



With a modern hull form and retro interior, the Moody 41 Classic is the first in a brand new range of German-built cruising yachts, which promises the best of both worlds. **Duncan Kent** finds out if it's a recipe for success.





# Moody's classic combination

**S**ince the Moody name was taken over by German boatbuilder, Hanse Yachts, all we've seen bearing that once celebrated brand has been a rather quirky looking 45ft deck saloon cruiser that might have been intended to appeal to motorboaters changing their religion. A far cry from what those who started their sailing life in a trusty old Moody 27 were waiting for and a distant planet away from the more salubrious models produced by Moody in its latter years.

No, what would be needed to convince the British boat buying public was a return to the solid values once found in UK-built cruising yachts, but with maybe just a tangle of modern styling to bring them into the 21st century. Nothing too risqué you understand.

What's actually on offer from this young, go ahead production boat builder is the Moody Classic range – an entirely new breed of boat that's big, beamy and brash.

Though designed by the long-standing British naval architect, Bill Dixon, not everyone will appreciate the retro-styling with lashings of jolly brightwork down below. But from the outside, I could get to like her looks. She has the aura of a quality American boat – a little Hinckleyesque maybe. Her freeboard is low, as is her superstructure, which gives her a sleek, purposeful demeanour on the water, but without adversely affecting the living space below.

Could this new Moody rekindle our love for the ubiquitous Moody brand?

PHOTOS  
RICK BUETTNER





## Accommodation

I remember as a young child being taken aboard a 'Gentleman's Motor Yacht' in which every piece of wood literally sparkled. As a boat mad 10 year-old this made a huge impression on me and I assumed this was what the inside of every 'proper' yacht should look like.

Maybe the boys back in Germany had a similar experience and have grabbed this opportunity to rekindle their childhood enthusiasm.

### 1. Saloon

The interior looks solid and well finished – it just takes a while to get accustomed to the high gloss mahogany.

The straightforward layout is practical, although some might prefer a larger table with more seating. A barrier between the seating and the galley might also have been better – a Perspex panel maybe. There's good stowage in easy access lockers above and more under the seating – although access is small.

### 2. Galley

This L-shaped galley looks to be well executed with plenty of good stowage and useable worktop area. It has a proper oven with a cover, an upright fridge for easy access as well as a top-loading fridge/freezer and a sink with drainer.

The lighting, however, is poor and puts the hob in the cook's own shadow.

### 3a & b. Nav station

The dual-purpose chart/coffee table idea might not appeal to everyone. I think it'll work well when living on the hook, but at sea with no appreciable fiddles? Keeping the locker doors open to read the instruments or flick a switch is impractical, but Moody says in future models the doors will slide back into the cabinet. There's room for a few charts under the lid.







### 3. Forecabin

Our test boat had the large owner's cabin forward with the second ensuite heads and shower, which, though it takes up some of the space, does make a nice job of keeping the cabin self-contained. Without the heads you would have a second seat and more locker space for your clothes – basically a mirror image of the port side layout.

The vee berth is a good size at the after end thanks to the boat's broad shoulders. The double berth measures a generous 2.0m L x 2.2m >0.7m W with plenty of room for two pairs of adult feet at the pointy end and the space beneath it has been used wisely with sliding drawers.

### 4a, b & c. Heads

The standard two-cabin model has a single heads with a separate shower stall to port. In the twin after cabin model this moves slightly further forward at the expense of the separate shower. The first version is ideal for long-term cruising, with bags of elbow room and plenty of stowage for wash items. However, it's a shame the floor drain is in the loo end, so one advantage of having a door – to keep the rest of the floor dry – is lost. There's also access to the large cockpit locker through a smallish wooden door. Unable to imagine myself lugging the dinghy through the heads, I would prefer to see this turned into a decent size wet locker.

### 5. After cabin

The 41C is available with one or two double berth after cabins. The standard layout is one to starboard, which has been widened by moving the central bulkhead to port of the centreline slightly. This does, however, mean that the second double, if ordered, becomes slightly smaller.

In standard format the berth measures a comfortable 2.02m L x 2.20m >1.70m W (6ft 7in x 7ft 2in >5ft 6in), but the mattress is rather an odd shape. There is also enough room overhead, under the cockpit, not to feel claustrophobic or to bash your shoulders when turning over and headroom in the dressing area is a healthy 1.90m (6ft 3in).

