; two smaller tubes, one forward and one aft, would be more useful. Splendid padding is provided to stop the cook suffering 'headaches' against the inside edge to the cockpit, and this practical, attractive feature is continued at the chart table.

The navigator is well provided for with a three-quarter sized chart table, drawers, two bookcases and ample bulkhead space. Chart stowage is good and drawers are provided for small items, while there is also some stowage below the seat, which for some reason is lower than we usually find. A seat belt is required to keep the navigator in when on starboard tack. Abaft the navigator are three zip and fabric fronted lockers which house the calorifier tank (if fitted) and the three 80 amp/hr batteries. The other two lockers can be used for hanging oilies or shore-going gear.

On the inboard side of the tunnel (in fact, more of a walk-through with 5ft 3in (1.60m) headroom) is the engine access. This comprises a lift-out board

SAIL LEGEND.

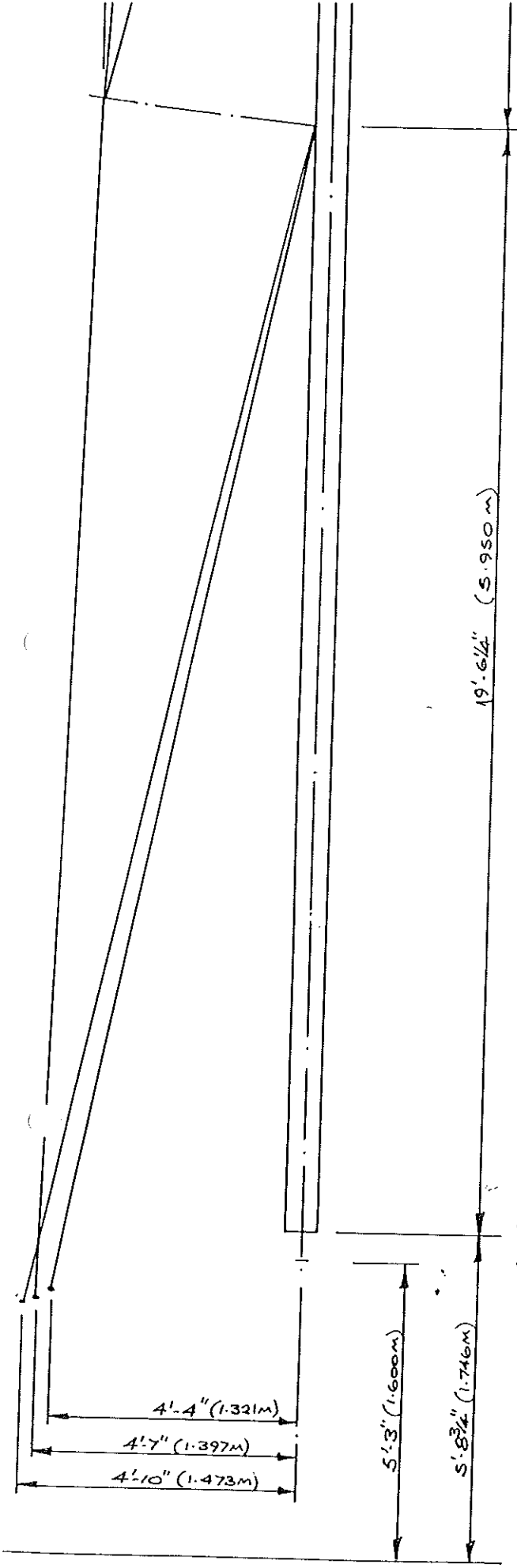
SAIL	LUFF	LEACH	FOOT	L.P.	AREA	NOTES
MAINSAIL	43'-9" (13.335M)		15'-0" (4.572M)		328 FT² (30.47M²)	BATTENS TO I.O.R.
N°1 GENOA	50'-6" (15.392M)	47'-0" (14.376M)	26'-11" (8.204M)	24'-9½" (7.557M)	526 FT² (48.86M²)	
ROLLER GENOA	50'-6" (15.392M)	45'-0" (13.716M)	25'-0" (7.620M)	22'-3" (6.782)	561.8 FT² (52.19M²)	PATTERN MADE UP AFTER TESTING ON BOAT N°1
N°2 GENOA	50'-6" (15.392M)	45'-8" (13.919M)	23'-8" (7.213M)	21'-5" (6.528M)	540.8 FT² (50.24M²)	
WORKING JIB	48'-0" (14.630M)	41'-6" (12.649M)	18'-3" (5.562M)	16'-6" (5.029M)	396 FT² (36.79M²)	
N°2 JIB	41'-0" (12.497M)	32'-0" (9.754M)	16'-0" (4.877M)	11'-6" (3.505M)	235.8 FT² (21.90M²)	
STORM JIB.	25'-0" (7.620M)	18'-6" (5.639M)	11'-6" (3505M)	8'-0" (2.438M)	100 FT² (9.29M²)	3' TACK PENNANT.

I - 50'-0" (15.240M)
J - 16'-6" (5.029M) } 412.5 FT² (38.32 M²)

P - 43'-9" (13.335 M)
E - 15'-0" (4.572M) } 328 FT² (30.47 M²)

TOTAL - 740.5 FT² (68.79 M²)

1 of 4 Sheets



OVERALL LENGTH

OF MAST - 49'-6¼" (15.094m)

ISSUED BY THE D.O.

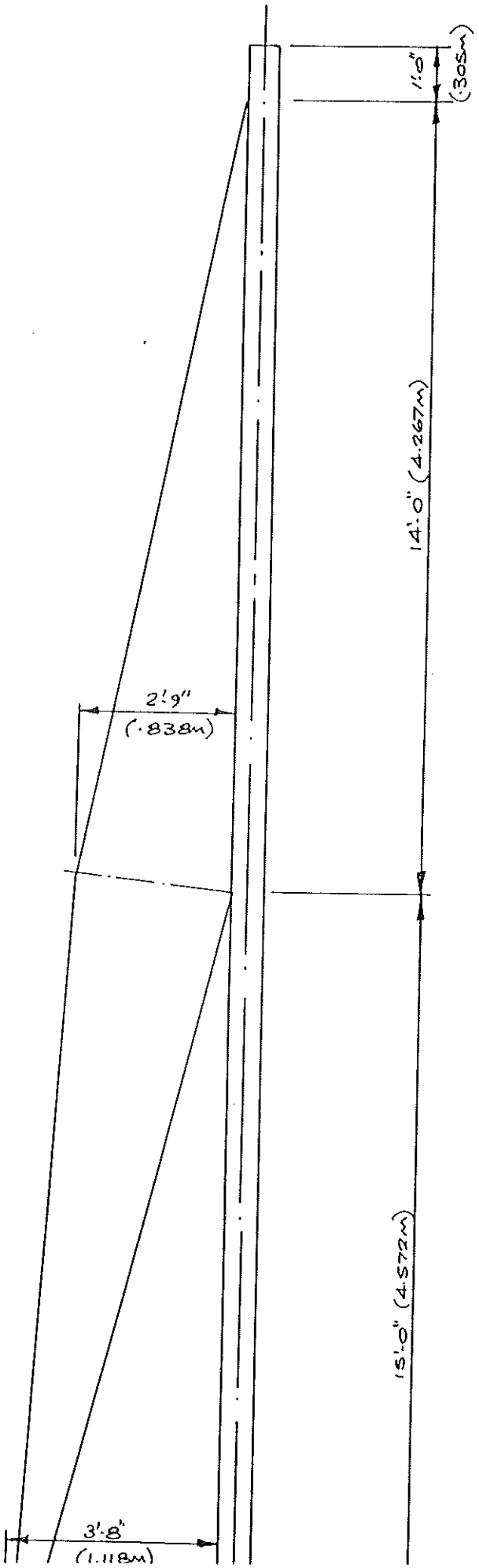
MARINE PROJECTS

MARINE PROJECTS (PLYMOUTH) LTD

MOODY 41 - SAIL PLAN

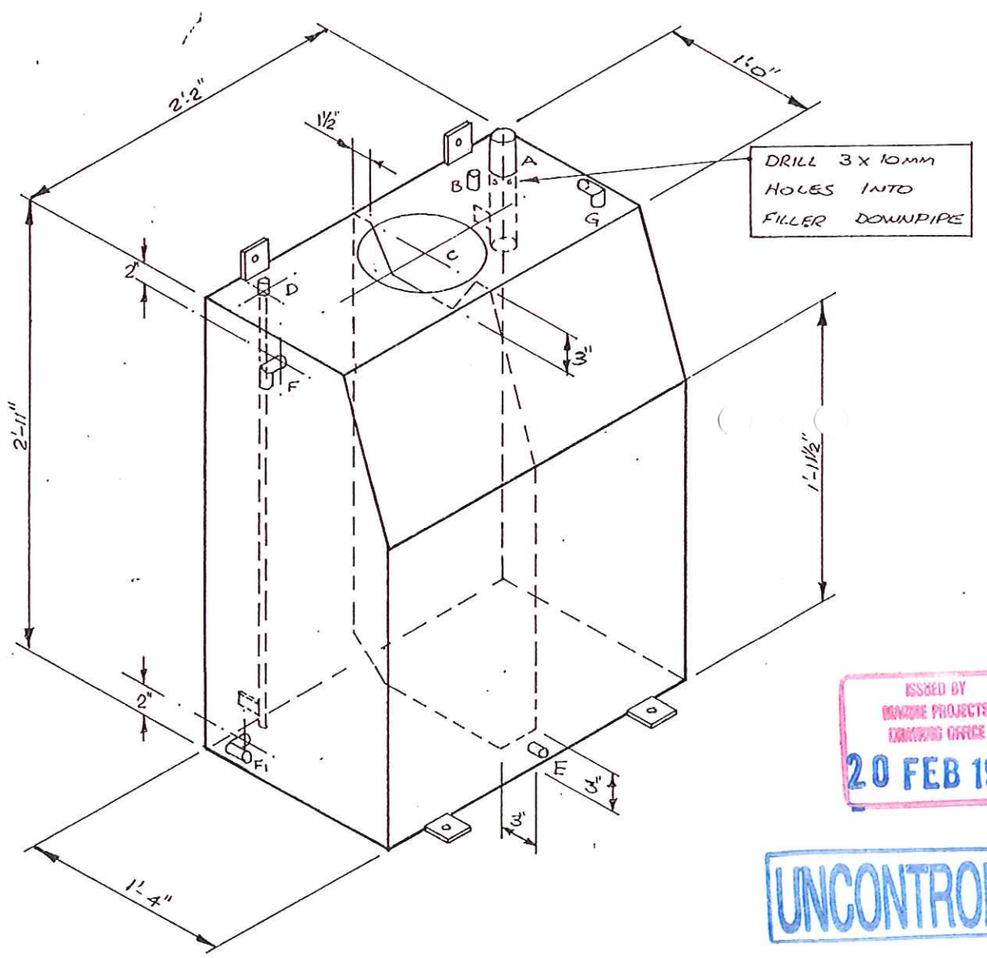
SCALE 3/8" = 1FT

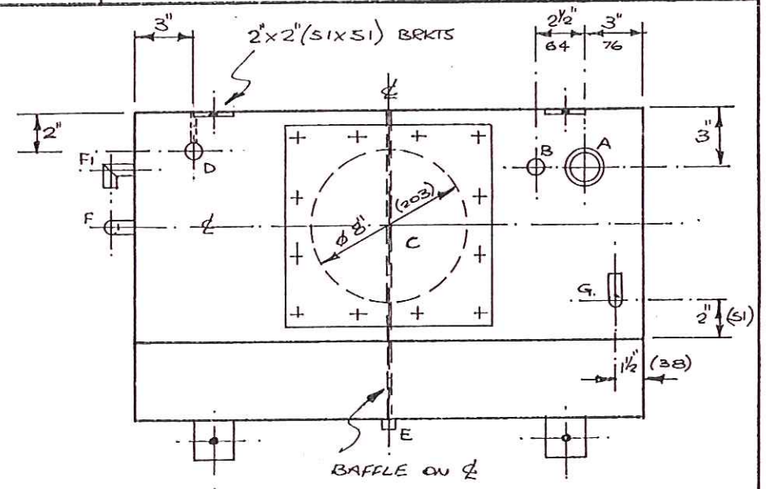
PAN 29.6.82 DRG N° M41-045.


1'-0"
(.305m)
14'-0" (4.267m)
2'-9"
(.838m)
15'-0" (4.572m)
3'-8"
(1.118m)

Title	MOODY 41 FUEL TANK		CAPACITY - 50 GALLS (227 LTRS)	
Material 14 SWG MS	Drawn by PAN	Date 16.8.82	Scale –	Drwg.No M41-048.

MARINE PROJECTS PLYMOUTH LTD.
Newport Street, Plymouth. Telephone 27771





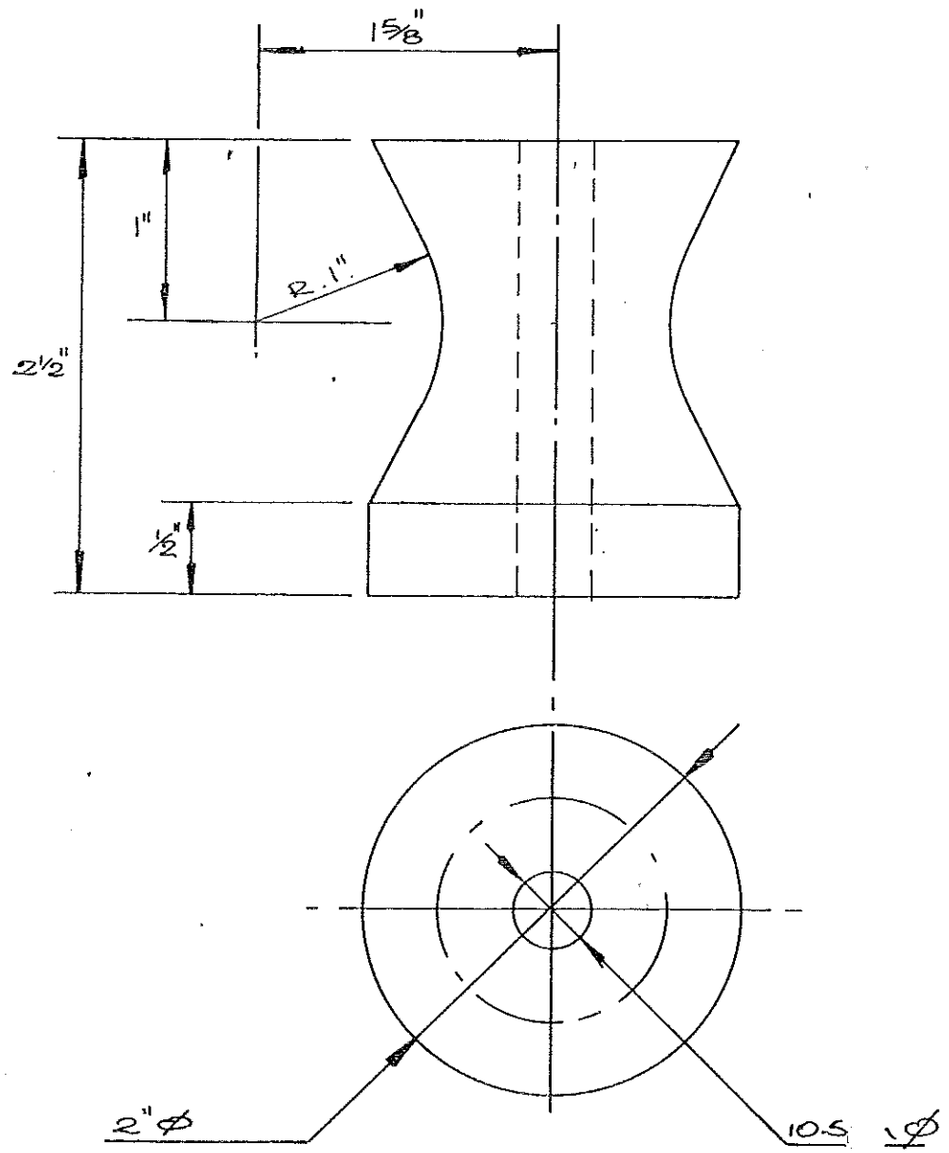
A. FILLER STRAIGHT. 2"(51) O.D. 2½" HIGH (64) WITH 6" DOWNPIPE. (SEE NOTE)
B. RETURN. 3/8" BSP SOCKET 1"(25) HIGH
C. STANDARD HATCH 10½" x 10½" x 3/16" PLATE (267 x 267 x 5)
D. SUCTION. 3/8" BSP SOCKET x 1"(25) HIGH. STOP DOWNPIPE 3/4"(19) FROM BOTTOM OF TANK.
E. DRAIN PLUG. 3/8" BSP SOCKET (AS LOW AS POSS.)
F. SIGHT GLASS. TO BE MADE USING
F1. AVAILABLE MATERIALS.
G. BREATHER. 3/4" O/D S.S. ELBOW. AS LOW AS POSSIBLE.

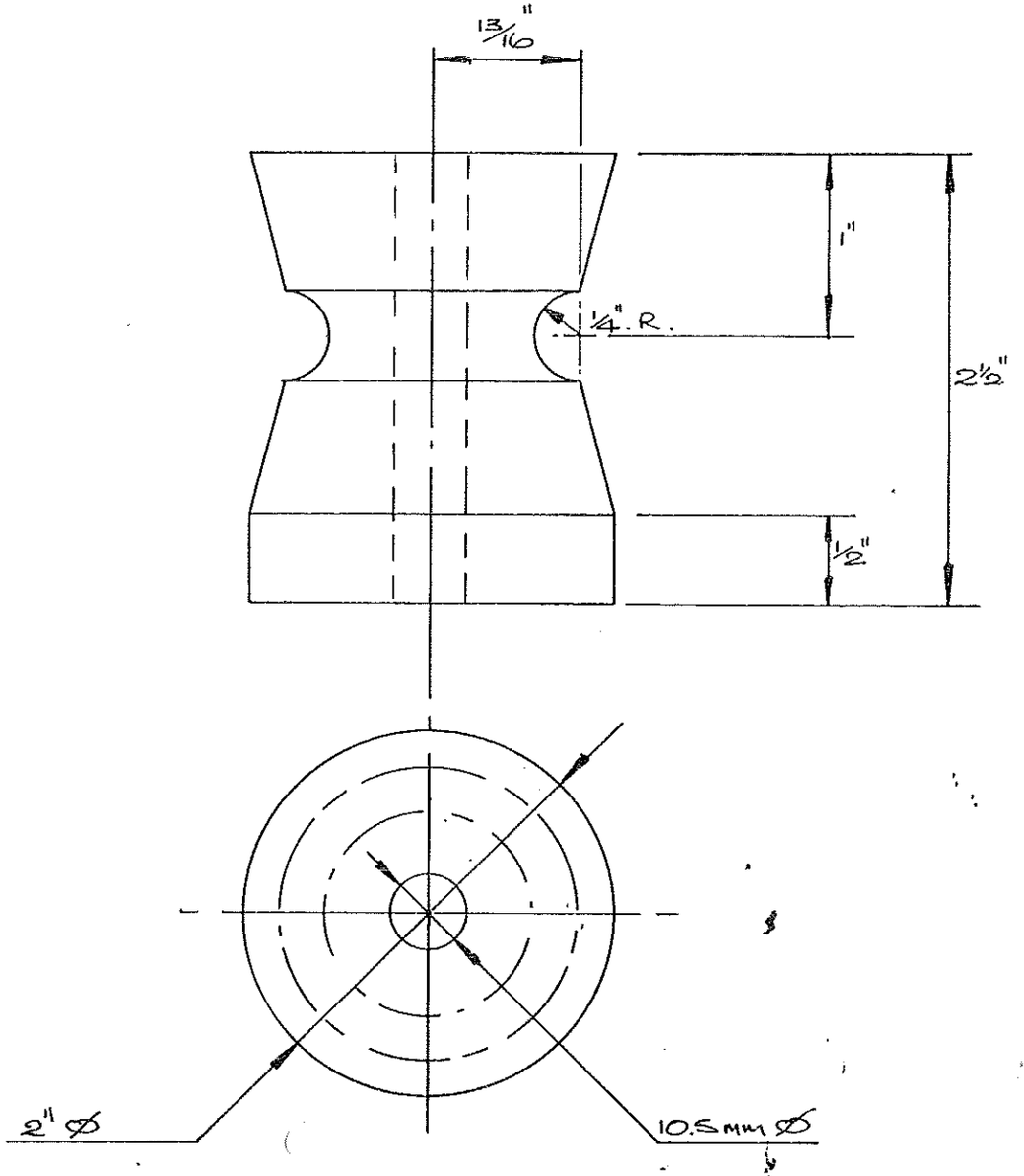
ISSUED BY MARINE PROJECTS DRAWING OFFICE 20 FEB 1995

UNCONTROLLED

SUCTION PIPE MOVED AFT.	22.9.82	PAN
MODIFICATION	DATE	SIG

Title	MOODY 41 STEMHEAD ROLLERS. ONE OF EACH PER BOAT.				MARINE PROJECTS PLYMOUTH LTD. Newport Street, Plymouth. Telephone 27771
Material MANG. BRONZE	Drawn by ECT	Date 1. 3. 82	Scale F-S	Drwg.No M41-016	





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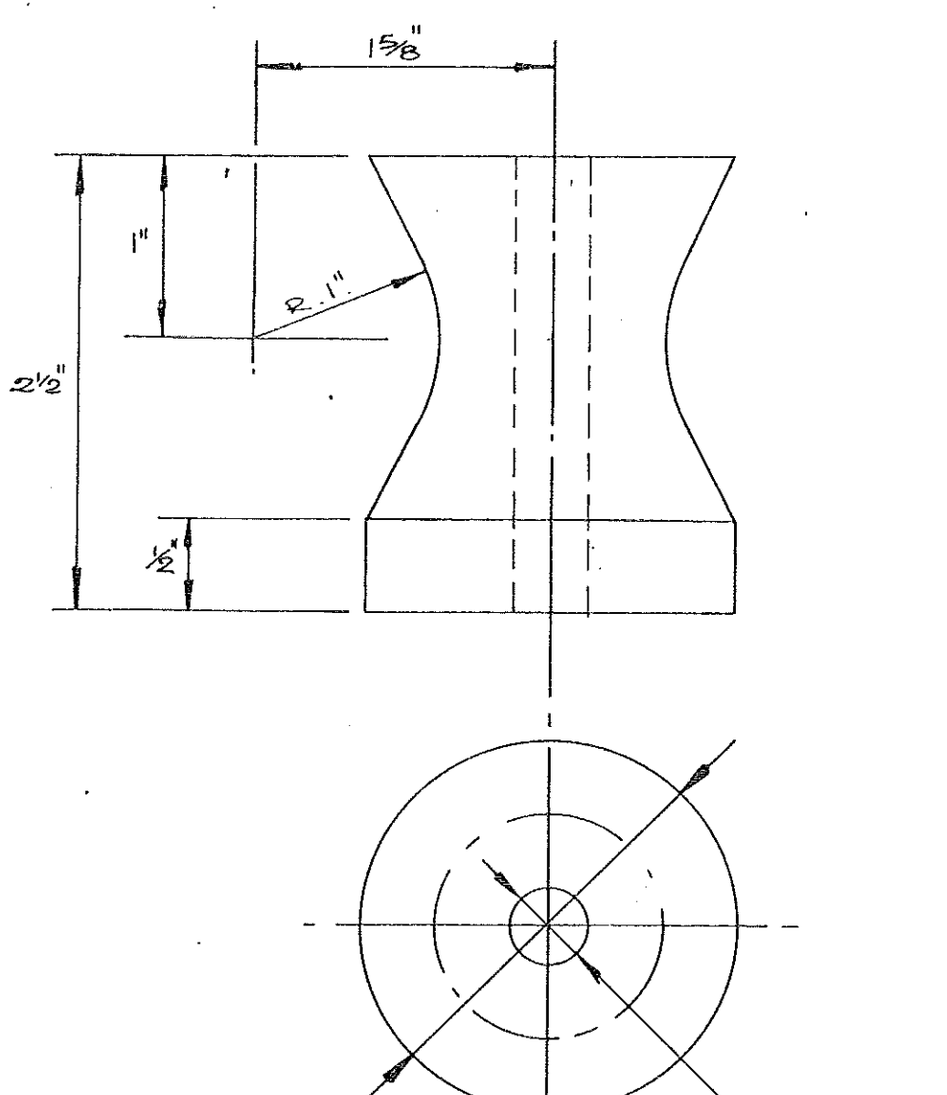
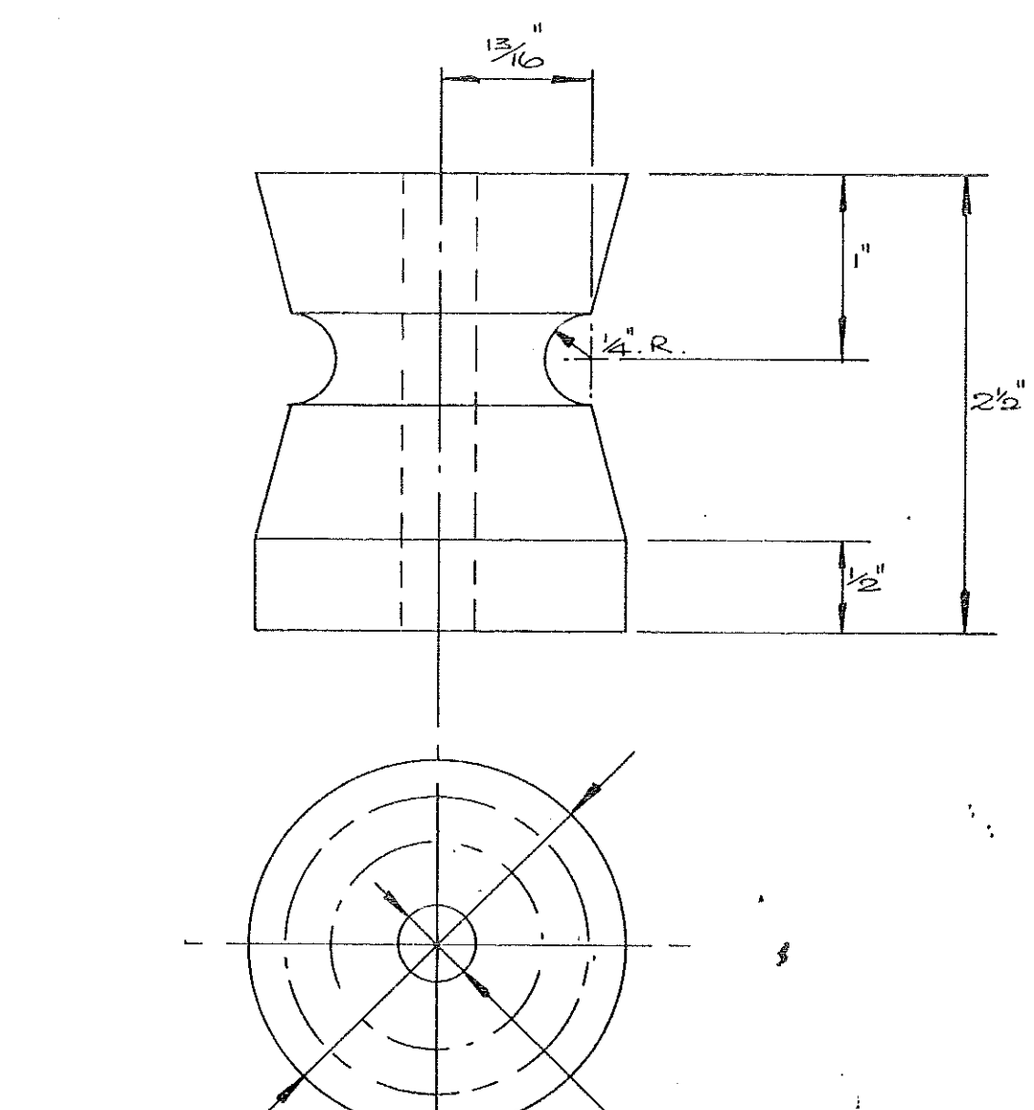
Material MANG. BRONZE	Drawn by ECT	Date 1. 3. 82	Scale F-S	Drwg.No M41-016	





KEMP MASTS LTD. CONTINUATION SHEET 2 OF 2

SA1565

ITEM	MAT'L	DESCRIPTION	PART No.	No. OFF	BOUGHT + STORES −
31	ST ST	BLOCK	538-912-01	1	
32	AL.AL ST ST	KICKER BRACKET	508-044-04	1	
33	AL.AL.	PLUG	502-080-01	1	
34	AL.AL	HEEL ASSY.	502-083-01	1	
35	AL.AL	T BASE	1362/2	0	
36	—	INT. SEAL/COAT ASSY.	530-029-02	1	
37	AL.AL	DECK RING/TIE BAR ASSY.	533-010-04	0	
38	AL.AL	BUTT STRAP	507-851	1	
39	POLYESTER	HEEL LIFT Ø10 X 5400 (+SHACKLE 307-010)	611-009	1	
40	ST.ST.	'T' TERM Ø10	308-328	4	
41	ST.ST.	T TERM Ø8	308-326	5	
42	ST.ST.	'T' TERM Ø6	308-324	2	
43	AL.AL.	SPREADER BRACKET	522-043-01	2 PAIR	
44	ALAL	ROD KICKER SIZE 2	060-060-61	1	
45	FOAM	SOUND INSULATION BLOCKS	530-816	4	
46					
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KEMP MASTS LTD. CONTINUATION SHEET 2 OF 2

