

Material **S. STEEL** Drawn by **APY** Date **1-4-86** Scale **N.T.S.** Drwg. No **M28 000**

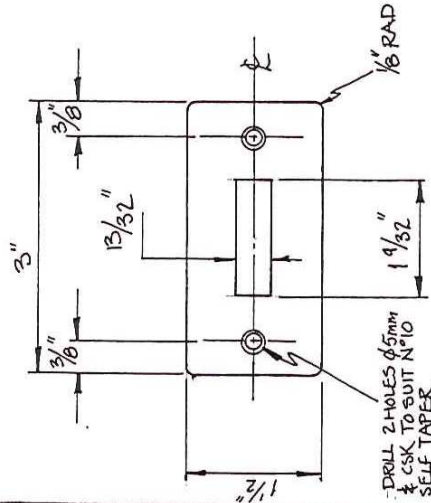
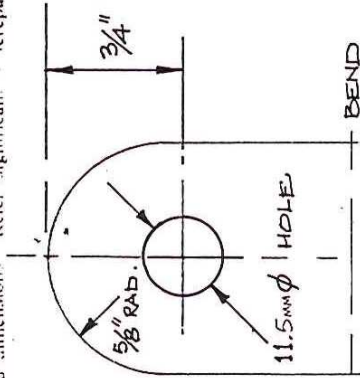
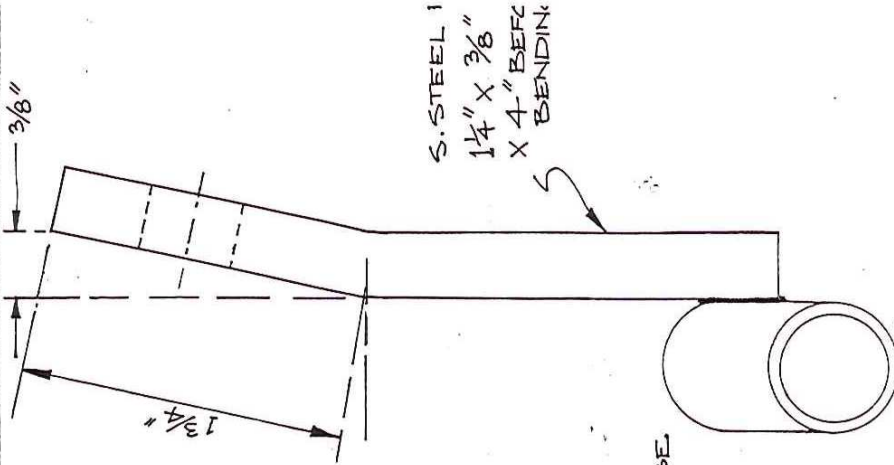
Always work to figured dimensions in preference to scaled dimensions. Refer significant discrepancies to chargehand before putting work in hand.

ISSUED BY THE D.O.

21 JAN 2000

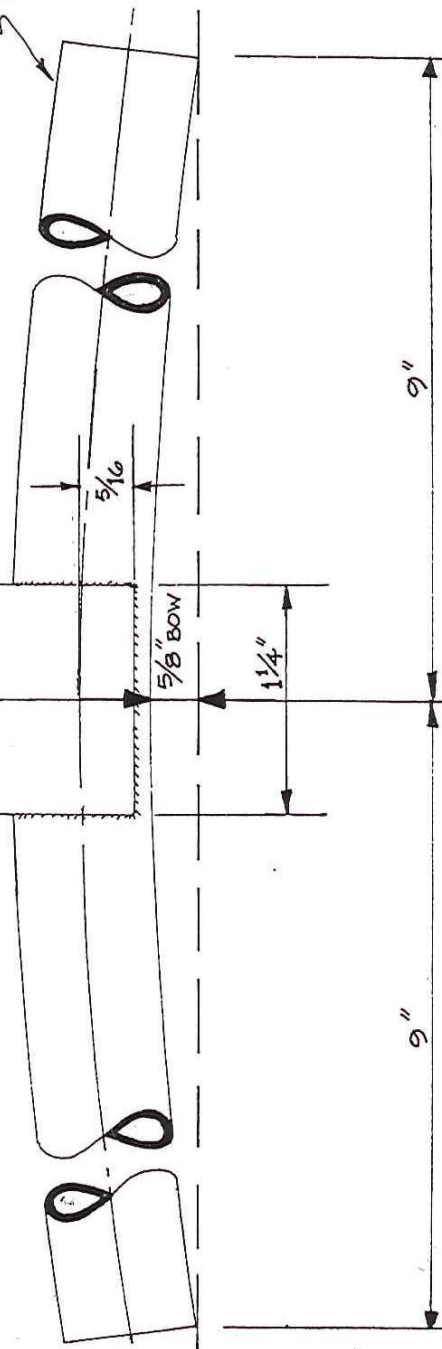
MARINE PROJECTS

UNCONTROLLED



DECKPLATE DETAIL (LOFF/BAB/STAY)
MAT'L: 1/8" S/STEEL PLATE

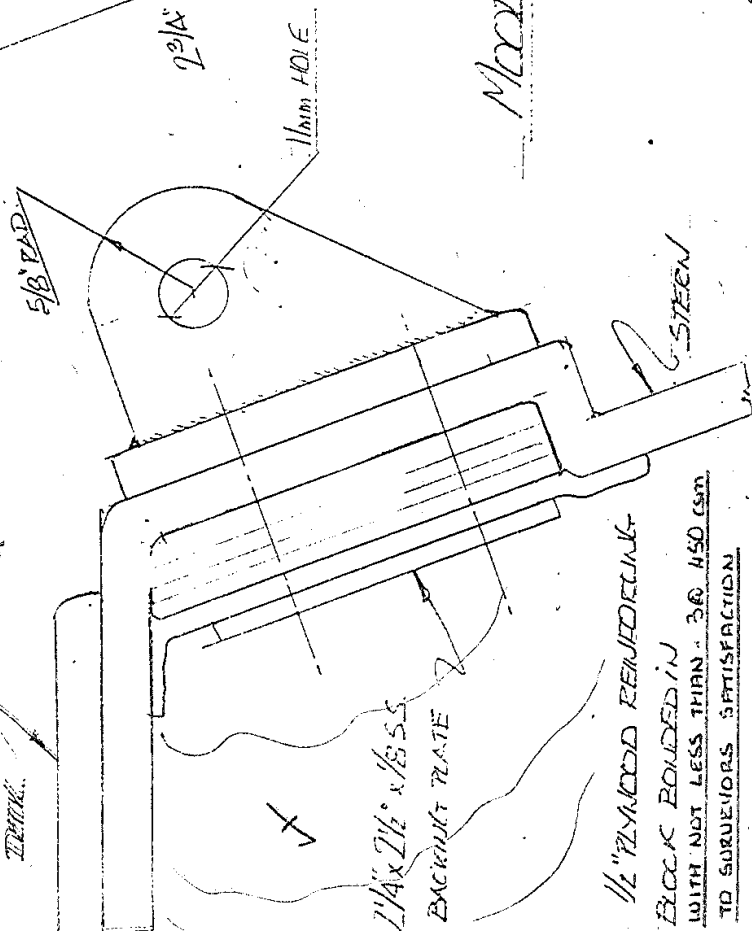
18" X
3/4" O.D.
S. STEEL TUBE



8-1-87	DECKPLATE DETAIL ADDED
13-10-86	VARIOUS DIMS (DWG, NO MODS.)
14-8-86	OFFSET ON ANGLE INCREASED NOW 3/8" WAS 1/8"
DATE	MODIFICATION

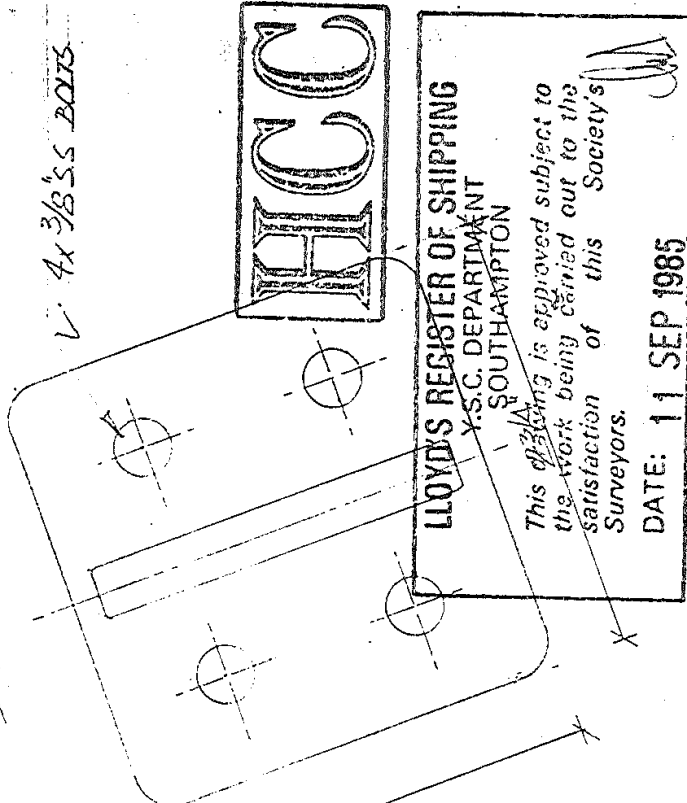
✓ WEB BRACKETS TO BE ARRANGED
BETWEEN TRANSOM AND COCKPIT CORMING
- TO SURVEYORS SATISFACTION

6mm SS PLATE
 3/4" X 5/8"



1/2" PLYWOOD REMODELING
 BLOCK BOLTED IN
 WITH NOT LESS THAN 30.450 Gm
 TO SURVEYORS SATISFACTION

5/16" MODIFIED



MOODY'S BACKSTAY CHAIR PLATE
 SCALE FULL SIZE

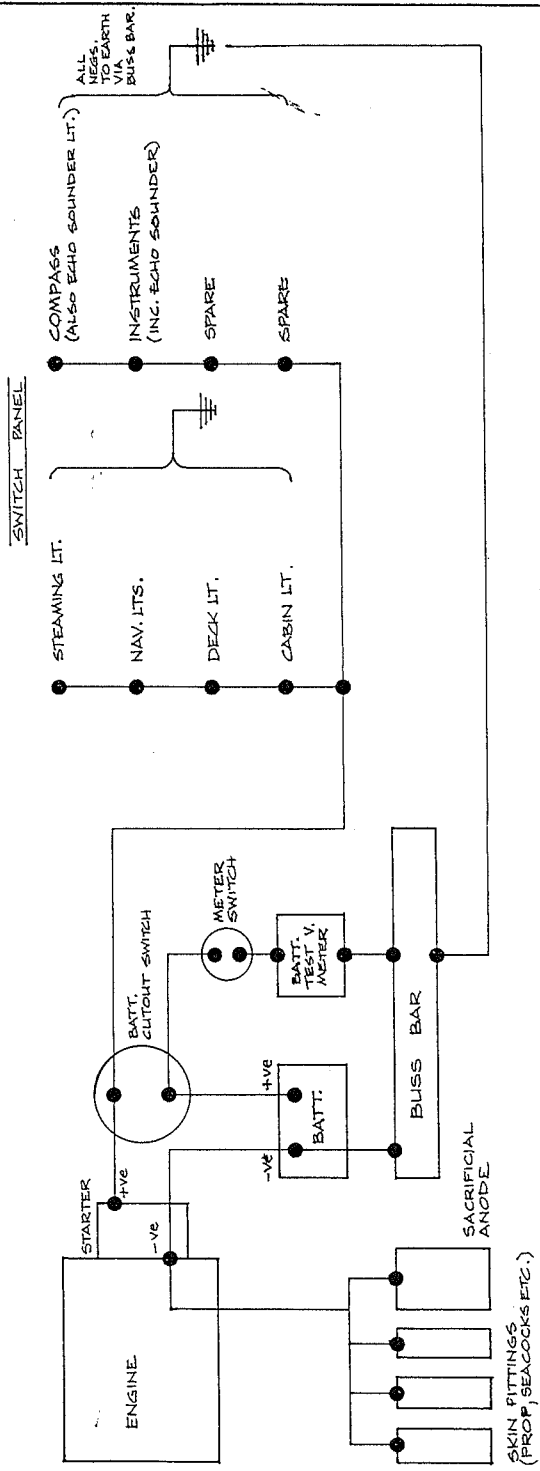
ANGUS S. PRINCE LTD
 HERVEY YACHT HARBOUR
 HAVERLE HANTS

Title M 28 ELECTRICAL INSTALLATION (STANDARD, SINGLE BATTERY.)

Material ✓ **Drawn by** JMDW **Date** 20-6-84 **Scale** — **Drwg. No.** M-28 015

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

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



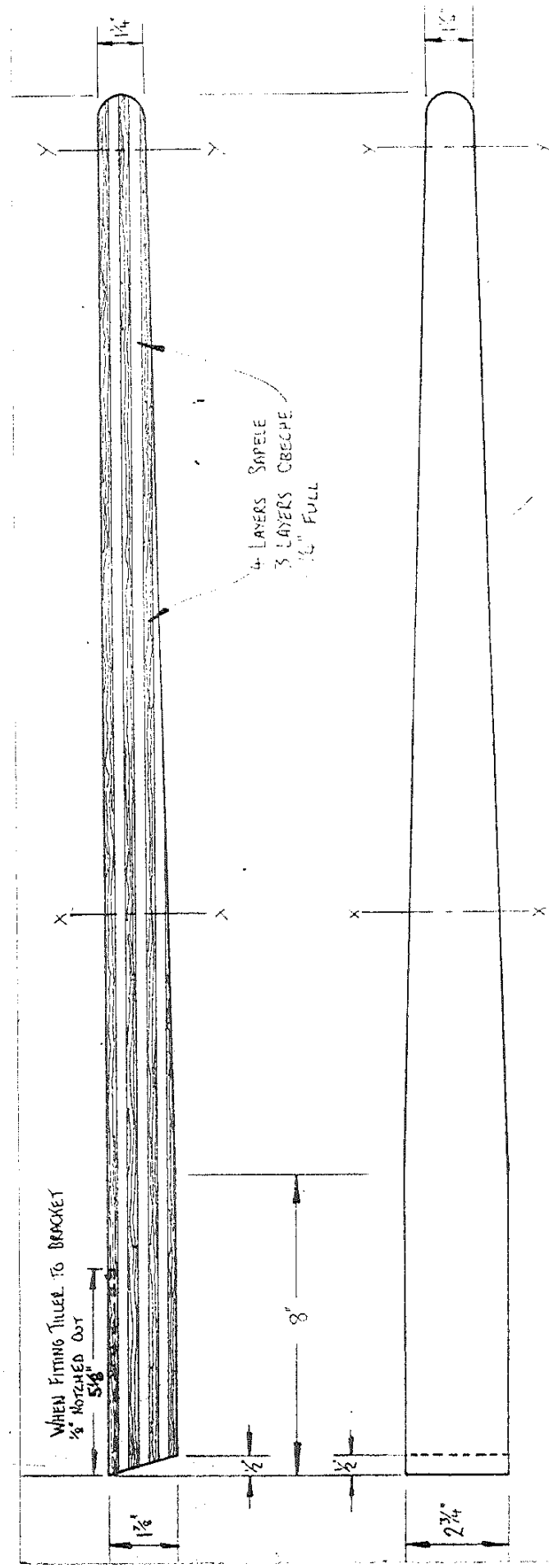
ISSUED BY
MARINE PROJECTS
DRAWING OFFICE
9 MAR 1995

UNCONTROLLED

TILLERS - OVERALL LENGTHS

MOODY 28 - 37 INCHES
 SIGMA 33 - 37 INCHES
 MOODY 31 - 43 INCHES

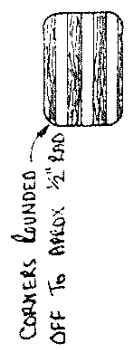
EMERGENCY TILLERS CONSTRUCTED FROM SOLID TEAK. — 28 INCHES



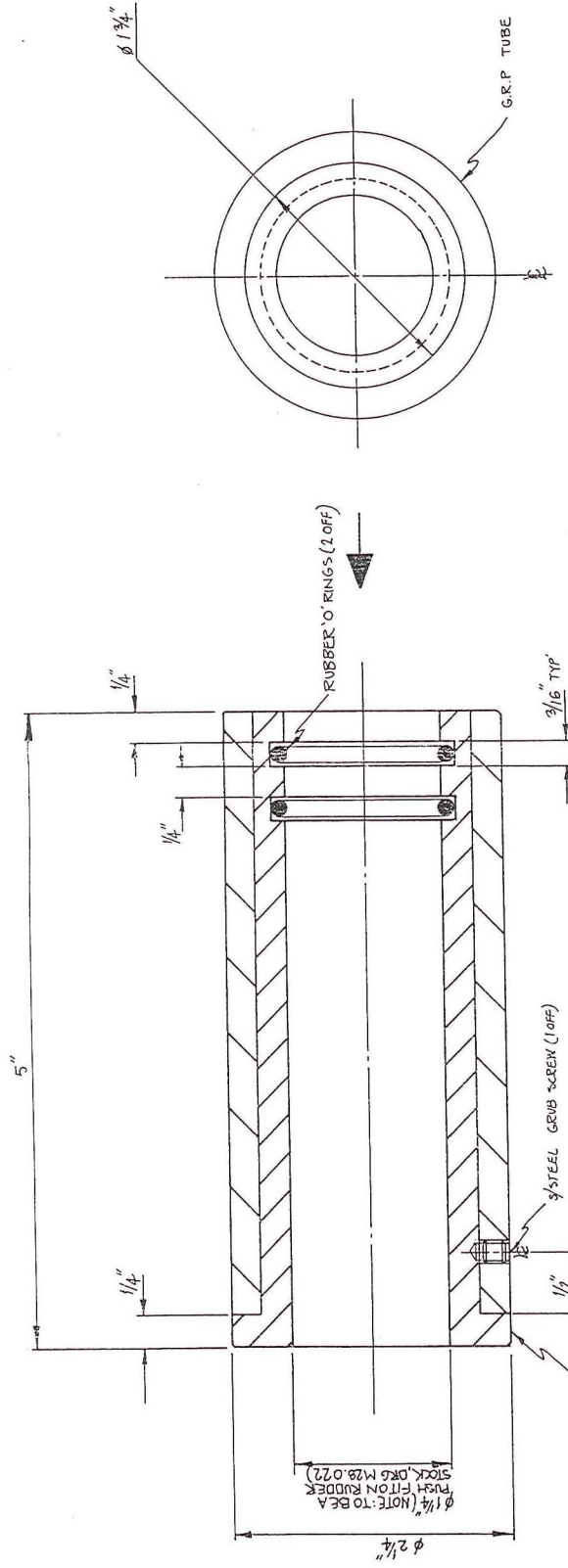
SECTION Y-Y



TYPICAL SECTION X-X



REFERENCE ONLY



END ELEVATION LOOKING
IN DIRECTION OF ARROW

SECTIONAL ELEVATION THRO' T

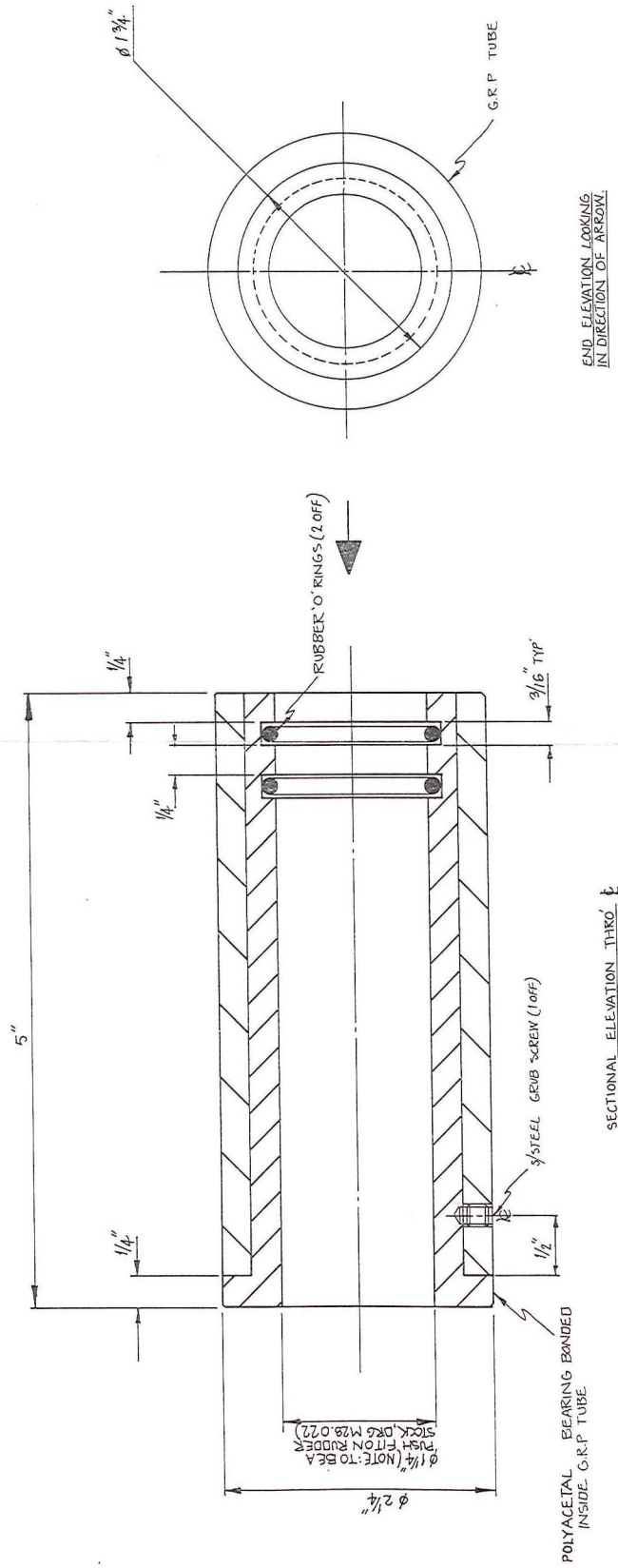
REFERENCE ONLY

MARINE PROJECTS (PLYMOUTH) LTD
MOODY 28 RUDDER TUBE

DRAWN: JOHN P.B. FROUD
DATE: 12-11-86
SCALE: FULL SIZE

DRG N° M28.02.6

ISSUE	MODIFICATION	INT	DATE
A	BEARING WAS POLYESTER		15-01-87



DESIGNED BY
MARINE PROJECTS
ENGINEERS
17 FEB 1997

UNCONTROLLED

MARINE PROJECTS (PLYMOUTH) LTD
MOODY 28 RUDDER TUBE.