Clothes stowage is good in



the tall locker with shelves and hanging space and ventilation is helped greatly by the hessian inlaid locker doors throughout. A steel tank under the berth precludes further stowage underneath, however.

### 6. Engine box

Main engine access is achieved by lifting the companionway steps, which are supported by two gas struts. This, along with two side panels allows plenty of room for all types of servicing. The rear of the engine and propshaft can be reached from under the berth.

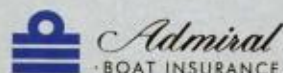


# NEW BOAT TEST MOODY 41 CLASSIC

## SPECIFICATIONS

LOA	12.70m	41ft 6in
Beam	4.00m	13ft 12in
Draught (shoal/deep)	1.65/2.00m	5ft 5in/6ft 6in
Displacement	8,600kg	18,960lb
Ballast	2,750kg	5,919lb
Sail area	88.00m <sup>2</sup>	947ft <sup>2</sup>
Fuel	140ltr	30gal
Water	325ltr	70gal
Berths	4-6	
Engine	40hp Yanmar diesel	
RCD category	A-Ocean	

**Designers** (hull/interior) Bill Dixon/Design Unlimited  
**Builder** Hanse Yachts AG [www.moodyboat.com](http://www.moodyboat.com)  
**UK main agent** Premier Yacht Sales 01489 884075  
[www.premieryachtsales.co.uk](http://www.premieryachtsales.co.uk)  
**Price** £194,000 including delivery and commissioning.



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## Deck, sails and rig



### 1a & 1b. Cockpit

Thanks to ample beam aft, her cockpit is spacious enough to accommodate twin helms without compromising access.

The Lewmar 46ST primary winches are right beside them, meaning crew or helmsman can operate them with ease, providing the clutch has been released on the coachroof.

The helm stations feel ideal and a seat is provided for the helmsman to sit outboard with an excellent view ahead.

The mechanically lowered

transom platform wasn't functioning properly, due to a design fault, but Moody says it's solving the problem. In the centre of the cockpit is a sturdy foot/hand rail to which a table can be attached. This makes a brilliant grab point in frisky conditions.

Stowage is good in two large lazarettes, but the line locker under the starboard seat is ridiculously shallow. There is a two-bottle gas box in the starboard lazarette, which restricts access for large items.

### 2. Decks

Because she's so beamy, her side decks are wide and clear and going forward is easy and safe. Her teak toerail has captive fairleads and six large cleats and the coachroof grabrails are well inboard and sensibly designed, which makes them easy to grab in a hurry. All sail control lines are led beneath a false deck, reappearing at rope clutches in the cockpit. This is a boon for avoiding hazards, but a nightmare if you lose one.

Furthermore, the headsail sheets also appear in the same place, so the clutch is out of the helmsman's reach and having the sheet run a few inches above the coaming creates a lethal trip hazard.

Her furling drum, anchor rode and windlass are all mounted below decks.