SA1565

ITEM	MAT'L	DESCRIPTION	PART No.	No. OFF	BOUGHT + STORES −
31	ST.ST.	BLOCK	538-912-01	1	
32	AL.AL. ST.ST.	KICKER BRACKET	508-044-01	1	
33	AL.AL.	PLUG	502-080-01	1	
34	AL.AL.	HEEL ASSY.	502-083-01	1	
35	AL.AL.	T BASE	1362/2	0	
36	—	INT. SEAL/COAT ASSY	530-029-02	1	
37	AL.AL.	DECK RING/TIE BAR ASSY.	533-010-04	0	
38	AL.AL.	BUTT STRAP	507-851	1	
39	POLYESTER	HEEL LIFT Ø10 X 5900 (+SHACKLE 307-010)	611-009	1	
40	ST.ST.	T TERM Ø10	308-328	4	
41	ST.ST.	T TERM Ø8	308-326	5	
42	ST.ST.	T TERM Ø6	308-324	2	
43	AL.AL.	SPREADER BRACKET	522-043-01	2 PAIR	
44	ALAL	ROD KICKER SIZE 2	060-060-61	1	
45	FOAM	SOUND INSULATION BLOCKS	530-816	4	
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KEMP®

Sheet 1 of 2

SA 1556

rev	description	date
A		
B		
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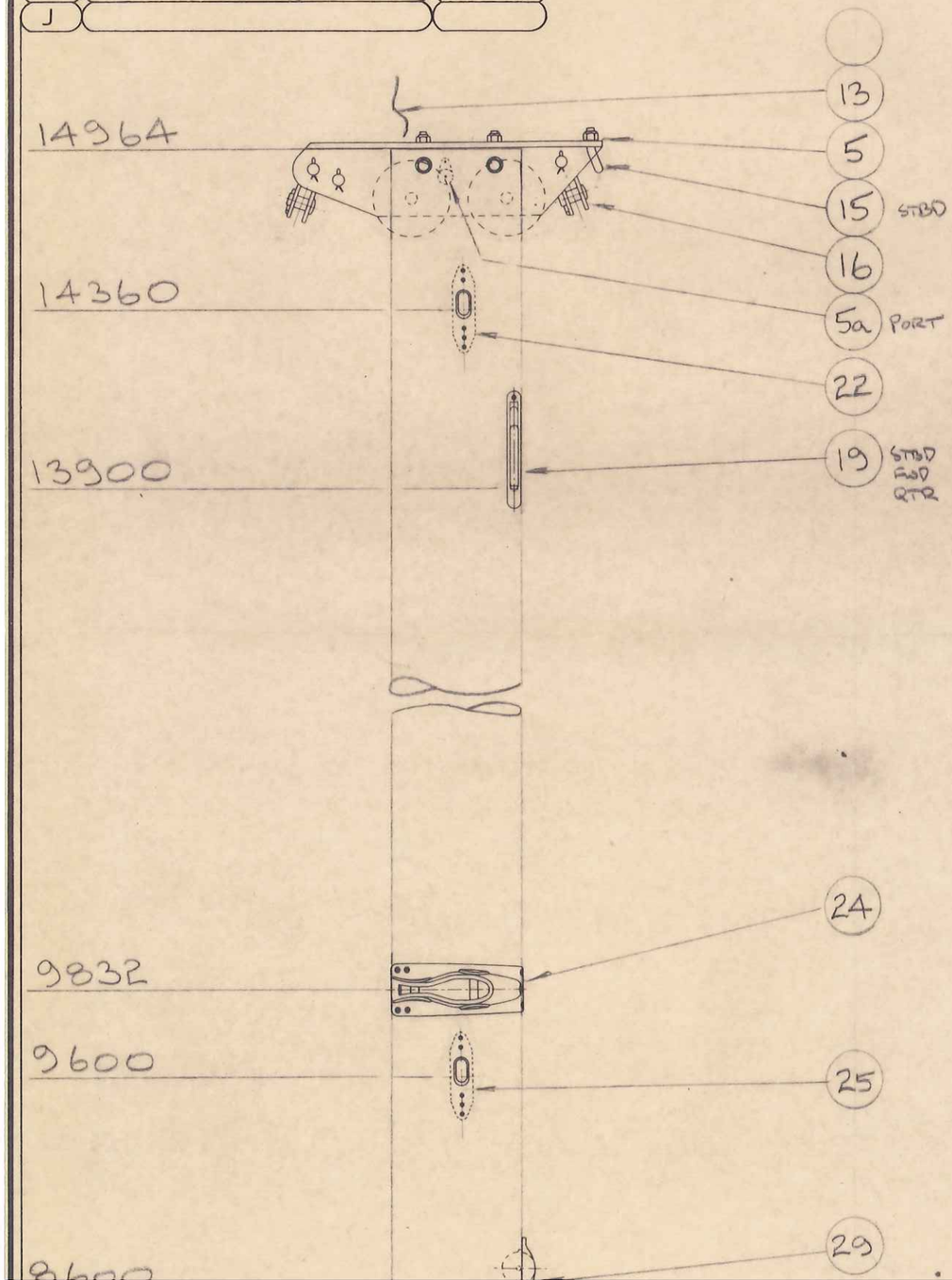
J		



Item	description	notes	part number	quant.
1	Section Upper Anodised SILVER	L = 9200 x 224/150	9200 x 224/150	1
2	Section Lower Anodised SILVER	L = 5764 x 224/150		1
3				
4				
5	Headbox Assembly		501-539-01	1
5a	Burgee Block		538-550-01	
6	Backstay Toggle	10 ø Wire, 16 ø Pin	517-017-01	1
7	Windex Base/Windex Unit			
8	Wind Instrument Base			
8a	Wind Instrument Cable and Bracket			
9	Tricolour Light			
9a	Tricolour Light – Wired			
10	V.H.F. Aerial and Cable			
11	Anchor/Windex Light			
12	Anchor/Windex Light – Wired			
13	Electrical Messenger Line			1
14	Measurement Band			
15	Spinnaker Halyard Connection	'U' BOLT	508-092-01	1
16	Forestay Toggle/~~Terminal~~	10ø Wire, 16 ø Pin	517-017-01	1
17	Triple Combi Box			
18	Spinnaker Bull's Eye Lead			
19	Spinnaker Inlet ~~Box~~/Slot No. 1		505-014-01	1
20	Spinnaker Inlet Box/Slot No. 2			
21				
22	Upper Shroud Attachment T	10ø Wire, – ø Pin	507-559-01	2
23	Signal Eye		508-089-01	2
24	Upper Spreader Bracket		522-043-01	1 PAIR
25	Intermediate Shroud Attachment T	9 ø Wire, – ø Pin	507-559-01	2
26	Running Backstay Attachment	ø Wire, ø Pin		
27	Staysail Box/Eye			
28	Inner Forestay Attachment	8 ø Wire	507-557-01	1
29	Spinnaker Pole Topping Lift Box/~~Eye~~		505-006-01	1
30	Lower Spreader Bracket		522-043-01	1 PAIR
31	Lower Shroud Tang	10ø WIRE T	507-559-01	2
32	Upper Spreader L = 1000	Angled Aft 1.5°	503-409-01	1 PAIR
32a	Upper Spreader End Clamp	10ø Wire	500-585-01	2
33	Lower Spreader L = 1300	Angled Aft 1.5°	503-415-01	1 PAIR
33a	Lower Spreader End Clamp	9ø Wire SLOT FOR CAP	500-580-01/mod	2
34	Spreader Reinforcement			
35	Tang on Spreader for Linked Rigging			
36	Deck Light		526-155-01	1
37	Deck Light – Wired	2 CORE x 1.5mm² x 6500	531-003	1
38	Steaming Light		526-009-03	1
39	Steaming Light – Wired	2 CORE x 2.5mm² x 7000mm	531-006	1
40	Combined Light			
41	Combined Light – Wired			
42	Spinnaker Pole Track	L = 2200	515-503-01	1
43	Spinnaker Pole Slide		511-534-01	1
44	Pole Heel Lift Assembly		538-511-04	1
45	Spinnaker Pole Fixed Eye			
46	Jockey Pole Eye			
47	Mainsail Entry		505-501-04	1
48	Mainsail Pre-feeder			

5600

38

5350

5000

4851

36

30

4600

31

4500

28

2815

44

42

65 STBD 35 FWD ℄ MAIN HAL

2500

43

2250

63 PORT 60 AFT ℄ GENOA HAL.

2000

67 STBD ℄ SPIN T/L

70 STBD 80 FWD ℄ SPIN HAL

1744

47

66 PORT 25 AFT ℄ MAIN T/L

1500

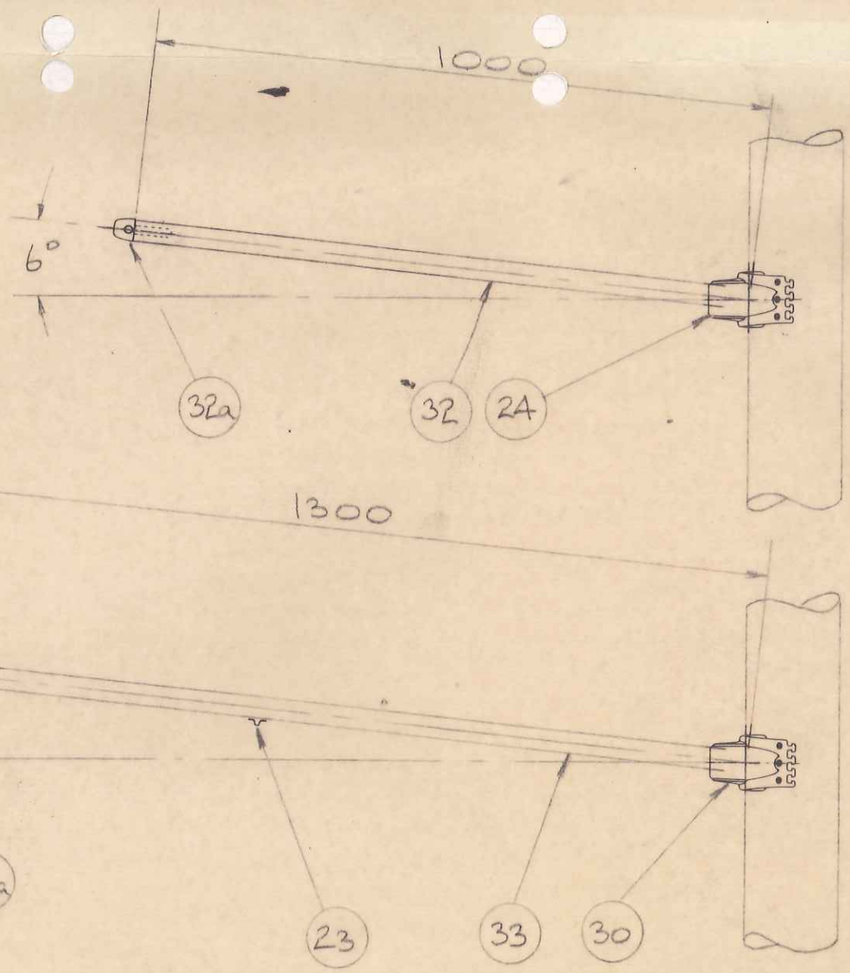
1440

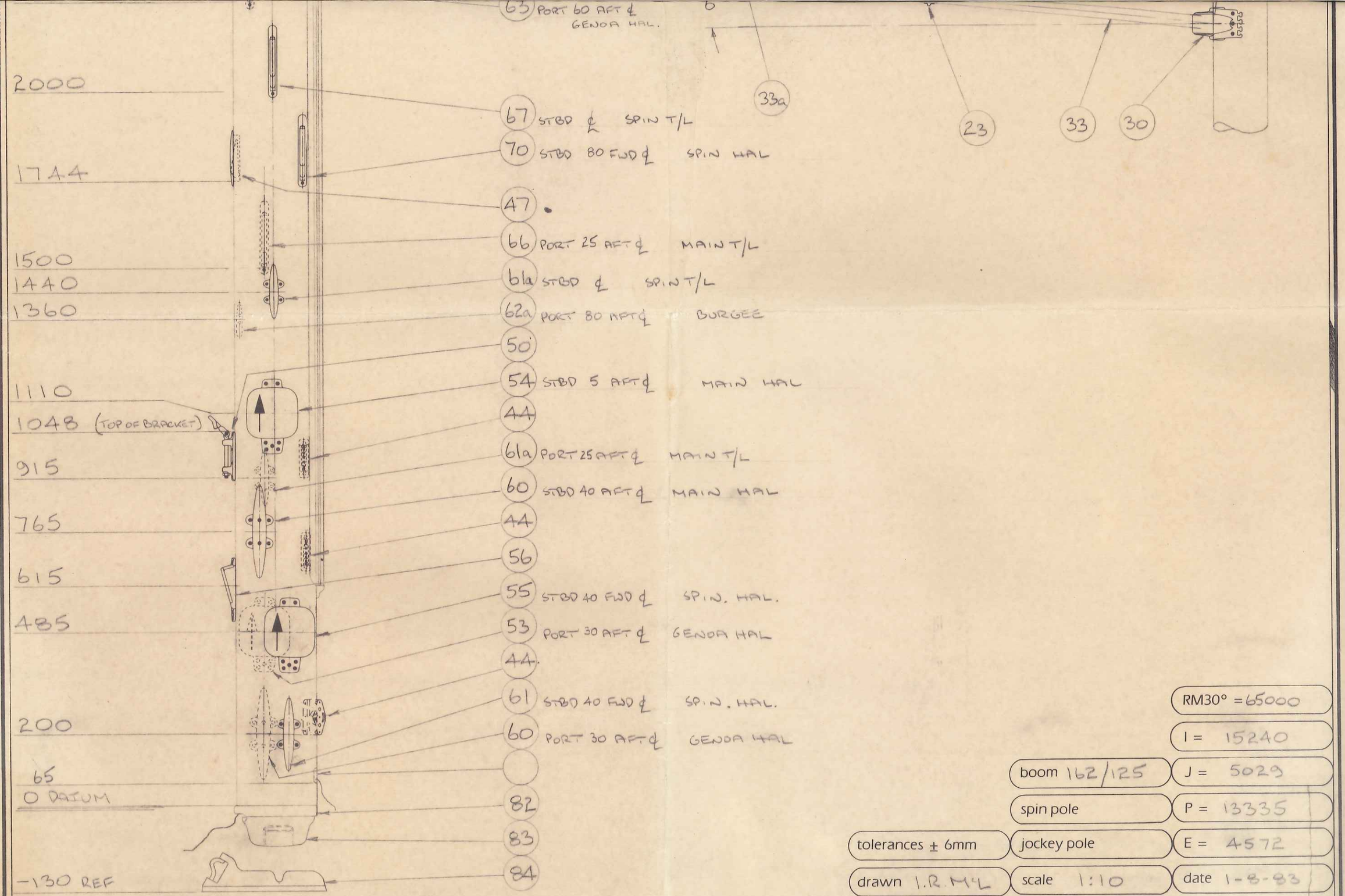
66a STBD ℄ SPIN T/L

1360

62a PORT 80 AFT ℄ BURGEE

50





RM30° = 65000

I = 15240

boom 162/125 J = 5029

spin pole P = 13335

tolerances ± 6mm jockey pole E = 4572

drawn I.R.M'L scale 1:10 date 1-8-93

title **mast specification for** MOODY 41

section 224/150 dwg. no. SA 1556

1000Y 419 CAP & INTERMEDIATE MODIFIED CHAIN PLATE & BACKING PLATE

IDRG NO. 163
DATE 28-9-87

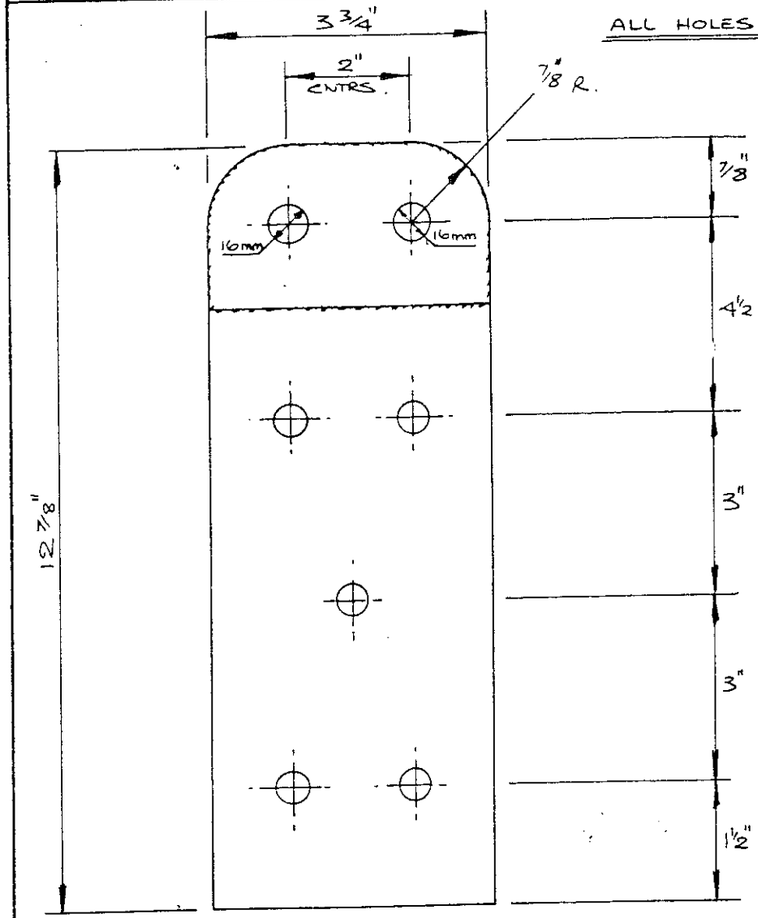
2SETS REQ.

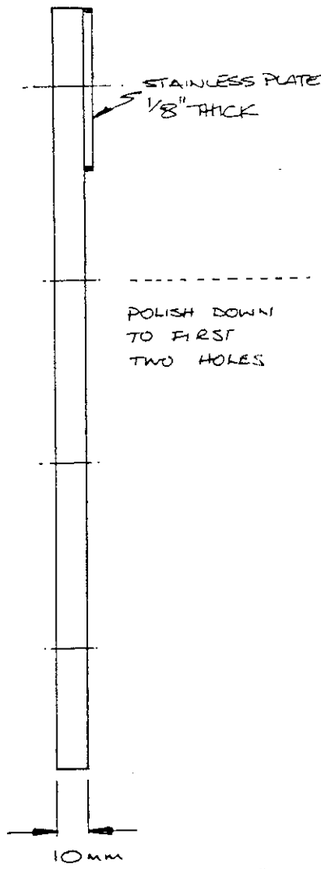
MOODY 41 CAP SHROUD & INTERMEDIATE BACKING PLATE

MARINE PROJECTS PLYMOUTH LTD.
Newport Street, Plymouth. Telephone 27771

Material	Drawn by	Date	Scale	Drwg.No
S/S.	ECT.	25.2.82		M41-012

ALL HOLES 13mm Ø UNLESS STATED





DIMENSIONS FOR HOLES - SAME AS MAIN PLATE.

BACKING PLATE

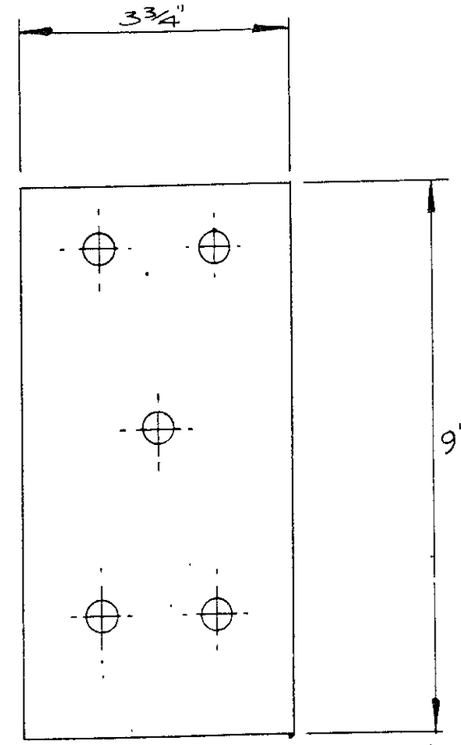


PLATE THICKNESS
6mm

DATE	MODIFICATION	INT.
29.84	DOUBLER CHANGED TO ⅛" SINGLE PLATE ONLY	ECT
2.8.83	CONTINUOUS DOUBLE PLATE. HOLE ENL. TO 16mm	ECT

Title M41 CAPSHROUD CHAINPLATE EXTENDED BACKING PLES

Material	Drawn by	Date	Scale	Drwg.No
S. STEEL	JWDW	29-1-87	½	M41070

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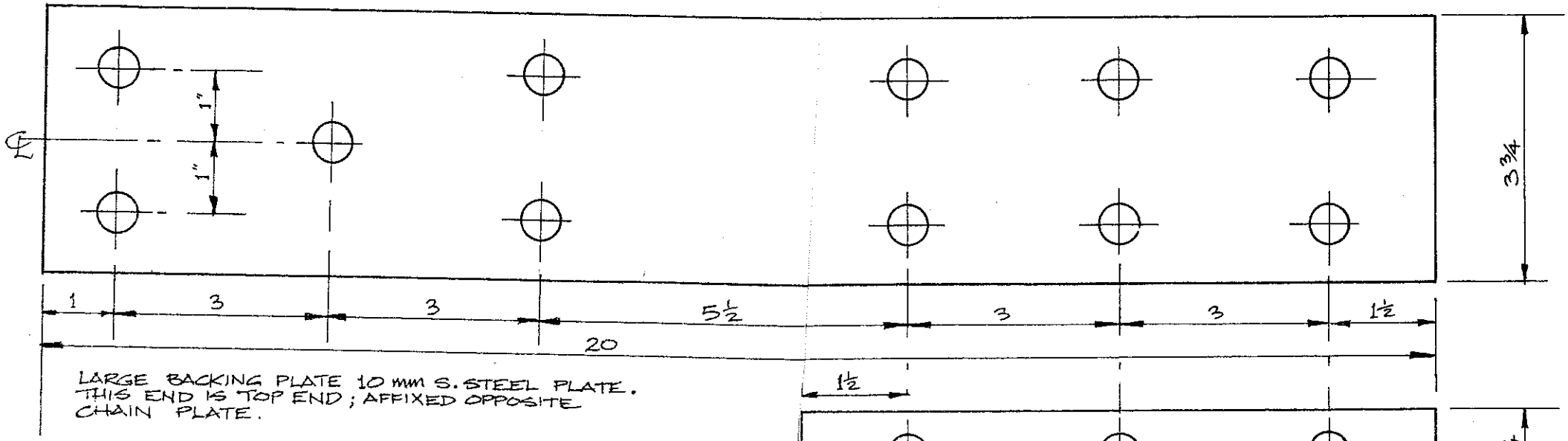
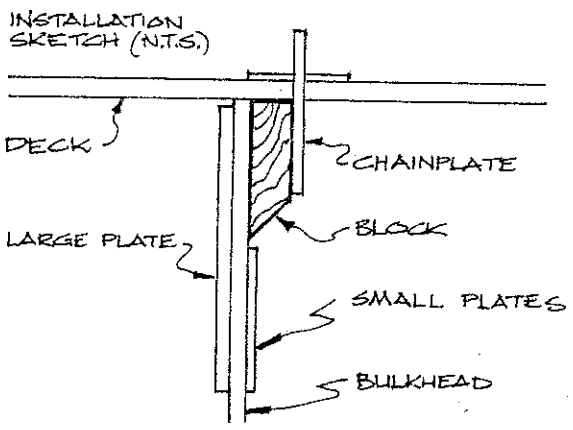
Newport Street, Plymouth. Telephone 27771

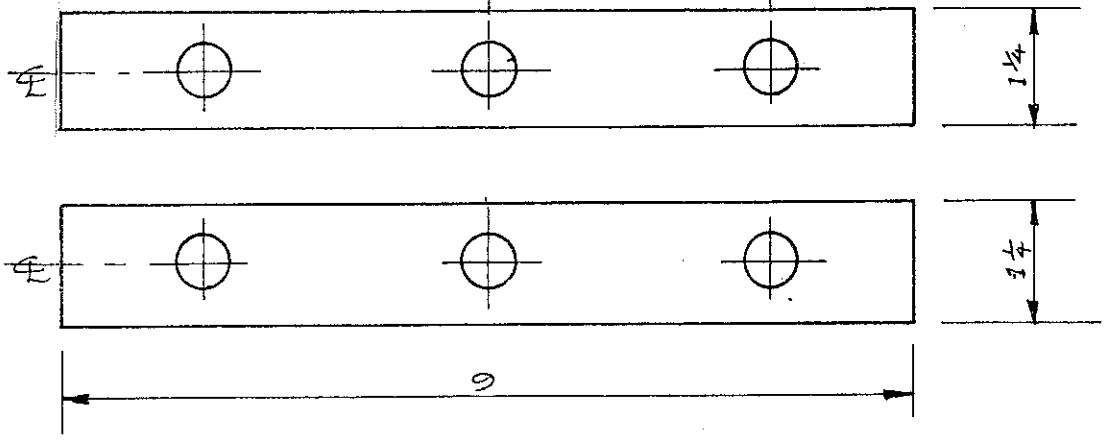
Always work to figured dimensions in preference to scaled dimensions. Refer significant discrepancies to chargehand ore putting work in hand.
ALL LINEAR DIMENSIONS IN INCHES.



LARGE BACKING PLATE 10 mm S. STEEL PLATE. THIS END IS TOP END; AFFIXED OPPOSITE CHAIN PLATE.

ALL HOLES 13·5 mm ϕ





SMALL BACKING PLATES 6 mm S.STEEL PLATE AFFIXED OPPOSITE LOWER END OF LARGE PLATE.

FITTING INSTRUCTIONS FOR EXTENSION CHAINPLATES ON MOODY 419

1. Slacken rigging, make fast to toe rails port and starboard using length of chain and shackles.
2. Remove both backing plates from toilet and double berth cabin.
3. Shroud plates are fixed with five 12mm stud bar, threaded at both ends. Nuts must be removed from stud bar in toilet and double berth cabin.
4. Having removed the nuts the bar must be tapped back into the main saloon.
5. The new long backing plates can now be fitted, having cut a longer slot in the top toilet locker unit to facilitate fitting of longer backplate.
6. Having fitted backplates the studded bar can now be tapped from the saloon back into the extended backing plates.
7. If possible the wedges must be placed between the top of Iroka block and underside of deck if movement has taken place.
8. This is done before tightening nuts in backing plate. One must ensure that all shroud plate nuts are fixed with Loctite or nylock nuts (one or the other).
9. Having tightened up the five bolts in each chainplate you can now proceed with boring the extra six bolt holes through the long backing plate into main saloon.
10. On main saloon bulkhead two smaller backing plates can now be fixed, one inside the locker and one outside of the locker port and starboard.
11. When these have been bolted off with 12mm hexagon headed bolts it will now be necessary to cover the two small backing plates which are outside of the lockers with a small box cover and re-varnish.
12. Whilst rigging is slack if there is any indentation on mast base it is possible to jack the deck with an extended bar and small bottle jack, to wedge between the underside of top plate and the GRP deck with quarter mild steel plate. Once again this may not be necessary. Having checked that everything is now 'A-Okay' one can now proceed to remove chainplate covers and re-seal with mastic.
13. Having completed this task the rigging can once again be attached to chainplates and then tightened down as necessary. This should lead to a satisfactory conclusion of chainplate installation.