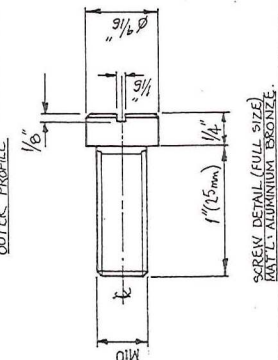
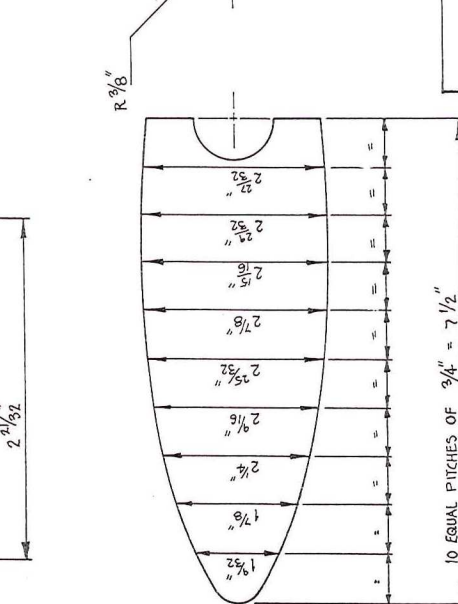
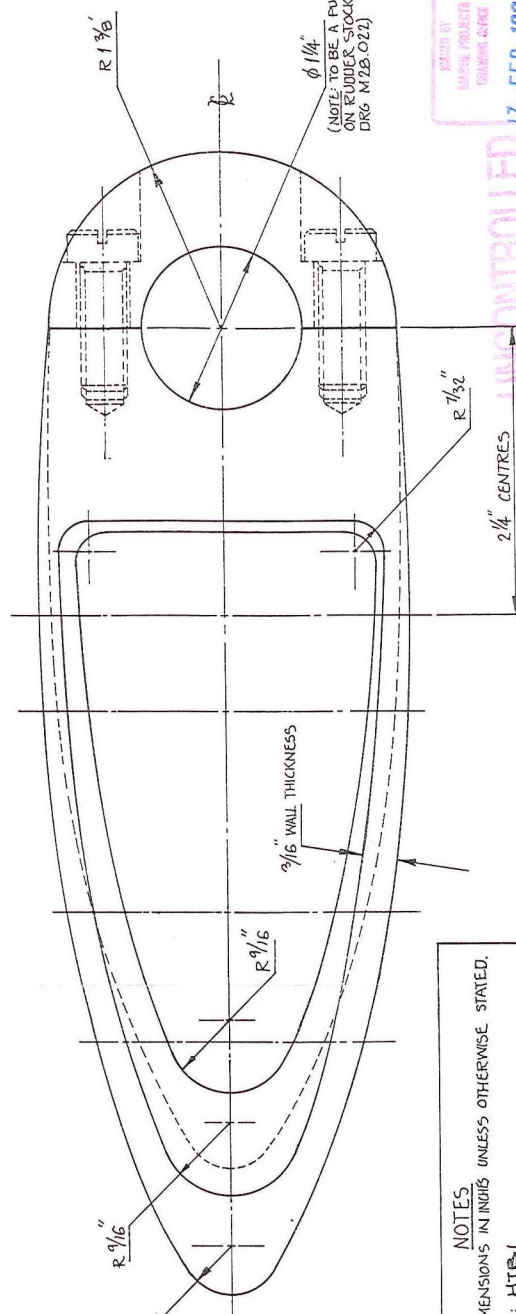
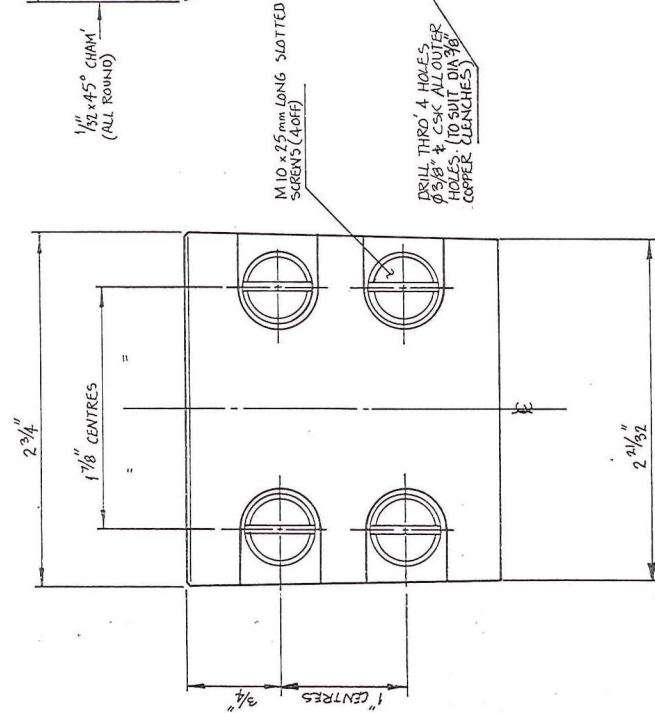
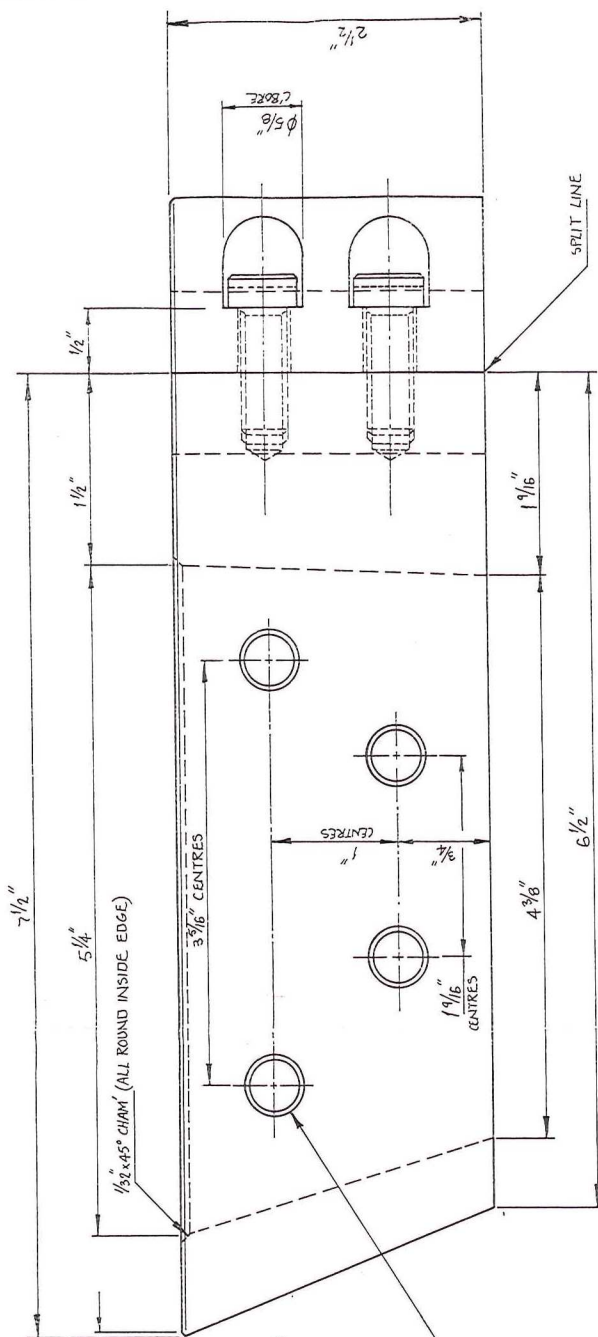
DRAWN: JOHN P.B. FROUD

DATE: 12-11-86

SCALE: FULL SIZE

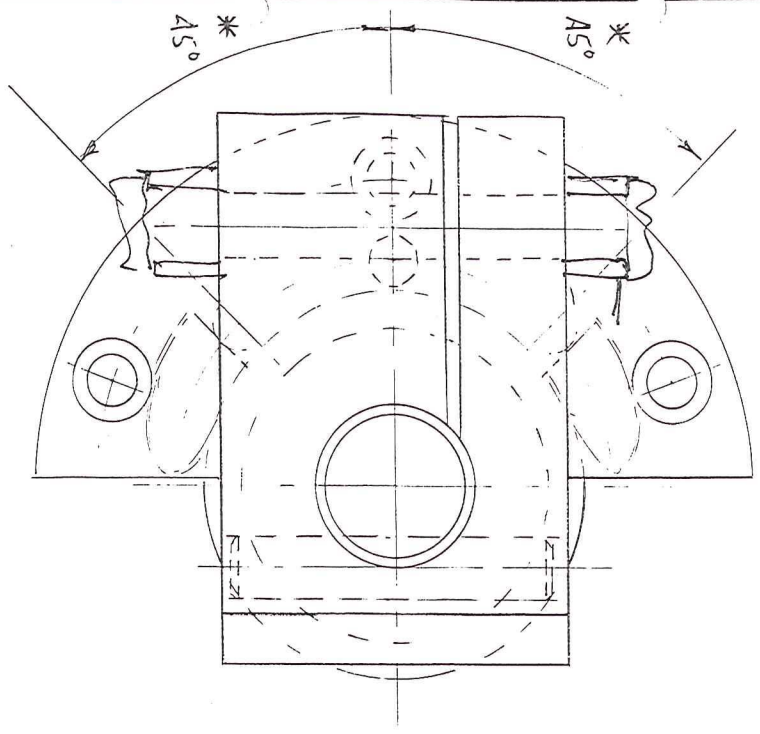
DRG N° M28.026

ISSUE	MODIFICATION	INT.	DATE
A	BEARING WAS POLYESTER		28-01-87

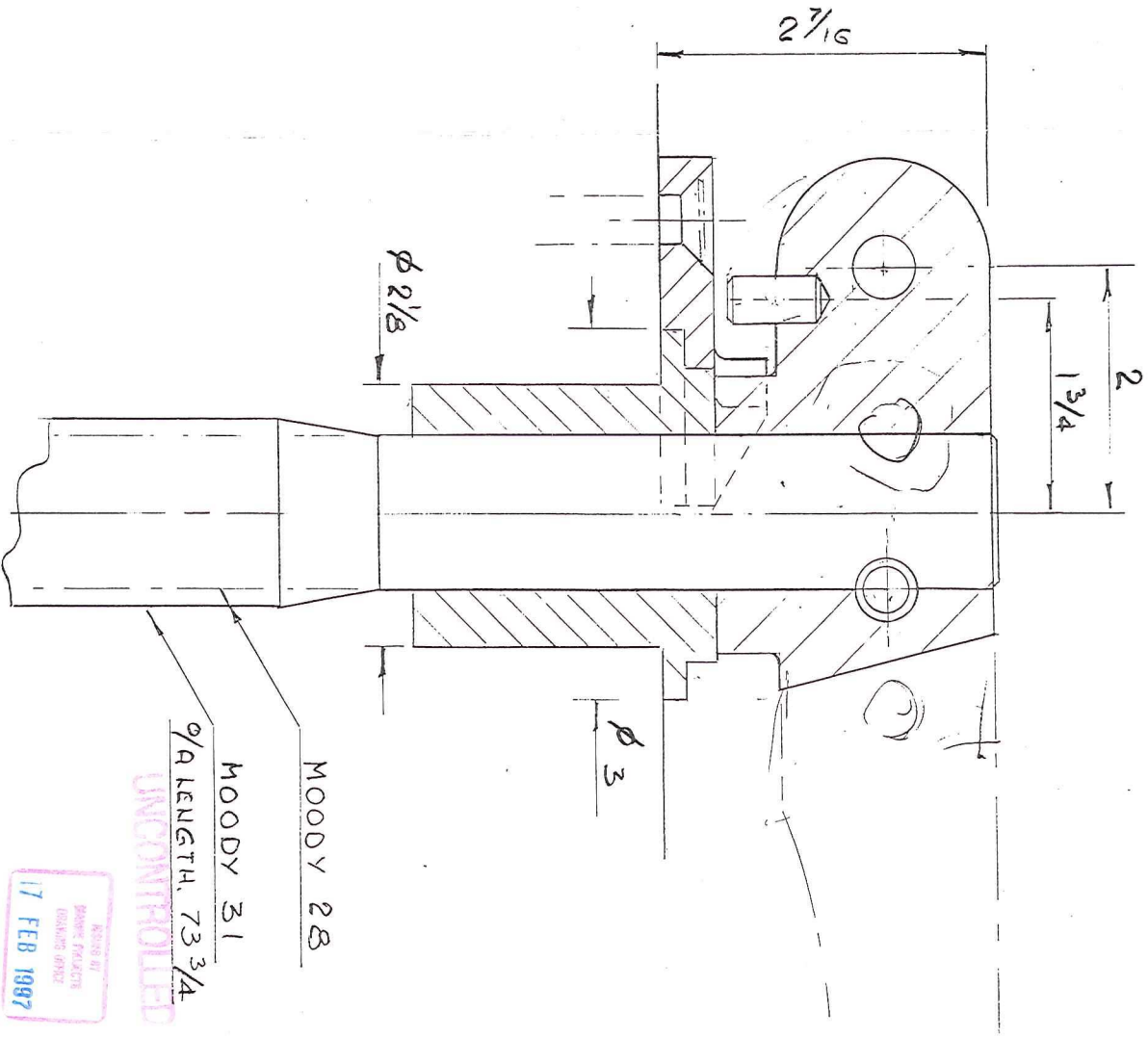


TEIGNBRIDGE PROPELLERS LIMITED
 DECOY INDUSTRIAL ESTATE - NEWTON ABBOT - DEVON TQ22 5NB - ENGLAND

PROPOSED RUDDER HEAD FITTING
BRG. & STOP PLATE FOR MOODY 28/31
SIMILAR TO CURRENT SIGMA 36



*** ANGLE TO STOP**

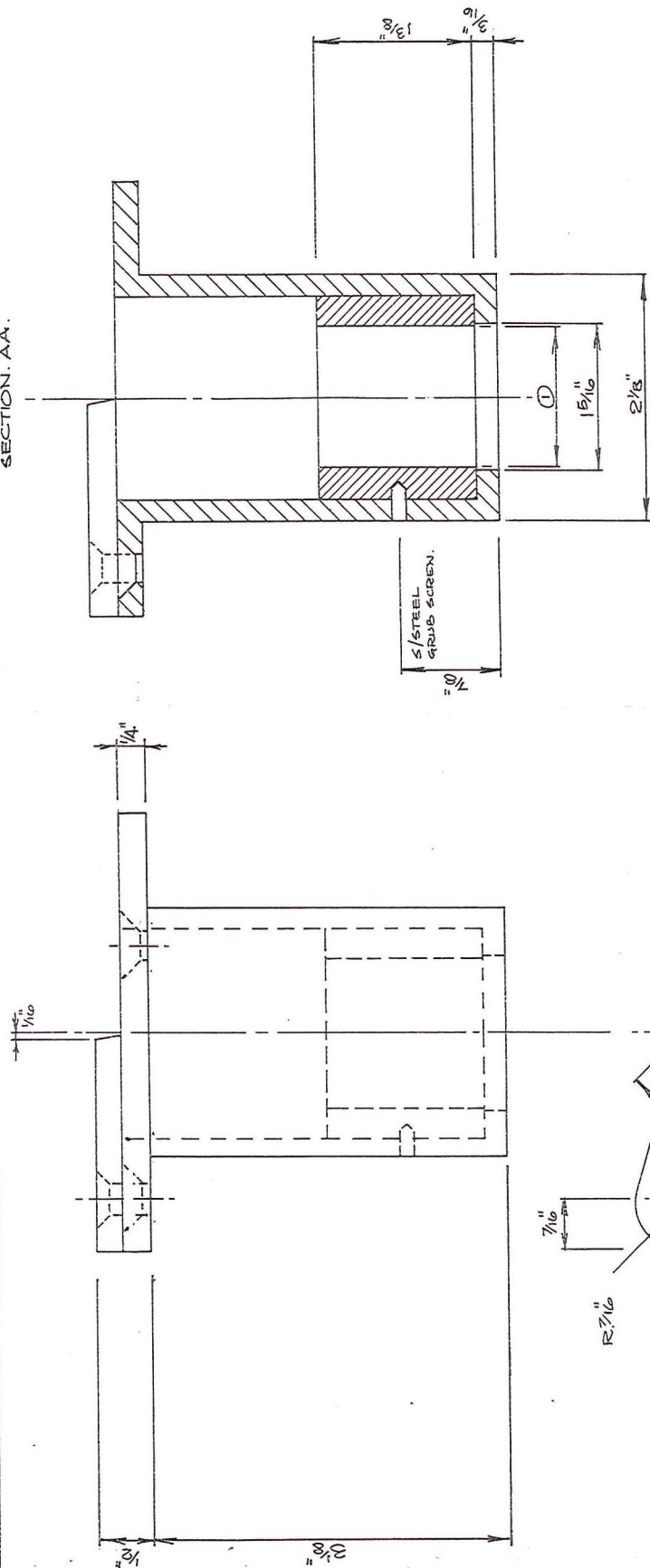


NOTED IN
 SPEC. INSTRUCTIONS
 17 FEB 1997

UNCONTROLLED

ANGLE TO STOP																	
N series of roughness numbers										WEIGHT		DESC.		QTY.		MAT'L.	
										KG		No. CODE					
										SCALE							
OPEN LIMITS										©		SIG.		DATE		CUSTOMER MARK	
MAT'L.										DRN.						COMP DESC: 440D728/31	
PATTN.										CH'D.						RUDDER HEAD	
ALL DIM'NS ARE IN INCHES MM										SHT		OF				COMP L R 0014	
Roughness number										N10		N9		N8		N7	
Nominal value R _a										micrometre		500		250		125	
												63		32		16	
												8					
												N4		N5		N6	

SECTION AA.



① INSIDE DIAMETER OF
POLYESTER BEARING TO SUIT
RUDDER STOCK DRN#M28.022

UNCONTROLLED

ISSUED TO
MARINE PROJECTS
DRAWING 0022
17 FEB 1997

MATERIAL: HTBI

MARINE PROJECTS (PLYMOUTH) LTD

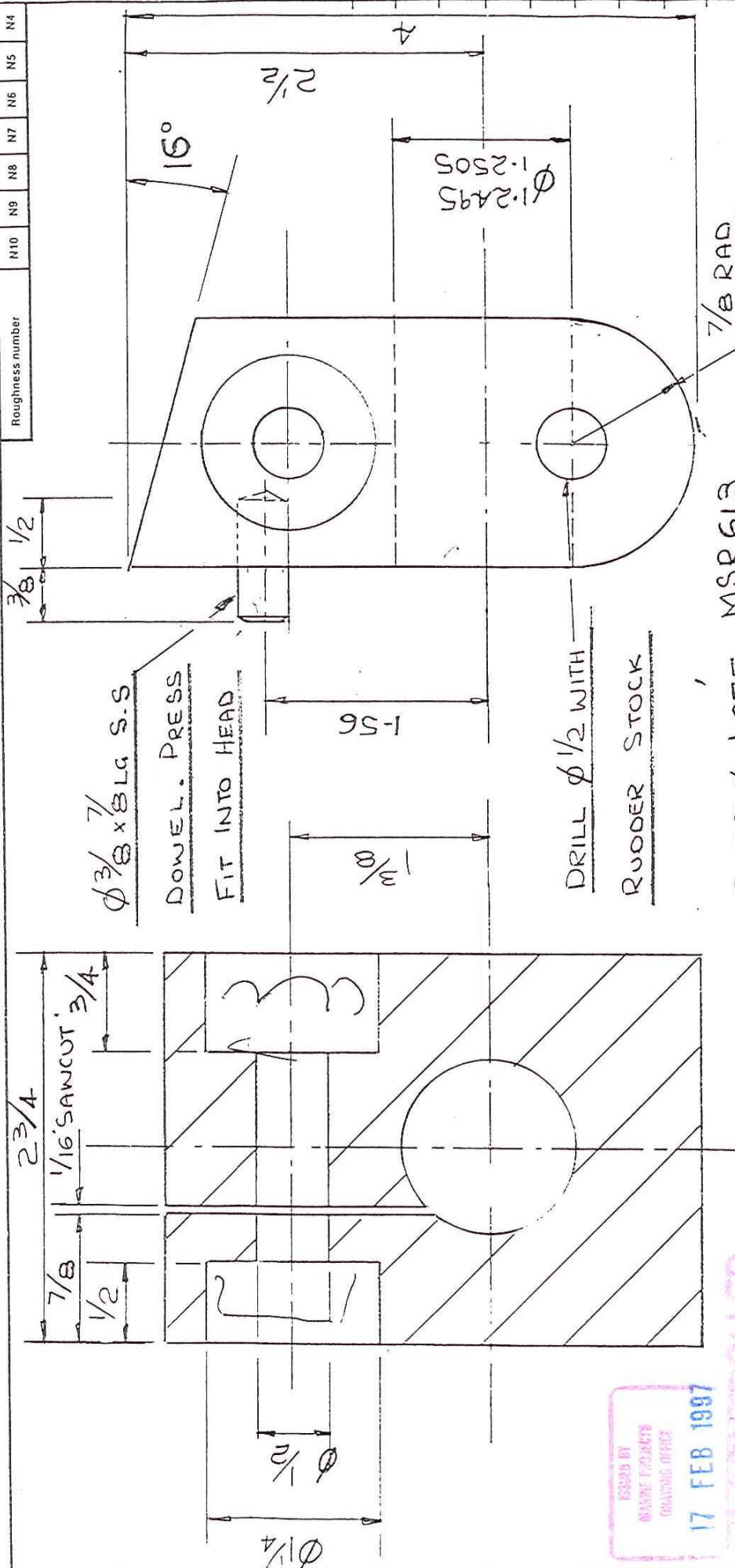
MOODY 28 ALSO MOODY 31
TILLER HEAD BEARING
DR. ECT. 12. NOV. 86

SCALE: FULL SIZE N28.027

TEIGNBRIDGE PROPELLER LIMITED

DECOY INDUSTRIAL ESTATE - NEWTON ABBOT - DEVON TQ02 5NB - ENGLAND

N series of roughness numbers									
Nominal value R.	micrometre								
	12.5	6.3	3.2	1.6	0.8	0.4	0.2		
Roughness number	microinch								
	500	250	125	63	32	16	8		
	N10	N9	N8	N7	N6	N5	N4		



UNCONTROLLED										SUPPLY 1 OFF MSR 613										//B RAD																																																																					
FIT 1 OFF										12mm x 2 1/2 BOLT										BOLT ASSY																																																																					
A										1 OFF										12mm NYLOC NUT																																																																					
3										22/1/86										MS										REDESIGNED																																																											
ISSUE										DATE										SIG.										CHANGE																																																											
WEIGHT										KG										No.										CODE										DESC'										QTY.										MAT'L.																													
OPEN LIMITS																				SCALE 1:1																				(1) BG										SIG.										DATE										CUSTOMER										MARINE PROJECTS									
MAT'L. BS1400										HTB1																				DR'N.										MS										22/1/85										COMP DESC'										M2B																			
PATT'N.																														CH'D.																														TILLER HEAD																													
ALL DIM'S ARE IN INCHES										MM										SH'T 1										OF 1																				COMP										MSR 599																													

Seanned in four sections

A1	B1
A2	B2

(A1)

STANDARD 'P' BRACKET INSTALLATIONS

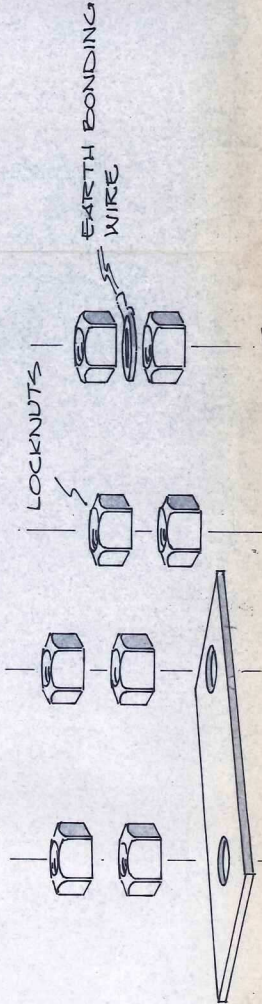
STAGE 1

PREPARATION & INSTALLATION OF PROPELLER BRACKET, (PALM TYPE)

- POSITION 'P' BRACKET INTO RECESS AND DRILL HOLES 0.5MM LARGER THAN BOLT DIAMETER. -
(e.g. 12M BOLT = 12.5MM Ø HOLE)
- REMOVE 'P' BRACKET, CLEAN RECESS FROM ANY DIRT & DUST.
- COAT RECESS & PALM WITH R.D. PRIMER.
- APPLY A 6MM-8MM LAYER OF SC/50 RALLIBONDITE SELF CURING MIXTURE TO 'P' BRACKET PALM.
- SECURE 'P' BRACKET INTO POSITION WITH M'SCREWS PROVIDED. COAT M'SCREWS WITH MASTIC AND WIND CAULKING COTTON AROUND BOTTOM HALF OF M'SCREW
- TIGHTEN 'P' BRACKET INTO POSITION.
- RETIGHTEN M'SCREWS AFTER 5 - 6 HOURS.

