



MOODY

▼ by Barry Tranter

THE IDEA OF ONE-LEVEL BOATING HAS BECOME irresistible. It is the big thing in big powerboats as the Sport Yacht style has become a huge seller.

Catamaran people have always enjoyed having galley, saloon and cockpit on one level. Various monohull builders have tried it, not always with success.

But the Moody 45 DS (Deck Saloon) was the big hit of Sydney Boat Show, largely because when you slide open those patio doors, the cockpit is adjacent to both galley and bar. There are many, many other reasons, of course; it is a fresh concept, it is a classy yacht, and it is like a 60-footer in a 45's skin.



Moody 45 DS

But experienced sailors also like the cut of the Moody's jib because, as well as being a great place to relax, she is easy to handle and very, very sweet to sail.

First, a bit of history. The Moody family started repairing boats on England's south coast in the mid-19th Century, and in the 1930s they became boatbuilders.

A few years ago when I wandered around Barcelona's marina, where hundreds of cruising yachts spend the winter, Moody's fast cruisers were the classiest boats in sight. But not enough people bought them and the company taken over by Hanse, the German boatbuilder whose rise since 2000 has been meteoric.

Hanse retained Moody's naval architect, Bill Dixon, and asked him to design a new boat in the Hanse style.

The Moody publicity uses the term 'one level' a lot, and this is a key factor with the 45. As on those sports yacht powerboats and sailing catamarans, people like having saloon, galley and cockpit at the same elevation. And the Moody, like some powerboats and many catamarans, has galley and bar at the aft end of the saloon, with sliding glass doors in the main bulkhead. So the party area is upstairs and the sleeping area, with three cabins and two bathrooms, is downstairs.

To fit everything in, Bill Dixon drew a very modern hull where the beam at the stern is almost the same as the overall



Master cabin is forward, has latex mattress on slatted base to allow air to circulate. Overhead is a Lewmar clear panel which runs the length of the cabin's roof. You can have clear vision, 50% shade or blackout. (above left)

Dinette table folds when full area not needed; leather upholstery is standard. Red-covered stools are mounted on a frame so they are fixed in position, whether out for eating, or beneath table when under way. (above right)

maximum beam. To make sure she tracks straight he gave her twin rudders. The keel is of modest depth – 1.99m – and the conventional prop shaft is carried in a moulded skeg.

The hull has raised bulwarks so you can walk around the deck with great security. In the superyacht style the anchor is carried below decks, the jib furler is hidden and the chainplates



are recessed into the superstructure moulding. The cleats – three each side – are recessed into the gunwale when not needed.

That big coachroof has a hidden blessing; if the boat rolls over she has no stability upside-down and will pop straight up again. The window glass is made of a laminate cured at extremely high temperatures, for strength. If she is going to be upside-down, no matter how briefly, it would be best if the sliding doors were shut.

Hanse specified their trademark self-tacking headsail, essential if the on-board party is not to be disrupted by the unwelcome fluster of tacking. One sailor told me his Hanse was the first family yacht his wife was happy to sail on because when the boat tacked her champagne didn't spill. And this is a more widespread attitude than you realise.

Great Circle Liferrafts



On the lower deck, the master stateroom is in the bow with an en suite bathroom, and the two secondary cabins more or less amidships, with the boat head ensuite with the starboard cabin. On the boat shown here (the first-ever Moody 45 which made its world premiere at Sydney Show) the starboard cabin has a transverse double bed; as an option this can be set fore and aft.

Cabins and heads have everything you could want in the way of storage, comfort and style. This boat has the standard mahogany trim which I like as it confers on this radical craft a strong feeling of tradition. American cherry is an option.

The saloon has the settee forward on the starboard side, and opposite is the surprisingly traditional navigation area. On this boat, the autopilot repeater and engine controls (both optional) were mounted here, so you can drive from inside.

The galley is aft on the portside, so you can easily serve food from worktop to the dinette table or out to the cockpit table which has large drop-leafs.

You can seat three people either side of the cockpit, and four on the helm seats if the boat is stationary. Come to think of it, it wouldn't matter if the boat is moving.