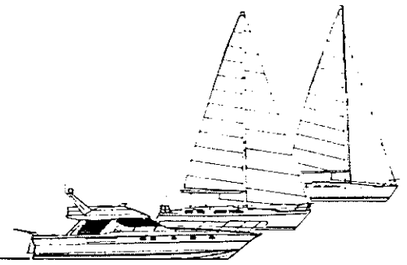
PM/SLB (16.8.88)

MARINE
PROJECTS
(Plymouth) Ltd

Directors D S King (Managing), M Viney
D G Burnham, P A Langmaid
Company Secretary J S Page

Reg No 856633 England VAT Reg No 143 4285 78
Reg Office Newport Street Plymouth Devon

Boat Builders, Lloyds Approved GRP Moulders



Newport Street · Plymouth · Devon · PL1 3QG Tel: (0752) 227771 Telex: 45352 Facsimile: (0752) 266760

MOODY 419 RUDDER MAINTENANCE

01 Disconnect steering quadrant and remove including brass key

02 Support rudder and remove copper rivets (drill or cut off heads and drive out rivets with parallel punch)

03 Lower rudder complete with skeg heel fitting until clear of rudder tube

04 At this stage check bearing tubes and O rings for damage or wear and replace or refurbish as required

05 Clean and regrease bearing and shaft

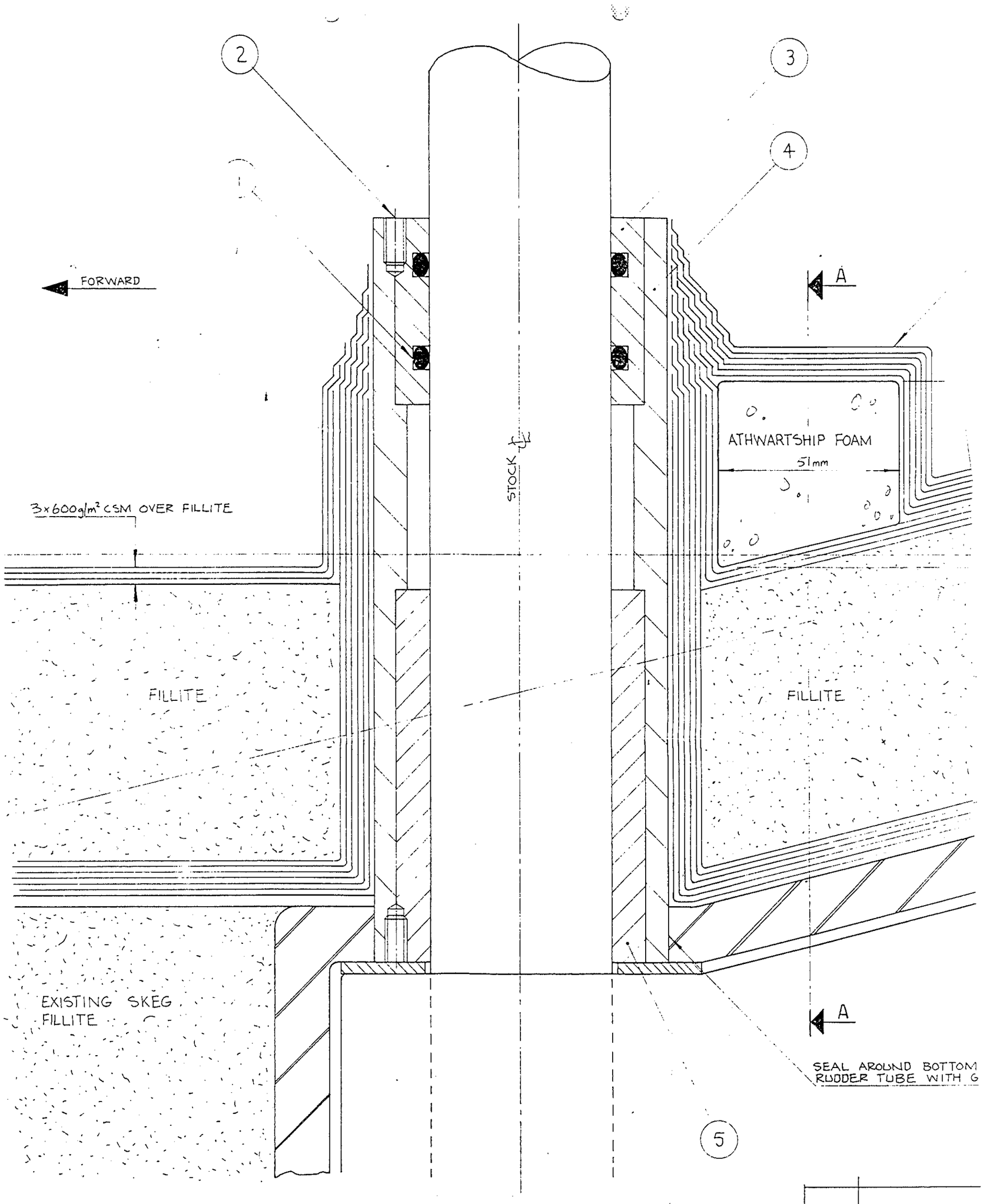
06 Clean skeg and heel fitting

07 Reposition rudder and refit with new copper rivets and plenty of sealant around keel fitting and all rivets

08 Check over rivets and clean up

09 Refit steering and test

TS/28.4.92



SECTIONAL VIEW AT SHIP ℄
LOOKING STARBOARD

ITEM	DESCRIPT
5	BOTTOM BEARING LONG
4	RUDDER TUBE: 3 LONG
3	TOP BEARING: 2 LONG
2	GRUB SCREW: ¼"
1	"O" RING SEAL

REFERENCE DRAWINGS:
S-431-14 "MOODY 41 HULL STIFFENING" (LLOYDS APPROVED 9-11-81)

MOODY 41 - RUDDER BAR

rial STAINLESS STEEL	Drawn by PAN	Date 15.6.82	Scale -	Drwg.No M41-037.

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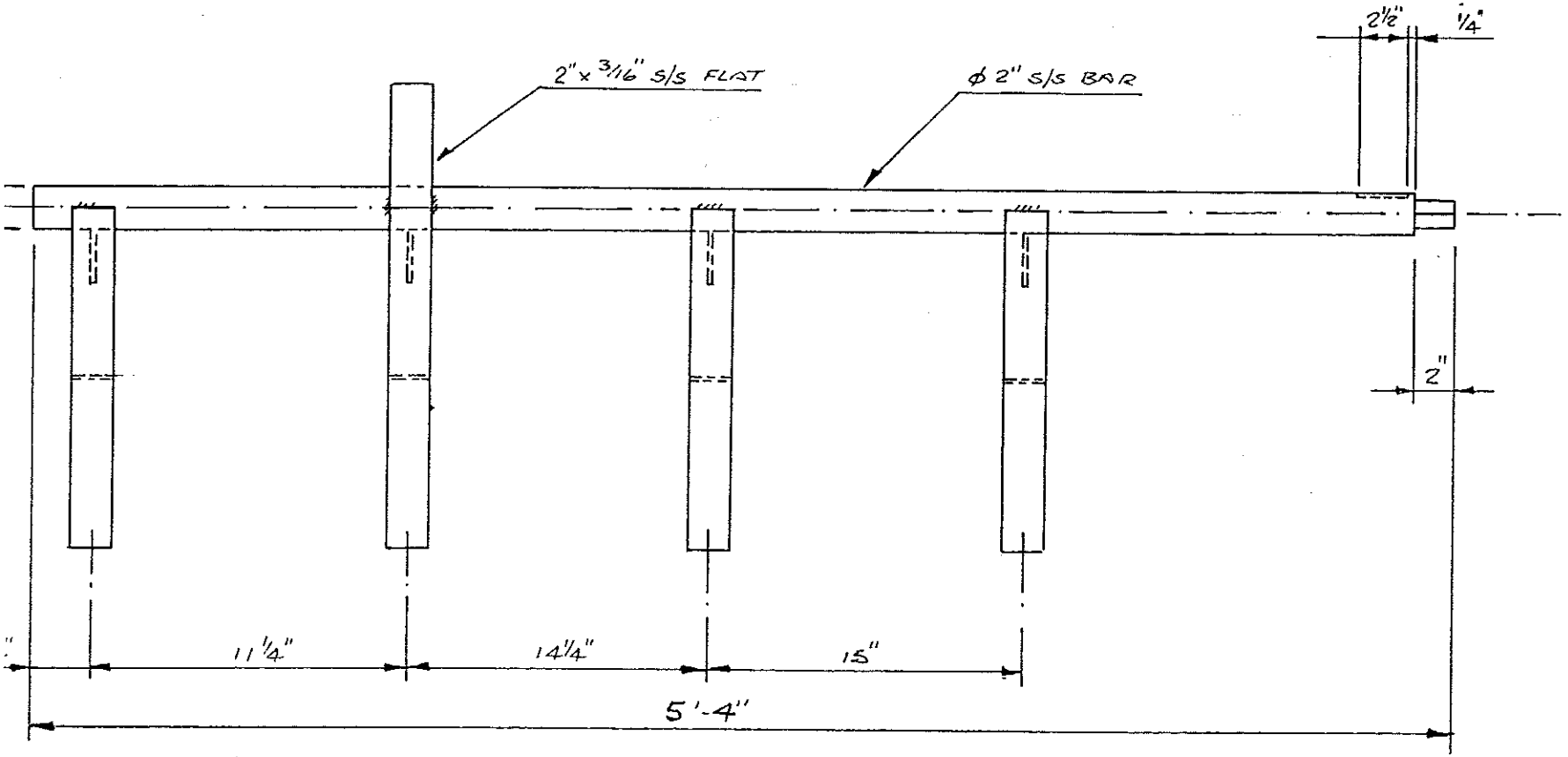
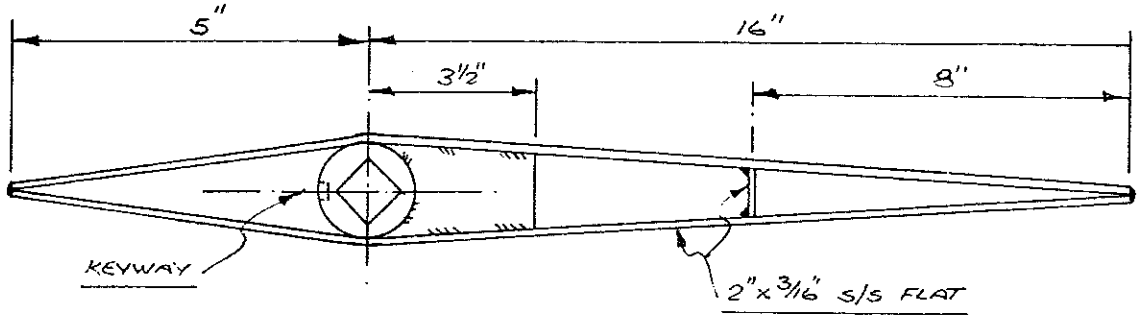
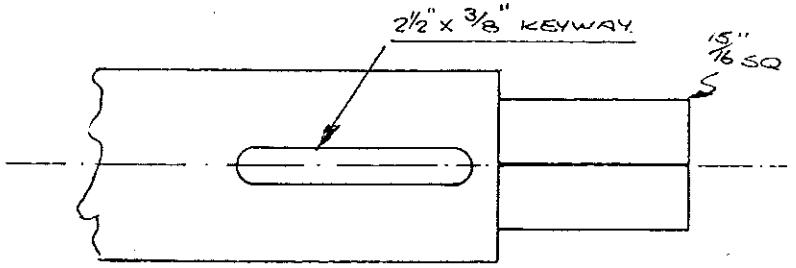
DATE	MODIFICATION	INT.
11.10.88.	REDUCE LENGTH REDUCE ROD WEB	ECT.





ENLARGED DETAIL.



KEYWAY DETAIL.

MARINE PROJECTS

COMPLETE BOAT LIST FOR MOODY 419 AS FROM 1ST JAN 1986

Delivery to No: 1 Store, Valley Road

Our Ref	M.P. Ref	Description	Price
ASS1324	D510 633	1¼" Dia. S.S. Shaft x 65" OAL & fit F/I Hurth Coupling. Bearing Spread:- T-57¼"-17½"	£84.22
ASTO 175	D510 169	1¼" GRP Sterntube x 17" OAL with half cutless bearing fitted to tube.	£63.52
APIP126 MPIB301	D510 200	1¼" Platform 'P' Brkt cast in HTB1 c/w Backing Plates &	£103.82
AFMB121		12mm c/sk Bolt Assys AB2 x 65mm Lg. (6 off per Brkt) Included in 'P' Brkt price.	
MSRO 257	D512 625	2" Rudder Bar x 64" OAL.	£189.39
ASRO 263	H 512 651	2" Rudder Heel Bearing cast in HTB1.	£183.29
MSRO 624	D512 651	½" BSW x 2" long MB Cheesehead Screw (4 off per Assy). Fit to MSR263	£4.37 eac
ASRO 566	D512 611	2" Rudder Gland.	£54.52
MSRO 627	D512 745	Polyacetal Washer.	£5.02
MSRO 628	D512 746	Polyacetal Washer.	£5.02
MSRO 273	D512 709	2" GRP Rudder Tube c/w Round Flange.	£14.47
AWIS100	D615 856	1" Strainer Body - 1 off required.	£17.01
AEIK175	D511 280	Remote Greaser Kit 1 off required.	£12.48
MSFO 319/MSFO 320	G405 020	Bow Roller - 1 pair required.	£27.79 Per pair
PROPELLERS	D510 464	17" Dia x 11" Pitch x 2 Blade R.H. Fixed Sailing Propeller. Cast in HTB1.	£60.88
MOIS 171		Thornycroft 108 - 38 bhp @ 3,000 rpm through Hurth 1.8 to 1 reduction.	
MOIT 170		17" Dia x 10" Pitch x 3 Blade R.H. Turbine Propeller. Cast in HTB1. Engine & gearbox as above.	£68.17
AOIF 170		17" Dia a 10" Pitch x 2 Blade R.H. Folding Propeller. Cast in AB2. Engine & gearbox as above.	£171.84

Title	MOODY 41 BACKSTAY CHAINPLATE				
Material	S/S	Drawn by	ECT.	Date	25. 2. 82
Scale	—	Drwg. No	M41. 013		

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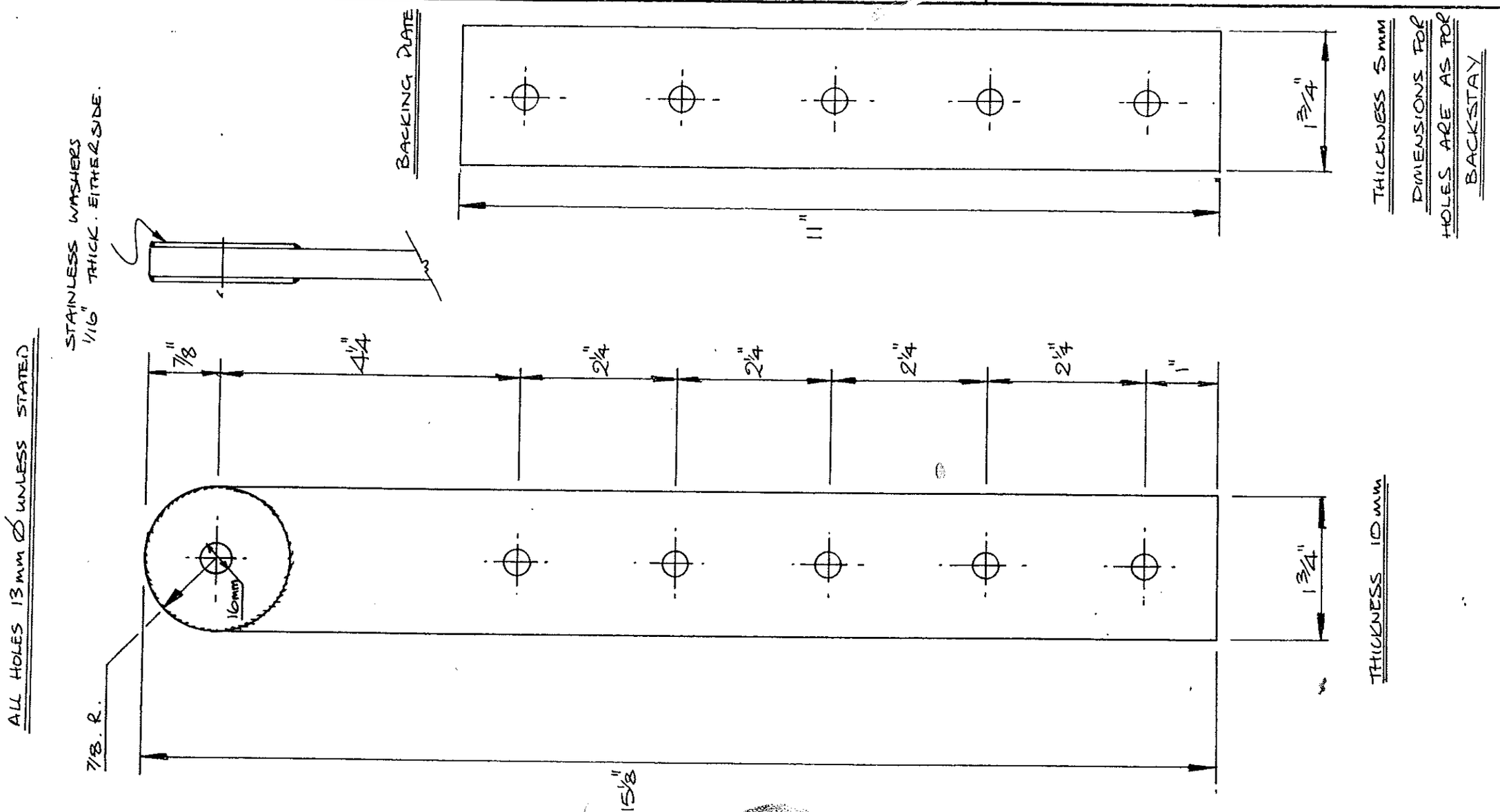
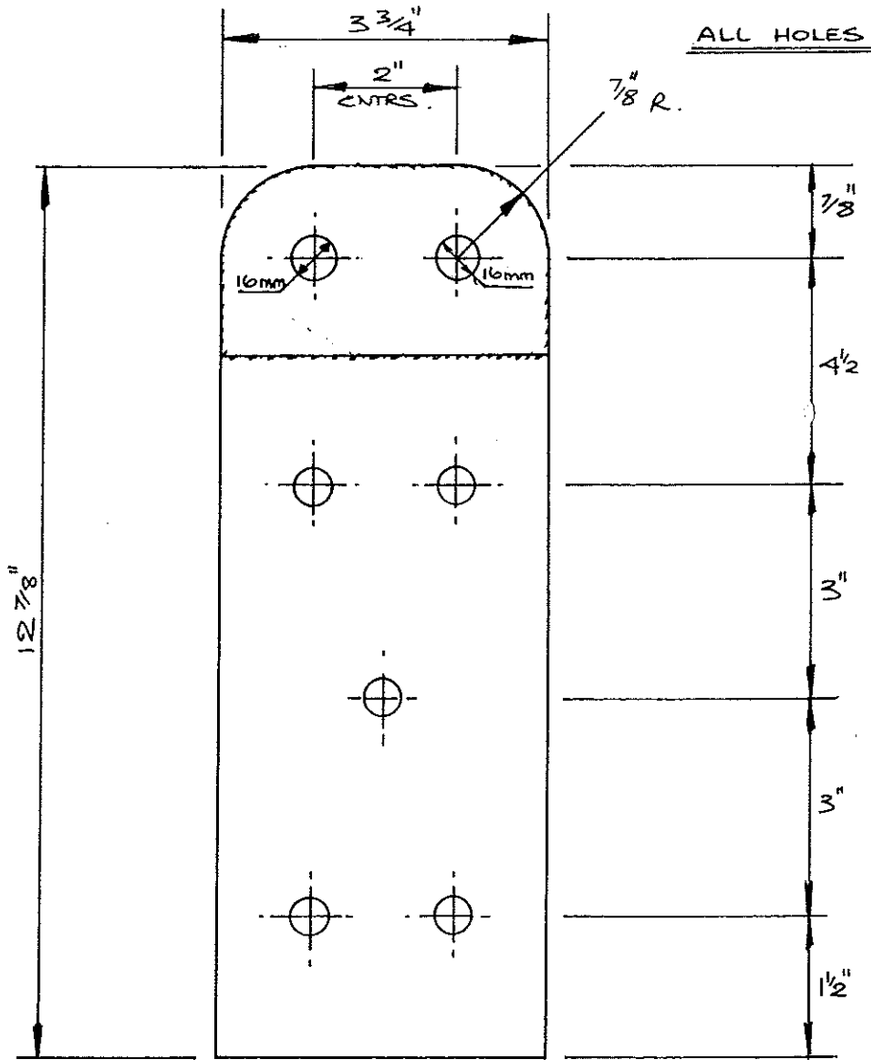
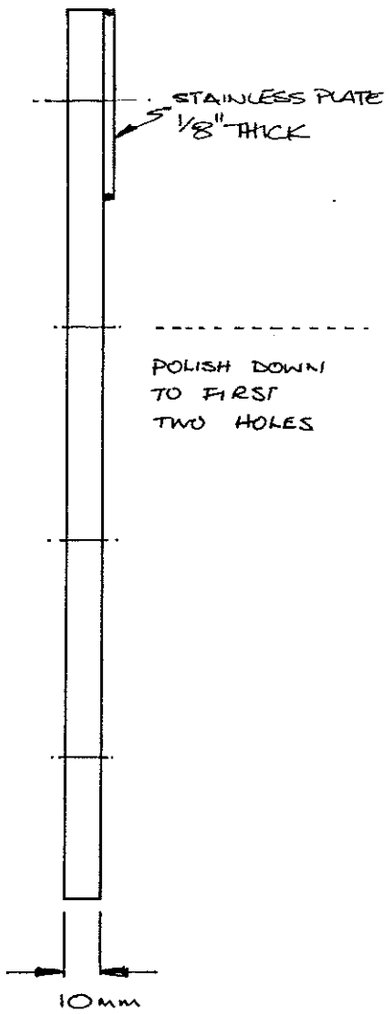
Newport Street, Plymouth. Telephone 27771



Title	MOODY 41 CAP SHROUD & INTERMED[illegible] BACKING PLATE				
Material S/S.	Drawn by ECT.	Date 25.2.82	Scale	Drwg.No M41-012	MARINE PROJECTS PLYMOUTH LTD. Newport Street, Plymouth. Telephone 27771



ALL HOLES 13mm Ø UNLESS STATED



DIMENSIONS FOR HOLES - SAME AS MAIN PLATE.

BACKING PLATE

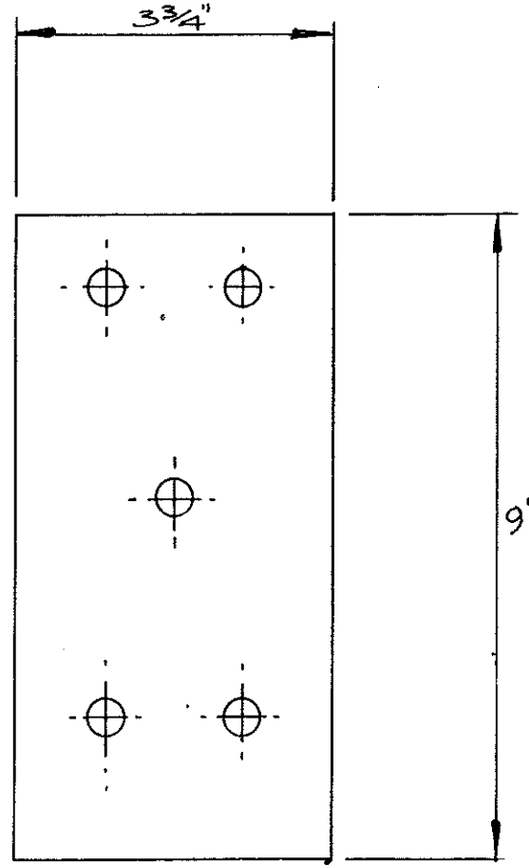
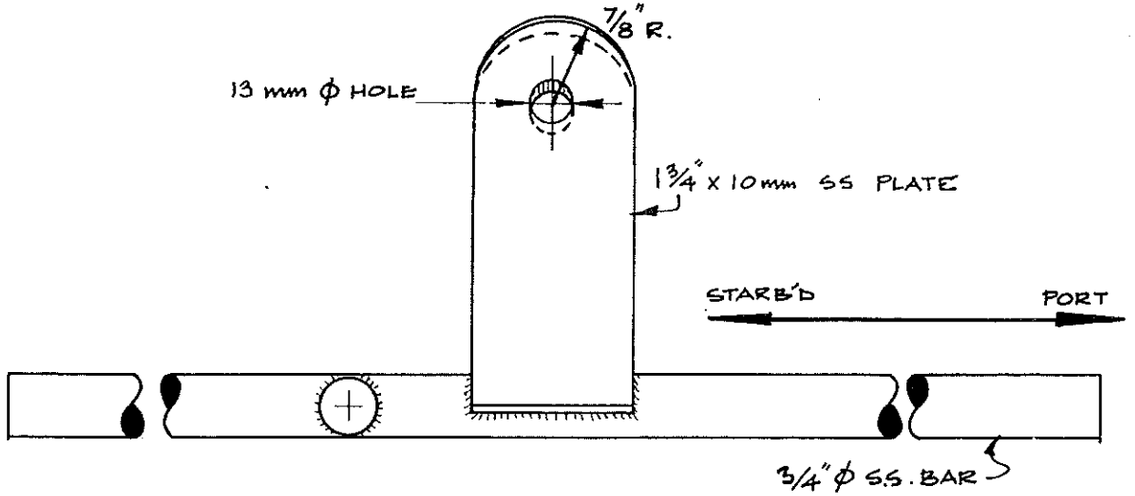


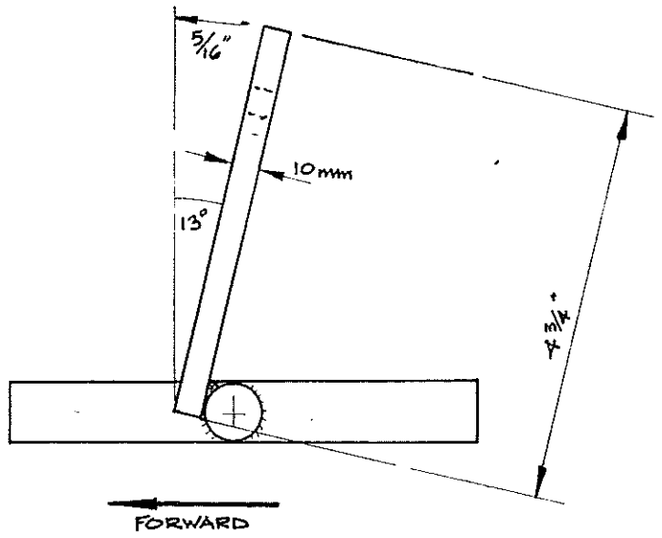
PLATE THICKNESS

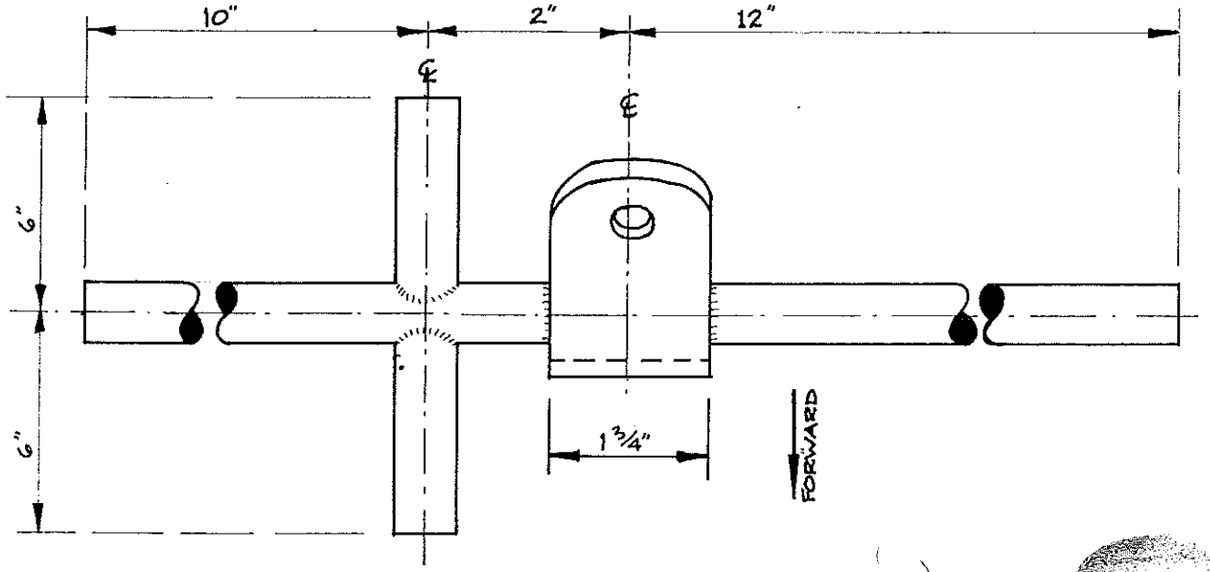
6mm

DATE	MODIFICATION	INT.
29.84	DOUBLER CHANGED TO 1/8" SINGLE PLATE ONLY	ECT
2.8.83	CONTINUOUS DOUBLE PLATE. HOLE ENL. TO 16mm	ECT

Title	MOODY 41 BABYSTAY CHAINPLATE				
Material S/S	Drawn by JWDW	Date 23.5.83.	Scale NTS	Drwg.NO M41 014	MARINE PROJECTS PLYMOUTH LTD. Newport Street, Plymouth. Telephone 27771







24.5.83	BRACKET MOVED	JWDW

INT	MODIFICATION	DATE
ECT	1/16" WASHERS ADD'D. HOLE ENL. TO 16 mm	2.8.83

ALL HOLE Ø's 13 mm UNLESS STATED.