TORQUE SETTING
12M BOLT: 25 lbs.ft
10M BOLT: 15 lbs.ft

PALM TYPE PROPELLER BRACKET



STAGE 2

GRP STERN TUBE AND INSTALLATION

- FIND STERN TUBE CENTRE LINE & MARK APPROPRIATE DIAMETER
 - INSERT SHAFT THROUGH STERN TUBE
 - CONTINUE TO SLIDE SHAFT UP TO ENGINE
 - SLIDE STERN TUBE THROUGH FINISHED POSITION.
- ### FINAL INSTALLATION
- MAKE SURE SHAFT AND STERN TUBE ARE PROPERLY & PROCEED TO LAMINATE STERN TUBE TO SHAFT
 - ANY GAPS AROUND STERN TUBE INTERSECTION ARE COATED WITH EPOXY RESIN, CONTINUED USING 90% MIN. CSM. STAGE 2 WHEN MATS AROUND STERN TUBE ARE HARDENED, AREA MUST BE REMOVED FROM EXCESS STERN TUBE
 - FILL ANY GAPS ON OR OFF BY A *P.P.P. FINISH OFF BY JOIN ONLY. SEE BELOW

BRACKET & STERN TUBE FOR SAILBOATS

(B)

STEP 2

POSITIONING

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

FT THROUGH HULL AND DUPLICATION OR JIG. HIGH HULL & DETERMINE

J STERN TUBE, ALIGNED WITH LAMINATING. HULL, MAKE SURE THAT STERN TUBE AND HULL COMPLETELY FILLED WITH TO LAMINATE STERN TUBE. GER MATS UP TO A 12"Ø. STERN TUBE HAVE T BE TOP COATED. COAT & CUT AWAY MATERIAL. SEE BELOW. SIDE OF HULL USING GEL COATING AROUND

STRUT

TYPE
PROPELLER
BRACKET.

PREPARATION & INSTALLATION OF PROPELLER BRACKET 'STRUT TYPE'.

- FIND CENTRE OF STRUT USING DIMENSIONS GIVEN.
- DRILL SHAPED HOLE TO SUIT 'P' BRACKET STRUT 'SEE ONE BELOW'.
- COMPLETE 'A' IN STAGE 2.
- INSERT 'P' BRACKET THROUGH SLOT IN BOAT & PROCEED WITH 'B', 'C' AND 'D' IN STAGE TWO.
- 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 '8", OR NOT FARTHER AWAY THAN '14".

FINAL INSTALLATION.

- REFIT 'P' BRACKET INTO BOAT, SUPPORT FROM OUTSIDE & FIT STAINLESS STEEL PINS. AT THIS POINT PRIME METAL SURFACES INC. 5/8 PINS
- REFIT SHAFT THROUGH 'P' BRACKET & STERN TUBE. CHECK ANGLE IS CORRECT & 'P' BRACKET IS PLUMB IN ALL DIRECTIONS.
- 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.
- SEE 3 BELOW. APPLY 3x2 OZ CSM OVER PINS & STRUT COVERING UP TO A 9" SQUARE AROUND STRUT, FINISHING 1/2" BELOW TOP.
- SEE 4 BELOW. CUT TWO HARDWOOD BLOCKS EACH APPROX. 9"x4 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 3x2 OZ CSM. STAGGER MATS. TOP COAT AREA THEN DRILL & TAP FOR EARTH BONDING WIRE.
- NOTE: INSTALLATIONS WILL VARY IN SHAPE FROM BOAT TO BOAT.
- FINISH OFF ON OUTSIDE WITH P.F.P. & GELCOAT. 'SEE 4 BELOW'.

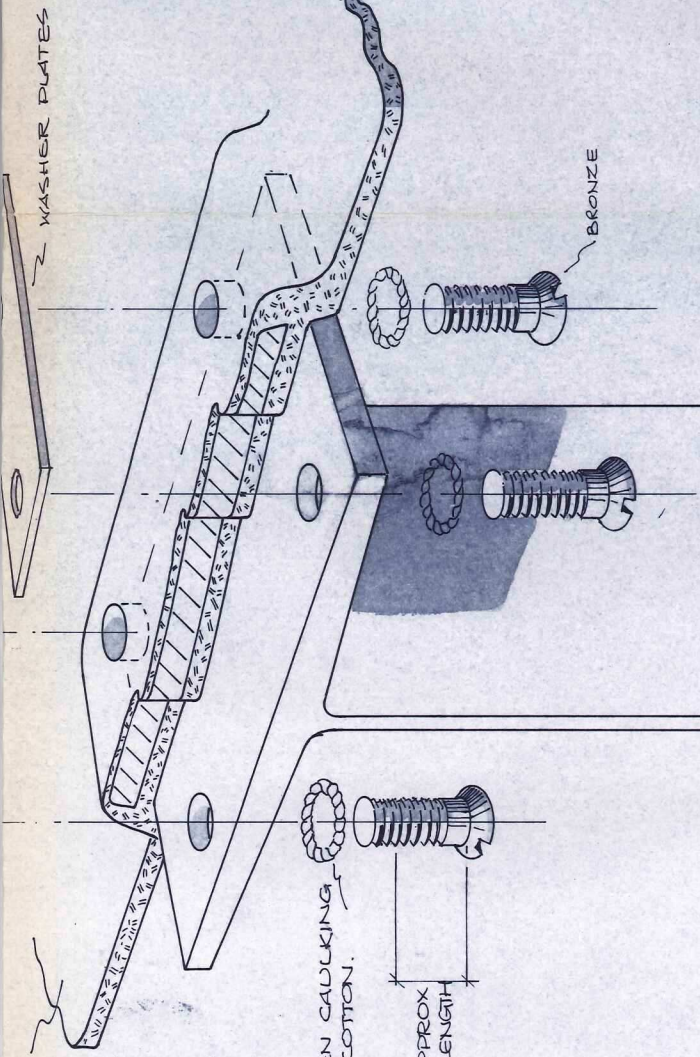
ONE CUT SLOT AS HERE
BEVEL SIDES.
ROUND CORNERS ON INSIDE

HULL

A2

THEN CAULKING
COTTON.

MASTIC APPROX
TO THIS LENGTH



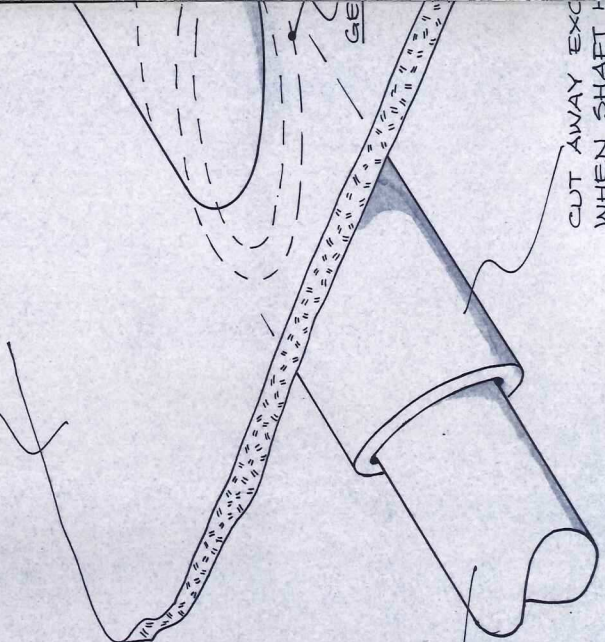
HULL

STERNTU

WHEN LAMINATING STERN
INTO POSITION DO NOT
MATS ABOVE THIS POINT

GRP STERN TUBE

* POLYESTER FILLER PAST



SHAFT

CUT AWAY EXCESS
WHEN SHAFT IS IN PLACE

ISSUE	DATE	MODIFICATION	NAME
A			
B	20.7.88	TEXT/INSTRUCTION CHANGES. MATERIAL CHANGES. ILLUSTRATION CHANGES.	ETAYOR
C	6.2.89	INSTALL TWO SIS PINS. NOT JUST ONE (SEE: BEE)	ETAYOR
D	3.8.89	LLOYD'S RECOM'S. ADDED:- NOTE ON GELCOAT. AN EXTRA 200 GSM REQ'D. OVER SIS PINS. CORNERS RADIUSSED ON HARDWOOD BLOCKS. DRAWING & TEXT NOW INCLUDE INSTRUCTIONS TO TEXT/INSTRUCTION CHANGES.	ETAYOR

9/10/89
DIB

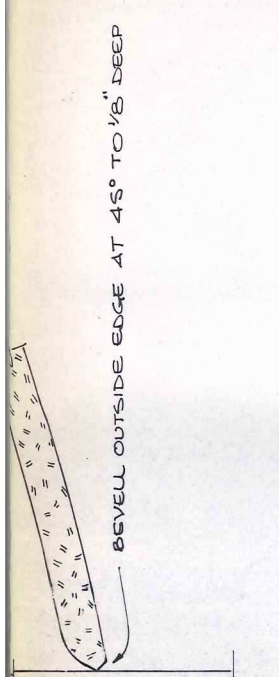
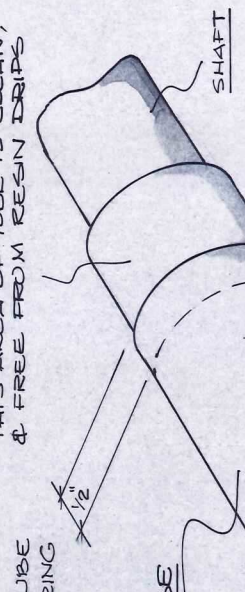
GRW
7/2/89

MARINE PROJECTS (PLYMIC)
STANDARD PROPELLER BRACK
DR. ECT 19.4.88

B2

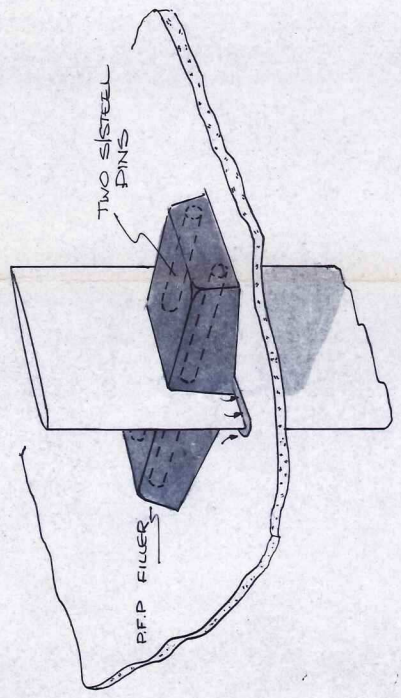
INSTALLATION

MAKE SURE THAT ALL AROUND THIS AREA OF TUBE IS CLEAN, & FREE FROM RESIN DRIPS

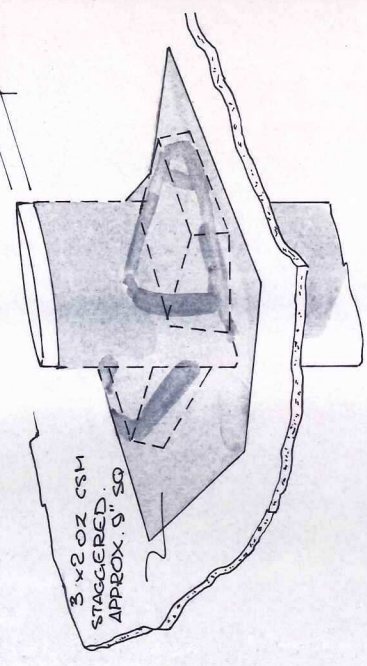


BEVELLED OUTSIDE EDGE AT 45° TO 1/8" DEEP

TWO



THREE



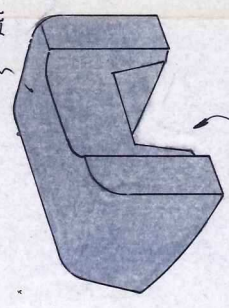
HARDWOOD BLOCKS SUPPLY 2 AT APPROX 9x4 1/2"

UNCONTROLLED

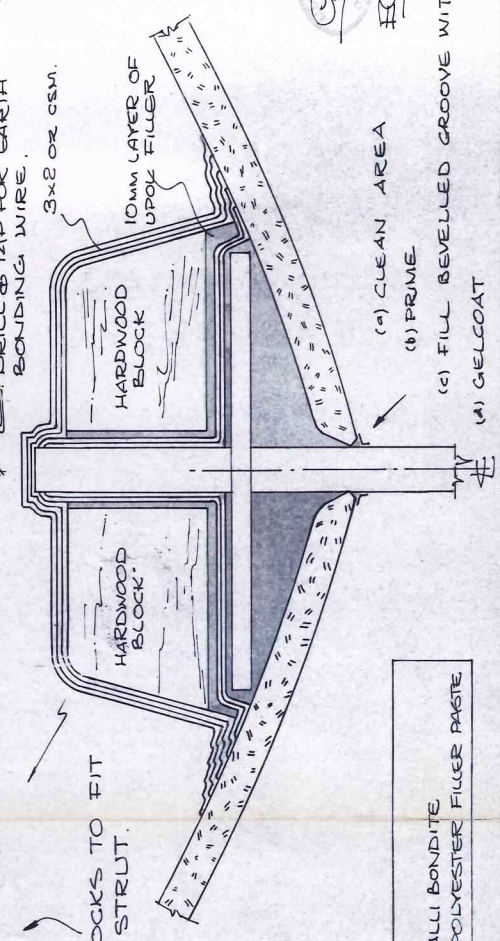
USED BY
ENGINE PROJECTS
BUILDING OFFICE
22 JAN 1998

FOUR

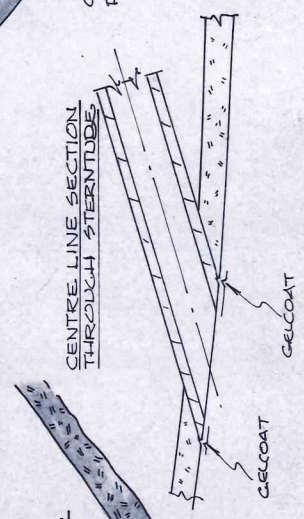
SECTION LOOKING FORWARD THROUGH 'P' BRACKET & HARDWOOD BLOCKS



CUT BLOCKS TO FIT PINS & STRUT.



- (1) CLEAN AREA
- (2) PRIME
- (3) FILL BEVELLED GROOVE WITH RFP.
- (4) GELCOAT



EXTERNALLY COAT AROUND THIS JOINT ONLY

LESS MATERIAL HAS BEEN REMOVED.

KEY.

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

UTH) LTD.

T INSTALLATIONS.

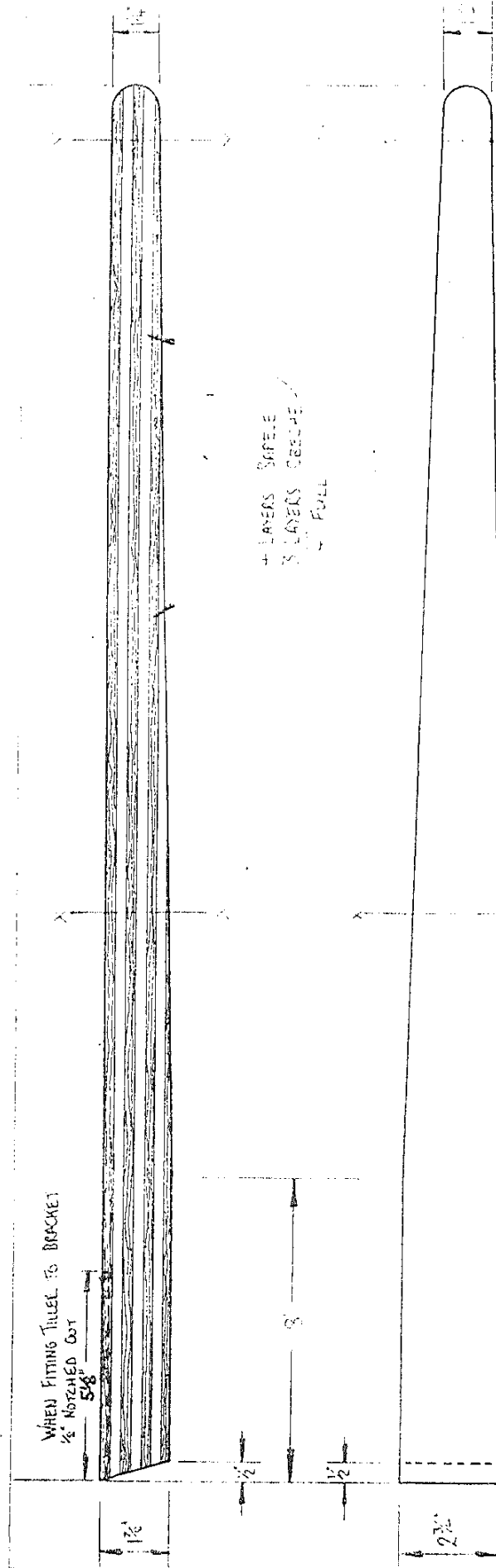
DR. NO AB. 129

CR Long
19/1/98
H.C. Taylor

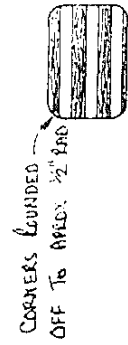
TILLERS - OVERALL LENGTHS

MOODY 28 - 37 INCHES
 SIGMA 33 - 37 INCHES
 MOODY 31 - 43 INCHES

EMERGENCY TILLERS CONSTRUCTED FROM SOLID TEAK. — 28 INCHES



TYPICAL SECTION X-X



SECTION Y-Y



MOODY 28



boatbuilder's point of view the bottom of a range should be built with the utmost care. The number of potential customers to make their first acquaintance with the range as a whole with a similar boat.

Moody 28 (8.5m) is the latest addition to the fleet marketed by A.H. Son of Swanwick. This Bill Gned yacht takes over as the new family from the now discontinued Moody 27, of which about 100 have been built since January 1975.

The yacht made her debut at this London Boat Show and is certainly a handsome and sophisticated model she replaces. We were on a bleak, cold day in February and were impressed by her performance.

It

is excellent. A rugged pulpit protects the forestay and the self-

draining anchor well, but still leaves plenty of room when hanking on the headsail or when engaged in anchor work. The anchor well is capacious, but we would like to see the chain gully shoed so that the glassfibre of the deck is not abraded by the chain.

The foredeck and side decks are given a particularly effective, textured gelcoat finish and are very comfortable to move about upon at sea. There are plenty of handholds and we liked the strong and neatly styled run of hand-rail extending almost the full length of each side of the coachroof.

The accommodation hatch is made from a flat piece of 10mm thick,

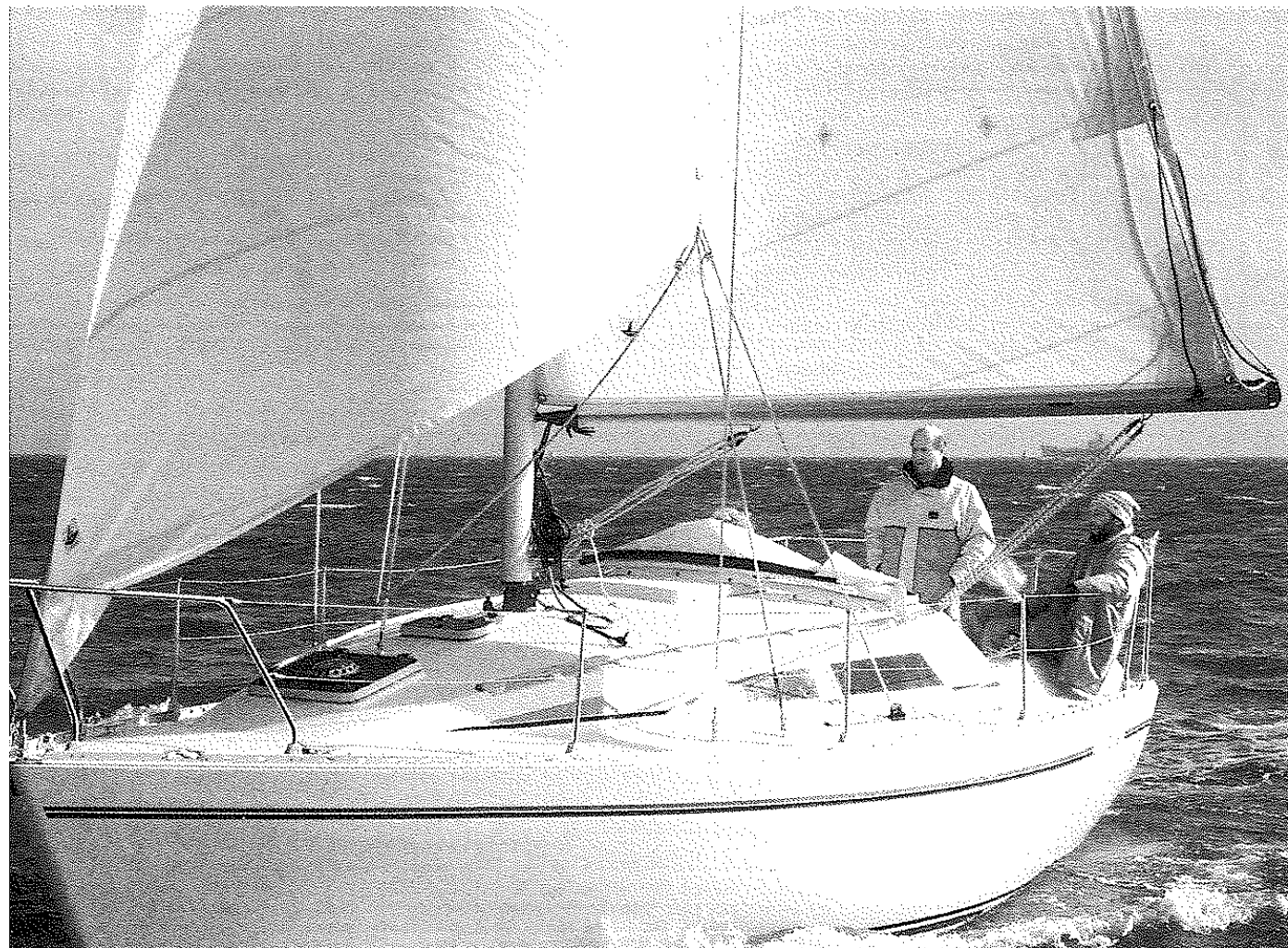
smoked acrylic set on nylon bristle slides fitted in an extruded aluminium alloy frame. Having no camber, the hatch seemed a little flexible when stood upon while flaking down the mainsail at the end of our sail. The hatch did, however, slide open and shut smoothly and with light pressure.