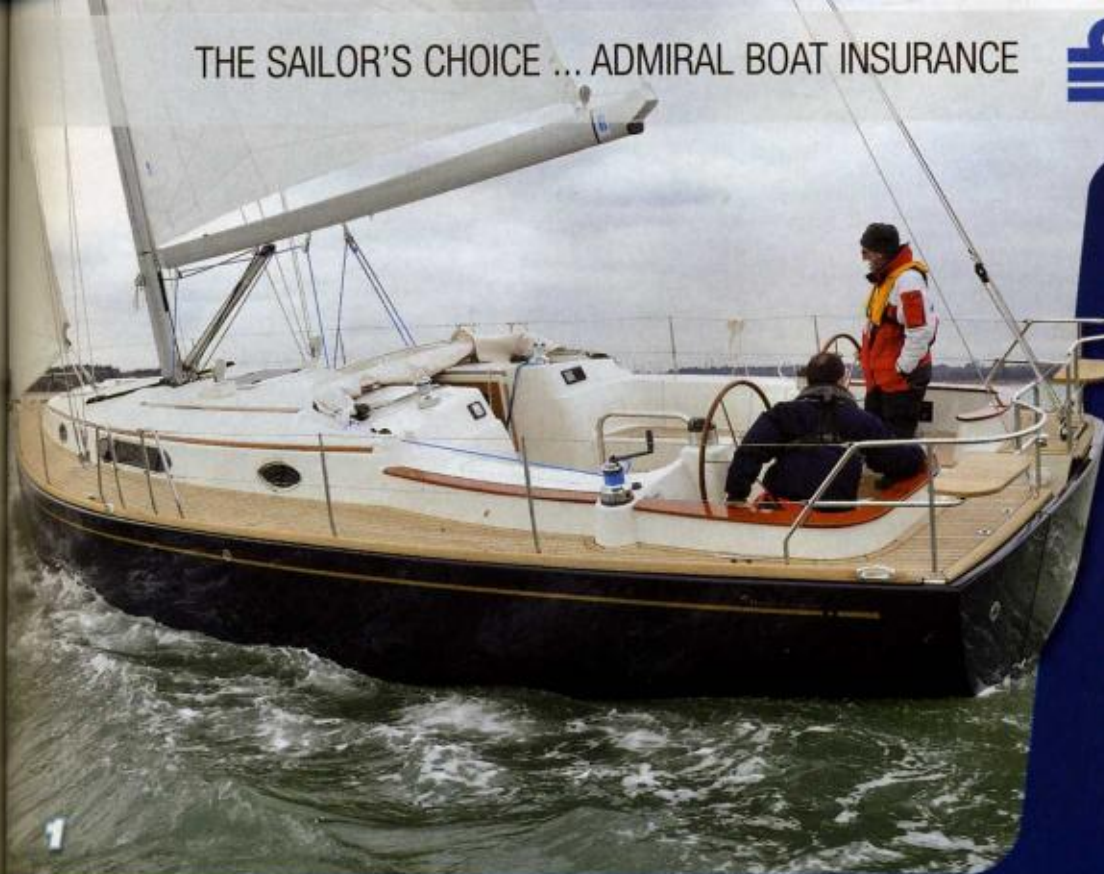


### 3. Rig and sails

She has a 7/8th fractional rig with twin swept spreaders and her mast is supported by aft, intermediate and cap shrouds terminating on one deck plate. Her backstay is split some 5m above the cockpit and has a mechanical tensioner.

As standard she sports a fully battened mainsail with lazyjacks and zip bag. In-mast furling is an option. A 95 per cent, self-tacking jib is also supplied with the option to add a gennaker or large genoa and a cruising chute. Her mainsheet track is on the coachroof putting it around halfway along the boom, which has a gas-sprung kicker.





## Verdict

This new Moody – the first of what should turn out to be a popular new range of cruising yachts – is a delight both to sail and to live aboard. She is cleverly designed, clutter free and downright pretty from the water and should make a seakindly vessel for bluewater cruising.

## For

Comfortable and competent performer at sea  
Luxurious accommodation with above average stowage  
Excellent cockpit both underway and in port or at anchor.

## Against

High gloss woodwork not to everyone's taste  
Dangerous headsail sheet lead over the coaming tops  
Lacks a full-on navigation station for long distance cruising.

## Performance



### Under sail

This Classic has not only been designed to look good, which she undoubtedly does, but also – like a great many other production yachts these days – has been carefully thought out to be easily handled by a couple in all conditions.

Sail handling, though in-mast furling costs extra, is simple enough to cope with thanks to her fully battened mainsail, low friction batten cars and lazyjack system with integral sail bag, making it only too easy to drop the main singlehandedly, in one quick

move should the need arise.

The self-tacker is the icing on the cake, making a beat in confined waters a pleasure.

### 1. Closehauled

Sailing hard on the wind was easy and downright good fun, with this beamy hull powering through the chop effortlessly.

She was happy right up to some 34° off the apparent 12kn wind, where she gave us a steady 6kn without stalling out the luff and confidently and quickly tacked through 75°-78°, accelerating rapidly again on the new course.

Her steering is beautifully positive with a good degree of feedback despite the increased friction due to the fixed helms.

### 2. Reaching

On a reach she felt like a much larger boat, her broad shoulders digging into the Solent chop somewhat, but putting little over the decks.

As soon as she is freed off to a close reach you can feel the smooth acceleration. Though she won't frighten off the lighter boys around the cans, she'll put up a good 24-hour run in open seas that's for sure.