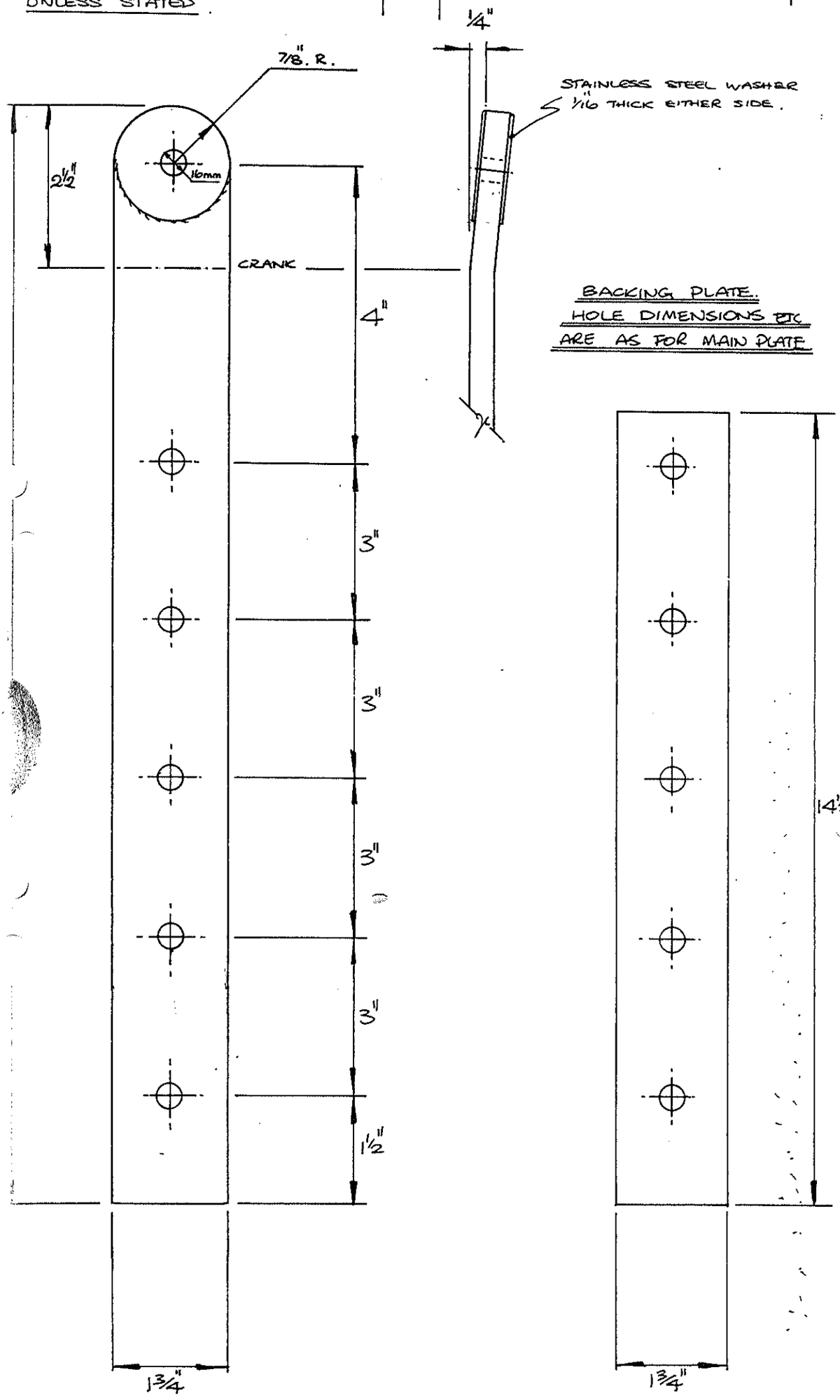


PLATE THICKNESS 10mm

PLATE THICKNESS 6mm

Title MOODY 41 LOWER SHROUD CHAINPLATE (TWO PER BOAT).

Material STEEL | Drawn by ECT | Date 2.3.82 | Scale — | Drwg.No M41-017

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Title	MOODY 41 SWITCH PANEL & FUSES			
Material ——	Drawn by BCT	Date 24. 6. 82	Scale ——	Drwg.NO M41.042

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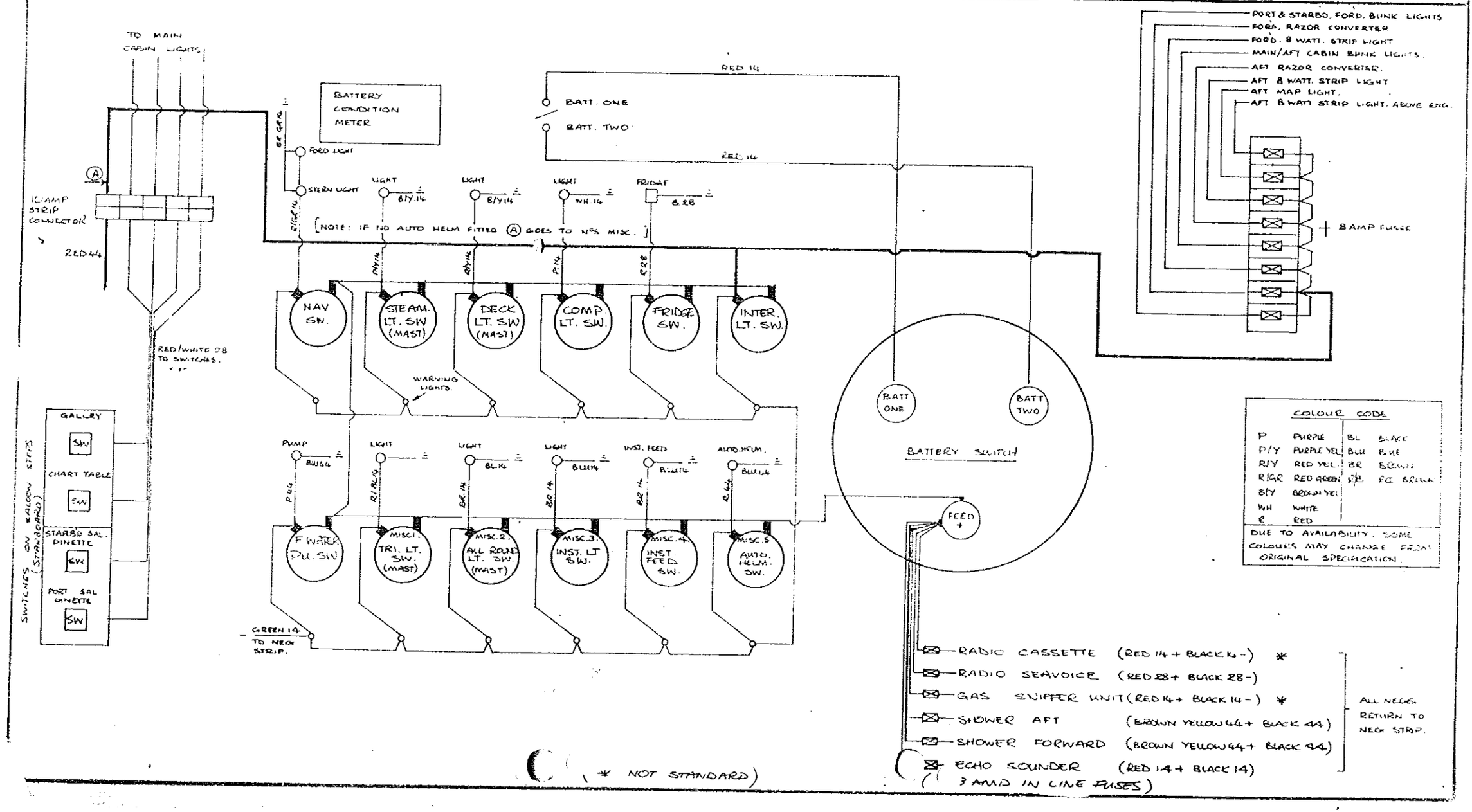
Newport Street, Plymouth. Telephone 27771



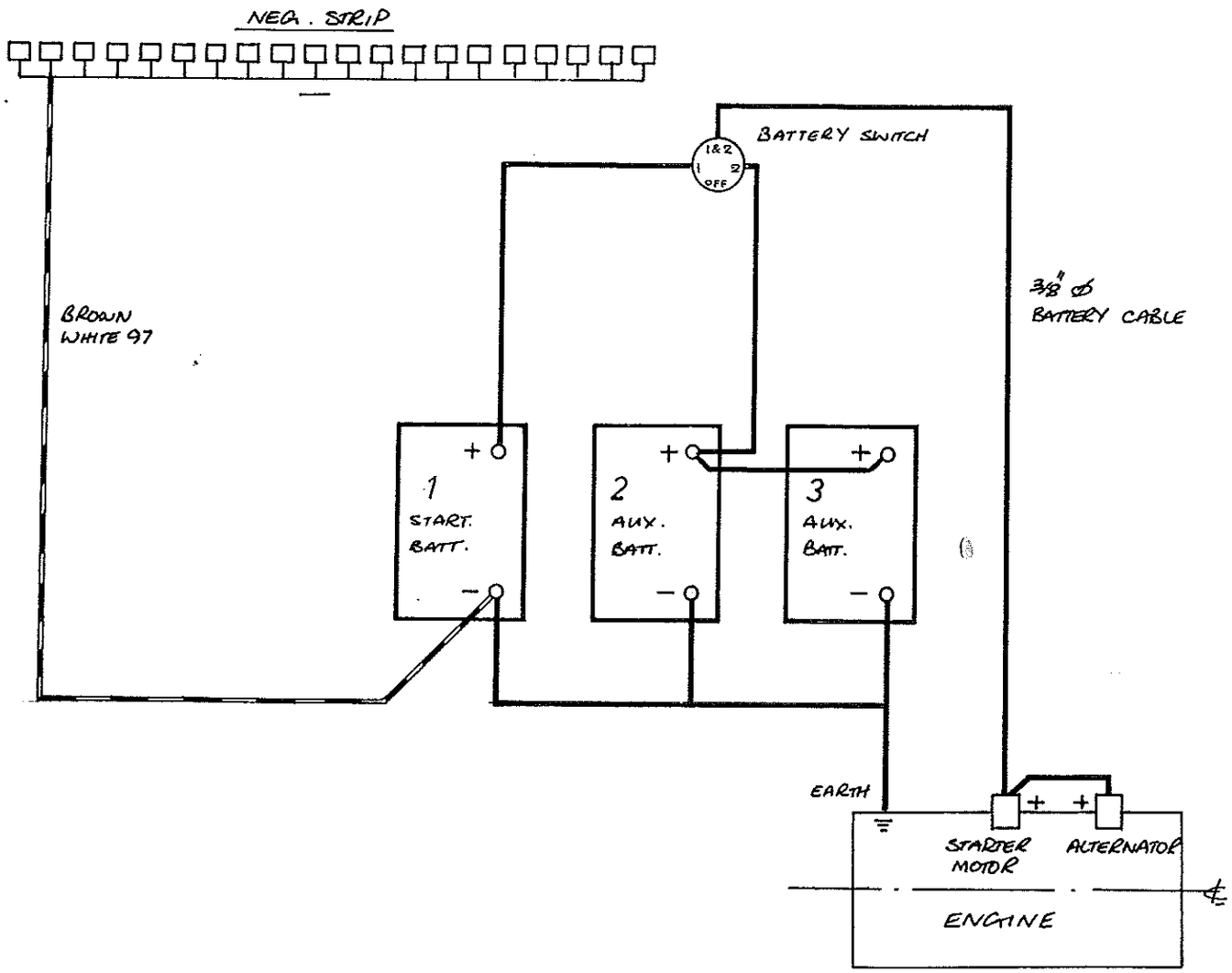
COLOUR CODE			
P	PURPLE	BL	BLACK
P/Y	PURPLE YEL	BLU	BLUE
R/Y	RED YEL	BR	BROWN
R/GR	RED GREEN	BR/E	BROWN
B/Y	BROWN YEL		
WH	WHITE		
R	RED		

DUE TO AVAILABILITY, SOME COLOURS MAY CHANGE FROM ORIGINAL SPECIFICATION.

(* NOT STANDARD)

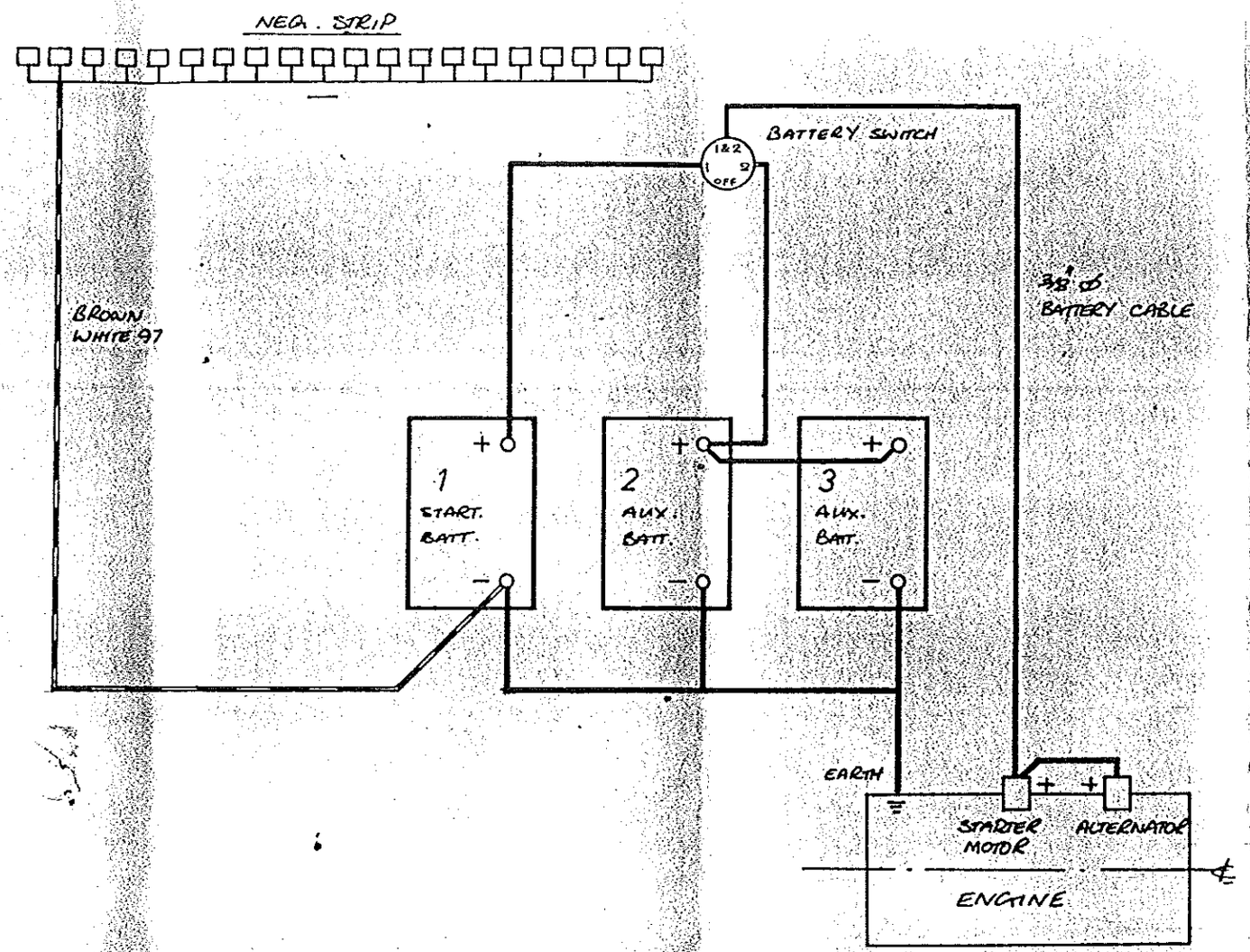
Title	MOODY 41 / STARTING / BATTERY CIRCUIT			
Material —	Drawn by EG	Date 24.6.82.	Scale —	Drwg.No M41.041

MARINE PROJECTS PLYMOUTH LTD.
Newport Street, Plymouth. Telephone 27771



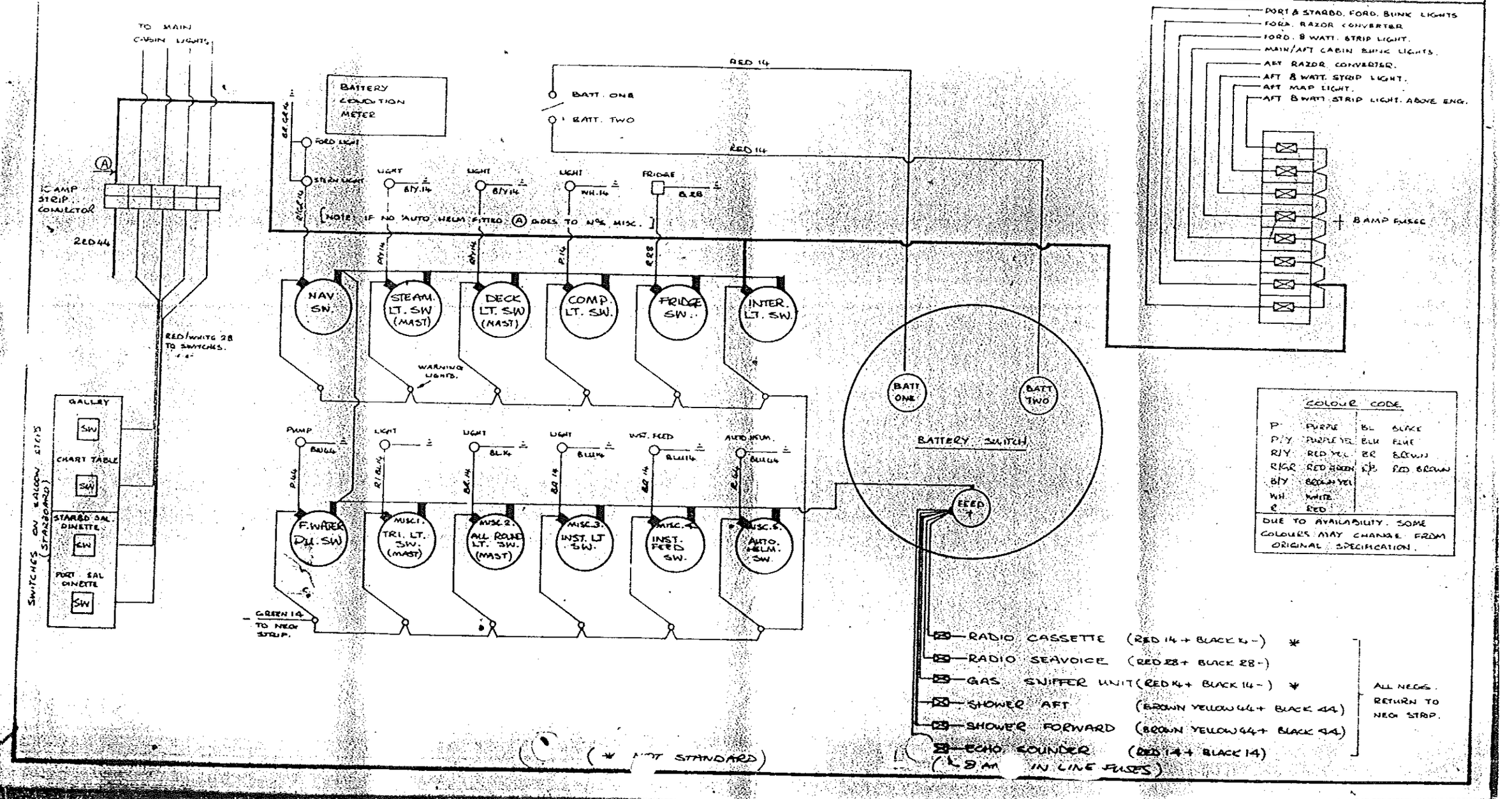
Title	MOODY 41 / STARTING / BATTERY CIRCUIT			
Material —	Drawn by EKT	Date 24.6.88.	Scale —	Drwg.No M41.041

MARINE PROJECTS PLYMOUTH LTD.
Newport Street, Plymouth. Telephone 27771



Title	MOODY 41 SWITCH PANEL & FUSES			
Material	Drawn by FCT	Date 24.6.82	Scale	Drwg.NO M41.042

MARINE PROJECTS PLYMOUTH LTD.
Newport Street, Plymouth. Telephone 27771



COLOUR CODE			
P	PURPLE	BL	BLACK
P/Y	PURPLE YEL	BLU	BLUE
R/Y	RED YEL	BR	BROWN
R/GR	RED GREEN	R/B	RED BROWN
B/Y	BROWN YEL		
WH	WHITE		
R	RED		

DUE TO AVAILABILITY, SOME COLOURS MAY CHANGE FROM ORIGINAL SPECIFICATION.

Title	MOODY 41 SWITCH PANEL & FUSES			
Material ——	Drawn by EGT	Date 24.6.82	Scale ——	Drwg.No M41.042

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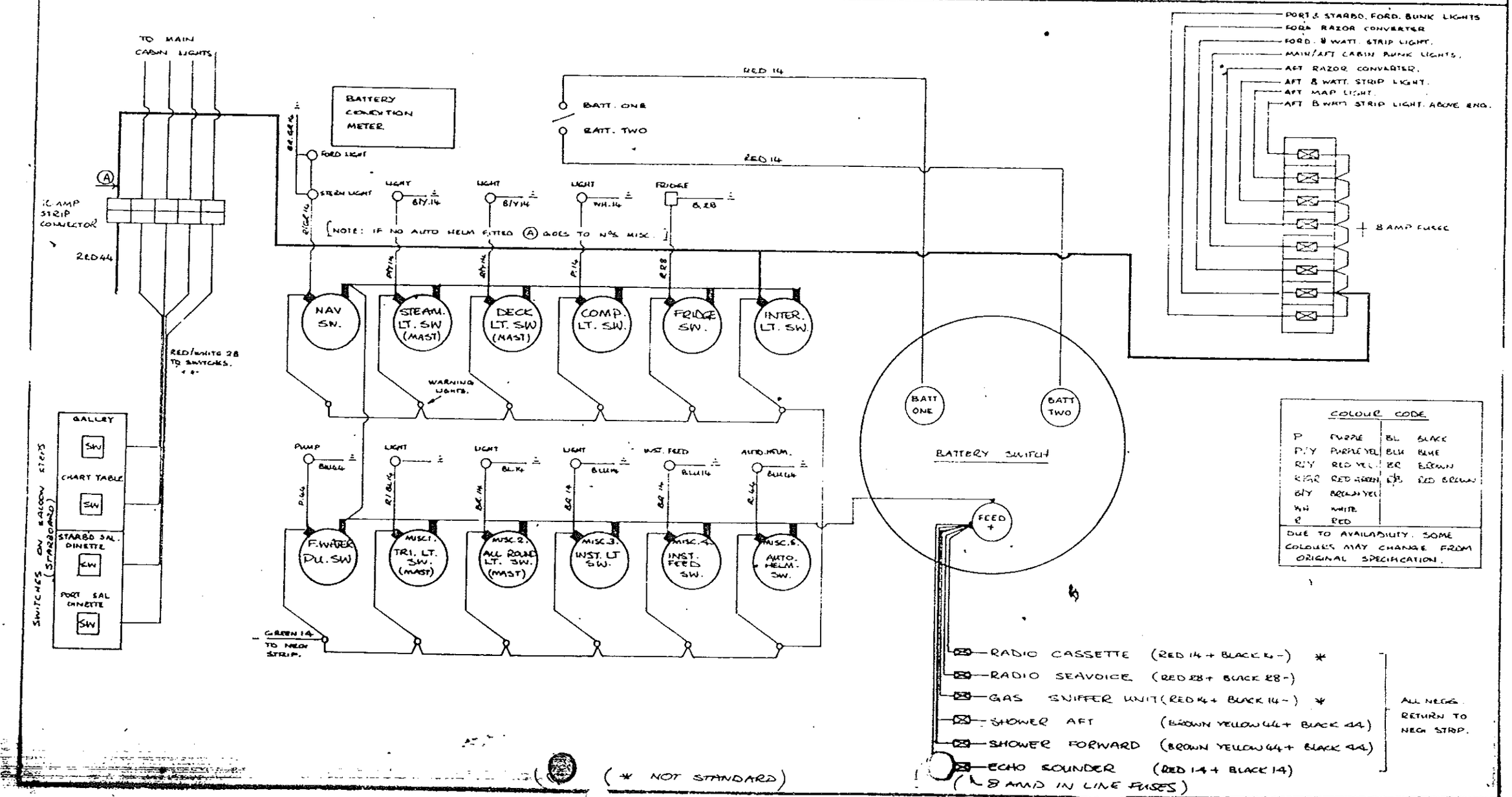

COLOUR CODE			
P	PURPLE	BL	BLACK
P/Y	PURPLE YEL	BLU	BLUE
R/Y	RED YEL	BR	BROWN
R/GR	RED GREEN	R/BR	RED BROWN
B/Y	BROWN YEL		
W/H	WHITE		
R	RED		

DUE TO AVAILABILITY, SOME COLOURS MAY CHANGE FROM ORIGINAL SPECIFICATION.

- RADIO CASSETTE (RED 14 + BLACK 14 -) *
- RADIO SEAVOICE (RED 28 + BLACK 28 -)
- GAS SNIFFER UNIT (RED 44 + BLACK 14 -) *
- SHOWER AFT (BROWN YELLOW 44 + BLACK 44)
- SHOWER FORWARD (BROWN YELLOW 44 + BLACK 44)
- ECHO SOUNDER (RED 14 + BLACK 14)

(8 AMP IN LINE FUSES)

ALL NEGS. RETURN TO NEG STRIP.

(* NOT STANDARD)

Title	MOODY 41 SWITCH PANEL & FUSES				
Material	———	Drawn by	EGT	Date	24. 6. 82
Scale	———	Drwg.No	M41.042		

MARINE PROJECTS PLYMOUTH LTD.
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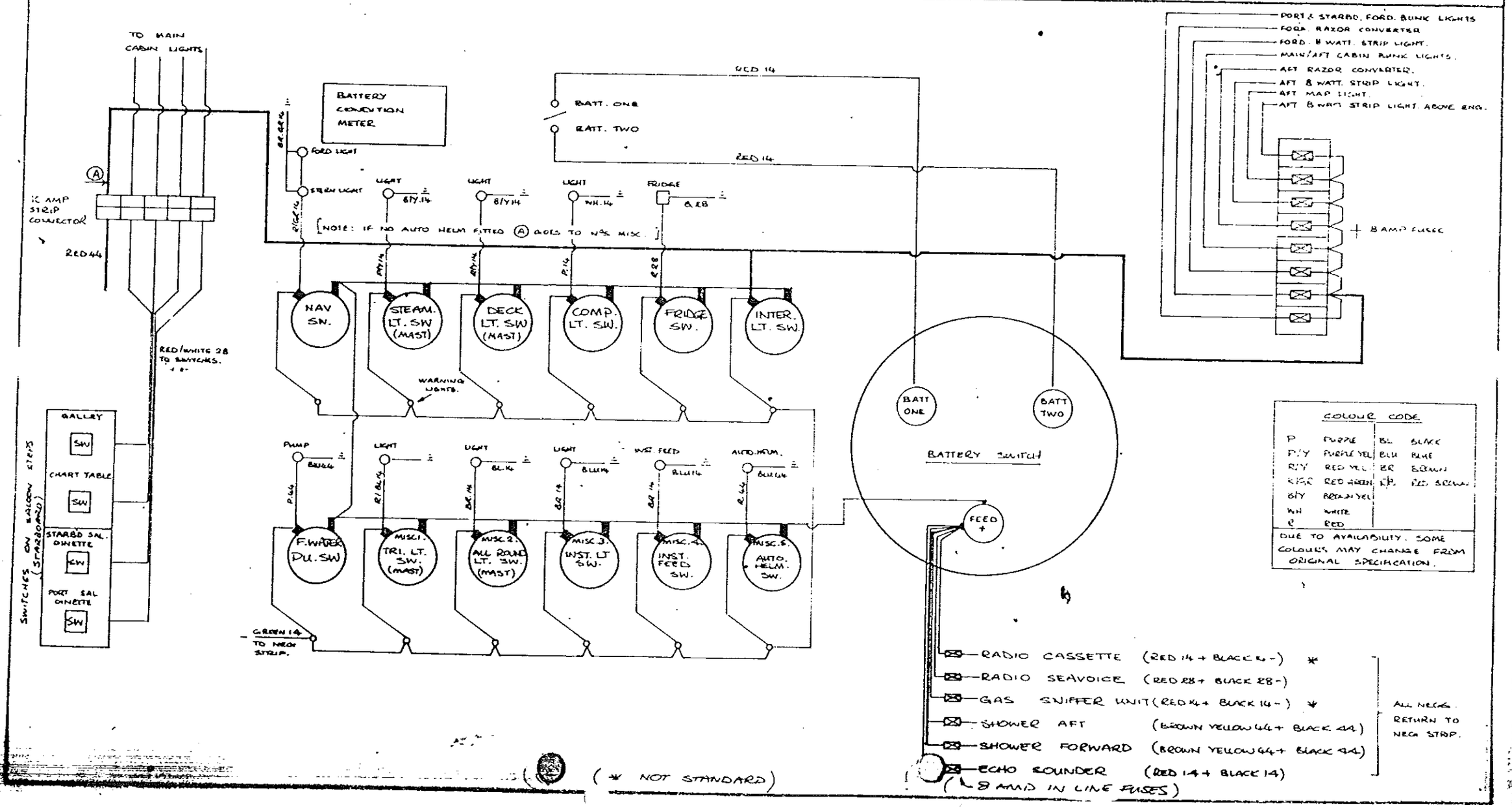

COLOUR CODE

P	PURPLE	BL	BLACK
P/Y	PURPLE YEL	BLU	BLUE
R/Y	RED YEL	BR	BROWN
R/GR	RED GREEN	LB	LIGHT BLUE
B/Y	BROWN YEL		
W	WHITE		
R	RED		

DUE TO AVAILABILITY, SOME COLOURS MAY CHANGE FROM ORIGINAL SPECIFICATION.