The tall coachroof and the comfortably raked coamings afford plenty of protection for the occupants of the cockpit. The seating is comfortable and the cockpit well is just the right width when one is trying to jam a foot against the leeward side to steady oneself in a seaway. A wide bridgedeck has to be negotiated before going below, but as a trade-off, there is comfortable sitting headroom beneath it at the head of the double berth in the after cabin.

The cockpit well self-drains aft and there is a very large and deep cockpit locker on the port side with access through a gull wing, hinged lid. The bilge pump is fitted in the port coam-

continued on page 107

Our working rig the Moody 28 showed a good turn of speed in moderate conditions. All round visibility was particularly good.



MOODY 28

Specification & enquiries

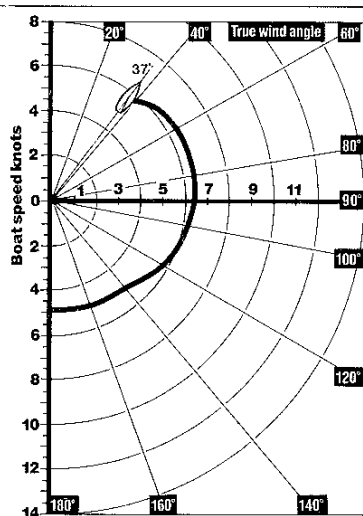
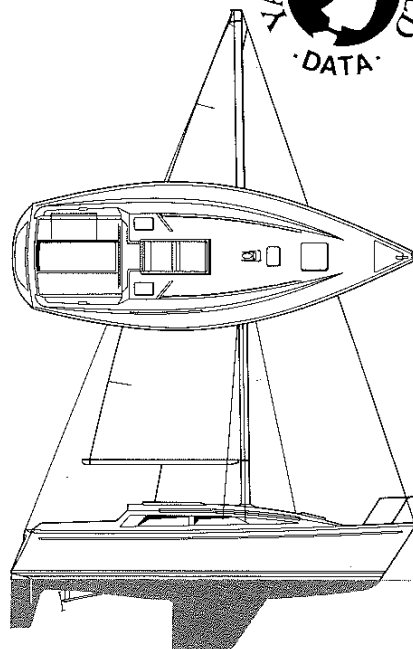
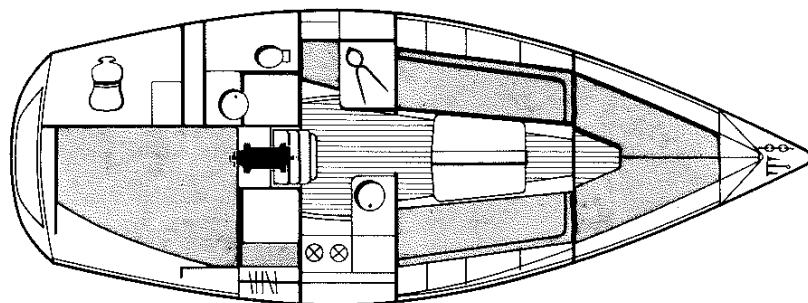
LOA	27ft 6in	8.38m
LWL	23ft 4in	7.11m
Beam	10ft 0in	3.05m
Displacement (fin)	6,550lb	2,971kg
(bilge keel)	6,850lb	3,107kg
Ballast (fin)	2,500lb	1,134kg
(bilge keel)	2,800lb	1,270kg
Sail area		
(inc 100% fore Δ)	355ft ²	33.00m ²
Berths	6	
Engine	Volvo Penta 2002 18hp	13.42kW
Fuel	18gal	81.8lt
Water	22gal	100.01lt

Designed by: Bill Dixon, Angus S. Primrose Ltd, Mercury Yacht Harbour, Hamble, Hants SO3 5HR. Tel: Southampton (0703) 452539. Telex: 477210 PARMAT G.

Built by: Marine Projects (Plymouth) Ltd, Newport Street, Stonehouse, Plymouth PL1 3QG.

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

Price: £20,100 (fin), £20,450 (bilge keel) ex VAT.



Polar diagram: Shows the optimum close-hauled angle to the true wind. Also shown is the speed achieved on all courses.

Test conditions

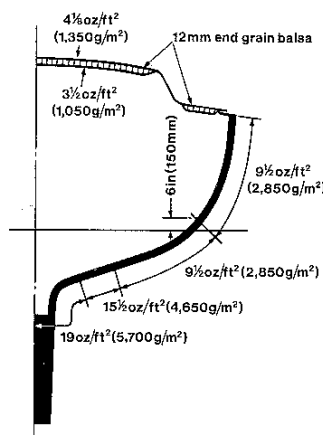
Wind direction 130°
Wind speed 12-14kt (true)
Sea state slight
Sail combination: Mainsail, working jib

Engine trials —

decibel levels/speed

Speed	3kt	4kt	5kt	6kt	7kt	7.25kt
Forecabin	61	66	69	70	73	76
Saloon	67	69	72	74	79	81
Charts	69	71	75	78	81	85
After cabin	75	76	81	84	88	91
Head	71	76	78	80	86	87

Speed	rpm	Speed	rpm
2.2kt	1,000	6.0kt	2,500
3.3kt	1,500	7.0kt	3,000
5.0kt	2,000	7.25kt	3,300



Factors

Prismatic coefficient 0.54
Immersion 686lb/in (122.5kg/cm)
Sail area : displacement 16.28
Displacement : waterline length 229.98
Ballast ratios 38.17 per cent (fin), 40.88 per cent (bilge keels)
Personal stowage 28.77 per cent.

Stowage volumes

Galley	6.68ft ³	0.19m ³
Saloon	16.37ft ³	0.46m ³
Forecabin	18.85ft ³	0.53m ³
Charts	3.92ft ³	0.11m ³
Head	9.40ft ³	0.27m ³
After cabin	7.35ft ³	0.21m ³
Personal stowage volume for 6	62.57ft ³	1.77m ³

Comparable boats (prices ex VAT)

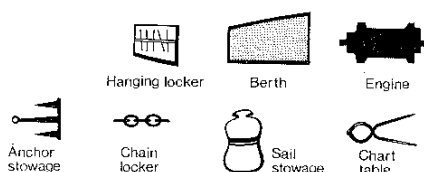
Westerly Merlin — LOA 27ft 0 1/4in (8.25m), LWL 23ft 7 1/2in (7.20m), Beam 9ft 11 1/4in (3.03m), Draught 5ft 0in (1.53m), Disp 7,694lb (3,490kg), Sail area 343ft² (31.87m²), Berths 6/7, SA : Disp 14.17, Disp : LWL 260.49, £22,990.

C27 — LOA 27ft 6in (8.23m), LWL 23ft 6in (7.16m), Beam 10ft 0in (3.05m), Draught 5ft 5in (1.65m), Disp 5,500lb (2,608kg), Sail area 413ft² (38.36m²), Berths 6, SA : Disp 21.27, Disp : LWL 189.20, £17,950.

Sadler 29 — LOA 28ft 5in (8.67m), LWL 22ft 10in (6.96m), Beam 9ft 6in (2.70m), Draught 5ft 0in (1.52m), Disp 8,200lb (3,720kg), Sail area 353ft² (32.79m²), Berths 6, SA : Disp 13.94, Disp : LWL 307.64, £19,500.

Feeling 850 — LOA 31ft 2in (9.45m), LWL 24ft 6in (7.45m), Beam 10ft 6in (3.20m), Draught 5ft 8in (1.70m), Disp 5,720lb (2,550kg), Sail area 402ft² (37.34m²), Berths 6, SA : Disp 20.17, Disp : LWL 173.64, £19,900.

Key to symbols & factors

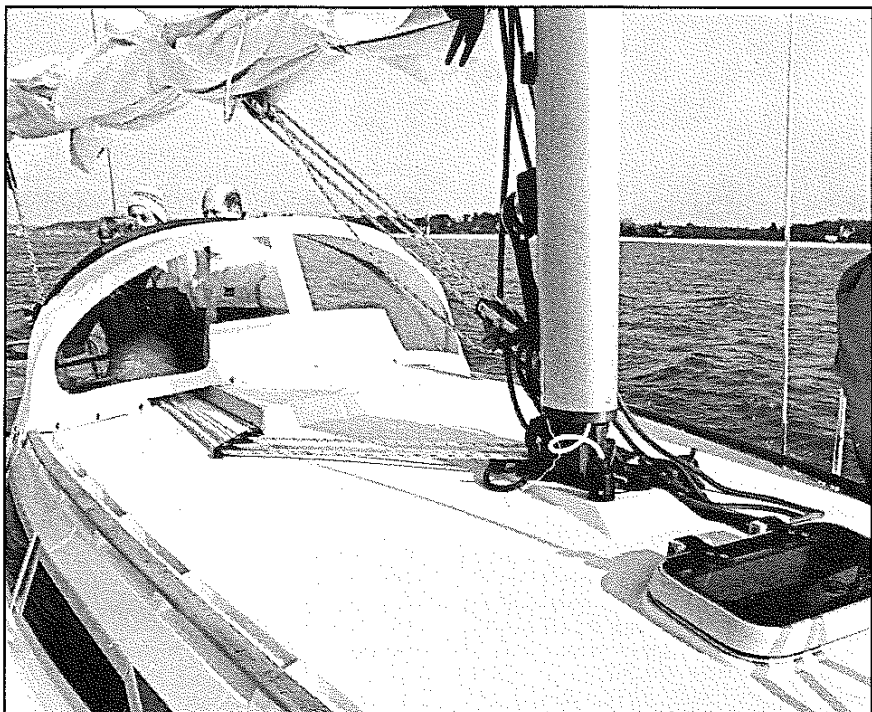


Stowage factor: 3ft³ per person is considered as an adequate base allowance for the stowage of personal effects. The factor is the total amount of personal stowage as a percentage of the total volume. The smaller the percentage, the greater the volume for excess personal stowage. **Pounds/inch (kg/cm) immersion:** The weight required to sink the yacht parallel to the LWL a specified distance. **Prismatic coefficient:** The ratio of volume of displacement to the volume of a prism defined as the maximum cross sectional area of the hull below the LWL, times the LWL. The higher the ratio, the fuller the ends of the

immersed hull. High ratios, more volume. **Sail area / displacement ratio:** This ratio gives some indication of power available. Higher numbers = greater performance.

$$\frac{SA(ft^2)}{(Displacement(lb) \div 64)^{0.66}}$$

Ballast ratio: A comparison between displacement and the weight of ballast. **Displacement / waterline length:** performance indicator. Low Nos. = higher performance.
$$\frac{(Displacement(lb) \div 2240)}{(0.01 \times LWL(ft))^3}$$



Both coachroof and side decks have been given an effective non-slip, textured gelcoat finish. Note the effective, long run of the well arranged and substantial teak grabrail

ing of the cockpit and the engine control panel, complete with rev counter, inset behind a splash-proof guard in the forward end of the cockpit well.

Tiller steering is standard and the stock of the semi-skegged rudder is taken through plain plastic bearings to emerge through the after coaming.

Three-legged quarter rails are fitted with a break at the centreline (closed by clipped wire spans) to give good access to the bathing step, which is formed by making a recess in the retrousee transom. As standard, a grab handle/foot rung is fitted halfway up the transom to assist a bather getting back aboard.

Our test was conducted in almost Arctic conditions, so there was a marked lack of enthusiasm among the test team for anyone to slip over the stern and attempt to climb back aboard, but it appeared that had anyone been in the water they would have experienced extreme difficulty in being able to reach the rung. To board with any ease it is essential that a secure foothold is provided between three and four feet (1-1.5m) beneath the surface of the water.

In standard trim, this essential underwater foothold is absent and boarding — especially for children — could present a problem. A fold-up, stainless steel bathing ladder is available as an extra (£105 ex VAT), but we feel that such a ladder, or some other effective means of boarding (for both children and adults) should be standard where bathing platforms are included in the basic design.

Rig

The yacht is sloop-rigged and the deck-stepped, two-panel mast is supported fore and aft by a fixed-length forestay and an adjustable backstay.

Aft-swept lower shrouds and a baby-stay give plenty of triangulation to support the middle of the mast and are anchored close to the spreader roots. Mast and boom are silver-anodised and made by Kemp.

As standard, the Moody 28 is delivered with a hanked working jib of 184ft² (17.09m²) and a mainsail of 152.5ft² (14.17m²) — easily handled by a young crew. Many cruising crews might wish to avail themselves of a headsail furling system, and a suitable Hood Seafurl with specially cut furling genoa is offered at £890 ex VAT.

The kicking strap tackle is worked at the mast as are the clew outhaul and slab reefing lines. Halyards are led aft

to a Lewmar 7, single-speed winch mounted on the coachroof. Headsail sheets are handled by a pair of Lewmar 24, two-speed winches mounted on the cockpit coamings. The four-part main-sheet is taken down to a traveller running on a track mounted on the after edge of the bridgedeck.

Accommodation

Moody have opted for a simple layout, but comfort is in no way compromised in the six-berth, three separate cabin arrangement. A light, well-matched teak is used throughout and the standard of joinery is good for a yacht of this class.

The forecabin is comfortable enough for two adults, the two vee berths — which can be made into a double with the usual infill piece — being a generous 6ft 6in (2m) from head to toe. There is useful cave locker stowage down the side of each berth and stowage beneath the berths.

Fabric liners are supplied as standard in the after part of the under berth stowage and this is a great help in keeping items such as clothing and bedding dry. A venturi ventilator in the 500 x 500mm forehatch provides fresh air.

The saloon is large and extends well forward in the boat. The settees on each side are comfortable and are just long enough and wide enough to be pressed into service as berths, if the yacht is sailing with a full complement. The fresh water tank occupies the whole of the base of the starboard settee, but there is stowage beneath the port settee and deep-fiddled shelving above each settee back. There is also some stowage behind each settee back cushion.

Large aluminium-framed windows in the cabin trunk combine with a small, hinged hatch ahead of the mast (£126 extra) and the acrylic accommodation

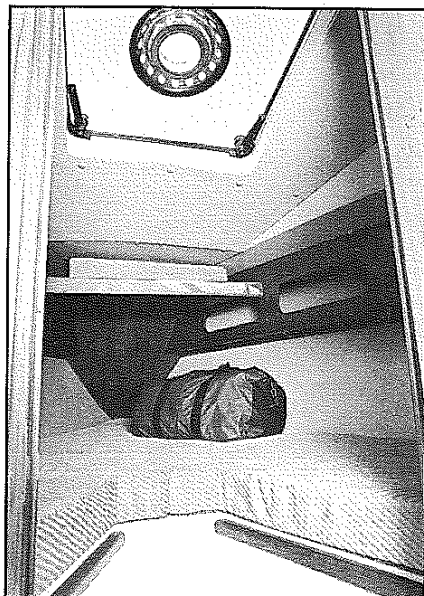
continued on page 109

The saloon is light and airy and the settees are comfortable. Grabrails running along the cabin trunk beneath the windows have been welcomed. The deck hatch is extra





The navigating compartment is generous and there is plenty of stowage beneath the table



An infill piece turns the berths in the fore-cabin into a double. Stowage is good

hatch to give the whole of the saloon, galley and chart area a light and airy atmosphere. The deckhead is soft-lined and this extends down the cabin trunk and beneath the side decks. Three large tungsten lights provide adequate artificial light to the saloon and the galley.

The cabin sole is teak and holly-striped plywood and incorporates a trap just abaft the cabin table through which the bilge suction can be reached — a useful addition would be a crumb tray beneath the trap. Headroom beneath the main hatch is 5ft 10in (1.8m) and this reduces forward to 5ft 3in (1.6m) at the forward bulkhead.

Handholds are formed in the corners of the half bulkheads dividing the galley and navigating areas from the main saloon. The mast pillar running down through the centre of the table also provides a secure handhold. Grab-rails along each side of the cabin trunk beneath the windows would be a worthwhile addition.

The navigator's seat, which is angled on its inboard edge to allow passage through to the head, is provided with a soft, fabric-covered cushion. Changing to a firmer foam and covering with a waterproof, stretchable PVC would be an advantage so that water from the navigator's oilskins could be quickly wiped away.

The galley is compact and easy to work and there is plenty of stowage for consumables. As standard, cold fresh water is pumped manually to the deep, stainless steel sink. A hot and cold pressurised water system can be fitted to both galley and head for an additional £435 ex VAT. The cabin windows give a good view of the outside world when working in the galley, but the only ventilation is provided by the open main hatch.

The head/shower compartment abaft the chart area is well-designed. There is plenty of elbow and headroom and ample space for the stowage of toiletries. The compartment is easy to keep

clean and all seacocks are readily accessible. Ventilation is provided by a small Lewmar hatch in the deckhead and a vent in the side of the accommodation re-entrant. A useful hanging space for oilskins is provided behind the toilet.

The after cabin is particularly comfortable for a yacht of this size. The berth is big enough for two large adults and there is plenty of ventilation. The opening light set in the transom helps to increase the apparent size of the compartment (remember to secure this for sea). There is a moderately large hanging locker and easy access through the engine box. A single cabin light is provided which cannot be reached when curled up in the berth. Reading lights on each side of the berth would be useful.

The slope of the accommodation lad-

der could be reduced with advantage and we felt that the pair of butterfly screws were not the most convenient method for fixing the ladder in place — a simple lift-and-drop system or barrel bolts would be preferable.

Construction

Both hull and deck of the Moody 28 are very fair and panel stiffness is excellent — the deck feels particularly solid to walk upon. The detailing of the deck moulding is neatly carried out and the margins of the textured areas on the deck and coachroof are crisp and free from gelcoat blemishes.

All sub-mouldings, bulkheads and berth bases appear to be soundly bonded in. The standard of joiner work is good and care has been taken to achieve an attractive match of plywood faces and solid timber.

The cast iron fin keel is secured to the shallow root sump by seven, 25mm diameter studs taken up on 6mm thick, generous-sized plate washers.

The stock of the semi-skegged rudder runs in plastic plain bearings and there is no discernible slop in the system. All skin fittings are grounded adequately and both wiring and plumbing runs neatly made and securely clipped off.

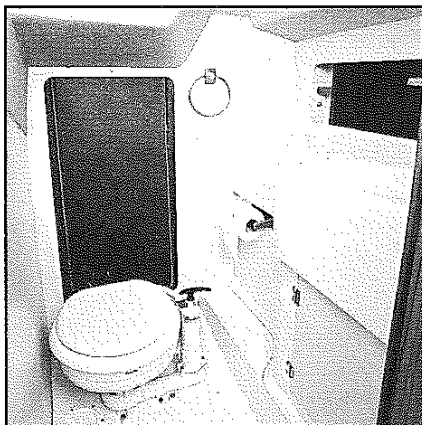
Under power

The yacht we tested was propelled by a Volvo Penta 2002, 18hp diesel turning a fixed, two-bladed propeller. This was a particularly happy combination giving an excellent performance throughout the rev range and a higher than expected maximum speed. The engine box is well sound-insulated and noise levels — except at maximum revolutions — are commendably low. The installation produces remarkably little vibration.

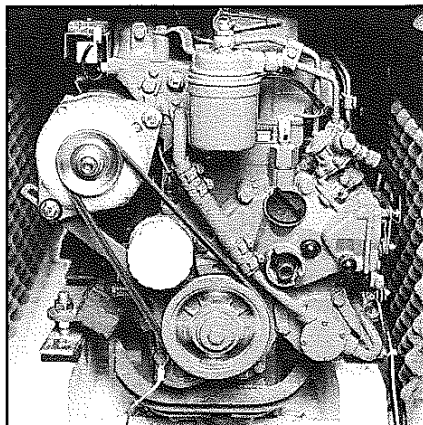
The propeller is very quick to bite when run either ahead or astern. This, continued overleaf

The galley is compact, but easy to work and there is plenty of stowage for consumables. The circular sink is deep and served with manually pumped cold fresh water as standard





The aft-located is roomy, easy to keep clean and there is plenty of stowage for toiletries



The engine is efficiently sound-deadened. All service points are readily accessible

coupled with the fact that steerage is established as soon as any way is on the vessel, makes the Moody 28 one of the most predictable and easy to manoeuvre small yachts that we have tried. Tracking is good even in a moderate, quartering sea and there is very little turbulence from the prop wash buffet- ing the rudder.

Under sail

A moderate and very chill north-easterly wind prevailed throughout our test in the Solent. At times it was fresh enough to kick up a short, steep sea. We sailed the boat under full mainsail and working jib. The total area of about 355ft² (33m²) provided plenty of power and the yacht was well-balanced on all points.

She shouldered her way to wind- ward with enthusiasm, remaining light on the tiller until the angle of heel exceeded 25°. Beyond this angle,

the feeling of weather helm reminded the helmsman that it was time to take down a slab reef.

The mast stood well and judicious use of the babystay and the backstay adjustment allowed one to open or close the leech of the mainsail to fine tune the balance when sailing to windward. The yacht tacked through 82° in the flatter conditions of Southampton Water.

She accelerated quickly just as soon as she was sheeted in and was very easy to get into the groove. The boat behaved admirably on all points and under either mainsail or headsail only.

The Lewmar 42, two-speed primary winches handled the working jib with ease even in the hardest gusts, the winch handle was convenient to use from inside the cockpit through its entire arc. The mainsheet was easily sweated up by either helmsman or crew. Although it ran across the bridgedeck at the forward end of the

cockpit, it did not appear to cause any obstruction to the use of the accommo- dation hatch.

The fin keel version of the Moody 28 has a ballast ratio of 38.2 per cent: in conjunction with her firm turn of bilge, this enables her to stand up well to her canvas, but she does not possess the uncomfortably quick motion that is so often a characteristic of stiffness.