From a close to a broad reach, speeds ranged from 7.1-7.8kn in 12-15kn of apparent wind and her dogged motion was utterly predictable, whilst thoroughly enjoyable.

### 3. Off the wind

Beyond a broad reach you might as well furl away the standard self-tacking jib, which does nothing but flap about in the shadow of the mainsail.



Her mainsail isn't huge, either, so you will undoubtedly be needing a nice big gennaker for fair to middling weather conditions and a generous cruising chute for light airs.

### 4. Under power

Her powerful 4-cylinder Yanmar diesel is well insulated and makes very little noise underway – both on deck or down below. She has the ubiquitous Saildrive, so her reaction to a throttle burst isn't exactly instantaneous, but that said she handles like a dream – ahead and astern – spinning in almost her own length when the wheel is spun. Cruising speed is around 6.8kn at 2,500rpm with the standard three-bladed, folding propeller and around 7.5kn flat out at a somewhat noisier 3,000rpm.





## Legend 41

Legend yachts are known for their well equipped interiors rather than their sailing capabilities. Recently, however, in performance terms, they seem to have improved considerably.

The 41's stem is nearly plumb and she carries a broad beam with a tight turn to the bilge, which adds useful form stability. A deep keel option also offers an improved righting moment.

Her accommodation is roomy, bright, airy and user-friendly. Designed principally for two couples with a large, transverse double berth aft and a full size ensuite guest cabin forward.



## Dufour 425

A comfortable offshore/ocean cruising yacht primarily designed to provide maximum internal volume via a generous beam and deep underwater sections. They also exhibit a good turn of speed and offer a stable and balanced performance in open seas.

Dufour's hull and deck construction is done by hand and is robust. Reinforcing stringers, crossed by stout frames, are designed to dissipate the rigging loads. Her deck is a vacuum-infused polyester moulding with an end-grain balsa sandwich making it light and rigid, whilst increasing headroom below. Three versions are available – 2/3 cabins and 2/3 heads.



## Comfortina 42

The Swedish Comfortina 42 has the seductive lines of a traditional, ocean-going yacht with her fine bows, gentle overhangs, slightly pinched stern and sleek superstructure.

An abundance of beautifully finished teak gives her a warm and traditional atmosphere below. There is plenty of stowage and good sea berths in her saloon. While she's not the cheapest cruising yacht around, she sports a high-level specification and build quality. The yachts are built using a robust arrangement of chunky floors, stringers and frames, making each hull immensely strong and they are fitted out by top craftsmen with attention to the smallest detail.



## Jeanneau S/O 42i

The stylish Sun Odyssey 42i is available with two or three cabins and two heads. The 'i' denotes the injection deck moulding process that ensures excellent headroom throughout and improves lay-up quality and weight distribution.

On the water the 42i delivers an impressive performance under sail – her standard deep keel and spade rudder ensuring she is directionally stable and balanced, and her seakindly manner affirms her rugged looks and powerful lines.

The yacht is set up for shorthanded crew with all sail control lines running aft. Twin helms improve the view forward while creating a clear passageway to the transom when anchored.



SPECIFICATIONS	Legend 41	Comfortina 42	Jeanneau S/O42i	Dufour 425
LOA	12.29m	11.50m	12.85m	12.90m
Beam	4.03m	3.85m	4.13m	4.16m
Draught	1.52m/1.98m	2.10m/2.30m	1.60m/2.13m	2.10m
Displacement	8818kg	9200kg	8,000kg	8820kg
Sail area	86.32m <sup>2</sup>	81.00m <sup>2</sup>	78.00m <sup>2</sup>	84.00m <sup>2</sup>
Water	454ltr	400ltr	335ltr	440ltr
Fuel	163ltr	150ltr	130ltr	160ltr
Engine	40hp Yanmar	55hp Volvo	54hp Yanmar	40hp Volvo
Berths	4-6	6-8	4-6	6-8
RCD	A-Ocean	A-Ocean	A-Ocean	A-Ocean
Price (from)	£158,000	£250,000	£145,000	£155,000
Contact	Marine Sales UK 023 8060 5065 www.marinesalesuk.co.uk	Comfortina UK 01722 431270 www.comfortina.co.uk	See www.jeanneau.com for UK dealers	Marco Marine 01342 870103 www.marco.co.uk