(* NOT STANDARD)

Title	MOODY 41 / STARTING / BATTERY CIRCUIT				
Material	—	Drawn by EC7	Date 24.6.88.	Scale —	Drwg.No M41.041

MARINE PROJECTS PLYMOUTH LTD.
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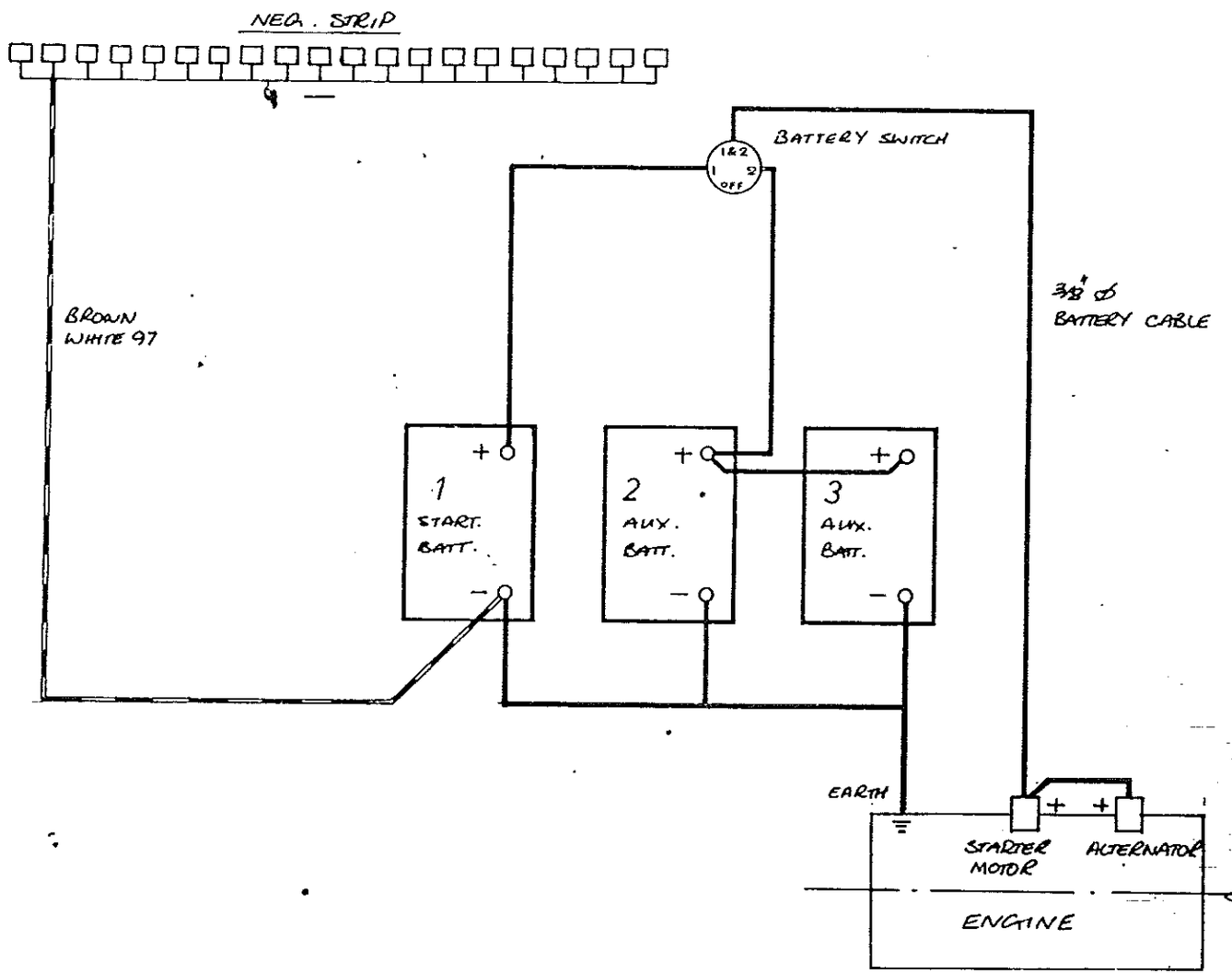

Title	MOODY 41 / STARTING / BATTERY CIRCUIT				
Material	——	Drawn by EG	Date 24.6.88.	Scale ——	Drwg.No M41.041

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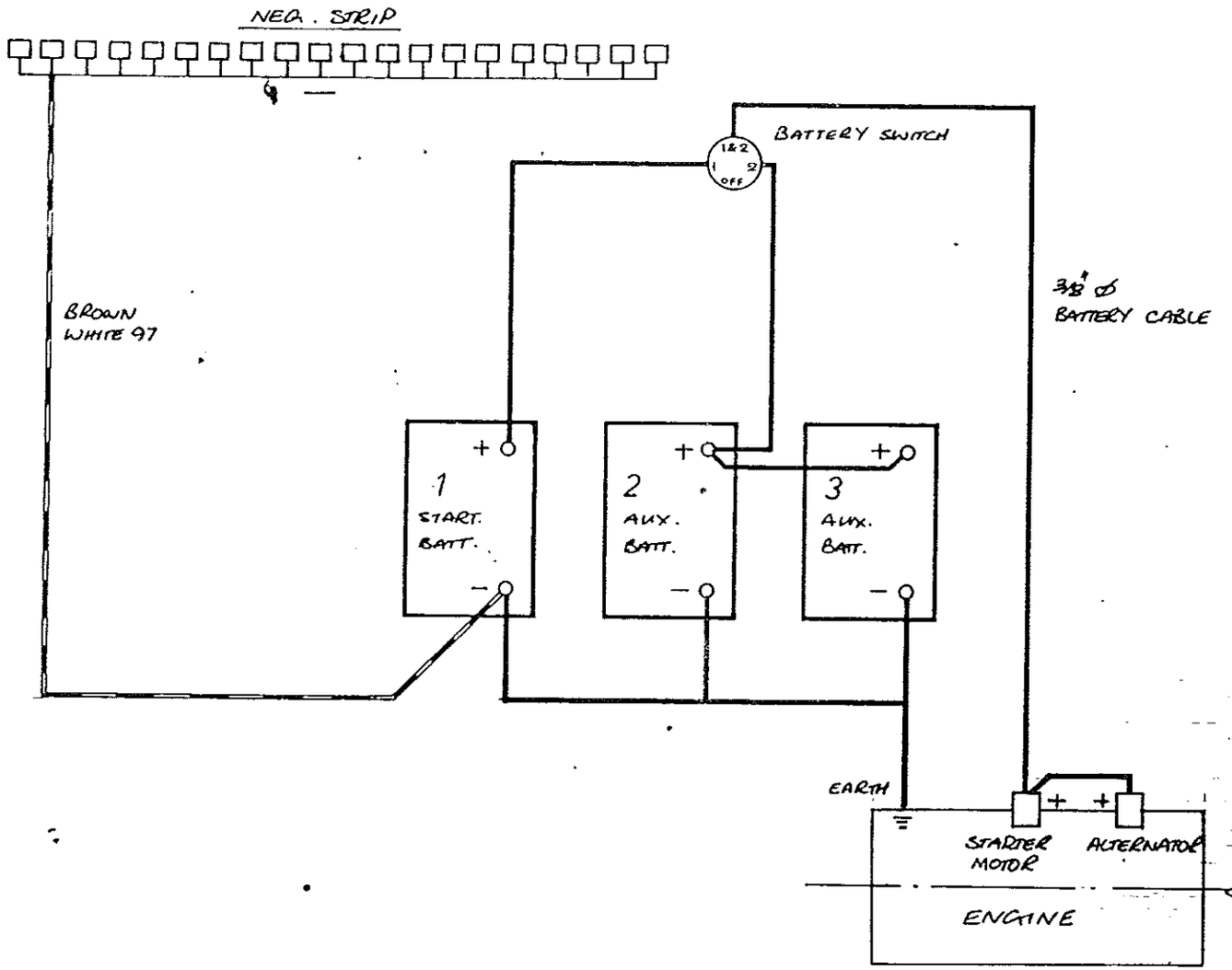
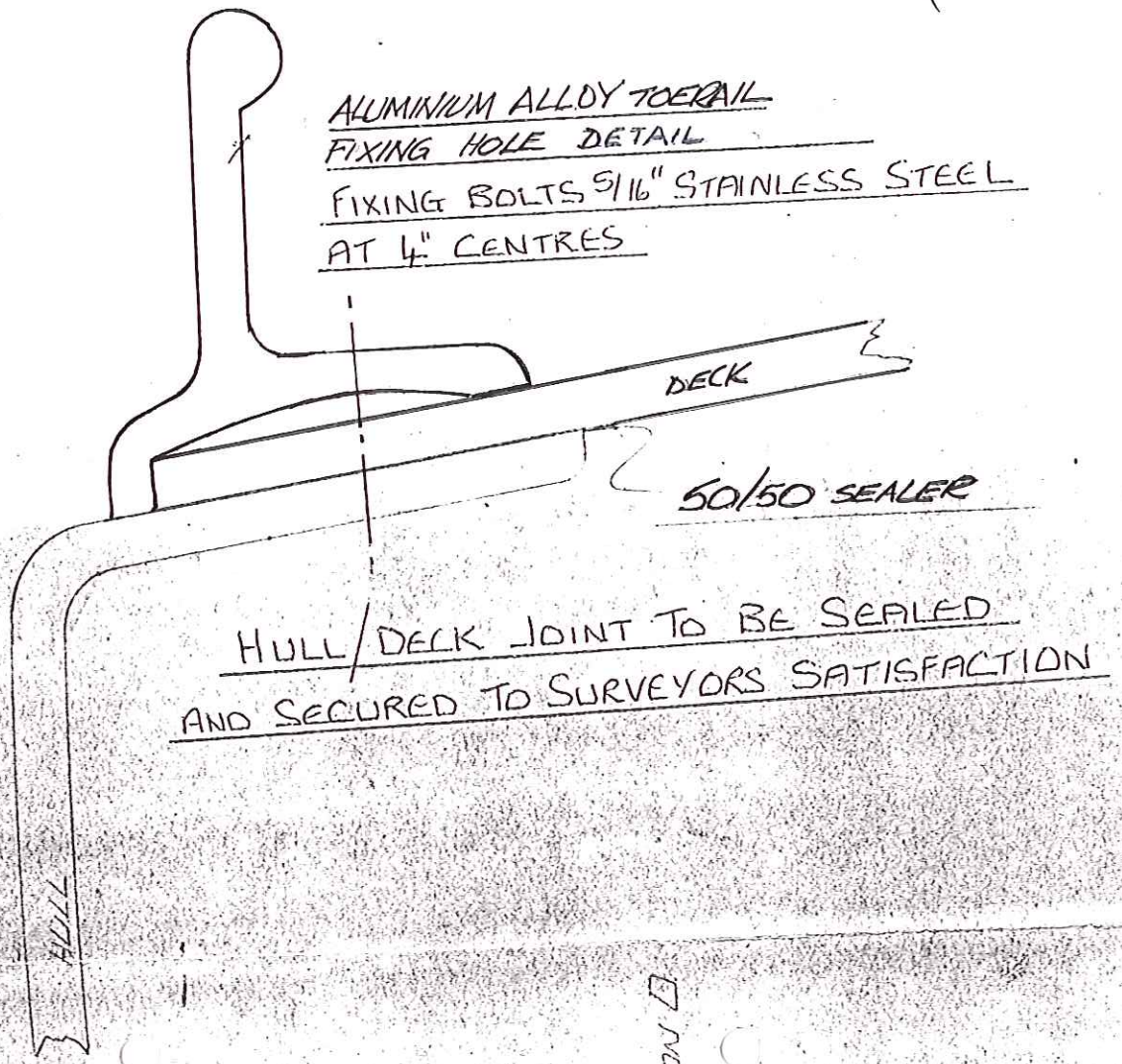


~ HULL / DECK JOINT ~

(FROM:-
PARTS DRAWING S431-14
APPROVED 9-NOV-1981)



TRAYMOULDS

(1) FORECABIN
(2) GUEST CABIN
(3) HEADS CAB
(4) SALOON
(5) AFT CABA

Title	MOODY 41 HULL DECK CONNECTION / TOE RAIL			
Material —	Drawn by ECT.	Date 13.5.82	Scale F/SCALE	Drwg.No M41-024

MARINE PROJECTS PLYMOUTH LTD.
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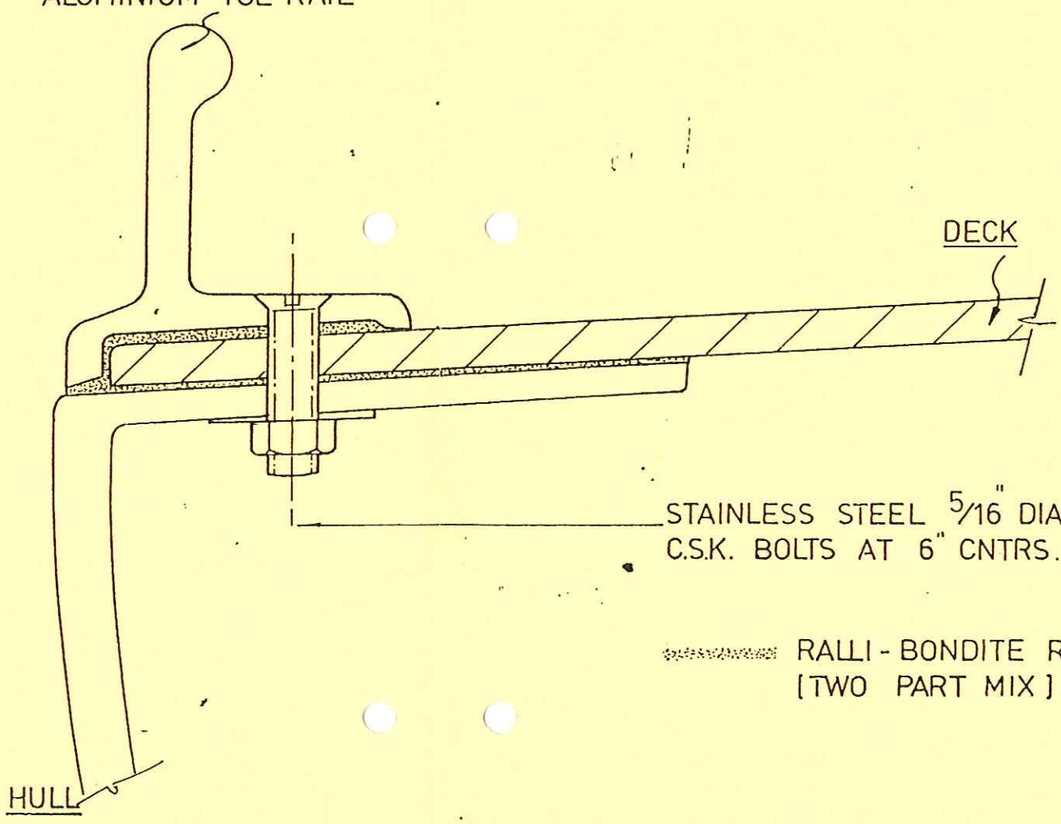
UNCONTROLLED



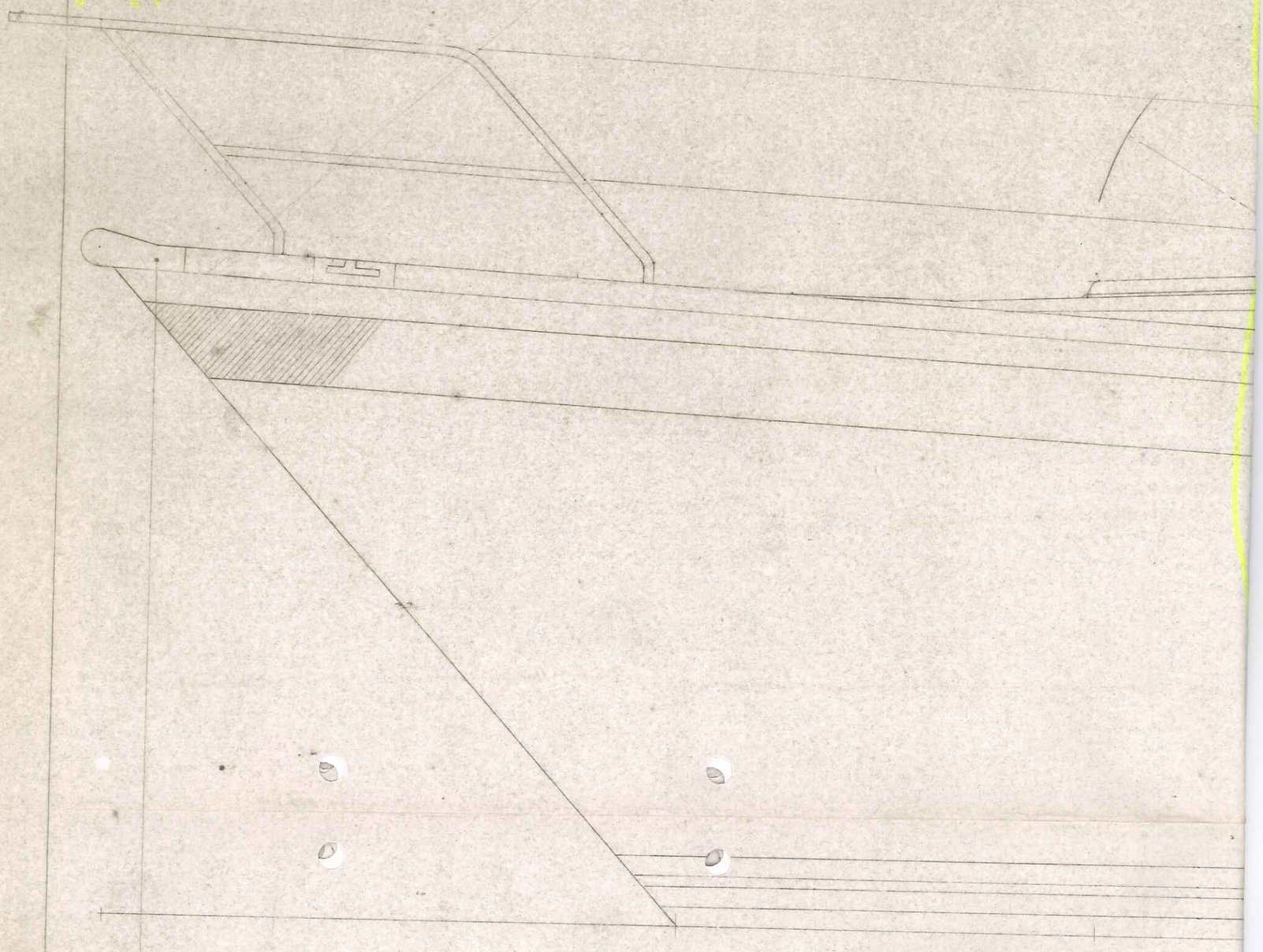
STAINLESS STEEL 5/16" DIA.
C.S.K. BOLTS AT 6" CNTRS. USING 1" DIA. WASHERS.

RALLI-BONDITE RUBBOSEAL 033
[TWO PART MIX].

SCAN

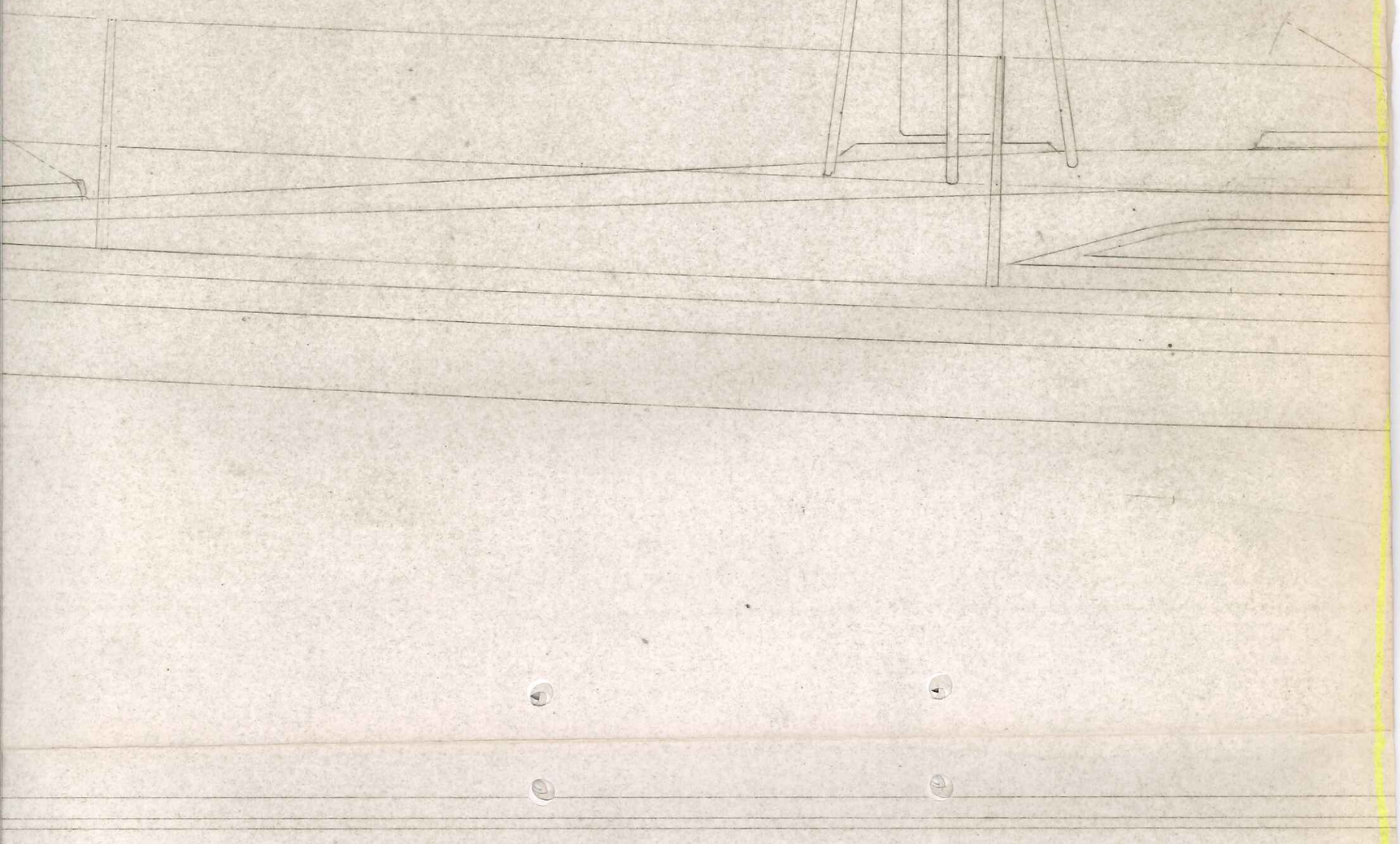
A1

A1	A2	A3	A4
B1	B2	B3	B4



ALLOY STEMHEAD FITTING
(SEE DETAIL)

A2

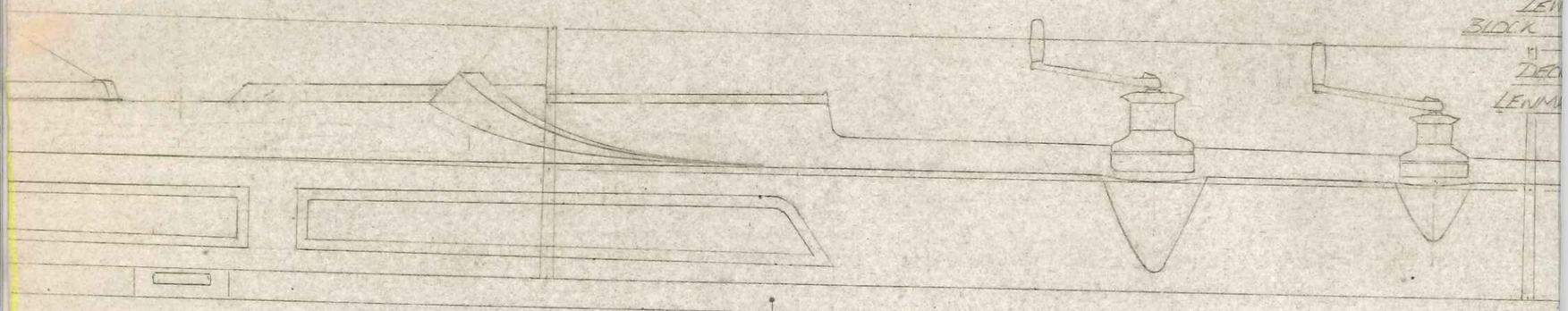


LEWMAR SUPERHATCHES SIZE 1175 x 340 CAT Nº BB00
[PORT & STARBOARD]

GOIT VENTILATORS
PORT & STBD

FOREHATCH LEWMAR BB40
WITH VENTILIGHT

A3



TOERAIL SS SPARS TR5

CUTTER RIG! STAYSAIL SHEET TRACK
LENMAR TRACK NR 2204 SLIDER 1006
10" SPRING CLEAT

WOODEN HANDRAIL

LENMAR TRACK CAT NR 2208
RENDA TRACK SLIDER LENMAR 2343
+ SOLENT BLOCK 9317
[ALTERNATIVELY FAIRLEAD & CAR 1006]

CUTTER RIG! STAYSAIL SHEET
CLEATS

RENDA WINCH LENMAR 44

OPTIONAL

LENMAR SOLENT BLOCK CAT Nº 9267

A4

MAR SOLENT
CAT Nº 9217

LENMAR SOLENT BLOCK CAT Nº 9257

PLATE SIZE 2
CAT Nº B21D

PI WINCH LENMAR 40

MAINSHEET SYSTEM.