A tiller extension — available for £16 ex VAT on the extras list — which allows the helmsman to steer comfort- ably from a perch on the weather coaming was not fitted to the test yacht — it would have been a worthwhile addition.

Specification

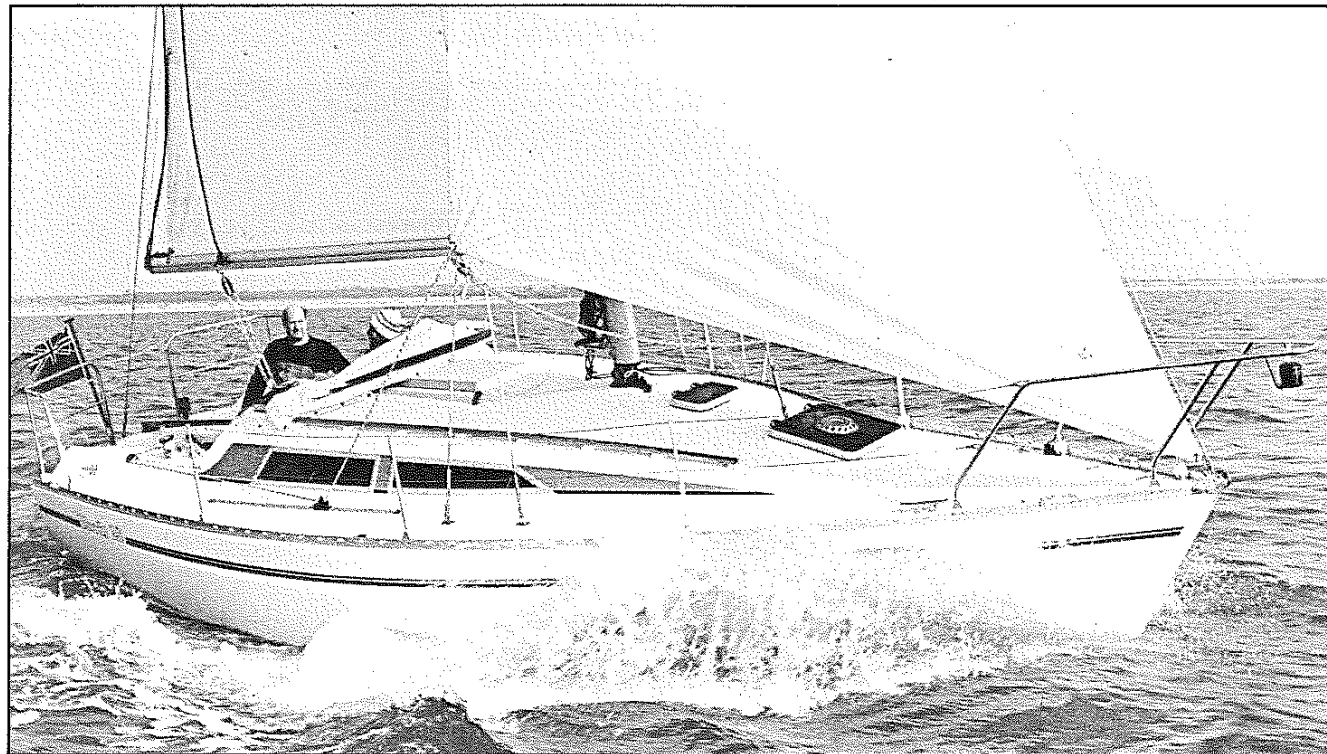
A Holdfast, 25lb (11.3kg) anchor and 15 fathoms (27.4m) of chain cable are supplied as standard ground tackle. Two docking lines, which are suffi- ciently long to serve as combined springs and breast ropes are supplied together with two fenders. Also on the standard equipment list is the fitted steering compass and a Seafarer 5 depth meter. Two winch handles are put on board and also a dry powder fire extinguisher.

Conclusion

This 28-footer (8.5m) is one of the nicest we have tested. Modern good looks are complemented by the most comfortable interior. Handling under power is very good indeed and no-one could be disappointed with her sailing performance.

The Moody 28 will make many firm friends both among young sailing families and also with those already advanced in their sailing careers, who are now looking for a smaller yacht that combines both comfort and cruis- ing ability. ■

A nimble performer, the Moody 28 is pleasant to sail. All-round visibility is good and the gear is handled easily by a young crew. Note the particularly clear decks



Sheet1

BOAT	TYPE	STARTED	YARD NO:	FINISHED	YARD NO:	BUILT
Moody	33	Sep-73		Sep-78		
Moody	30	Sep-75	301	Mar-79	505	
Moody	39	Dec-75	9301	Dec-78	9387	
Moody	36	Dec-77	6301	Aug-81	C1406	
Moody	33 Mk 2	Sep-78		Aug-83	B4077	
Moody	40	Dec-78	4390	Aug-81	D1457	
Moody	33S	Sep-79	B001	Feb-82	B2062	
Moody	29	Jul-80	E1006	Aug-83	E1154	
Moody	36DS	Sep-80	6601	Jun-81	C2604	
Moody	36S	Sep-81	C3001	Mar-83	C3019	
Moody	333	Sep-81	B4001	Aug-83	B4077	
Moody	41	Dec-81	D2001	Dec-84	D3057	
Moody	27	Dec-81	F1001	Aug-85	F1203	
Moody	34	Jun-83	G1001	Jun-86	G1185	
Moody	31	Sep-83	E2001	Jul-91	E2528	
Moody	419	Aug-84	D3058	Jul-86	D3118	
Moody	37/376	Jul-85	C7301	Dec-91	C8671	
Moody	28	Dec-85	F2003	Jun-87	F2110	
Moody	346	Jun-86	G2187	Jul-90	G3461	
Moody	422	Sep-86	D4010	Jun-88	D4084	
Eclipse	33	Dec-87	K1010	May-95	K1263	
Moody	425	Aug-88	D5086	Dec-91	D5086	
Moody	336	Dec-88	L1010	Dec-91	L1158	
Eclipse	43	Dec-89	F3010	Dec-91	F3078	
Moody	35	Jul-90	G5110	Mar-96	G5298	
Eclipse	38	Dec-90	B5010	Feb-92	B5040	
Moody	44	Aug-91	D6010			
Moody	38	Sep-91	C9010			
Moody	S31	May-94	E3010			
Moody	S38	Sep-95	B4010			
Moody	36	Jun-96	G6010			
Moody	C1	Sep-96	C1010			

ESTIMATED MATERIAL COST FOR PART

COMPLETED MOODY 28 FOR

SOUTHAMPTON BOAT SHOW 1985

G.R.P

Hull
Superstructure
Interior
Small moulds including rudder

Best Guess from Eric Reynolds M27 + 15% approx £ 2225.00

KIT PARTS

1 set Bulkheads
1 set Washboards
1 tiller

Best Guess from Fred Marks as M27 approx £ 350.00

METAL WORK

Pulpit
Pushpit
Chain Plates
W/board Retainers
Steamhead Roller
Grab handles/step
Rudder brace/tillerhead
Mast post

Best Guess from Terry Horan as M27 + 10% approx £ 150.00

Boarding ladder if fitted estimated £ 35.00

WINDOWS AND HATCHES

Window set as M31
4 Lewmar hatches
1 Vetus Plastic portlight
1 Perspex sliding hatch

Prices as quoted by suppliers approx £ 220.00

HARDWARE

Keel (Quote Iron Bros)	£ 395.00
Spars (Quote Kemp)	877.00
Tow Rail and Stantions	300.00
(Quote SS Spars including delivery)	
'P' Bracket, Prop, Shaft	125.00
Rudder Shaft c/w tube & Bearings	350.00
(Estimate teignbridge)	
Sails (main, c/w cover, jib)	
(Quote Lucas)	376.00
Deck Hardware (Quote M/Smith)	250.00
Additional items to run Halyard aft	30.00

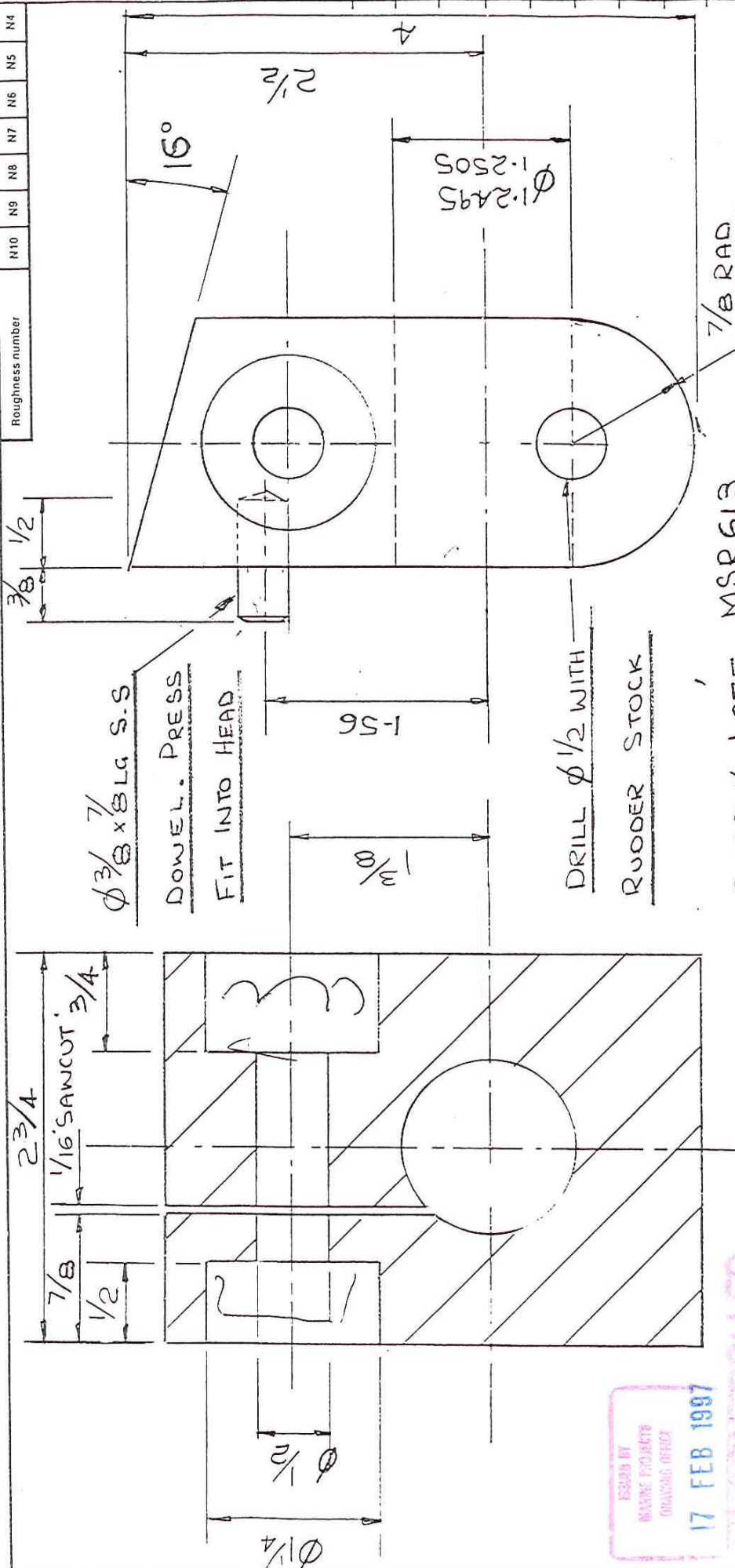
Hardware Total £ 2702.00

Grand Total £ 5682.00

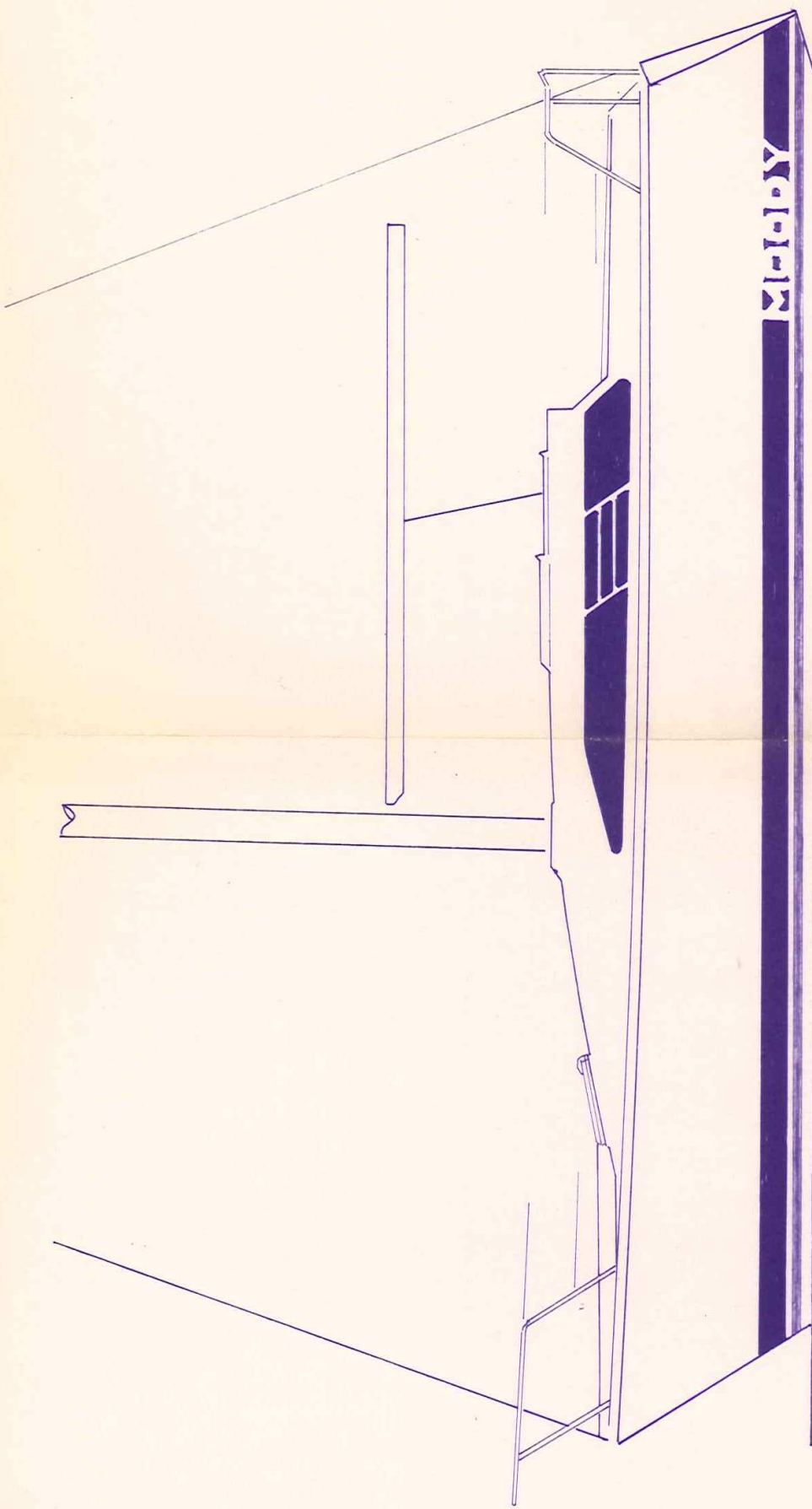
TEIGNBRIDGE PROPELLER LIMITED

DECOY INDUSTRIAL ESTATE - NEWTON ABBOT - DEVON TQ02 5NB - ENGLAND

N series of roughness numbers								
Nominal value R.	micrometre							
	12.5	6.3	3.2	1.6	0.8	0.4	0.2	
Roughness number	microinch							
	500	250	125	63	32	16	8	
	N10	N9	N8	N7	N6	N5	N4	



BOLT ASSY									
FIT 1 OFF		12mm x 2 1/2		BOLT					
A 1 OFF		12mm		NYLOC NUT					
WEIGHT		KG		No.		CODE		DESC'	
OPEN LIMITS				SCALE 1:1				(1) BG	
MAT'L BS1400		HTB1						DR'N. MS	
PATT'N.								CH'D.	
ALL DIM'NS ARE IN INCHES		MM						SH'T 1 OF 1	
ISSUE		DATE		MS		REDESIGNED		CHANGE	
3		22/1/86		MS				COMP MSR 599	
								No.	
								CUSTOMER MARGINE PROJECTS	
								COMP DESC' M2B	
								TILLER HEAD	



MOODY 28 ALTERNATIVE SKYLIGHT IDEA NO. 1
DESIGNED BY BILL DIXON © 6th SEPT 84

MARINE PROJECTS

COMPLETE BOAT LIST FOR MOODY 28 AS FROM 1ST AUG 1985

Delivery to No: 1 Store, Valley Road

<u>Our Ref</u>	<u>M.P. Ref</u>	<u>Description</u>	<u>Price</u>
ASS 1069		1" dia. S.S. Shaft x 50½ OAL & fit F.I. coupling.	£38.14
MSR 0598		1¼" Rudder Bar x 69" Lg OAL	£72.24
MSR 0638	D512 651	Top Bearing Housing. Cast in HTB1.	£68.31
MSR 0639	D512 651	1¼" Polyacetal Bearing fit to MSR 390/4.	£10.94
MSR 0601	D512 626	GRP Bottom Bearing.	£23.54
ASR 0597	D512 652	1¼" Rudder Heel Bearing. Cast in HTB1.	£68.48
MSR 0600	D512 753	Polyacetal Split Washer. 1¼" I.D. x 2¾" O.D. (D x 1/8" Thick 2 off).	£3.53
MSR 613/ASR 0599	D512 734	Tiller Head. Cast in HTB1	£45.34
MOIS151	D510 417	Volvo 2002 - 18SHP at 3200 RPM thru MS2B G/Box at 2.4:1 RR 15" dia x 11" pitch x 2 blade LH Sailing Propeller. Cast in HTB1	£49.89

MARINE PROJECTS

COMPLETE BOAT LIST FOR MOODY 28 AS FROM 1ST JAN, 1987.

Delivery to No. 1 Store, Valley Road.

<u>Our Ref:</u>	<u>M.P. Ref:</u>	<u>Description.</u>	<u>Price</u>
ASS 1069	D510 611	1" dia S.S. Shaft x 50½" OAL & fit F.I. coupling.	£39.67
AST 0279	D510 165	1" G.R.P. Sterntube x 16" OAL	£31.79
APIG 100	D510 202	1" Glass In 'P' Bracket x 15" lg. Cast in HTB1.	£33.22
MSR 0598	D512 731	1½" Rudder Bar x 69" lg. OAL New design.	£94.80
MSR 0642	D512 700	Top Bearing Housing. Cast in HTB1	£71.04
MSR 0639	D512 655	1½" Polyacetal Bearing, Fit to MSR 0642	£11.38
MSR 0601	D512 626	G.R.P. Bottom Bearing	£24.48
ASR 0597	D512 652	1½" Rudder Heel Bearing Cast in HTB1.	£71.22
MSR 0600	D512 753	Polyacetal Split Washer. 1½" I.D. x 2½" O.D. (1/8" thick)	£3.67
MSR 0613) ASR 0599)	D512 734	Tiller Head	£47.15
AEIK 175	D511 280	Remote Greaser Kit	£12.98
AWIS 075	D615 855	¾" Strainer Body	£11.79
MSF 0166	G914 110	Bow Roller	£6. 24

PROPELLERS:

VOLVO 2002 - 18 SHP @ 3200 RPM THRU MS2B G.BOX @ 2.4:1 R.R.

MOIS 151	D510 417	15" dia x 11" pitch x 2 blade L.H. Sailing Propeller. Cast in HTB1. To suit 1" dia shaft.	£51.89
		15" dia x 10" pitch x 2 blade L.H. Turbine Propeller. Cast in HTB1. To suit 1" dia shaft.	£51.89

DATE OF LAST CHANGE	
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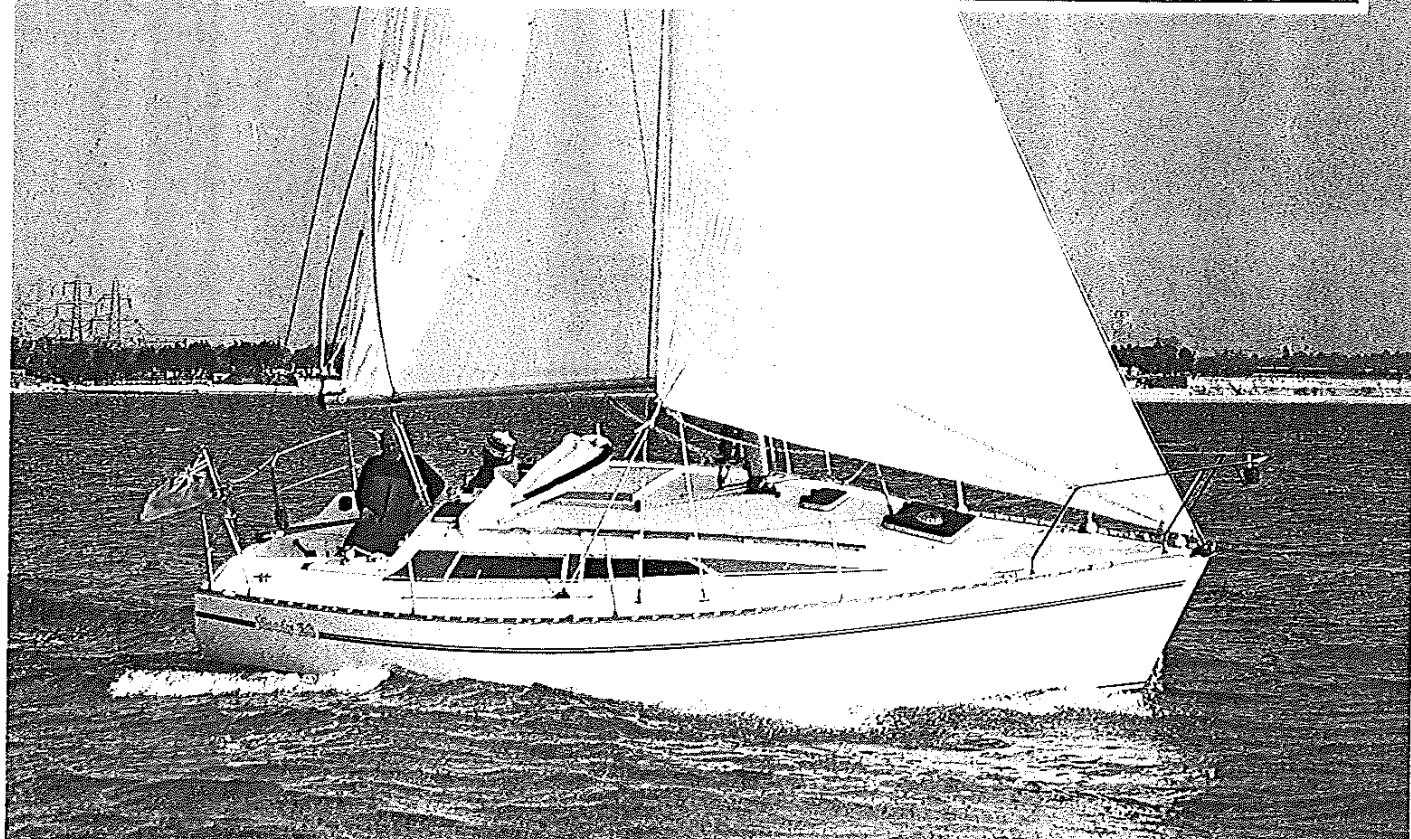
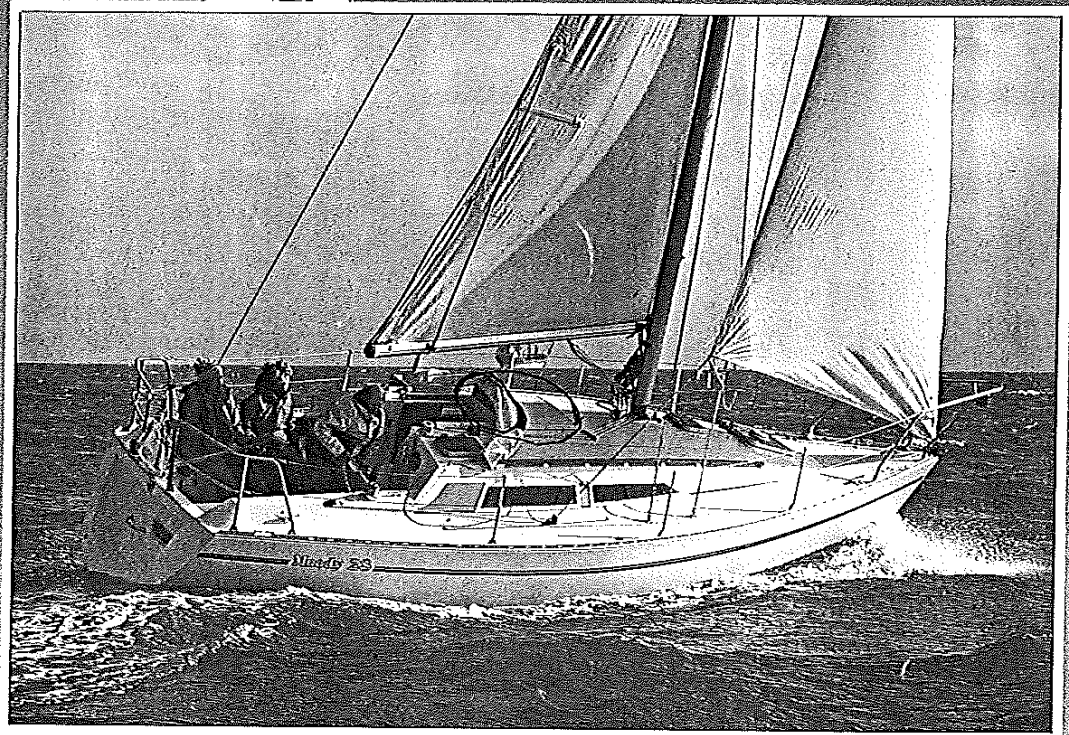
Moody 28 Bolt Kit