Between the helm seats are two large locker lids. Lift them up and you see the tackles which help lower and raise the

Food and drink areas are aft, immediately inside sliding glass doors. Bottles should stay put in drawer with cutouts. (above left)

Clever glasses' stowage, with fiddles. (above centre)

Galley is on port side, opposite bar area. Stove is three-burner with oven, gas-powered. Cooktop is Corian. Fridge is front- and top-opening. Dishwasher can be fitted in bottom drawer. (above right)

Bulwarks, strong liferails give a secure feeling when going forward. Self-tacking jib takes the effort out of sailing. (below)

boarding platform. Inside is a huge lazarette the full width of the hull so an inflatable tender would be easy to stow. You could also put the dive bottles here, and the designer reckons you can fit a sailboard, presumably a short board with a split mast. The dinghy's outboard has a spot in another locker under the portside helm seat. Under the starboard helm seat are teak chocks for the liferaft.

There are only two winches, both powered. Control lines can be led to the portside winch, then clutched off. There is no sheet work when tacking, only when adjusting the jib trim for



different angles of sail. The sheets for the gennaker (which tacks down right in the bow) are led to the Lewmar #54s.

You hoist the main with the portside winch, then unfurl the jib. Switch off the Yanmar (the optional 110hp on this boat, 75hp is standard) and this remarkable hull slips easily through the water. For our test sail we had only 10kts of breeze at best, but the Moody sailed very nicely. In fact the skipper has a lovely time. There are two steering pedestals, two rudders and an autopilot, a combination which should produce a heavy helm, but the rack and pinion steering on this boat is as good as any I have tried. The last time I wrote that was on the Hanse 350, whose steering is the same brand, so there must be something in it.

Instruments are only a metre from skipper's nose, either side. Sliding sunroof fills gap at right of pic, if full shade is needed. (below)

Raymarine's popular E80 plotter is mounted in cockpit table. Note handrails, large drop-leaf each side. (bottom)





Substantial cleats lift up from gunwale. You need two hands to depress buttons to lower them again. (top left)

Navigation table is folded-chart size, features repeater for plotter. Optional are joystick for autopilot, engine controls so you can skipper from here. (top right)

Full-width garage is revealed when landing platform is lowered. Boarding door in hull side has steps folded inside. (above)

The headsail has vertical battens which give the leech a bit of profile, and although she is not intended to be a grand prix racer the Moody never feels undercanvassed. The skipper can sit right outboard if he wants, or comfortably on his seat, keeping the headsail tufts streaming and generally playing the sailor while the others on board sip the chardy and nibble a chicken wing.

When the wind kicks in, she goes. We saw 5.6kts hard on the wind in less than 10kts of breeze. The Windcraft team took her out in 20kts plus, and saw 7.6 knots at 40° True under full sail. Later, with the gennaker up, they had 9.6 on a deep reach. All these figures correlate with those on the polar diagram.

She was easy to put back into her tight berth because the first 20 boats are to be fitted with a bow thruster as standard. Other standard features include the epoxy hull and teak decks.

Under power she cruises easily at 8.8kts but no doubt the 75hp would do a good job as the hull is easy to push.

This boat is so capable that it is hard to categorise. Designer Bill Dixon says the boat suits his own style of cruising, meaning

firth insurance



You can't complain about the comfort of the steering stations. Teak chocks beneath seat are for liferaft.

occasional long passages and many days spent at anchor and on the marina, when the one-level living arrangements come into their own.

She will be very comfortable to live aboard and a terrific social sailer. The hull is a stable sailer so it would be hard to spill the champagne. When fuel prices are finally out of reach and powerboat buyers have to think long and hard about filling the tanks, we will look back and see that the Moody 45 DS was the first of a new wave of highly civilised sailing craft.

MOODY 45 DS SPECIFICATIONS

LOA	13.72m
LWL	12.93m
Beam	4.57m
Draft	1.99m
Displacement	13,600kg
Ballast	4300kg
Sail area	114.5 sq m
Engine	75hp/110hp Yanmar
Fuel	600 litres
Water	800 litres
Sleeps	6+

PRICE: Standard boat (including epoxy hull, teak deck, bow thruster, electric winches) \$780,000. As tested, with electric sunroof, triple throttles, aircon, 110hp engine and more) \$1,036,011.

More information from Windcraft Australia, Bayview, Sydney. Phone 02 9979 1709. www.windcraft.com.au