TRACK FICO FG1164 C

TRAVELLER FICO FG 1167

TRAVELLER CONTROL ENDS FICO FG 1645-1 & FG 1645-2

CLEATS (ALLOW)
OPTIONAL

LEWMAR SUPERHATCH SIZE 500 x 500 CAT Nº 6830
WITH VENTILIGHT

B1

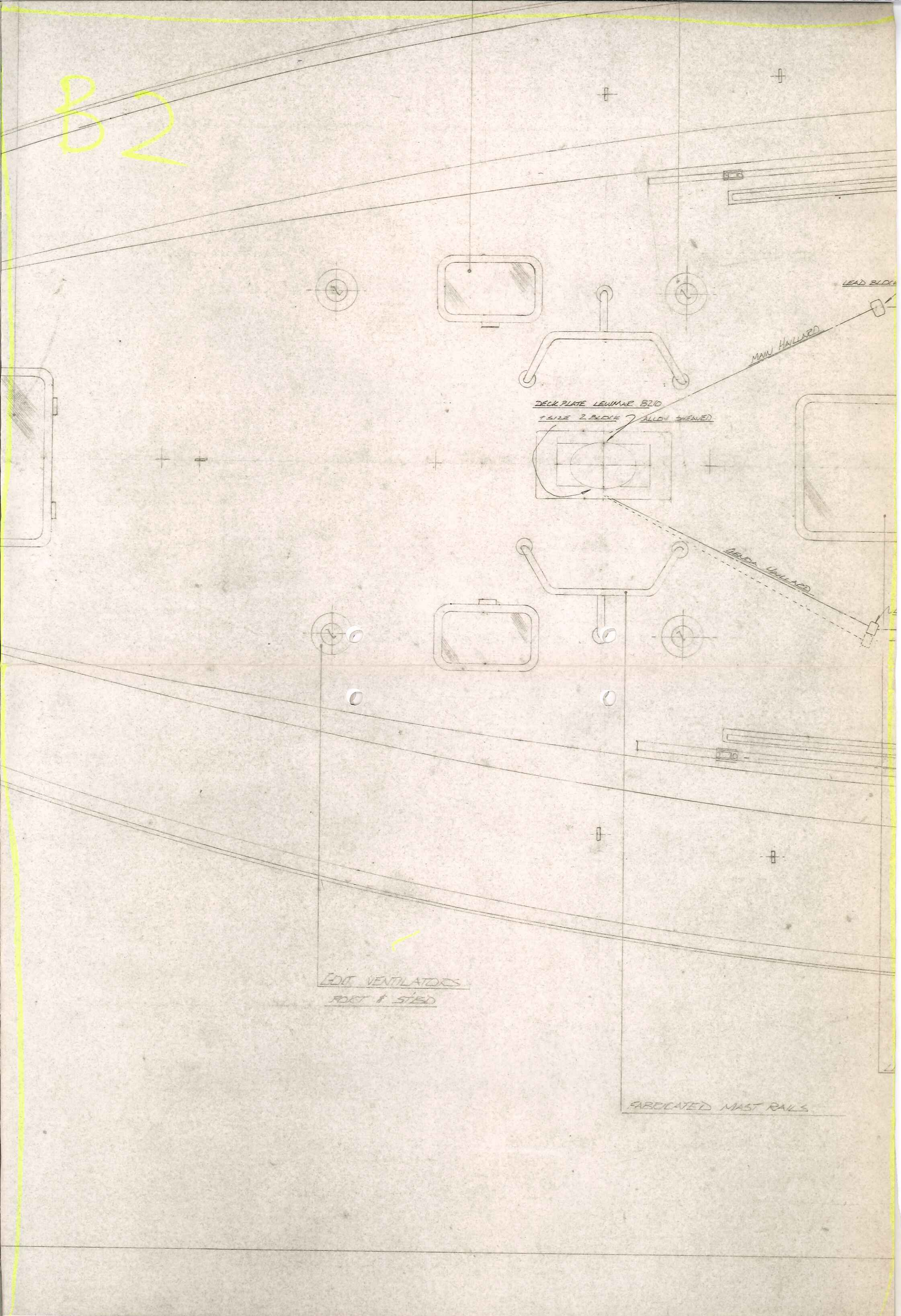
10" ALLOY MOORING CLEAT

END OF DECAL MATCHES UP WITH STEMHEAD FITTING

3"

INNER FORSTAY PLATE
CUTTER 21G

B2


LEAD BLOCK
MAIN HALLARD
DECK PLATE LEWMAR 8210
1 SIZE 2 BLOCK ALLOW SHEAVED
LAZY UNLEAD
EDIT VENTILATORS
PORT & STBD
FABRICATED MAST RAILS

B3

LEWMAR B3/5

SCALLOPED COAMING OR TUBE

LEWMAR 10

END BLOCK LEWMAR B3/5

LEWMAR 16

OPTIONAL SPINNY HALLARD

LEWMAR SUPERHATCH CAT Nº 6B30

ALLOY GENOA CLEATS

1½" DIA COCKPIT DRAINS 2 OFF

CUTTER RIG LEAD BLOCKS 75

CUTTER RIG WINCHES LEWMAR 24

B4

10' AFTER MOULDING (LEFT)

WOODEN HANDRAIL

MAINSHEET WINCH LEWMAR 24

ALLOY MAINSHEET CLEAT

1-2-82	SHEET CLEATS MOVED
DATE	AMENDMENT

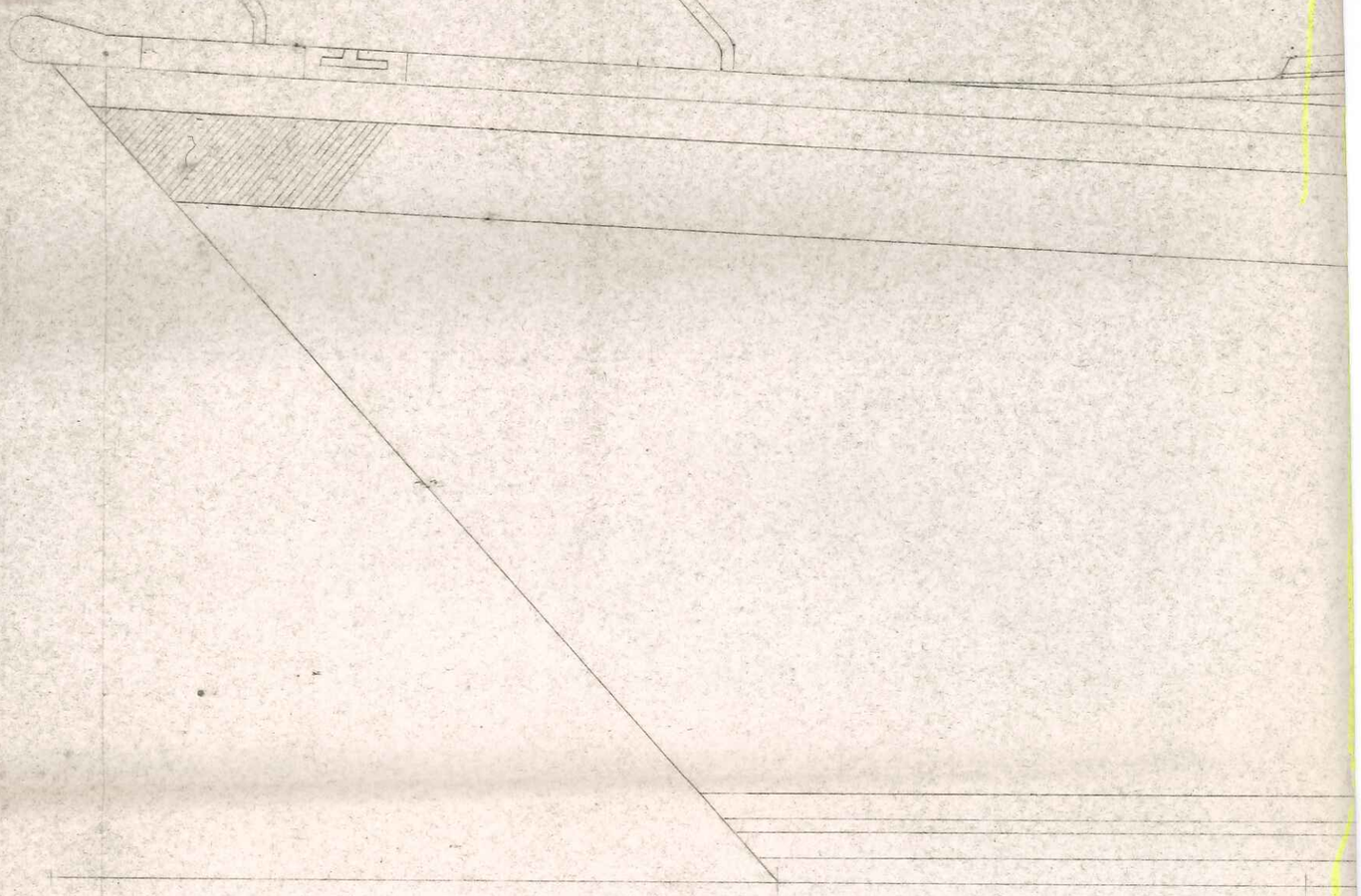
ANGUS S PRIMROSE LTD
MERCURY YACHT HARBOUR
HAMBLE
HANTS

DESIGN	MOODY 41
TITLE	DECK PLAN
DESIGNED BY	BILL DIXON © 15 JULY 81
SCALE	1:12 DRG No S431-4

SCAN

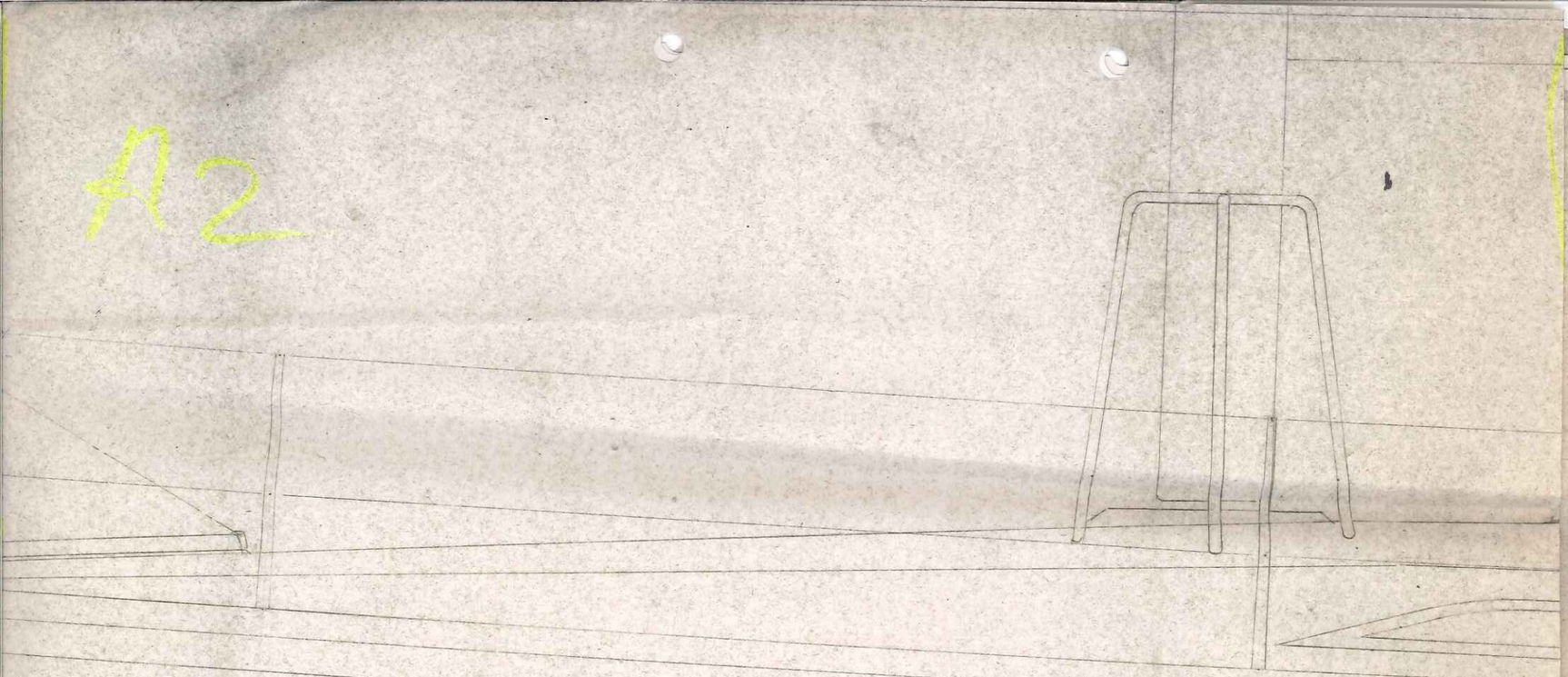
A1	A2	A3	A4
B1	B2	B3	B4

A1



MUDDY STEMHEAD FAIRING
(SEE DETAIL)

A2

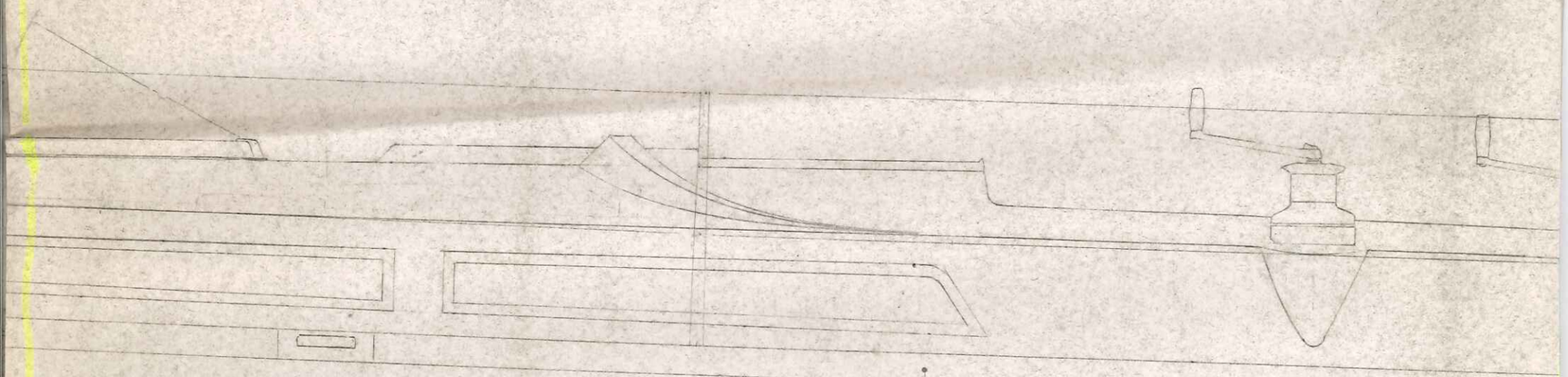


FORHATCH LENMAR EB40
WITH VENTILIGHT

LENMAR SUPERHATCHES SIZE 195 x 340 CAT Nº
[PORT & STBD]

GOT VENTILATOR
PORT & STBD

A3



TDERNL SS SPARS TR5

CUTTER BIG! STAYSAIL SHEET TRACK
LENMAR TRACK Nº 2204 SLIDER 1006
10" SPRING CLEAT

GENOA WINCH

LENMAR TRACK CAT Nº 2208
GENOA TRACK SLIDER LENMAR 2343
+ SOLENT BLOCK 9317
[ALTERNATIVELY FAIRLEAD & CAR 1006]

WOODEN HANDRAIL

CUTTER BIG! STAYSAIL SHEET
CLEATS

A4

LEWMAR SOLENT BLOCK CAT Nº 9267

LEWMAR SOLENT BLOCK CAT Nº 9217

DECK PLATE SIZE 2
LEWMAR CAT Nº 8210

LEWMAR SOLENT BLOCK CAT Nº 9257

WMAR 44

OPTIONAL SPI WINCH LEWMAR 40

MAINSHEET SYSTEM.

TRACK FICO FG1168 C

TRAVELLER FICO FG 1167

TRAVELLER CONTROL ENDS FICO FG 1645-1 & FG 1645-2

SPI CLEATS (ALLEN) OPTIONAL

LEWMAR SUPERHATCH SIZE 500 x 500 CAT Nº 8830
WITH VENTILIGHT

B1

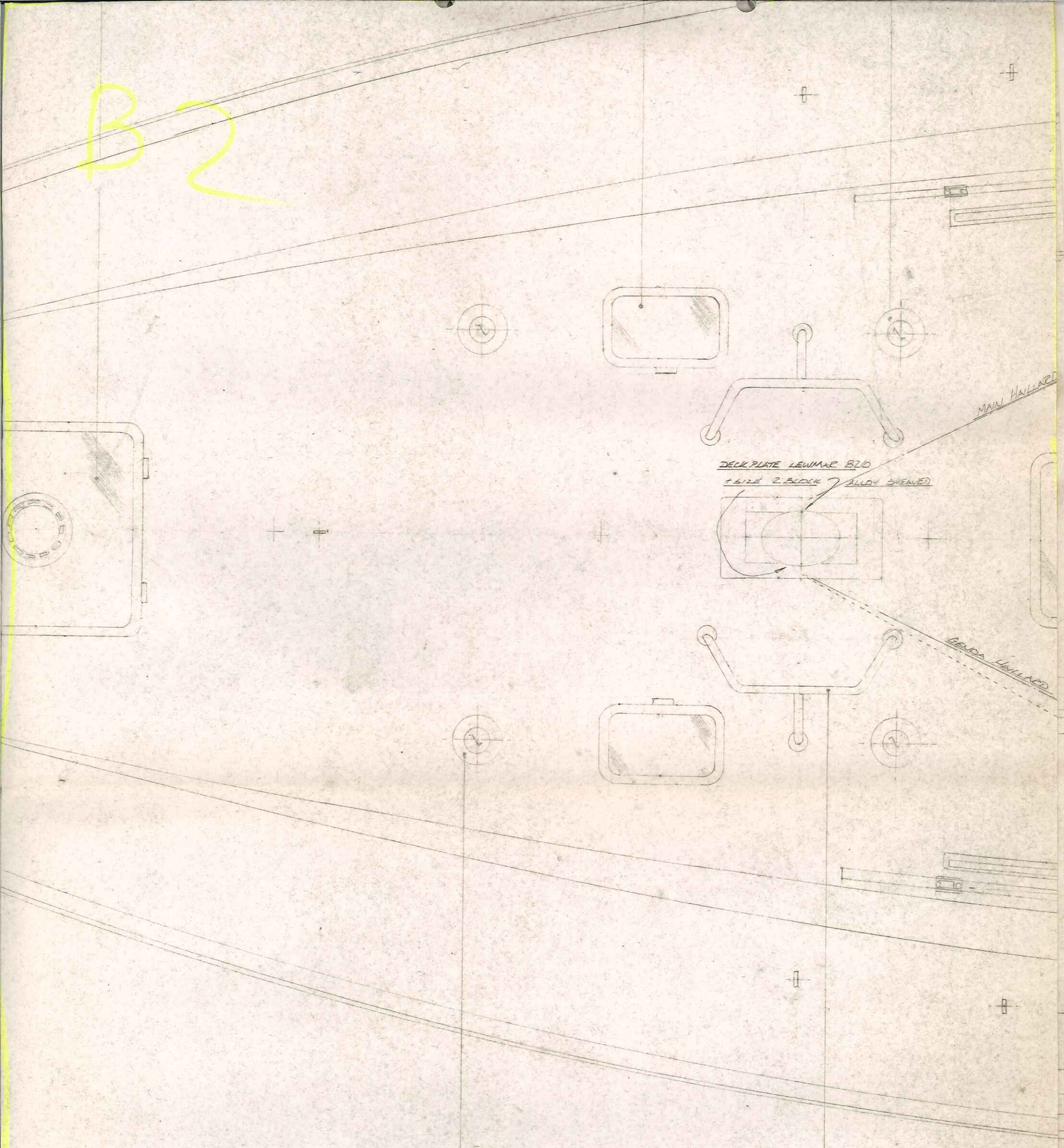
10" ALLOY MOORING CLEAT

END OF DECAL MATCHES UP WITH STEMHEAD FITTING

3"

INNER FORESTAY CPLATE CUTTER DIG

B2


MAIN HALLARD
DECK PLATE LEWMAR 8210
+SIZE 2 BLOCK ALLOY SHEAVED
BENDA HALLARD
EDIT VENTILATORS
PORT & STBD
FABRICATED MAST RAILS

B3

LEAD BLOCK LEWMAR B3/5

SCALLOPED COMING 38 TUBE

LEWMAR 10

LEAD BLOCK LEWMAR B3/5

LEWMAR 16

OPTIONAL SPINNY HALLARD

ALLOY GENOA TRACKS

LEWMAR SUPERHATCH CAT Nº 6830

1½ DIA COCKPIT DRAINS 2 OFF

CUTTER RIG LEAD BLOCK 765

CUTTER RIG WINCHES LEWMAR 34

B4

D AFTER MOORING CLEAT

CURVED ANGLED DAVIT BASE

BACKSTAY CRANE POSN 22' FROM BACKSTAY

39"

GAS BOTTLE LOCKER

WOODEN HANDRAIL

MAINSHEET WINCH LEWMAR 24

MAIN SHEET TRACK CLEAT

ISSUED BY MARINE PROJECTS 03 DEC 1992

THIS DRAWING IS NOT TO BE USED FOR PRODUCTION PURPOSES

ANGUS S PRIMROSE LTD
MERCURY YACHT HARBOUR
HAMBLE
HANTS

DESIGN MOODY 41

TITLE DECK PLAN

17-2-92 SHEET CLEATS MOVED

DATE AMENDMENT

DESIGNED BY BILL DIXON © 15th JULY 91

SCALE 1:12 DRGN°S431-4

MARINE PROJECTS (PLYMOUTH) LTD.

DATE OF LAST CHANGE

KIT LIST. MOODY 41 | FITTING OUT 2/3

SHOP No. [ ][ ] BOAT No. [ ][ ][ ]

PART NUMBER.	DESCRIPTION OF PART.	ACTUAL QTY ISSUED	STD QTY TO ISSUE	UNIT OF MEASURE.
D204334	FILLER WATER SS BLUE		1	EACH
D204335	FILLER FUEL SS RED		1	EACH
D615870	SKIN FITTING 3/4"		5	EACH
D616225	BALL VALVE 3/4"		6	EACH
D614781	PIPE ADAPTOR 3/4"		5	EACH
D615615	BACK NUT 3/4"		9	EACH
D615860	SKIN FITTING 3/4" BRASS WITH GRILL		2	EACH
D615730	SINK WASTE 3/4" C/P		2	EACH
D205595	TOGGLE FASTENERS LOCKED		2	EACH
D205780	VENT TANK BREATHER SMALL		2	EACH
D616271	BALL VALVE 1½"		4	EACH
D615911	SKIN FITTING 1½" BRASS		4	EACH
D614761	HOSE ADAPTOR 1½" BSP		1	EACH
D615618	BACK NUT 1½" BRASS.		4	EACH
D615815	PIPE FITTING 1½" X 90° BEND		3	EACH
D205865	WINCH HANDLE POCKET		1	EACH
D205654	TRACK X TRAVELLER M41		1	EACH
D205655	TRACK X END FTG RH		1	EACH
D205656	TRACK X END FTG LH		1	EACH
D205639	TRACK X END STOP		2	EACH
D205646	TRACK X MAINSHEET M41		1	EACH
D.615584	22MM T CONN ACORN		2	EACH.
D.615591	15MM STRAIGHT CONN ACORN		2	EACH
D.615597	15MM T CONN ACORN		2	EACH
D.615605	15MM SLEEVES ACORN		8	EACH
D.615607	22MM SLEEVES ACORN		4	EACH

MARINE PROJECTS (PLYMOUTH) LTD.

DATE OF LAST CHANGE

KIT LIST. MOODY 41 | FITTING OUT 3/3

SHOP No. [ ] BOAT No. [ ]

PART NUMBER.	DESCRIPTION OF PART.	ACTUAL QTY ISSUED	STD QTY TO ISSUE	UNIT OF MEASURE.
D716749	COOKER FIDDLE PLASTIMO.		1	EACH
D410260	3" CP. CABIN HOOK		4	EACH
D409973	SQ PULL RING 2½" x 2¼" S/S		1	EACH
D410245	HINGE 3" x 1½" S/S		6	EACH
D410180	HINGE 2½" x 1⅜" BRASS		2	EACH
D615060	⅜" BM x ⅜" CC GAS FITTING		1	EACH
D615250	⅜" CC EQUAL T PIECE		1	EACH
D615470	⅜" CC ELBOW		1	EACH
D410420	BAILEY Q LOCKS.		2	EACH
D614592	HOSE ¾" NON TOXIC		16	METRE
D614540	HOSE ¾" x ⅛" CLEAR PVC		17	METRE
D614662	HOSE 1½" NON TOXIC		25	METRE
D614591	HOSE ¾" BLUE		5	METRE
H205848	WINDLASS LOFRANS ROYAL		1	EACH
D205847	WINDLASS ⅜" GIPSY		1	EACH
D614705	HOSE 2" NON TOXIC		3	METRE
D250011	GUARD WIRES.		1	EACH
H203757	COOKER PLASTIMO ATLANTIC DE/LUX		1	EACH
H616082	TOILET MARINE		2	EACH
D410067	HATCH LEWMAR V. SMALL L8800		2	EACH
D410066	HATCH LEWMAR MEDIUM L8830		2	EACH
D410068	HATCH LEWMAR LARGE L8840		1	EACH

MARINE PROJECTS (PLYMOUTH) LTD.

KIT LIST.

KIT No. D3F03 MOODY 419

BOAT No. [ ] ENGINEERS KIT 1/4

MADE UP BY. | DATE OF LAST CHANGE 10/4/85

ISSUED BY.

DATE ISSUED.

CREW.

PART NUMBER.	DESCRIPTION OF PART.	ACTUAL QTY ISSUED	STD QTY TO ISSUE	UNIT OF MEASURE.
D204112	COMPASS OLYMPIC 130		1	EACH
D204137	Co PILOT CHART LIGHT.		1	EACH
Z205442	RAZOR LIGHT		2	EACH
H512910	SUMLOG ELEC 0-12 VDO		1	EACH
J308723	LAMP STERN BLACK		1	EACH
D308662	LAMP BI-COLOUR		1	EACH
D308912	LAMP 8 WATT. TWIN FLUSH		4	EACH
D308827	LAMP BUNK VETUS GOLD TULIP. M41		5	EACH
D511280	GREASER UNIT REMOTE		2	EACH
D615705	PUMP SHURFLO		1	EACH
D510200	P BRACKET M41		1	EACH
D306430	ANODE ZINC ZD 77		1	EACH
D510464	PROP 17" x 11" RH		1	EACH

MARINE PROJECTS (PLYMOUTH) LTD.

DATE OF LAST CHANGE

KIT LIST. MOODY 41 | ENGINEERS KIT 2/4

SHOP No. [ ] BOAT No. [ ]

PART NUMBER.	DESCRIPTION OF PART.	ACTUAL QTY ISSUED	STD QTY TO ISSUE	UNIT OF MEASURE.
D510939	FUEL FILTER CAV 101 GLASS BOWL		1	EACH
D510936	FUEL FILTER CAV NUTS + OLIVES		1	SET
204410	EXTINGUISHER AUTOMATIC		1	EACH
D615880	1" NYLON SKIN FITTING.		1	EACH
D614790	BARTOL PIPE 1½"		75	MTR
D306639	BATTERY TERMINAL SMALL POS		3	EACH
D306640	BATTERY TERMINAL SMALL NEG		3	EACH
D616233	BALL VALVE 1"		1	EACH
D614782	PIPE ADAPTOR 1"		1	EACH
D615890	SKIN FITTING 1"		1	EACH
D615856	STRAINER 1"		1	EACH
308824	LAMP 6" ROUND BRASS		3	EACH
D510169	SHAFT TUBE GRP 29" M41		1	EACH
D310065	ECHO SOUNDER SEAFARER 700 REPEATER		1	EACH
D310060	ECHO SOUNDER SEAFARER 700 METRIC		1	EACH
D308600	FUSE PANEL COMPLETE M41		1	EACH
H309996	RADIO/CASSETTE M622		1	EACH
H309999	SPEAKERS FLUSH MOUNT		1	PAIR
D309014	SWITCH SINGLE ARCHITRAVE M41		1	EACH
D309015	SWITCH DOUBLE ARCHITRAVE		1	EACH

MARINE PROJECTS (PLYMOUTH) LTD.

DATE OF LAST CHANGE

KIT LIST. MOODY 41 ENGINEERS KIT 3/4

SHOP No. [ ] [ ] BOAT No. [ ]

PART NUMBER.	DESCRIPTION OF PART.	ACTUAL QTY ISSUED	STD QTY TO ISSUE	UNIT OF MEASURE.
D306756	BUSS BAR		20	LUGS
D309100	PLUG AND SOCKET 3 PIN WATERPROOF		2	EACH
D204600	GLAND DECK		3	EACH
D309060	SWITCHES PUSH - PULL 12V		1	EACH
D306700	BULBS 265		6	EACH
D308700	LAMP COCKPIT ENGINE ROOM 12V		1	EACH
D309994	5AM INLINE FUSE'S.		1	EACH
D306690	BULB 335		5	EACH
D307180	CABLE 61/036 H.D. STARTER		13	METRE
	3/8 x 3/8 BATTERY CRIMPS.		5	each
D614680	HOSE 1½" CLEAR NON-TOXIC		1	METRE
D614602	HOSE 1" CLEAR NON-TOXIC		2	METRE
D614510	FUEL HOSE 5/16" NYLON HN 40		3	METRE
E720080	THORNEYCROFT T108 TMP		1	EACH
H512402	ST. GEAR WHITLOCK M41		1	EACH
D511553	CONTROL CABLE 33C 7FT		2	EACH
D510633	SHAFT 1¼" x 65" M41		1	EACH
D510924	EXHAUST HOSE 2"		15	FOOT
D510925	EXHAUST HOSE 2½"		150	FOOT

MARINE PROJECTS (PLYMOUTH) LTD.