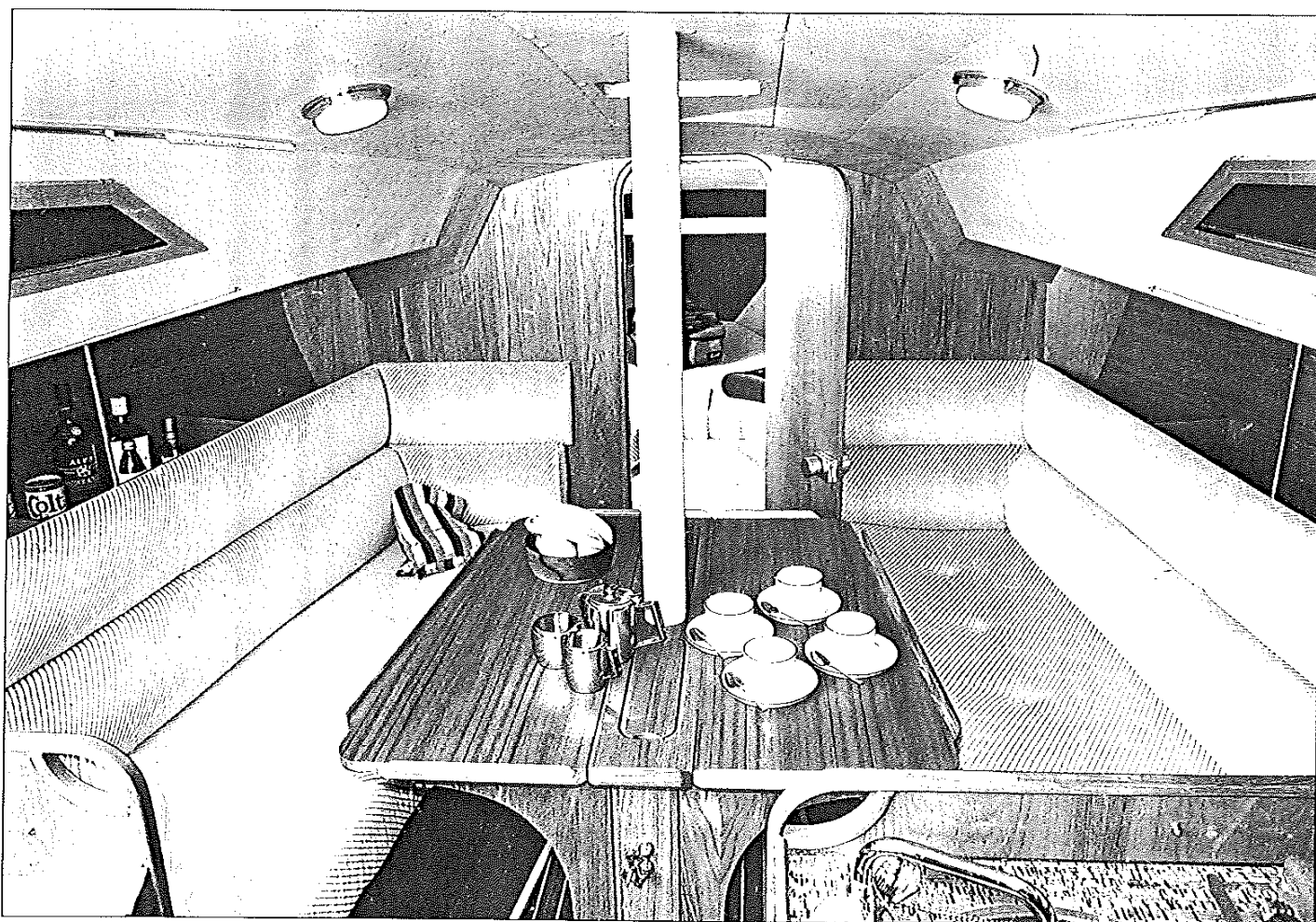
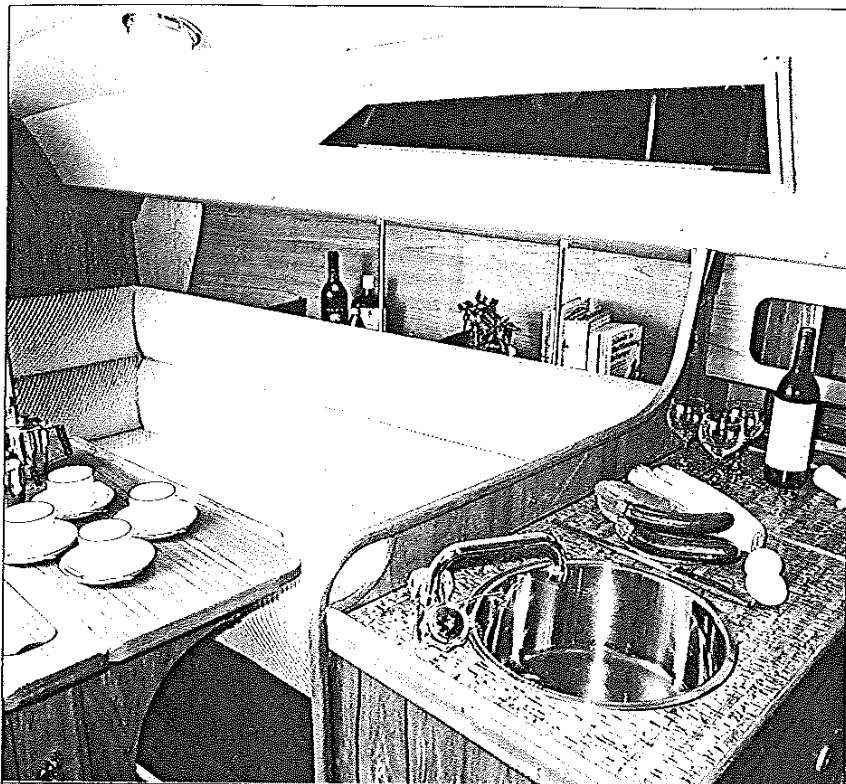
Boat No.

NEW LIST.

[illegible]

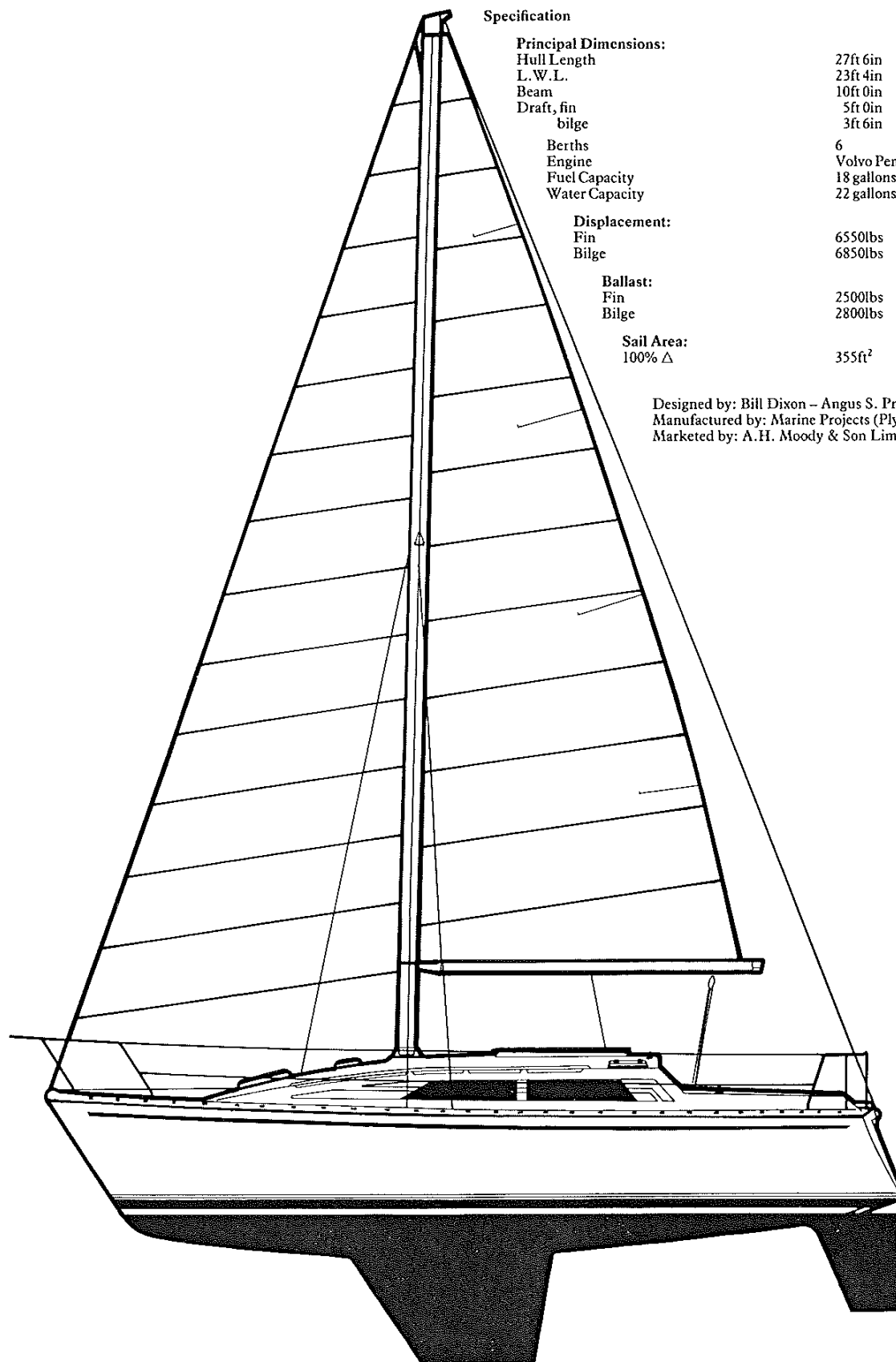
Moody 28





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

Moody 28



Specification

Principal Dimensions:

Hull Length	27ft 6in	(8.38m)
L.W.L.	23ft 4in	(7.11m)
Beam	10ft 0in	(3.05m)
Draft, fin	5ft 0in	(1.52m)
bilge	3ft 6in	(1.06m)
Berths	6	
Engine	Volvo Penta 2002 18h.p. (or 2001 9h.p.)	
Fuel Capacity	18 gallons	(81.8 litres)
Water Capacity	22 gallons	(100 litres)
Displacement:		
Fin	6550lbs	2972kg.
Bilge	6850lbs	3108kg.
Ballast:		
Fin	2500lbs	1134kg.
Bilge	2800lbs	1270kg.
Sail Area:		
100% Δ	355ft ²	33m ²

Designed by: Bill Dixon - Angus S. Primrose Ltd.
 Manufactured by: Marine Projects (Plymouth) Limited
 Marketed by: A.H. Moody & Son Limited

The MOODY 28 is the latest in Bill Dixon of Angus Primrose Ltd as her extremely successful sister and stability and stylish appearance.

The deck layout is modern, easy to work with. The winches and cleats are well up to the pulpit, pushpit, guard wires and with the Moody pedigree) is your.

Her exceptionally spacious accommodation comfortably sleep six in three staterooms.

In the forepeak there are two staterooms, a double by means of an infill panel. PVC 'dry bags' are provided.

The large saloon, which extends to the fore, leaving the aft section free, as the main hatch. Settee.

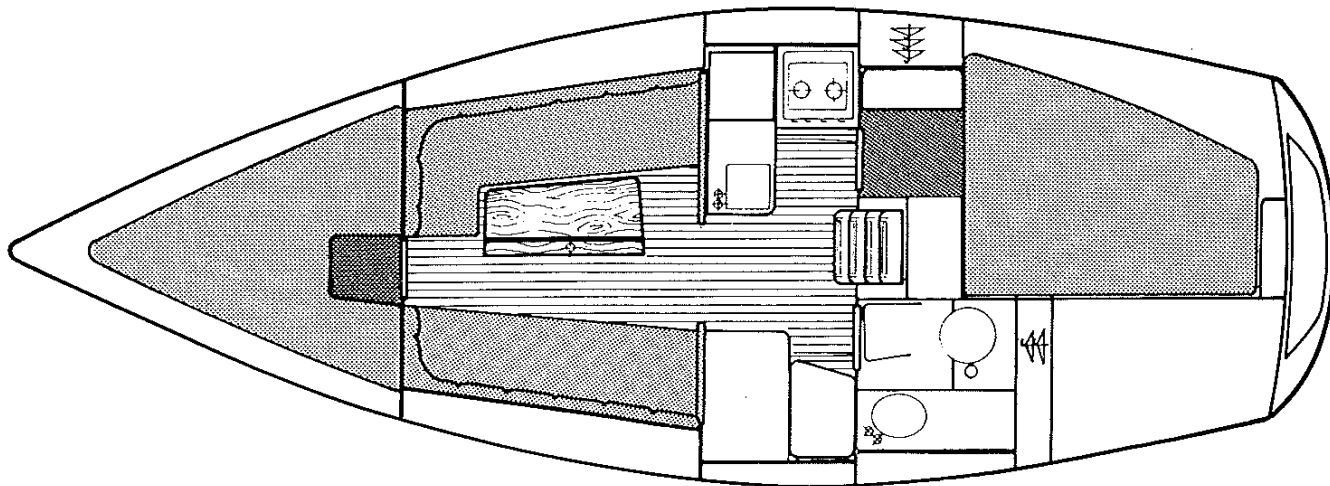
The compact and easy to work with galley on the starboard side. It is fitted with a deep single stainless steel sink and a stove. Crockery, cutlery and food and when working in the galley.

On the portside, opposite the galley, is a cushioned seat and plenty of room for an electrical system and echo sounder. A head/shower compartment fitted with ample elbow and headroom, storage provided behind the WC.

The private after cabin, on the starboard side, is this size. The berth is big enough for a single and plenty of stowage space and ventilation.

A substantial diesel auxiliary generator, acoustically silenced compartment.

The Moody 28 is a fast, spacious and comfortable. Many innovative new features to be seen in 'Yachting World' sea trial conducted.



are completely new line up of Moody yachts designed by J. D. She has been created along the same design concepts – speed, sailing performance, comfort, strength and ease.

workable and has a high specification of equipment; the job and a substantial alloy toe rail integrates with the stanchions. A Lloyds Construction Certificate (together with the assurance of a lasting investment.

modation, with good headroom throughout, can accommodate four cabins.

le berths in a 'V' formation which can be converted into a double berth; there is ample underberth stowage space in which

well forward in the boat, has two settee berths forward of the cockpit, a working area of the yacht, with a good headroom and furniture are all teak finished.

lley is positioned at the aft end of the saloon on the right hand side. It has a four burner cooker with oven and grill, ice box and a hand pumped fresh water. There is ample stowage for gear and cabin windows give a good view of the outside world

ey, is the navigation area complete with chart table, instruments, manuals etc: the panel for the craft's engine and instruments are also positioned here. Aft of this is a well laid out sea toilet and wash basin with fresh water. There is ample stowage for toiletries and a useful hanging space for oilskins is

rboard side, is particularly comfortable for a yacht of this size. For two large adults, there is a large hanging locker, and the accommodation is good.

s good performance under power and is fitted in a compact space; there is good access around the engine.

nd extremely well fitted out craft which incorporates everything to meet the exacting demands of today's sailor. A recent addition to the line:

"This 28 footer is one of the nicest we have tested. Modern good looks are complemented by the most comfortable interior. Handling under power is very good indeed and no-one could be disappointed with her sailing performance."

Thus the Moody 28 continues the Moody tradition of excellence in a modern design that gives her owner a true investment in terms of value, safety, comfort and performance.

EQUIPMENT

Spars and Rigging: Spars in silver anodised aluminium, mast incorporates winches and cleats for main and foresail halliards and reefing winch, internal halliards, aerofoil spreaders, integral spinnaker track, deck floodlight and steaming light, boom complete with slab reefing hooks, integral stoppers, internal reefing lines and clew outhaul. Standard rigging in stainless steel wire with stainless steel rigging screws, terylene halliards, kicking strap, burgee halliard and topping lift.

Deck equipment: Aluminium alloy toerails incorporating alloy lifeline stanchions, stainless steel pulpit and pushpit and integral fairleads. Stemhead fitting with chain roller Chainpipe. Mooring cleats for'd and aft (4). Deck fuel and water fillers. Teak handrails to coachroof. Double stainless wire lifelines. Mainsheet track and slider. Genoa sheet tracks, sliders and turning blocks. Two Lewmar two-speed genoa winches and cleats. Ventilator vents to forecabin, toilet and main saloon. For'd hatch. Main hatch and garage. Teak washboards.

Sails: Mainsail and Working jib supplied as standard, complete with bags, tacks and hanks.

Cockpit: Large self draining cockpit, tiller steering, sail locker, self venting gas locker with space for 2 bottles, bilge pump. Bathing/boarding platform built into transom.

Hull and superstructure: Hull finished in white high gloss self coloured gelcoat, waterline and flash painted, hull antifouled. Superstructure in white with moulded integral non-slip surface.

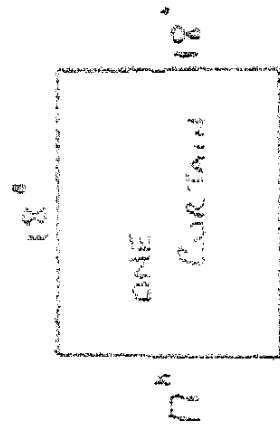
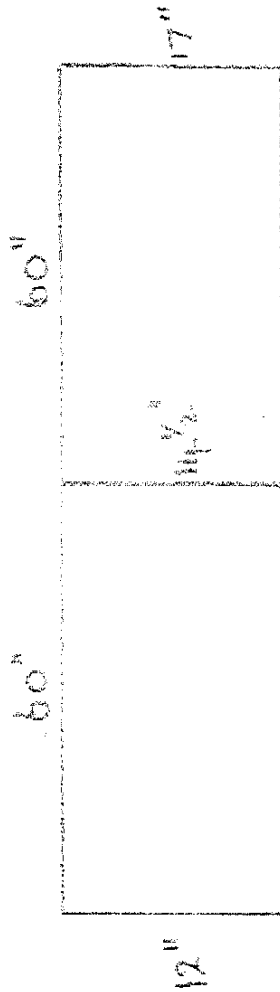
Engine/Electrical: A suitably sized diesel from a recognised manufacturer, flexibly mounted and acoustically silenced, two bladed propeller. Alternator charges heavy duty battery via main switch. Common earthing system to sacrificial anode. 12v lighting in for'd cabin, toilet and main saloon. Full set navigation lights, compass light, deck light, steaming light.

Further standard equipment: Bilge pump (through cockpit mounted), porthole compass, dry powder fire extinguisher. Anchor complete with chain. Two winch handles, warps and fenders.

WOOD 28

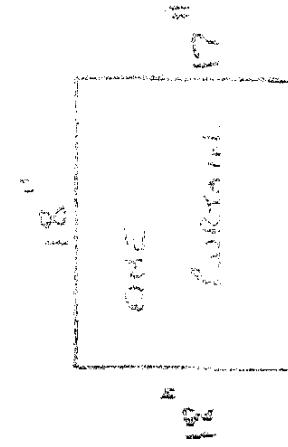
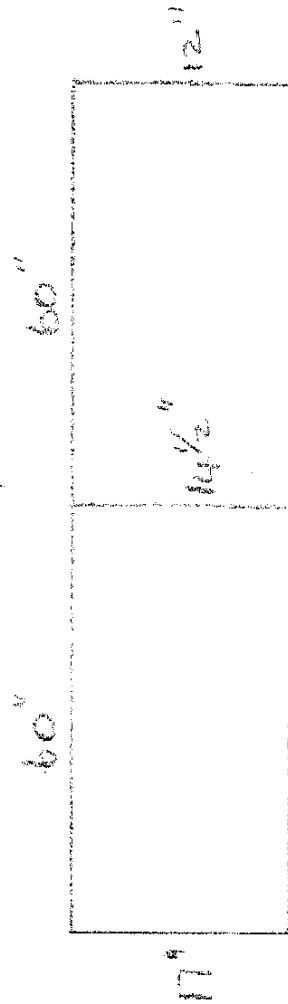
ALL CUTS ARE FINISHED SIZES.
TAPE ON VERY TOP OF CURTAIN.

04 DEC 1983



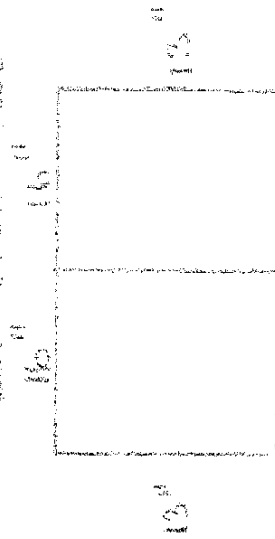
STB SIDE FWD

STB SIDE AFT



Box Side Two

Box Side AFT
(TOWER)



AFT CABIN FORWARD

MARINE PROJECTS (PLYMOUTH) LTD.

MADE UP BY.

DATE
OF
LAST
CHANGE

KIT LIST.

MOODY 28

ISSUED BY.

KIT No. F2F02

FITTING OUT KIT

DATE ISSUED.

BOAT No.

CREW.

1/3

PART NUMBER.	DESCRIPTION OF PART.	ACTUAL QTY ISSUED	STD QTY TO ISSUE	UNIT OF MEASURE
D205717	GRILL DELMAR/TANNOY	N/R		EACH ✓
D205727	VENT DELMAR/TANNOY		1	EACH ✓
D615496	PIPE FITTING 3/8" MI x 3/8" CC		1	EACH ✓
D615020	CONNECTOR 3/8" BULKHEAD		1	EACH ✓
D615562	ELBOW 3/4" MI x 22MM PRESTEX	N/R	2	EACH ✓
D616120	3/8" COPPER PIPE	9 DONG 24/5/86	5	MTR ✓
D203680	CALOR REGULATOR 766 B		1	EACH ✓
D203690	SINGLE WALL BLOCK c/w TAILS		1	EACH ✓
D203700	CALOR LUNKEN HOSE 3/8" x 18" M27		1	EACH ✓
D616278	3/4" x 90° BRASS PPA		2	EACH ✓
D615675	PUMP WHALE FLIPPER	2	1	EACH ✓
D615660	PUMP WHALE URCHIN THRU DECK		1	EACH ✓
D250470	MAST STEP		1	EACH ✓
F102234	SPLIT PIN 1 5/8" x 3/16" S/S	R/O	14	EACH ✓
D205630	TOE RAIL STANCHIONS		6	EACH ✓
D204762	PORT LIGHT LEWMAR 8910		1	EACH ✓
D205743	BLACK VENT 4"		2	EACH ✓
D204752	PORT LIGHT LEWMAR 890 (10x4)		1	EACH ✓
D615920	SKIN FITTING 1/2" NYLON		1	EACH ✓
	✓ alteral by M. Ryland april 86			
D615730	SINK WASTE 3/4"	N/R	1	EACH ✓
D615060	PIPE FITTING 3/8" FM - 3/8" CC		1	EACH ✓
D409860	ANTI RATTLE CATCH	N/R	1	EACH ✓

MARINE PROJECTS (PLYMOUTH) LTD.

DATE
OF
LAST
CHANGEKIT LIST. MOODY 28 ^{FITTING} _{OUT.} 2/3SHOP No. BOAT No.

PART NUMBER.	DESCRIPTION OF PART.	ACTUAL QTY ISSUED	STD QTY TO ISSUE	UNIT OF MEASURE
D204335	FUEL FILLER S/S RED		1	EACH ✓
D204334	WATER FILLER S/S BLUE		1	EACH ✓
D409780	SINK PLUG & CHAIN.	N/R	1	EACH ✓
D616225	BALL VALVE 3/4"		3	EACH ✓
D614781	PIPE ADAPTOR 3/4"		1	EACH ✓
D615615	BRASS BACKNUT 3/4"		3	EACH ✓
D615870	SKIN FITTING 3/4" BRASS SHORT		2	EACH ✓
D615860	SKIN FITTING 3/4" BRASS WITH GRILL		1	EACH ✓
D205780	SMALL TANK VENT		2	EACH ✓
D204420	LACING EYE		4	EACH ✓
D205595	TOGGLE FASTENERS LOCKED	1	2	EACH ✓
D616271	BALL VALVE 1 1/2"		1	EACH ✓
D615911	SKIN FITTING 1 1/2" BRASS		1	EACH ✓
D615815	PIPE ADAPTOR 1 1/2" x 90°		1	EACH ✓
D204650	DECK EYE S/S		1	EACH ✓
D205455	SHOCKCORD 24"		1	EACH ✓
D615704	DRYBILGE STRAINER VERTICAL		1	EACH ✓
D205470	SHOCKCORD 12"		1	EACH ✓
D205705	TRACK X TRAVELLER M27		1	EACH ✓
D205706	TRACK X ADJ. STOPS M27		2	EACH ✓
D205702	TRACK X FIXED STOP END M27		2	EACH ✓
D205707	TRACK X 5FT. M27		1	EACH ✓
D716749	COOKER SURROUND FIDDLE (Fitting)		1	EACH ✓
D410240	HINGE SS STRAP		2	EACH ✓
D410165	HINGE 3 1/2" x 1 1/8" CHROME	N/R	3	EACH ✓
D410200	HINGE 3" BRASS BUTTS		2	EA ✓

MARINE PROJECTS (PLYMOUTH) LTD.

DATE
OF
LAST
CHANGE

KIT LIST. MOODY 28 ^{FITTING} _{OUT} 3/3

SHOP No.

BOAT No.

PART NUMBER.	DESCRIPTION OF PART.	ACTUAL QTY ISSUED	STD QTY TO ISSUE	UNIT OF MEASURE
D409600	BARREL BOLT 3" STRAIGHT		1	EACH
D410260	HOOK CABIN 3" CHROME	N/R	3	EACH
D615588	ACORN TAP TAIL	N/R	2	EA
D615054	3/4" M1 - 5/16" CONN		1	EA
D615880	1" NYLON SKIN FITTING	N/R	1	EA
D614591	HOSE 3/4" BLUE GAYFLEX		2	METRE
D614592	HOSE 3/4" NON TOXIC		10	METRE
D614662	HOSE 1 1/2" NON TOXIC		10	METRE
D614705	HOSE 2" NON-TOXIC		3	METRE
D614540	HOSE 3/4" CLEAR P.V.C.	9	4	MTRS
D614520	HOSE 1/2" CLEAR P.V.C.	N/R	5	MTRS
D614695	HOSE 2" BLUE		1	MTR
D250015	GUARD WIRES		1	SET
D410067	HATCH LEWMAR 8800	3	2	EACH
D410065	HATCH LEWMAR 8810	N/R	1	EACH
D410066	HATCH LEWMAR MEDIUM 8830		1	EACH
D203753	COOKER PLASTIMO BUDGET		1	EACH
H616082	TOILET MARINE		1	EACH
D204614	HATCH (SLIDING) C/W RUNNERS		1	SET
D512652	Rudder SHOE		1	EACH
D512626	Rudder TUBE		1	EACH
D512654	Rudder TOP BEARING		1	EACH
D512734	TILLER HEAD		1	EACH
D512753	Rudder WASHER SPLIT		2	EACH
D204623	Easy Lock 1 TRIPLE HAM STOPPER		1	EA
D249011	GENOA LEAD BLOCKS		2	EACH
D204607	TRIPLE TURNING BLOCK (SPINLOCK)	OPTIONAL	1	EACH
D204620	SHEET STOPPER - STARBOARD	SPINNER	1	EACH
D204621	SHEET STOPPER - PORT	GEAR only	1	EACH

DATE OF
LAST
CHANGE

Moody 28

BOAT NO.

FITTING OUT 3/3

[illegible]

MARINE PROJECTS (PLYMOUTH) LTD.

MADE UP BY.

DATE
OF
LAST
CHANGE

KIT LIST.

MOODY 28

KIT No. F2F02

FITTING OUT KIT

BOAT No.

1/3

ISSUED BY.

DATE ISSUED.

CREW.

PART NUMBER.	DESCRIPTION OF PART.	ACTUAL QTY ISSUED	STD QTY TO ISSUE	UNIT OF MEASURE.
D205727	VENT DELMAR/TANNOY		1	EACH
D615496	PIPE FITTING $\frac{3}{8}$ " MI x $\frac{3}{8}$ " CC		1	EACH
D615020	CONNECTOR $\frac{3}{8}$ " BULKHEAD		1	EACH
D616278	$\frac{3}{4}$ " x 90° BRASS PPA.		2	EACH
D616120	$\frac{3}{8}$ " COPPER PIPE		9	MTR
D203680	CALOR REGULATOR 766 B		1	EACH
D203690	SINGLE WALL BLOCK c/w TAILS		1	EACH
D203700	CALOR LUNKEN HOSE $\frac{3}{8}$ " x 18"		1	EACH
D615710	PUMP WHALE STRAIGHT F/W.		1	EACH
D615675	PUMP WHALE FLIPPER		1	EACH
D615660	PUMP WHALE URCHIN THRU DECK		1	EACH
D250470	MAST STEP		1	EACH
F102234	SPLIT PIN $1\frac{5}{8}$ " x $\frac{3}{16}$ " S/S	R/O	14	EACH
D205630	TOE RAIL STANCHIONS		6	EACH
D204752	PORT LIGHT LEWMAR 8901		1	EACH
D204132	BLACK VENT 8" x 4"		2	EACH
F102301	COPPER ROD $\frac{3}{8}$ " DIA	R/O	15	FOOT
D615054	$\frac{3}{4}$ " MI - $\frac{5}{16}$ " CONN		1	EACH
D615060	PIPE FITTING $\frac{3}{8}$ " FM - $\frac{3}{8}$ " CC		1	EACH
D615920	SKIN FITTING $1\frac{1}{2}$ " NYLON		1	EACH

MARINE PROJECTS (PLYMOUTH) LTD.

DATE
OF
LAST
CHANGEKIT LIST. MOODY 28 FITTING 2/3
OUT.SHOP No. BOAT No.

PART NUMBER.	DESCRIPTION OF PART.	ACTUAL QTY ISSUED	STD QTY TO ISSUE	UNIT OF MEASURE.
D204335	FUEL FILLER S/S RED		1	EACH
D204334	WATER FILLER S/S BLUE		1	EACH
D616225	BALL VALVE 3/4"		3	EACH
D614781	PIPE ADAPTOR 3/4"		1	EACH
D615615	BRASS BACKNUT 3/4"		3	EACH
D615870	SKIN FITTING 3/4" BRASS SHORT		2	EACH
D615860	SKIN FITTING 3/4" BRASS WITH GRILL		1	EACH
D205780	SMALL TANK VENT		2	EACH
D204420	LACING EYE		4	EACH
D205595	TOGGLE FASTENERS LOCKED		1	EACH
D616271	BALL VALVE 1 1/2"		1	EACH
D615911	SKIN FITTING 1 1/2" BRASS		1	EACH
D615815	PIPE ADAPTOR 1 1/2" x 90°		1	EACH
D204650	DECK EYE S/S		1	EACH
D205455	SHOCKCORD 24"		1	EACH
D615704	DRYBILGE STRAINER VERTICAL		1	EACH
D205470	SHOCKCORD 12"		1	EACH
D205705	TRACK X TRAVELLER M27		1	EACH
D205706	TRACK X ADJ. STOPS M27		2	EACH
D205702	TRACK X FIXED STOP END M27		2	EACH
D205707	TRACK X 5FT. M27		1	EACH
D410240	HINGE S/S STRAP		2	EACH
D410200	HINGE 3" x 1 5/8" BRASS BUTTS.		2	EACH
D716749	COOKER SURROUND FIDDLE (PLASTIMO)		1	EACH
D204602	TRIPPLE TURNING BLOCK (SPINLOCK)		1	EACH

MARINE PROJECTS (PLYMOUTH) LTD.

DATE
OF
LAST
CHANGEKIT LIST. MOODY 28 ^{FITTING} _{OUT} 3/3SHOP No. BOAT No.

PART NUMBER.	DESCRIPTION OF PART.	ACTUAL QTY ISSUED	STD QTY TO ISSUE	UNIT OF MEASURE
D409600	BARREL BOLT 3" STRAIGHT		1	EACH
D513165	WATER TANK		1	EACH
D614591	HOSE 3/4" BLUE GANFLEX		2	METRE
D614592	HOSE 3/4" NON TOXIC		10	METRE
D614662	HOSE 1 1/2" NON TOXIC		10	METRE
D614705	HOSE 2" NON-TOXIC		3	METRE
D614540	HOSE 3/4" CLEAR P.V.C.		9	MTRS
D614695	HOSE 2" BLUE		1	MTR
D250015	GUARD WIRES		1	SET
D410067	HATCH LEWMAR 8800		3	EACH
D410066	HATCH LEWMAR MEDIUM 8830		1	EACH
D203753	COOKER PLASTIMO BUDGET.		1	EACH
H616082	TOILET MARINE		1	EACH
D204614	HATCH (SLIDING) c/w RUNNERS		1	SET.
D512652	Rudder SHOE		1	EACH
D512626	Rudder TUBE		1	EACH
D512654	Rudder TOP BEARING		1	EACH.
D512734	TILLER HEAD		1	EACH
D512753	Rudder WASHER SPLIT		2	EACH
D204623	EASY LOCK 1 TRIPLE HALYARD STOPPER		1	EACH
D249011	GENOA LEAD BLOCKS		2	EACH

MARINE PROJECTS (PLYMOUTH) LTD

KIT LIST

MOODY 28

KIT No

F2FO2

FITTING
OUT

SHOP No

BOAT No

1/4

MADE UP BY	DATE OF LAST CHANGE
ISSUED BY	
DATE ISSUED	
BOAT CREW	

PART NUMBER	DESCRIPTION OF PART	ACTUAL QTY ISSUED	STD QTY TO ISSUE	UNIT OF MEASURE
D203680	CALOR REGULATOR		1	EA
D203690	CALOR SINGLE WALL BLK + TAILS		1	EA
D203700	LUNKEN HOSE $\frac{3}{8}$ X 18		1	EA
D615675	PUMP WHALE FLIPPER		1	EA
D615660	PUMP WHALE URCHIN THRU' DECK		1	EA
D615710	PUMP WHALE STR. F/W		1	EA
D615704	DRYBILGE STRAINER VERT.		1	EA
D205727	VENT DELMAR/TANNOY		1	EA
D205780	VENT TANK BREATHER		2	EA
D204335	FUEL FILLER SS RED		1	EA
D204334	WATER FILLER SS BLUE		1	EA
D513165	WATER TANK		1	EA
D615020	CONNECTOR $\frac{3}{8}$ BULKHEAD		1	EA
D615496	PIPE FTG $\frac{3}{8}$ MI X $\frac{3}{8}$ CC		1	EA
D616278	P.P.A BR $\frac{3}{4}$ " X 90°		2	EA
D615060	PIPE FTG $\frac{3}{8}$ FM X $\frac{3}{8}$ CC		1	EA
D615054	CONNECTOR $\frac{3}{4}$ MI X $\frac{5}{16}$		1	EA
D616120	COPPER PIPE $\frac{3}{8}$		5	ME
D205743	VENT BLACK 4"		2	EA

MARINE PROJECTS (PLYMOUTH) LTD

KIT LIST

M28

KIT NO F2F02

SHOP NO

BOAT NO

2/4

MADE UP BY	DATE OF LAST CHANGE
ISSUED BY	
DATE ISSUED	
BOAT CREW	

PART NUMBER	DESCRIPTION OF PART	ACTUAL QTY ISSUED	STD QTY TO ISSUE	UNIT OF MEASURE
D615920	SKIN FTG 1 1/2 NYLON		1	EA
D616225	BALL VALVE 3/4		3	EA
D614781	PIPE ADAPTOR 3/4		1	EA
D615615	BACKNUT BR. 3/4		3	EA
D615870	SKIN FTG 3/4 BR. SHORT		2	EA
D615860	SKIN FTG 3/4 GRILLED		1	EA
D616271	BALL VALVE 1 1/2		1	EA
D615911	SKIN FTG 1 1/2 BR		1	EA
D615815	PIPE ADAPTOR 1 1/2 x 90°		1	EA
D205455	SHOCKCORD 24"		1	EA
D205470	SHOCKCORD 12"		1	EA
D204420	LACING EYE		4	EA
D204650	DECK EYE SS		1	EA
D205595	TOGGLE FASTENERS LKD		1	EA
D409600	BARREL BOLT 3" STR.		1	EA
D410200	HINGE 3" x 1 1/8 BR.		2	EA
D410240	HINGE SS STRAP		2	EA
D250470	MAST STEP		1	EA
D205630	TOE RAIL STANCHIONS		6	EA
D204752	PORTLIGHT LENMAR 8901		1	EA

MARINE PROJECTS (PLYMOUTH) LTD

KIT LIST

M28

KIT NO F2F02

SHOP NO

BOAT NO

3/4

MADE UP BY	DATE OF LAST CHANGE
ISSUED BY	
DATE ISSUED	
BOAT CREW	

PART NUMBER	DESCRIPTION OF PART	ACTUAL QTY ISSUED	STB QTY To ISSUE	UNIT OF MEASUR
D512652	RUDDER SHOE		1	EA
D512626	RUDDER TUBE		1	EA
D512654	RUDDER TOP BEARING		1	EA
D512734	TILLER HEAD		1	EA
D512753	RUDDER WASHER SPLT		2	EA
D204602	TRIPLE TURNING BLOCK (SPINLOCK)		1	EA
D204623	EASY LK 1 TRIPLE H'YARD STOPPER		1	EA
D249011	GENOA LEAD BLOCKS		2	EA
D205702	TRACK X FXD END STOP M27		2	EA
D205705	TRACK X TRAVELLER M27		1	EA
D205706	TRACK X ADJ. STOPS M27		2	EA
D205707	TRACK X MAINSHEET 5' M27		1	EA
D614540	HOSE 3/4 CLEAR PVC		9	ME
D614591	HOSE 3/4 BLUE		2	ME
D614592	HOSE 3/4 NON-TOX		10	ME
D614662	HOSE 1 1/2 NON-TOX		10	ME
D614695	HOSE 2" BLUE		1	ME
D614705	HOSE 2" NON-TOX		3	ME
D250015	GUARD WIRES		1	SET

MARINE PROJECTS (PLYMOUTH) LTD

KIT LIST

KIT NO

F2F02

M28

SHOP NO

BOAT NO

4/4

MADE UP BY

DATE
OF
LAST
CHANGE

ISSUED BY

DATE ISSUED

BOAT CREW

PART NUMBER	DESCRIPTION OF PART	ACTUAL QTY ISSUED	STD QTY TO ISSUE	UNIT OF MEASURE
D203753	COOKER PLASTIMO BUDGET		1	EA
D716749	COOKER FIDDLE		1	EA
D410067	HATCH LEWMAR 8800		3	EA
D410066	HATCH LEWMAR 8830		1	EA
D204614	HATCH SLIDING C/W RUNNERS		1	SET
H616082	MARINE TOILET		1	EA
<u>TO BE ISSUED BUT NOT BOOKED</u>				
	SPLIT PIN $1\frac{5}{8} \times \frac{3}{16}$ SS		14	EA
	COPPER ROD $\frac{3}{8}$ DIA		1 50	FT.

MOODY 28 KIT LIST.

KIT No:

F. 2F02

ISSUED BY

DATE ISSUED

CREW

Y.C.A

YARD No:

MADE UP BY:

PART No.	DESCRIPTION OF PART	ACTUAL QTY. ISSUED	STD. QTY. TO ISSUE	UNIT MEASURE
D.615496	PIPE FITTING 3/8" HI x 3/8" CC		1	EA.
D.615020	CONNECTOR 3/8" BULKHEAD		1	EA.
[204132	BLACK VENT 8" x 4"		2	EA.
D.615054	3/4" HI - 5/16" CONN.		1	EA.
D.615060	PIPE FITTING 3/8" FM - 3/8" CC		1	EA.
D.205779	1" TANK VENT		2	EA.
D.204420	LACING EYE		4	EA.
D.204650	DECK EYE S/S		1	EA.
D.410240	HINGE S/S STRAP		2	EA.
D.410200	HINGE 3" x 15/8" BRASS BUTTS		2	EA.
D.409600	BARREL BOLT 3" STRAIGHT		1	EA.
D.615710	PUMP WHALE STRAIGHT F/W		1	EA.
[615675	PUMP WHALE FLIPPER		1	EA.
D.615660	PUMP WHALE URCHIN THRU DECK		1	EA.
F. 102234	SPLIT PIN 15/8" x 3/16" S/S	210	14	EA.
D.616278	3/4" x 90 BRASS PPA		2	EA.
F. 102301	COPPER ROD 3/8" DIA.	210	15	EA.
D.616225	BALL VALVE 3/4"		3	EA.
D.614781	PIPE ADAPTOR 3/4"		1	EA.
D.615615	BRASS BACKNUT 3/4"		3	EA.
D.615870	SKIN FITTING 3/4" BRASS SHORT		2	EA.
D.615860	SKIN FITTING 3/4" BRASS & GRILL		1	EA.
D.616271	BALL VALVE 1 1/2"		1	EA.
D.615911	SKIN FITTING 1 1/2" BRASS		1	EA.
D.615815	PIPE ADAPTOR 1 1/2" x 90		1	EA.

MOODY 28 KIT LIST.

KIT NO:

F.2F02

ISSUED BY

DATE ISSUED

YARD NO:

CREW

MADE UP BY:

PART NO.	DESCRIPTION OF PART	ACTUAL QTY. ISSUED	STD. QTY. TO ISSUE	UNIT MEASURE
D.512652	RUDDER SHOE		1	SET.
D.512626	RUDDER TUBE		1	EA.
D.512654	RUDDER TOP BEARING		1	EA.
D.512734	TILLER HEAD		1	EA.
D.512753	RUDDER WASHER SPIT		2	EA.
D.615920	SKIN FITTING 1 1/2" NYLON		1	EA.
D.205727	VENT DELMAR / TANNON	NOT REQD	1	EA
D.616120	3/8" COPPER PIPE		9	MTRS.
D.203680	CALDR REGULATOR 766 A		1	EA.
D.203690	SINGLE WALL BLOCK C/W TAILS		1	EA
D.203700	CALDR LUNKEN HOSE 3/8" x 18"		1	EA
D.204335	FUEL FILLER S/S RED		1	EA
D.204334	WATER FILLER S/S BLUE		1	EA
D.205595	TOGGLE FASTENERS LOCKED		1	EA
D.205455	SHOCK CORD 24"		1	EA
D.615704	DRY BILGE STRAINER VERTICAL		1	EA
D.205470	SHOCK CORD 12"		1	EA
D.250470	MAST STEP		1	EA
D.205630	TOE RAIL STANCHIONS		6	EA
D.205663	TRACK & TRAVELLER ASSY	NOT REQD	1	EA

MOODY 28 KIT LIST.