DATE OF LAST CHANGE

KIT LIST. MOODY 41 ENGINEERS KIT 4/4

SHOP No. ☐☐ BOAT No. ☐☐☐

PART NUMBER.	DESCRIPTION OF PART.	ACTUAL QTY ISSUED	STD QTY TO ISSUE	UNIT OF MEASURE.
D615597	ACORN 15MM EQUAL T PIECE		6	EACH
D615601	ACORN 22-22-15MM T PIECE		1	EACH
D615605	ACORN 15MM INSERTS.		18	EACH
D615591	ACORN 15MM STRAIGHT		2	EACH
D615594	ACORN F/M - IRON SOCKET ADAPTOR		4	EACH
D615581	ACORN 15MM TUBE		29	METRE
D615599	ACORN 15 MM. 90° ELBOW		2	EACH
	OPTIONS - TO BE ADDED TO KIT ISSUE			
D307295	COAXIAL CABLE		6	METRE
H309980	RADIO SEAVOICE V.H.F		1	EACH

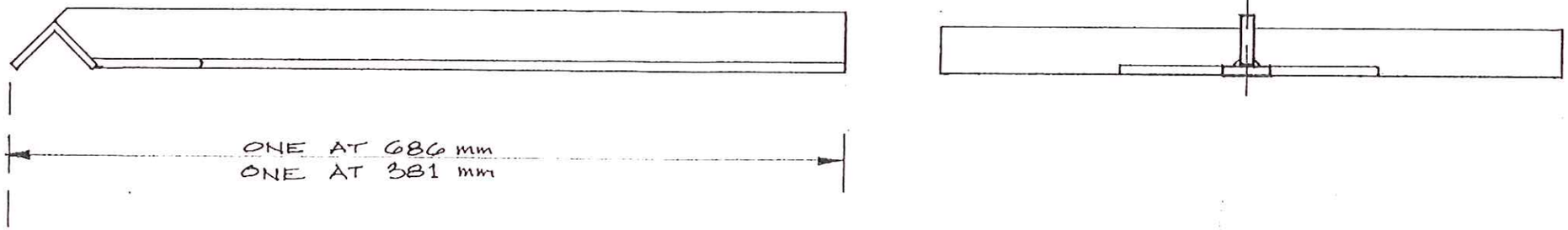
Title	MOODY 41 SKEG STIFFENER				
Material M.S.	Drawn by JWDW	Date 9-2-89	Scale 1:5	Drwg.NO M41 086	MARINE PROJECTS PLYMOUTH LTD. Newport Street, Plymouth. Telephone 27771

UNCONTROLLED

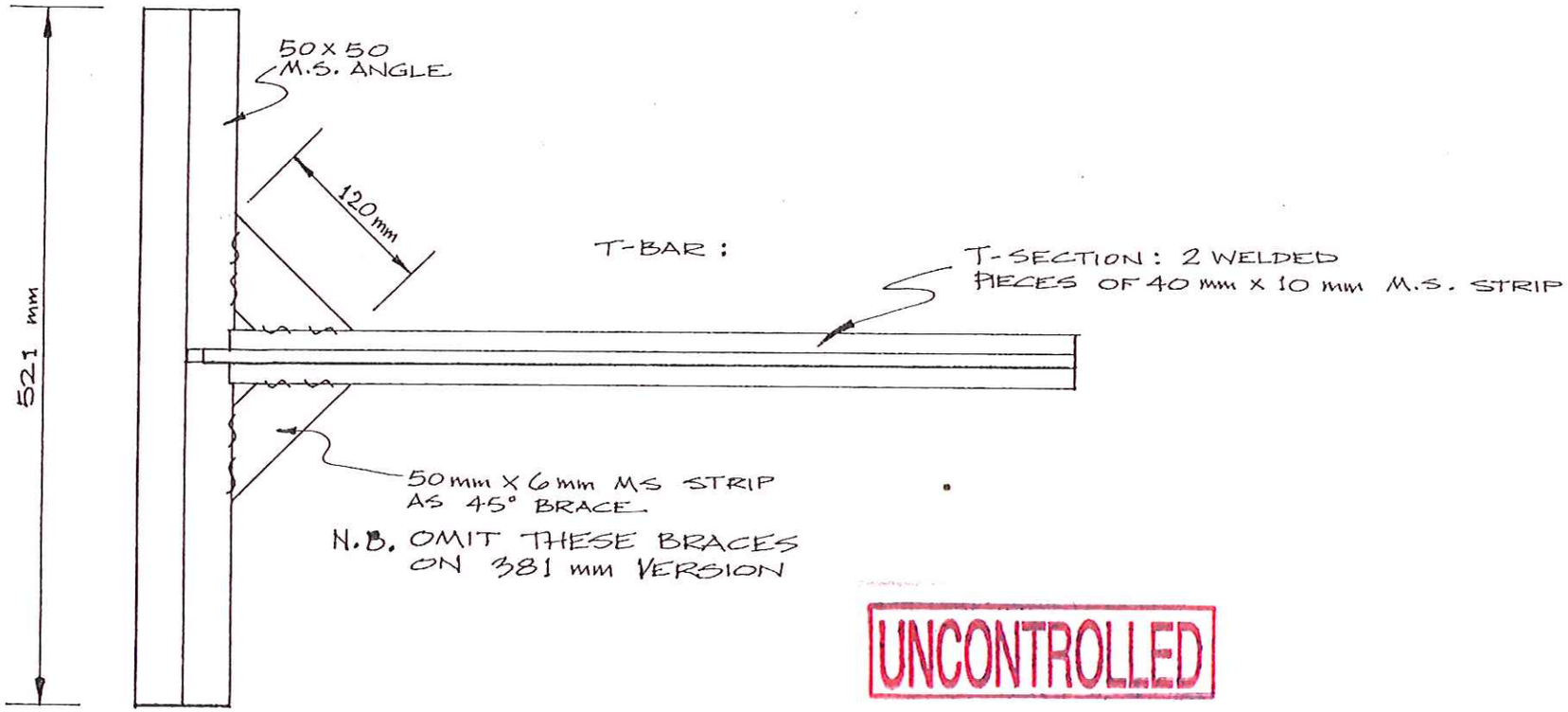
Always work to figured dimensions in preference to scaled dimensions. Refer significant discrepancies to chargehand before putting work in hand.

Supplied to After Sales

ISSUE	DATE	MODIFICATION	INITIALS
B	15-2-89	BRACES NOW OMITTED ON SHORT BAR	JWDW.



ONE AT 686 mm
ONE AT 381 mm



N.B. OMIT THESE BRACES
ON 381 mm VERSION

UNCONTROLLED

Title	MOODY 41 SKEG STIFFENER				
Material	M.S.	Drawn by	JWDW	Date	9-2-89
Scale		Drwg.No	M41 086		

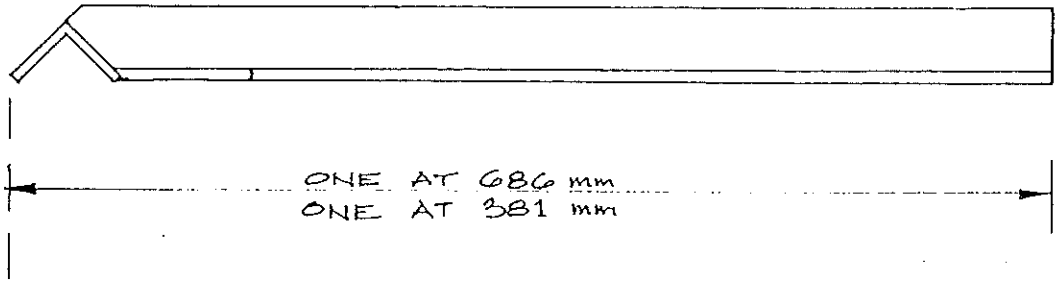
UNCONTROLLED

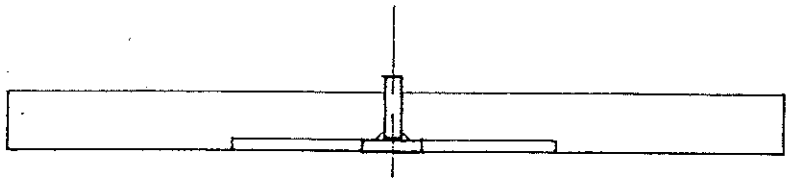
MARINE PROJECTS PLYMOUTH LTD.
Newport Street, Plymouth. Telephone

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

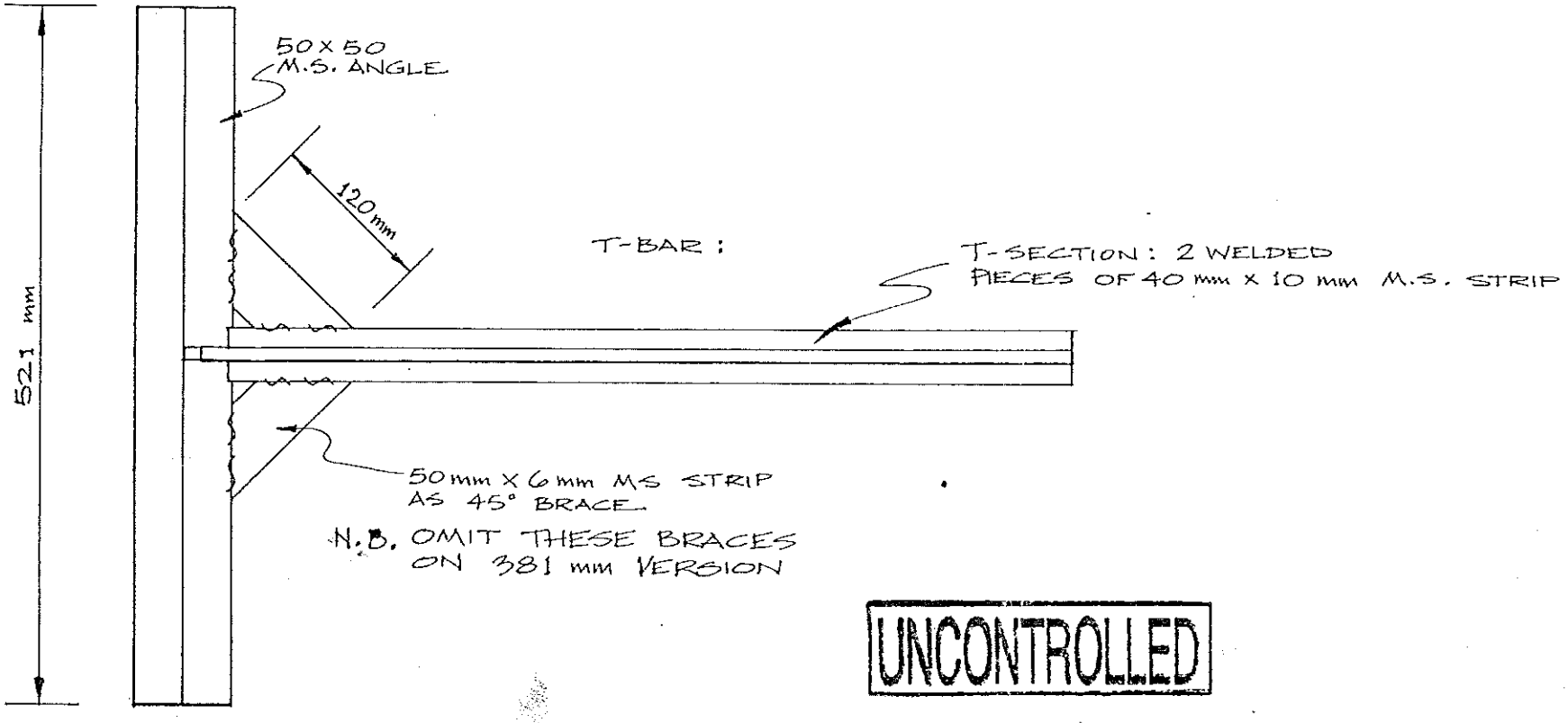
Supplied to After Sales

ISSUE	DATE	MODIFICATION
B	15-2-89	BRACES NOW OMITTED ON SHORT B





ONE AT 686 mm
ONE AT 381 mm



T-BAR :

T-SECTION : 2 WELDED PIECES OF 40 mm x 10 mm M.S. STRIP

50 mm x 6 mm MS STRIP AS 45° BRACE

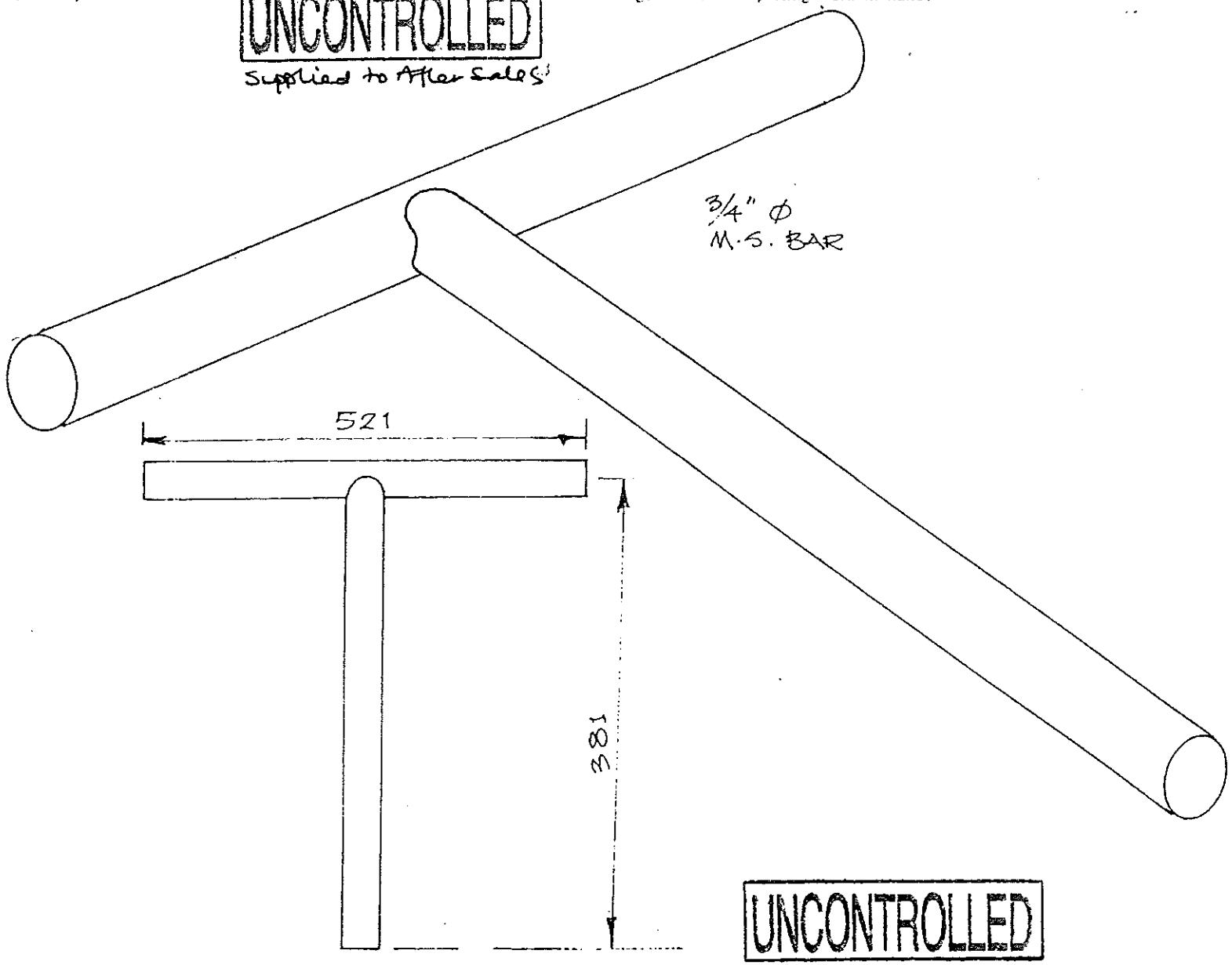
N.B. OMIT THESE BRACES ON 381 mm VERSION

UNCONTROLLED

Title: M41/419 SKEG REINFORCEMENT T-BAR				
Material M/S	Drawn by JWDW	Date 20-2-89	Scale N.T.S.	Drwg.No M41-087

MARINE PROJECTS PLYMOUTH LTD.
Newport Street, Plymouth. Telephone 2

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



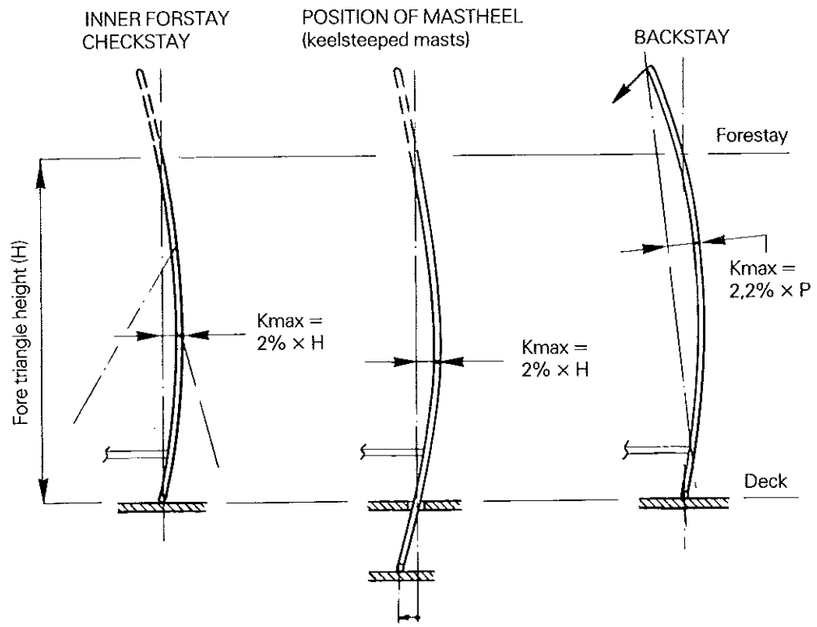
Mast deflection curves

Our spars and fittings are designed to cope with a longitudinal deflection (chord depth) of maximum 2% of the fore triangle height (H). For fractional rigs max. chord depth can also be taken as 2,2% of mainsail luff length (P). These values are guiding principles.

The conditions are:

1. The mast forms an even curvature (convex front) from deck level to masthead.
2. The deflection must, by suitable longitudinal staying, be kept within stated values, even when sailing in rough seas.

   The deflection curve is formed by



For some masts it may be possible to increase the values stated above. The customer should in this case ask for a special calculation and have an agreement in writing to increase the chord depth.

Masts and Sailing Systems

Kemp Masts Limited, St. Margaret's Lane, Titchfield, Fareham, Hampshire, England. PO14 4BG. Tel: Titchfield (0329) 41900 Telex: 86804 KEMP G

SAILMAKERS . . .
Here is all you need to know about fitting your sails to a Kemp Mast

CONTENTS:

Masts and Sailing Systems

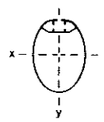
The sailmaker requires the following information from his customer:

Main dimensions of the mast section:
To determine width of sail groove and type of sailslide to be used.

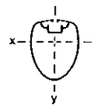
Main dimensions of the boom:
To determine tack offset, position of reef hooks and type of clew car.

Mast and boom sections

OVAL SECTIONS

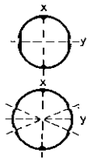


DELTA SECTIONS



BOOMS

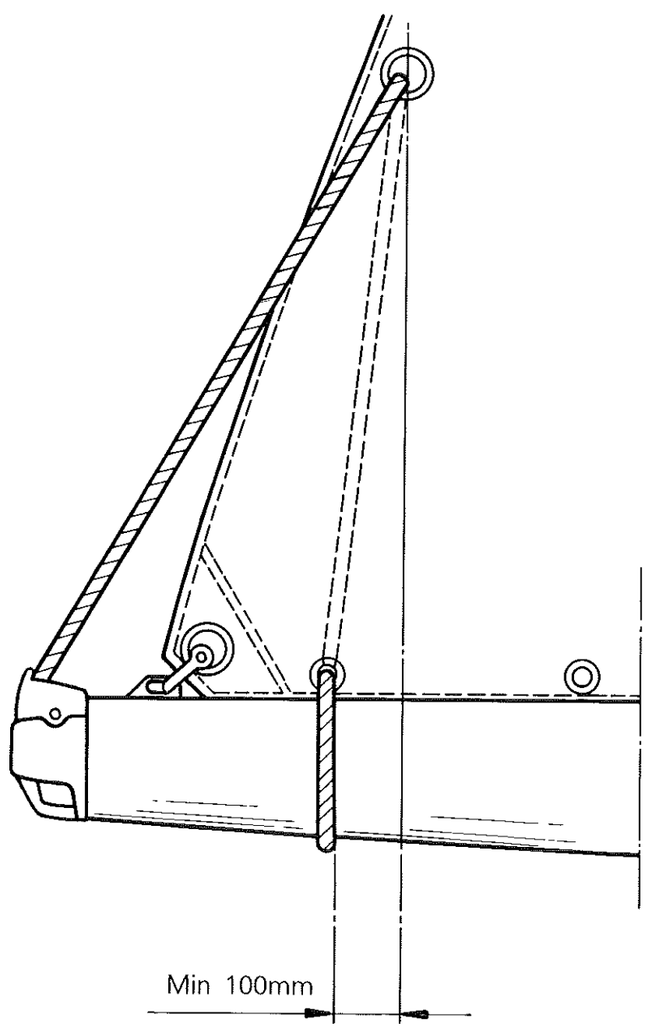
SPINNAKER POLES



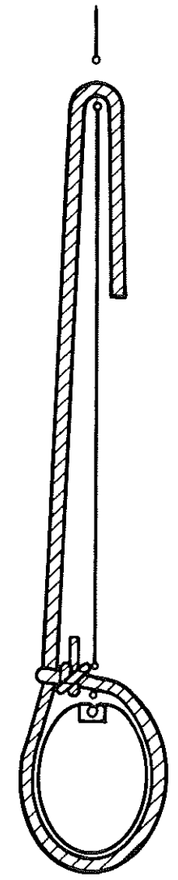
Dimensions over all	Sail groove	Sail slide	Sail Shackle
122/85	**4** +1.00 −0.00	511-601 or Short & Norvill A013	307-028 or Short & Norvill A027
130/93			
138/95	**5.5** ±0.75	511-602 or Short & Norvill A014	307-029 or Short & Norvill A028
155/104			
170/115			
177/124			
189/132			
206/139			
224/150			
237/162			
274/185			
109/88	**4** +1.00 −0.00	511-601 or Short & Norvill A013	307-028 or Short & Norvill A027
121/92			
129/100	**5.5** ±0.75	511-602 or Short & Norvill A014	307-029 or Short & Norvill A028
137/113			
146/112			
160/132			
85/58	**4** +1.00 −0.00		
86/59			
111/75	**5.5** ±0.75		
128/90			
150/105			
162/125			
189/132			
206/139			
48/48			
60/60			
72/72			
84/84			
96/96			
ø110×ø104			

189/132 and 206/139 booms

Sailmakers Instructions
The series of large booms, 189/132 and 206/139, are made from mast sections and do not have integral tracks extruded in them. For this reason a different system of attaching reefing lines is employed, which is illustrated below.

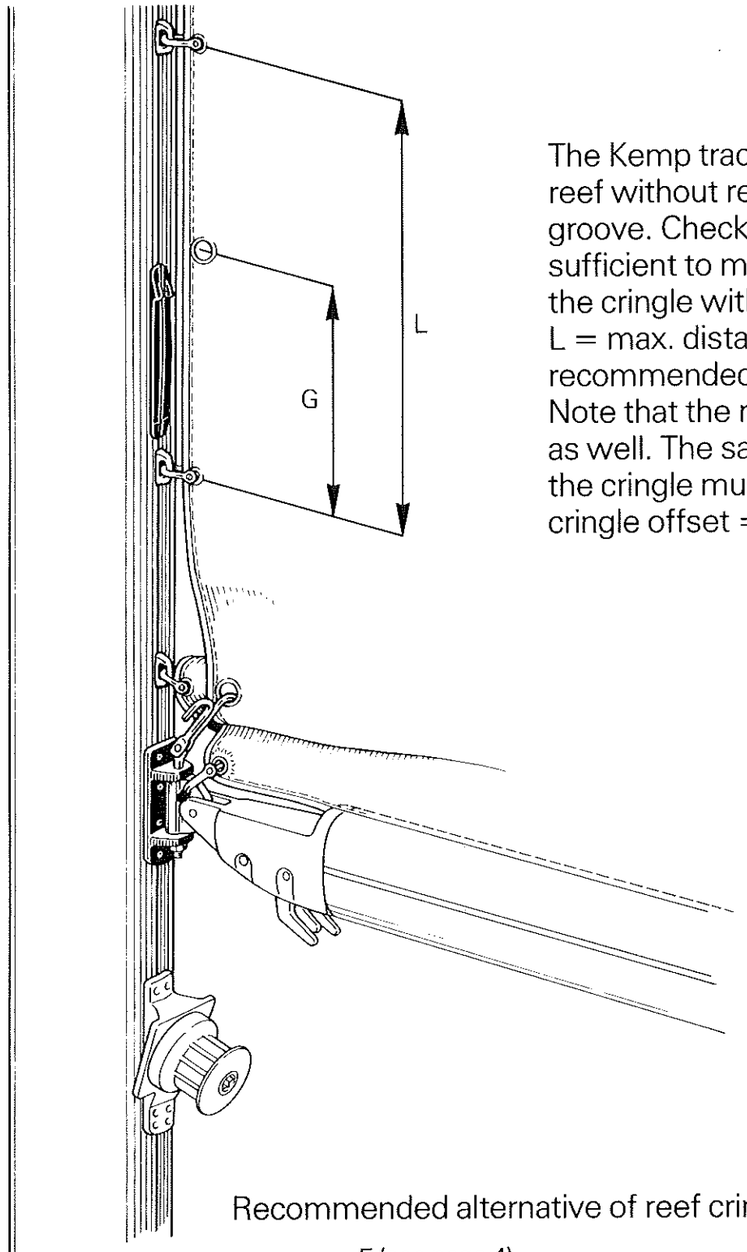


Attachment of reef lines without reefing slides



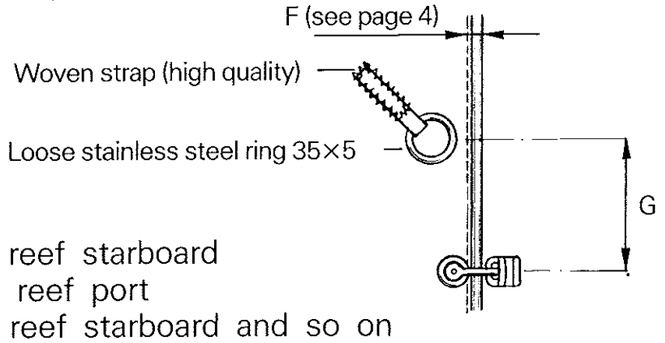
Slip Knot (Clove Hitch)

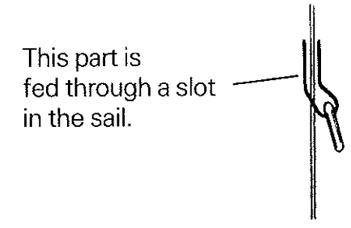
Reefing



The Kemp track gate makes it possible to reef without removing the slides from the groove. Check that dimension G is sufficient to make it possible to hook on the cringle without removing the slides.
L = max. distance between slides recommended by the sailmaker.
Note that the reef cringle has an "offset" as well. The sail slide immediately above the cringle must not be overloaded. (Reef cringle offset = F, page 4.)

Recommended alternative of reef cringle design.



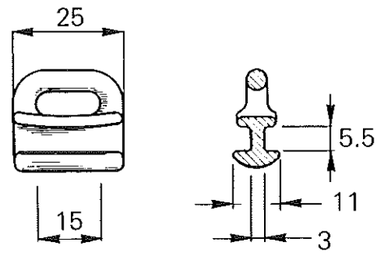


1st: reef starboard
2nd: reef port
3rd: reef starboard and so on

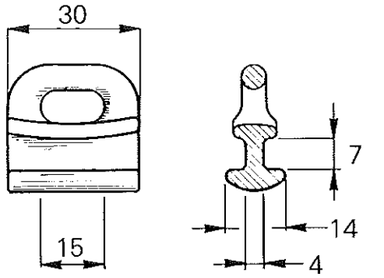
Sail slides

To suit our track gate, it is of the utmost importance that Kemp sail slides are used on Kemp masts.

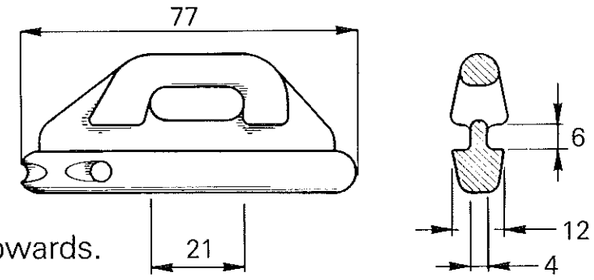
Small sail slide 511-601
(or Short and Norvill A013)
Suits sailgroove 4 mm
Acetal resin
Ult. breaking load: 700 N (70 kgf)
Fit to sail with shackle 307-028
(or Short and Norvill A027)



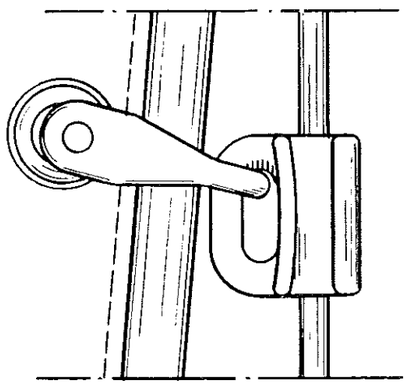
Large sail slide 511-602
(or Short and Norvill A014)
Suits sail groove 5,5 mm
Acetal resin
Ult. breaking load: 2250 N (225 kgf)
Fit to sail with shackle 307-029
(or Short and Norvill A028)



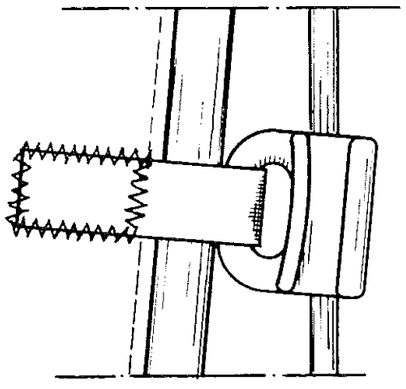
Head board slide
Suits sail groove 5,5 mm
Anodized, anti-friction laquered aluminium alloy.
To be used on 3/4-tonners and upwards.



Fastening of sail slides:
The sail slide must be free to move or it will jam in the sail groove.



Correct: Movable fastening.



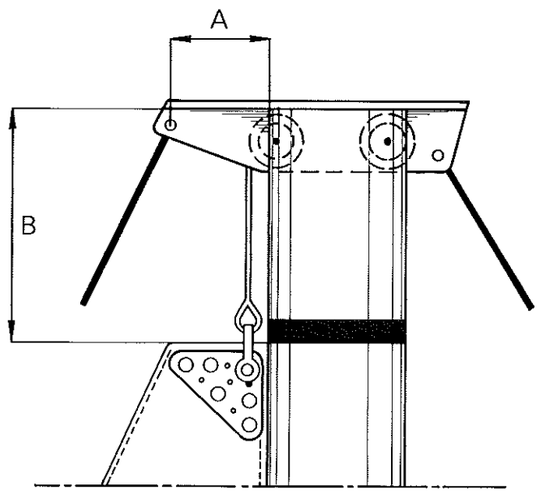
Wrong: Rigid fastening.

Head

A = 75 – 100 mm (for untapered fractional rigs of section 109/88 or 122/85: A = 25)

When choosing the B-dimension, the horizontal dimension of the headboard and main sail roach must also be taken into account.

In order to avoid damage to the sheaves caused by the halyard splice B must not be less than:

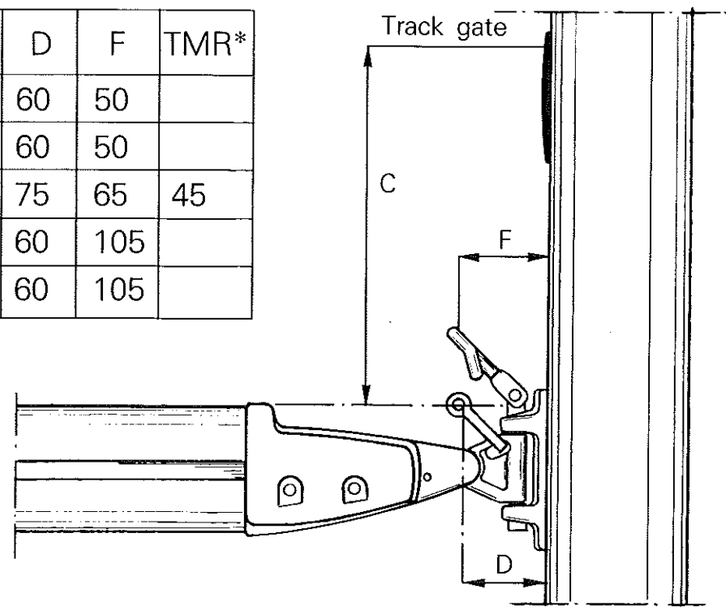


Halyard dimension		ø3	ø4	ø5	ø6	ø7	ø8
Handmade splice	B=	200	230	260	300	350	400
Talurit splice	B=	140	150	170	200	230	250

Tack offset, tack, reef hooks

Boom section	C	D	F	TMR*
73/53	550	60	50	
86/59, 85/58	600	60	50	
111/75, 128/90	830	75	65	45
150/105, 162/125	830	60	105	
189/132, 206/139	830	60	105	

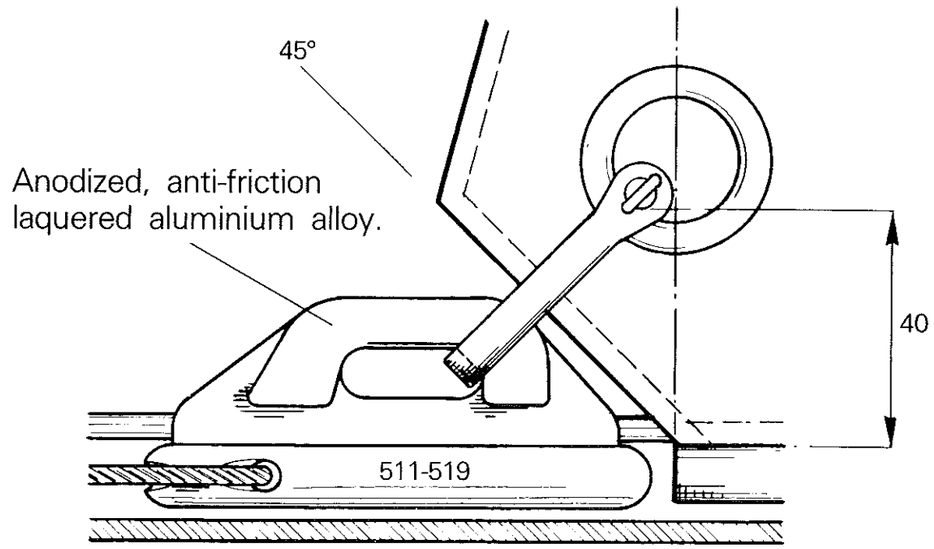
* Through mast roller reefing.



Clew

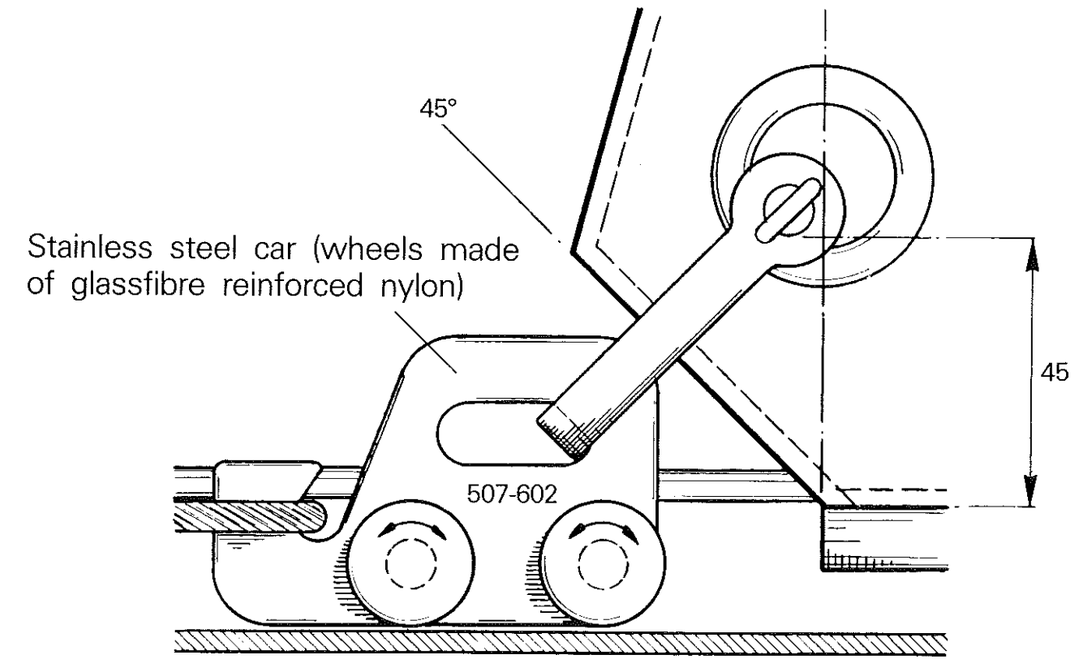
An outhaul car or slider + shackle is included as a standard in our outhaul tackle.

Booms: 85/58 and 84/59 (5 mm key-shackle 357-001)



Full scale

Booms: 111/75, 128/90 and 150/105 (8 mm key-shackle 307-004)
Booms: 162/125, 189/132 and 206/139 (M10 pin shackle 307-024)



Full scale

M41 CURTIAN LIST

AFT CABIN

CURTIAN TRACK D204170	1X42" - 1X24"
	1X22"
6 END STOPS	D204180
6 WIRE HOOKS	D204220
6 " EYES	D204230
100 GLIDERS	D204160
7FT. CURTIAN WIRE	D204140
100 HOOKS	D204150

MAIN CABIN

CURTIAN TRACK. D204170	1X118" - 1X135"
4 END STOPS	D204180
100 GLIDERS	D204160
100 HOOKS	D204150
21FT. CURTIAN WIRE	D204140
6 WIRE EYES	D204230
4 " HOOKS	D204220

FAX MESSAGE

MARINE PROJECTS

Marine Projects (Plymouth) Ltd,
Newport Street, Plymouth, Devon PL1 3QG
Tel: (01752) 203888 Facsimile: (01752) 203803

To Stephanie Yachting Selection **From:** Bill Barrow

Fax: 02 97 646142

Subject: Moody 419 sailplan **Date 10 March 1999**

Number of pages including this one: 1

Dear Stephanie
Thankyou for your fax regarding the Moody 419. We enclose the sailplan dimensions which we hope will be of help.

I 15.240 MTRS
J 5.029 Mtrs
P 13.335 MTRS
E 4.572 MTRS

If you need further information please do not hesitate to contact us.

Kind Regards

Bill Barrow
Aftersales

Reg No. 856633 England VAT Reg No. 143 4285 78
Reg Office Newport Street, Plymouth, Devon.

The MOODY 419 is a direct development of the Moody 41 and has been designed to improve upon and enhance the accommodation of this already successful and proven yacht, whilst retaining the exceptional sailing characteristics of this design which make her a delight to sail under all conditions and in all circumstances.

Angus Primrose Ltd. have produced a craft which achieves all these elements. With her three separate sleeping cabins the Moody 419 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.

The hulls of the Moody 419s are built in the Lloyds approved factories of Marine Projects (Plymouth) Ltd. and every boat 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 50hp Thornycroft diesel gives the Moody 419 an appreciable turn of speed under power.

Each Moody 419 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.

Whilst being an extremely powerful sailing yacht, the Moody 419 offers exceptionally elegant and spacious accommodation, sleek and distinctive lines, an exhilarating sailing performance and overall represents a superb investment.

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 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 a 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 and hanging dressing table all finished in teak on the forward bulkhead and with fitted carpets to the floor area. Ventilation is provided by an opening deck hatch.

Saloon: The Saloon on the Moody 419 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. The centrally fixed table has two fold down leaves which when both are raised form a really large dining table at which the whole crew can eat with comfort. Lockers are fitted all around the ship's sides. Flooring is in teak and holly ply and the seat fronts are finished in teak. A radio/stereo system is fitted as standard.

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 gimballed, 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 large top opening fridge 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 spacious and well appointed cabin with a large fore and aft double berth fitted to port, an 'L' shaped upholstered corner seat and hanging locker to starboard and 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 specification as the forward toilet with all fittings duplicated with the exception of the shower which is available as an optional extra.

Cockpit: The large cockpit has a teak laid sole and teak laid seating on both sides and aft with high coamings to give added protection. The equipment fitted to the cockpit includes the steering pedestal, engine instrument panel, engine controls, navigation instruments 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 overboard.

Engine: Thornycroft T108 50 hp diesel engine with 1.8:1 reduction gearing, Hurth gearbox (or comparable replacement). 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. Circuit breaker switching system gives added protection.

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 two-speed headsail sheet winches with cleats, 1 mainsheet traveller and winch with cleat. 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 with winch and cleat.

Rigging: Standard rigging in stainless steel wire, running rigging comprising sheets and terylene and wire 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.

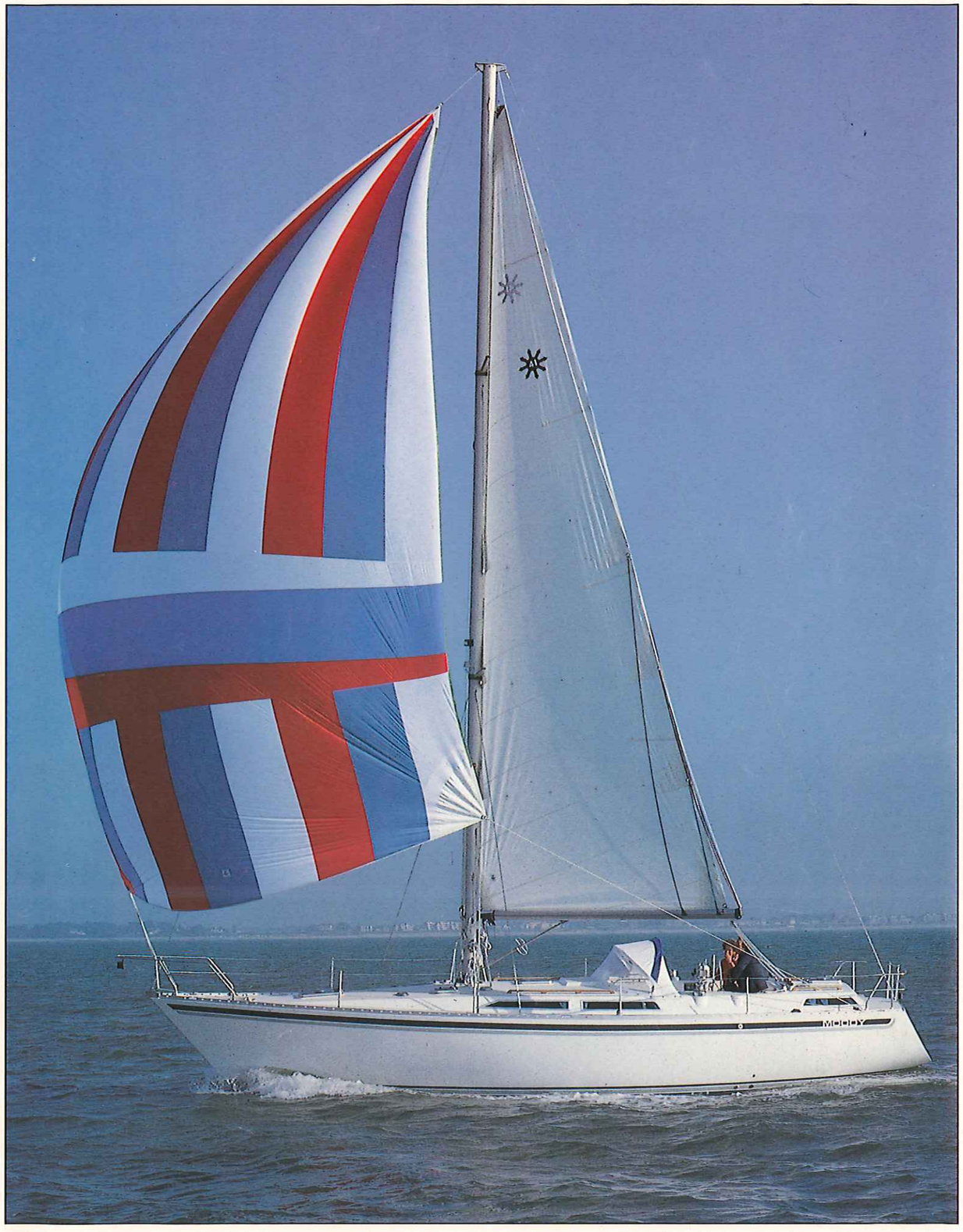
General Equipment: Main compass, Echo Sounder with repeater in cockpit, Sumlog, Hand windlass, Anchor with 15 fathoms chain, Diaphragm type bilge pump, 3 dry powder fire extinguishers, 1 automatic fire extinguisher in engine room, 3 mooring warps, 3 fenders, 1 Set of cushions/mattresses, Fitted carpets,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

The above specification is intended to fairly represent the Moody 419. However the right to amend this specification without notice is reserved. If a Moody 419 is purchased through a Distributor the delivery and commissioning arrangements may be altered.

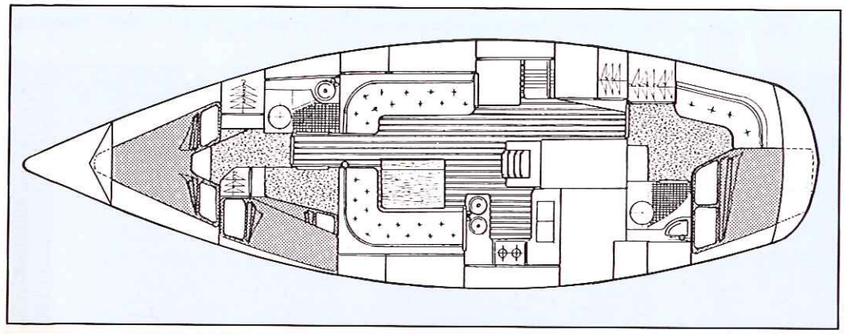
A. H. MOODY & SON LIMITED
Swanwick Shore Road . Swanwick . Southampton . Hants.
Telephone: Locks Heath (048 95) 6116 Telex: 477536
Built by Marine Projects (Plymouth) Limited
Designed by Bill Dixon of Angus S Primrose Limited

E. & O.E. 12/84

Moody 419



Moody 419

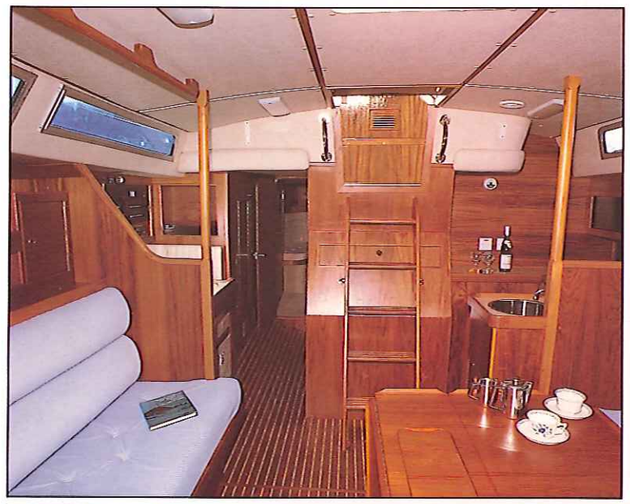


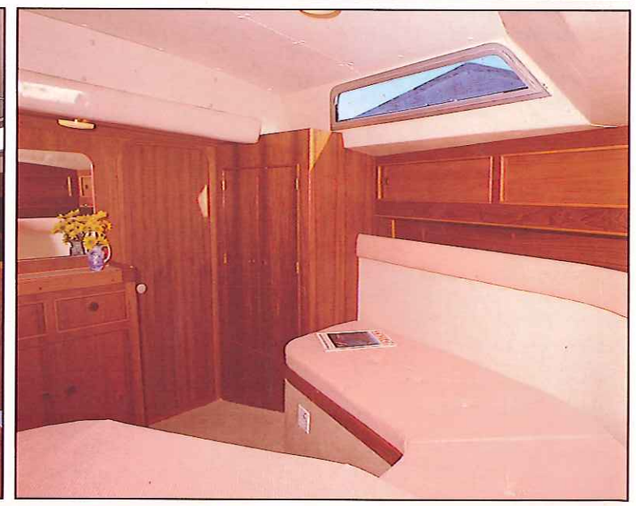
Dimensions

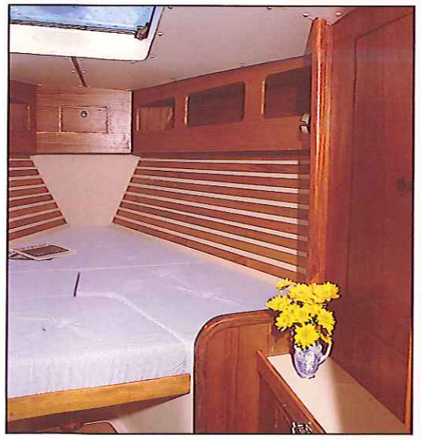
L.O.A.	41′ 9″	12.7m
L.W.L.	33′ 11½″	10.35m
Beam	13′ 2″	4.01m
Draft	6′	1.83m
Displacement	20,600 lbs	9344.16 kg
Ballast	8,700 lbs	3946.32 kg
Fuel Capacity	c. 50 gal	227.3 ltrs
Water Capacity	c. 100 gal	454.6 ltrs
Mast Height	49′ 6½″	15.09m
Height WL-top of mast	55′ 5″	16.89m
With electro/hydraulic centre board draft is:		
Draft (board up)	4′	1.22m
(board down)	7′ 6″	2.29m

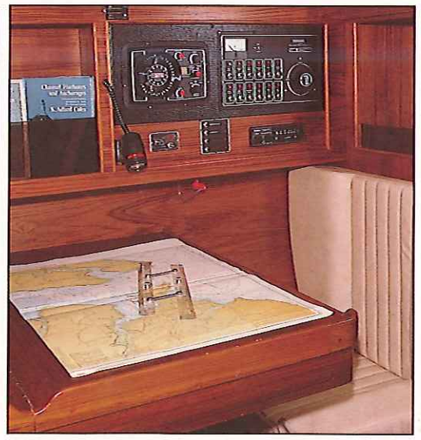
Sail Areas

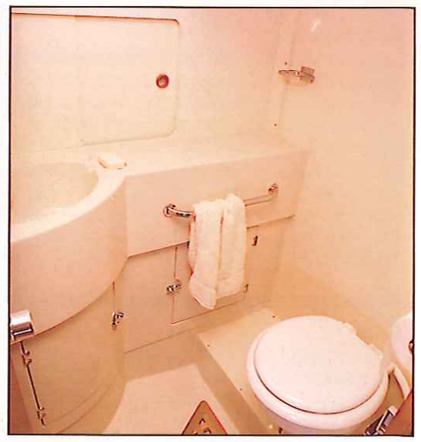
Mainsail	supplied	328 sq ft	30.5 sq m
Working Jib	standard	396 sq ft	36.83 sq m
No. 1 Genoa		626 sq ft	58.22 sq m
No. 2 Genoa		541 sq ft	50.31 sq m
No. 2 Jib		236 sq ft	21.95 sq m
Storm Jib		100 sq ft	9.3 sq m
I measurement		50′	15.24m
J measurement		16′ 6″	5.03m



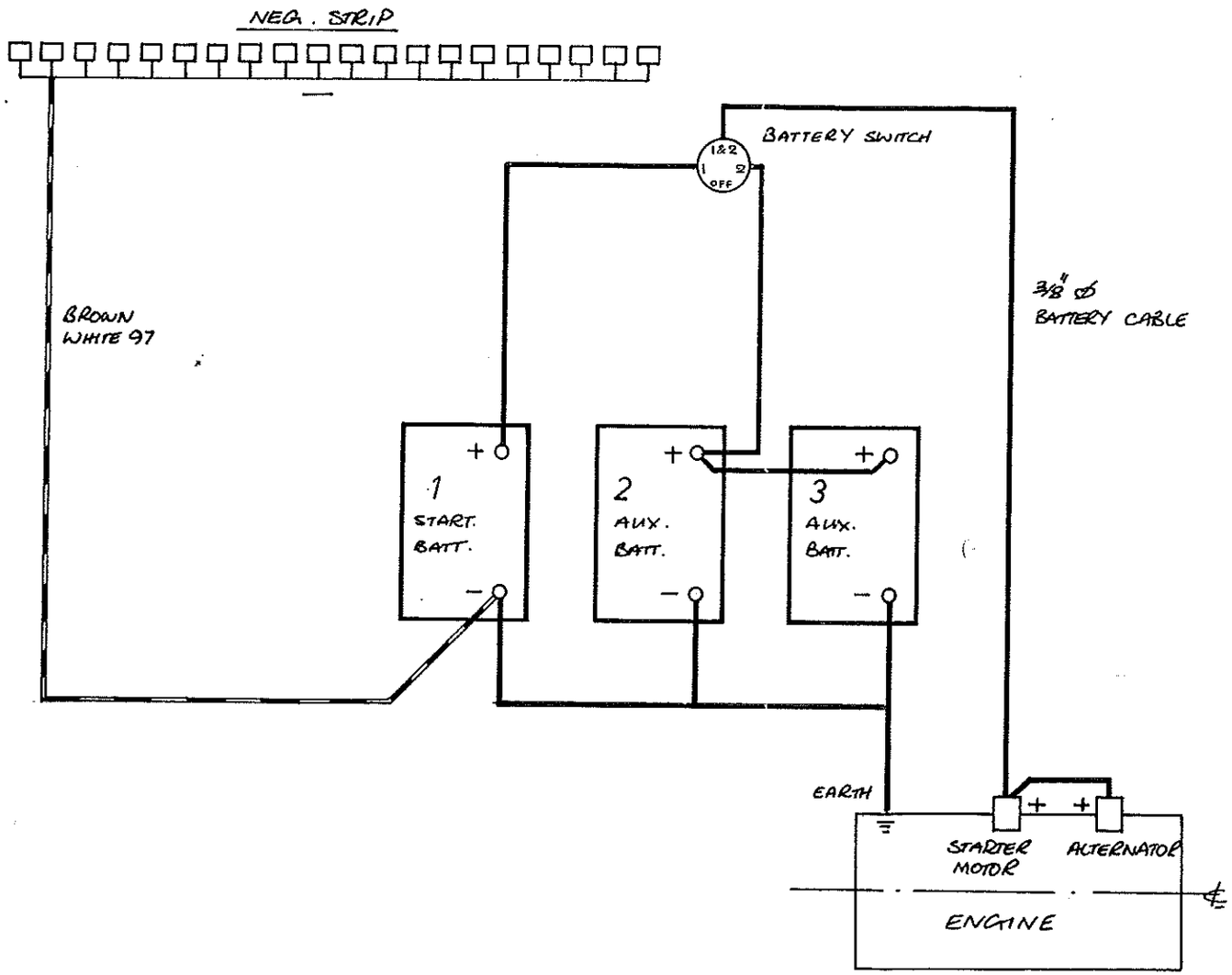






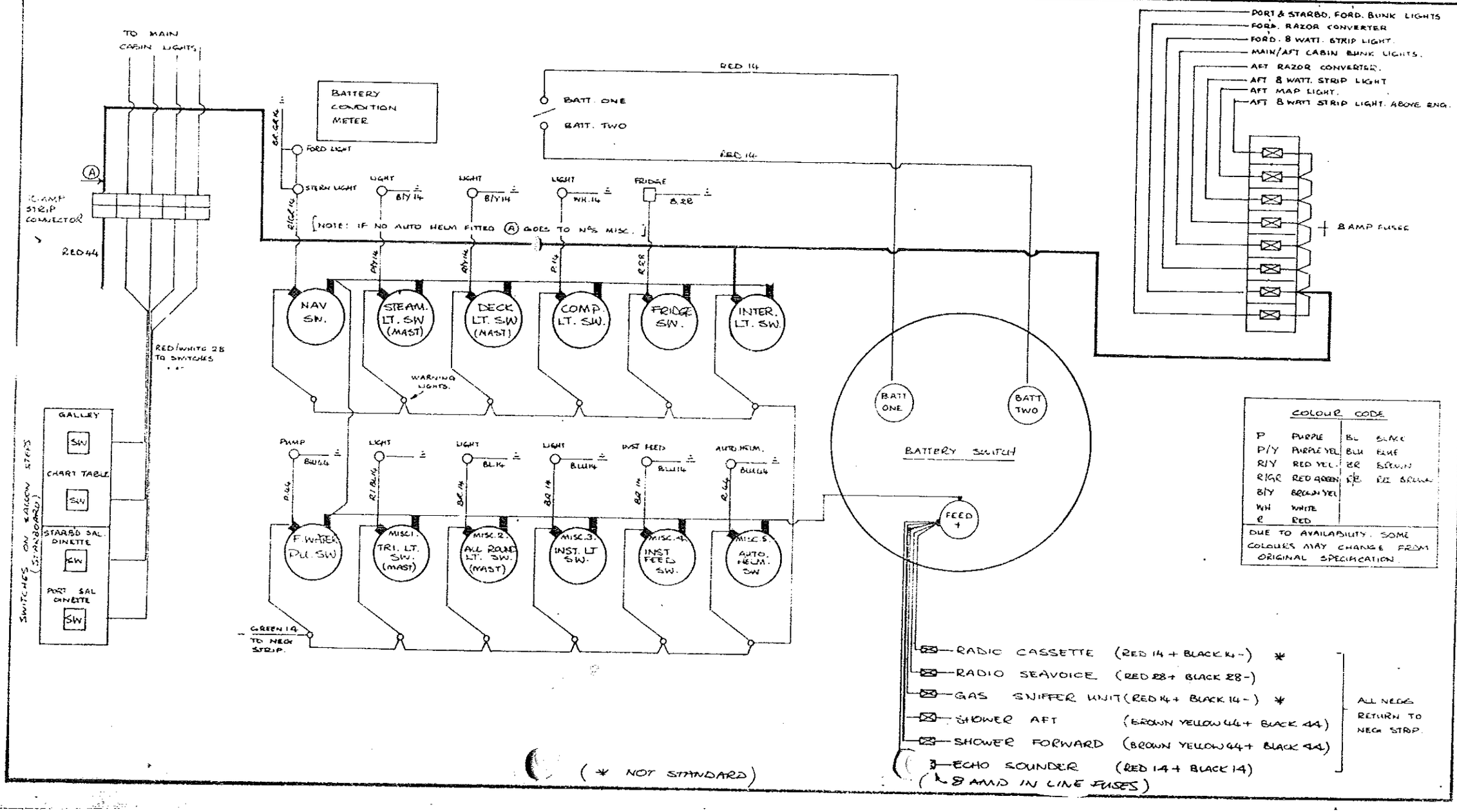


Title	MOODY 419 / STARTING / BATTERY CIRCUIT				
Material ——	Drawn by ~~EG~~	Date 24.6.82.	Scale ——	Drwg.No M41.041	MARINE PROJECTS PLYMOUTH LTD. Newport Street, Plymouth. Telephone 27771



Title	MOODY 419. SWITCH PANEL & FUSES			
Material ———	Drawn by EGT	Date 24. 6. 82	Scale ———	Drwg.NO M41.042

MARINE PROJECTS PLYMOUTH LTD.
Newport Street, Plymouth. Telephone 27771



COLOUR CODE			
P	PURPLE	BL	BLACK
P/Y	PURPLE YEL	BLU	BLUE
R/Y	RED YEL	BR	BROWN
R/GR	RED GREEN	GR	GREY BROWN
B/Y	BROWN YEL		
WH	WHITE		
R	RED		

DUE TO AVAILABILITY, SOME COLOURS MAY CHANGE FROM ORIGINAL SPECIFICATION.

(* NOT STANDARD)

Title M41/419 SKEG REINFORCEMENT T-BAR				MARINE PROJECTS PLYMOUTH LTD. Newport Street, Plymouth. Telephone 27771
Material M/S	Drawn by JWDW	Date 20-2-89	Scale N.T.S.	Drwg.No M41-087

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