KIT No:

F. 2F02

ISSUED BY _____

DATE ISSUED _____

YARD No:

CREW _____

MADE UP BY: _____

PART NO.	DESCRIPTION OF PART	ACTUAL QTY. ISSUED	STD. QTY. TO ISSUE	UNIT MEASU
D.716749	COOKER SURROUND FIDDLE PLASTING		1	EA
D.204602	TRIPPLE TURNING BLOCK - SPINLOCK		1	EA
D.204623	EASY LOCK 1 TRIPLE HALYARD STOP		1	EA
D.249011	GENDA LEAD BLOCKS		2	EA
D.204752	PORT LIGHT LEWMAR 8902		1	EA
D.615581	15mm ACORN PIPE		4	MTRS
D.513165	WATER TANK		1	EA
D.614591	HOSE 3/4" BLUE GAYFLEX		2	MTRS.
D.614592	HOSE 3/4" NON TOXIC		10	MTRS
D.614662	HOSE 1 1/2" NON TOXIC		10	MTRS
D.614705	HOSE 2" NON TOXIC		3	MTRS
D.614540	HOSE 3/4" CLEAR P.U.C.		9	MTRS
D.614695	HOSE 2" BLUE		1	MTR
D.250015	GUARD WIRES		1	SET
D.410067	HATCH LEWMAR 8800		3	EA
D.410066	HATCH LEWMAR MEDIUM 8830		1	EA
D.203753	COOKER PLASTING BUDGET		1	EA
H.192030	MARINE TOILET	NOT REQD	1	EA
D.204614	HATCH (SLIDING) C/LD RUNNERS		1	SET

MOODY 28 KIT LIST.

KIT NO:

F.2F02

ISSUED BY

DATE ISSUED

CREW

YARD NO:

MADE UP BY:

PART NO.	DESCRIPTION OF PART	ACTUAL QTY. ISSUED	STD. QTY. TO ISSUE	UNIT MEASURE
D.512652	RUDDER SHOE		1	SET.
D.512626	RUDDER TUBE		1	EA.
D.512654	RUDDER TOP BEARING		1	EA.
D.512734	TILLER HEAD		1	EA.
D.512753	RUDDER WASHER SPIT		2	EA.
D.615920	SKIN FITTING 1 1/2" NYLON		1	EA.
D.205727	VENT DELHAR / TANNON	NOT REQD	1	EA
D.616120	3/8" COPPER PIPE		9	MTRS.
D.203680	CALOR REGULATOR 766 A		1	EA.
D.203690	SINGLE WALL BLOCK CLW TAILS		1	EA
D.203700	CALOR LUNKEN HOSE 3/8" x 18"		1	EA
D.204335	FUEL FILLER S/S RED		1	EA
D.204334	WATER FILLER S/S BLUE		1	EA
D.205595	TOGGLE FASTENERS LOCKED		1	EA
D.205455	SHOCK CORD 24"		1	EA
D.615704	DRY BILGE STRAINER VERTICAL		1	EA
D.205470	SHOCK CORD 12"		1	EA
D.250470	MAST STEP		1	EA
D.205630	TOE RAIL STANCHIONS		6	EA
D.205663	TRACK & TRAVELLER ASSY	NOT REQD	1	EA

MOODY 28 KIT LIST.

KIT No:

F. 2F02

ISSUED BY _____

DATE ISSUED _____

YARD No:

CREW _____

MADE UP BY: _____

PART No.	DESCRIPTION OF PART	ACTUAL QTY. ISSUED	STD. QTY. TO ISSUE	UNIT MEASURE
D.716749	COOKER SURROUND FIDDLE PLASTIMO		1	EA
D.204602	TRIPPLE TURNING BLOCK - SPINLOCK		1	EA
D.204623	EASY LOCK 1 TRIPLE HALLYARD STOP		1	EA
D.249011	GENDA LEAD BLOCKS		2	EA
D.204752	PORT LIGHT LEWMAR 8902		1	EA
D.615581	15mm ACORN PIPE		4	MTRS
D.513165	WATER TANK		1	EA
D.614591	HOSE 3/4" BLUE GAYFLEX		2	MTRS.
D.614592	HOSE 3/4" NON TOXIC		10	MTRS.
D.614662	HOSE 1 1/2" NON TOXIC		10	MTRS
D.614705	HOSE 2" NON TOXIC		3	MTRS
D.614540	HOSE 3/4" CLEAR P.V.C.		9	MTRS
D.614695	HOSE 2" BLUE		1	MTR
D.250015	GUARD WIRES		1	SET
D.410067	HATCH LEWMAR 8800		3	EA
D.410066	HATCH LEWMAR MEDIUM 8830		1	EA
D.203753	COOKER PLASTIMO BUDGET		1	EA
H.192030	MARINE TOILET	NOT REQD	1	EA
D.204614	HATCH (SLIDING) C/D RUNNERS		1	SET

F. 2F 02

ISSUED BY _____

DATE ISSUED _____

CREW _____

MADE UP BY: _____

[illegible]

F. 2F 02

ISSUED BY

DATE ISSUED

CREW

MADE UP BY:

[illegible]

MOODY 28 KIT LIST.

Sheet 1

KIT NO:

F.2F02

ISSUED BY

DATE ISSUED

YARD NO:

CREW

MADE UP BY:

PART NO.	DESCRIPTION OF PART	ACTUAL QTY. ISSUED	STD. QTY. TO ISSUE	UNIT MEASURE
D.615496	PIPE FITTING $\frac{3}{8}$ " HI x $\frac{3}{8}$ " CC		1	EA.
D.615020	CONNECTOR $\frac{3}{8}$ " BULKHEAD		1	EA.
D.204132	BLACK VENT 8" x 4"		2	EA.
D.615054	$\frac{3}{4}$ " HI - $\frac{5}{16}$ " CONN.		1	EA.
D.615060	PIPE FITTING $\frac{3}{8}$ " FM - $\frac{3}{8}$ " CC		1	EA.
D.205779	1" TANK VENT		2	EA.
D.204420	LACING EYE		4	EA.
D.204650	DECK EYE S/S		1	EA.
D.410240	HINGE S/S STRAP		2	EA.
D.410200	HINGE 3" x $\frac{15}{8}$ " BRASS BUTTS		2	EA.
D.409600	BARREL BOLT 3" STRAIGHT		1	EA.
D.615710	PUMP WHALE STRAIGHT F/W		1	EA.
D.615675	PUMP WHALE FLIPPER		1	EA.
D.615660	PUMP WHALE URCHIN THRU DECK		1	EA.
F.102234	SPLIT PIN $1\frac{5}{8}$ " x $\frac{3}{16}$ " S/S	Rld	14	EA.
D.616278	$\frac{3}{4}$ " x 90 BRASS PPA		2	EA.
F.102301	COPPER ROD $\frac{3}{8}$ " DIA.	Rld	15	EA.
D.616225	BALL VALVE $\frac{3}{4}$ "		3	EA.
D.614781	PIPE ADAPTOR $\frac{3}{4}$ "		1	EA.
D.615615	BRASS BACKNUT $\frac{3}{4}$ "		3	EA.
D.615870	SKIN FITTING $\frac{3}{4}$ " BRASS SHORT		2	EA.
D.615860	SKIN FITTING $\frac{3}{4}$ " BRASS & GRILL		1	EA.
616271	BALL VALVE $1\frac{1}{2}$ "		1	EA.
5911	SKIN FITTING $1\frac{1}{2}$ " BRASS		1	EA.

MOODY 28 KIT LIST.

KIT No:

F. 2F02

ISSUED BY _____

DATE ISSUED _____

YARD No:

CREW _____

MADE UP BY: _____

PART No.	DESCRIPTION OF PART	ACTUAL QTY. ISSUED	STD. QTY. TO ISSUE	UNIT MEASURE
D.512652	RUDDER SHOE		1	SET.
D.512626	RUDDER TUBE		1	EA.
D.512654	RUDDER TOP BEARING		1	EA.
D.512734	TILLER HEAD		1	EA.
D.512753	RUDDER WASHER SPLIT		2	EA.
D.615920	SKIN FITTING 1 1/2" NYLON		1	EA.
D.205727	VENT DELMAR / TANNON		1	EA
D.616120	3/8" COPPER PIPE		9	MTRS.
D.203680	CALOR REGULATOR 766 B		1	EA.
D.203690	SINGLE WALL BLOCK CLW TAILS		1	EA
D.203700	CALOR LUNKEN HOSE 3/8" x 18"		1	EA
D.204335	FUEL FILLER S/S RED		1	EA
D.204334	WATER FILLER S/S BLUE		1	EA
D.205595	TOGGLE FASTENERS LOCKED		1	EA
D.205455	SHOCK CORD 24"		1	EA
D.615704	DRY BILGE STRAINER VERTICAL		1	EA
D.205470	SHOCK CORD 12"		1	EA
D.250470	MAST STEP		1	EA
D.205630	TOE RAIL STANCHIONS		6	EA

MOODY 28 KIT LIST.

KIT No:

F. 2F02

ISSUED BY

DATE ISSUED

CREW

YARD No:

MADE UP BY:

PART No.	DESCRIPTION OF PART	ACTUAL QTY. ISSUED	STD. QTY. TO ISSUE	UNIT MEASURE
D.716749	COOKER SURROUND FIDDLE PLASTIMO		1	EA
D.204602	TRIPPLE TURNING BLOCK-SPINLOCK		1	EA
D.204623	EASY LOCK 1 TRIPLE HALLYARD STOP		1	EA
D.249011	GENDA LEAD BLOCKS		2	EA
D.204752	PORT LIGHT LEWMAR 8902		1	EA
D615581	15mm ACORN PIPE		4	MTRS
D.513165	WATER TANK		1	EA
D.614595	HOSE 1" BLUE GAYFLEX		3	MTRS.
D.614592	HOSE 3/4" NON TOXIC		10	MTRS.
D.614662	HOSE 1 1/2" NON TOXIC		15	MTRS.
D.614705	HOSE 2" NON TOXIC		2	MTRS
D.614540	HOSE 3/4" CLEAR P.V.C.		9	MTRS
D.614695	HOSE 2" BLUE		1	MTR
D.250015	GUARD WIRES		1	SET
D.410067	HATCH LEWMAR 8800		3	EA
D.410066	HATCH LEWMAR MEDIUM 8830		1	EA
D.203753	COOKER PLASTIMO BUDGET		1	EA

F. 2F 02

DATE ISSUED _____

CREW _____

MADE UP BY: _____

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MARINE PROJECTS (PLYMOUTH) LTD.

DATE
OF
LAST
CHANGE

KIT LIST

Moody 28
Bolt Kit

SHOP No.

BOAT No.

NEW LIST.

PART
NUMBER

M28 FIN KEEL

ACTUAL
/ ISSUED

STD QTY
TO ISSUE

UNIT
OF
MEASURE

1 M24 x 230 Stud

6 M24 x 100 "

7 M24 NUTS

7 M24 WASHERS

4 8M x 40 HEX + RAWL NUTS

7 10M x 40 HEX

4 10M x 50 HEX

8 10M x 40 CSK

30 5M NUTS + WASHERS

12 4M " "

86 6M NUTS x W/WASHER

M28 BILGE KEEL

8 M24 x 75 Studs

8 M24 x 100 "

16 M24 NUTS

8 M24 WASHERS

1 SET KEEL PLATES

MOODY 28 - ENGINEERS KIT LIST

KIT No:

F2 FO 3

ISSUED BY _____

DATE ISSUED _____

YARD No:

CREW _____

MADE UP BY _____

PART No.	DESCRIPTION OF PART	ACTUAL QTY. ISSUED	STD. QTY. TO ISSUE	UNIT MEASURE
D.306639	BATTERY TERMINAL SHLL. POS.		1	Ea.
D.306640	BATTERY TERMINAL SHLL. NEG.		1	Ea.
D.307130	CABLE 37/036 LIGHT BATTERY CABLE		12	Mtrs.
D 308935	CHART LIGHT 18" FLEXI		1	Ea.
D.308910	LAMP 8WATT TRANSTRIP 12V.		1	Ea.
D.308662	LAMP B1-COLOUR		1	Ea.
D.308843	LAMP STERN - SHALL. BLACK		1	Ea.
D.308603	8WAY SWITCH PANEL		1	Ea.
D.306732	BULB 2132 12v 12w		3	Ea.
D.306700	BULB 265		8	Ea.
D.308955	SWITCH BATTERY - HELLA		1	Ea.
D.308819	LAMP 12V VETUS 4"		4	Ea.
D.308827	LAMP 12V TULIP		3	Ea.
D.511280	REMOTE GREASER		1	Ea.
D.510417	PROP 15" x 11" LH M27		1	Ea.
D.616225	BALL VALVE 3/4"		1	Ea.
D.615870	SKIN FITTING BRASS 3/4"		1	Ea.
D.510165	SHAFT TUBE c/w GLAND 1" x 16"		1	Ea.
D510203	'P' BRACKET 1" M27		1	Ea.

MOODY 28 - ENGINEERS KIT LIST

KIT No:

F2 FO 3

ISSUED BY

DATE ISSUED

YARD No:

CREW

MADE UP BY

PART No.	DESCRIPTION OF PART	ACTUAL QTY. ISSUED	STD. QTY. TO ISSUE	UNIT MEASURE
D.309090	PLUG & SOCKET. 2 PIN. WATERPROOF		1	Ea.
D.2044600	GLAND DECK CP MF1/1		1	Ea.
D.615855	STRAINER 3/4"		1	Ea.
D.614779	PIPE ADAPTOR 3/4" to 1/2" BRASS		1	Ea.
D.513501	VOLVO CONTROL MECH. SIDE		1	Ea.
D.513530	VOLVO SINGLE CONTROL SAILBOAT		1	Ea.
D.510939	FUEL FILTER CAV 101		1	Ea.
D.510936	FUEL FILTER CAV NUTS & OLIVES		1	SET.
D.616110	TUBE 5/16" COPPER		11	Mtrs.
D.2044101	COMPASS PORTHOLE		1	Ea.
D.306430	ANODE. M ⁹ DUFF		1	Ea.
	BISSEL PIN 5/16" x 2 1/4" (F.10000S)		1	Ea.
D.510611	SHAFT 1" x 50 1/2"		1	Ea.
D.510923	EXHAUST HOSE 1 3/4"		19'	Foot.

F2 F03

DATE ISSUED _____

CREW _____

MADE UP BY _____

[illegible]

MARINE PROJECTS (PLYMOUTH) LTD.

DATE
OF
LAST
CHANGE

2/1/81

KIT LIST

KIT No. F2FO4

MOODY

28

DISPATCH

KIT

ISSUED BY

SHOP No. BOAT No.

MADE UP BY

PART NUMBER.	DESCRIPTION OF PART.	ACTUAL QTY ISSUED	STD QTY TO ISSUE	UNIT OF MEASURE
H310010	MAST SET c/w RIGGING M28		1	EACH
H341110	SAIL MAIN M28		1	EACH
H341410	SAIL WORKING JIB M28		1	EACH
D203511	ANCHOR ROUGH 25 LBS		1	EACH
D203930	CHAIN $\frac{5}{16}$ " NON-CALIBRATED		28	METRE
D205430	SHACKLES $\frac{3}{8}$ " GALV BOW		1	EACH
D205395	SHACKLE SNAP 2" X $\frac{3}{8}$ " CARBINE		1	EACH
D204491	FENDER 18 x 5 $\frac{1}{2}$		2	EACH
D204400	17/13 x 7 Dry Powder 12R		2	
	TO BE ADDED TO KIT ISSUE.			
H140010	KEEL M28 FIN (OR)		1	EACH
H140020	KEEL M28 BILGE		2	EACH
D204150	Partition Hooks		100	
	BILGE PUMP HANDLE SMALL		1	
	TOOL KIT AND MANUAL Volvo		1	
	SAIL SHEETS		1	
	1st PARTIAL		1	SET
	2nd PARTIAL			
D252001	WARPS 15m x 12mm		2	SET
D203716	CAMPING GAZ ADAPTOR		1	EACH

F2F04

DATE ISSUED _____

CREW

MADE UP BY: _____

[illegible]

MARINE PROJECTS (PLYMOUTH) LTD.

MADE UP BY.

KIT LIST

KIT No. F2F03

MOODY 28

ISSUED BY

AMENDED BY

DATE ISSUED.

ADEE PISHANISWA

CREW.

23/4/86

BOAT No. ENGINEERS KIT 1/3

PART NUMBER.	DESCRIPTION OF PART.	ACTUAL QTY ISSUED	STD QTY TO ISSUE	
✓ D204101	COMPASS PORTHOLE		1	E
✓ D308910	LAMP 8 WATT TRANSTRIP 12V		1	E
11M D616110	TUBE 5/16" COPPER		4	M
✓ D308662	LAMP BI-COLOUR		1	E
✓ D308843	LAMP STERN SMALL BLACK		1	E
○ D511280	REMOTE GREASER		1	E
✓ D510417	PROP 15" X 11" LH M27		1	E
✓ D513501	VOLVO CONTROL MECH SIDE		1	E
✓ D513530	VOLVO SINGLE CONTROL SAILBOAT		1	E
✓ D510939	FUEL FILTER CAV 101		1	E
○ D510936	FUEL FILTER CAV NUTS + OLIVES		1	S
✓ D616225	BALL VALVE 3/4"		1	E
✓ D615870	SKIN FITTING BRASS 3/4"		1	E
1 extra D306639	BATTERY TERMINAL SMALL POS		2	E
1 extra D306640	BATTERY TERMINAL SMALL NEG		2	E
MR	CLIP FISHER SMALL (F307610)		12	E

MARINE PROJECTS (PLYMOUTH) LTD.

KIT LIST.

Moody 28

ENGINEERS
KIT
2/3SHOP No. BOAT No.

PART NUMBER.	DESCRIPTION OF PART.	ACTUAL QTY ISSUED	STD QTY TO ISSUE	U. O. M.
✓ D510165	SHAFT TUBE c/w GLAND 1" X 16"		1	E
✓ H510209	P BRACKET 1" M27		1	E
✓ D306430	ANODE McDUFF M27		1	E
✓	BISSEL PIN 5/16" X 2 1/4" (F100005)		1	E
new type ✓ D308605	8 WAY SWITCH PANEL		1	E
✓ D306690	BULB 335		3	E
8 D306700	" 265			
✓ D309100	PLUG + SOCKET 3 PIN WATERPROOF		1	E
✓ D309090	PLUG + SOCKET 2 PIN WATERPROOF		1	E
✓ D204600	GLAND DECK CP MFI/1		1	E
✓ D308961	SWITCH BATTERY PLASTIMO HELWA		1	E
D308955				
4 D308820	LAMP MUSHROOM 12v		3	E
3 D308827	" TULIP			
✓ D615855	STRAINER 3/4"		1	E
✓ D614779	PIPE ADAPTOR 3/4" TO 1/2" BRASS		1	E
n/r D204981	NAME PLATE YARD NOS. MOODY		1	E
12 D307130	CABLE 37/036 LIGHT BATTERY CABLE		10	M
OPTIONAL IF 2 BATTERIES REQD BATTERY SWITCH WILL BE PLASTIMO. + 1 OFF OWN TUBINGALS EXTRA				

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CH	

MOODY

28

KIT 3/3

Page 10



2



19

K/R

✓

MARINE PROJECTS (PLYMOUTH) LTD.

MADE UP BY.

DATE
OF
LAST
CHANGE

KIT LIST

KIT No. F2F03

MOODY 28

ISSUED BY.

24/4/86

DATE ISSUED.

BOAT No.

ENGINEERS KIT 1/3

CREW.

PART NUMBER.	DESCRIPTION OF PART.	ACTUAL QTY ISSUED	STD QTY TO ISSUE	UNIT OF MEASURE
D204101	COMPASS PORTHOLE		1	EACH
D308910	LAMP 8 WATT TRANSTRIP 12V		1	EACH
D616110	TUBE $\frac{5}{16}$ " COPPER		11	METRE
D308662	LAMP BI-COLOUR		1	EACH
D308843	LAMP STERN SMALL BLACK		1	EACH
D511280	REMOTE GREASER		1	EACH
D510417	PROP 15" X 11" LH M27		1	EACH
D513501	VOLVO CONTROL MECH SIDE		1	EACH
D513530	VOLVO SINGLE CONTROL SAILBOAT		1	EACH
D510939	FUEL FILTER CAV 101		1	EACH
D510936	FUEL FILTER CAV NUTS + OLIVES		1	SET
D616225	BALL VALVE $\frac{3}{4}$ "		1	EACH
D615870	SKIN FITTING BRASS $\frac{3}{4}$ "		1	EACH
D306639	BATTERY TERMINAL SMALL POS		1	EACH
D306640	BATTERY TERMINAL SMALL NEG		1	EACH

MARINE PROJECTS (PLYMOUTH) LTD.

DATE
OF
LAST
CHANGEKIT LIST.

MOODY

28

ENGINEERS
KIT
2/3

SHOP No.

BOAT No.

PART NUMBER.	DESCRIPTION OF PART.	ACTUAL QTY ISSUED	STD QTY TO ISSUE	UNIT OF MEASURE.
D510165	SHAFT TUBE c/w GLAND 1" x 16"		1	EACH
H510209	P BRACKET 1" M27		1	EACH
D306430	ANODE McDUFF M27		1	EACH
	BISSEL PIN $\frac{5}{16}$ " x $2\frac{1}{4}$ " (F100005)		1	EACH
D308605	8 WAY SWITCH PANEL		1	EACH
D306690	BULB 335		3	EACH
D306700	BULB 265.		8	EACH
D309100	PLUG + SOCKET 3 PIN WATERPROOF		1	EACH
D309090	PLUG + SOCKET 2 PIN WATERPROOF		1	EACH
D204600	GLAND DECK CP MFI/1		1	EACH
D308955	SWITCH BATTERY HELLA		1	EACH
D308820	LAMP MUSHROOM 12v		4	EACH
D308827	LAMP TULIP. 12v		3	EACH
D615855	STRAINER $\frac{3}{4}$ "		1	EACH
D614779	PIPE ADAPTOR $\frac{3}{4}$ " TO $\frac{1}{2}$ " BRASS		1	EACH
D307130	CABLE 37/036 LIGHT BATTERY CABLE		12	METRE-

DATE
OF
LAST
CHANGE

Moody 28

KIT 3/3

PART NUMBER.	DESCRIPTION OF PART.	ACTUAL QTY ISSUED	STD QTY TO ISSUE	UNIT OF MEASURE.
E100074	VOLVO 2002		1	EACH
D511561	CONTROL CABLE 33C 10 FT.		2	EACH
D510611	SHAFT 1" X 50 1/2"		1	EACH
D510923	EXHAUST HOSE 1 3/4"		19	FOOT
D511460	STOP CABLE 3.30M		1	EACH
OPTIONS-TO BE ADDED TO KIT ISSUE				
D310055	ECHO SOUNDER SEAFARER 5		1	EACH
H512907	SUM LOG ELEC 0-12 VDO (SHORT TRANSDUCER)		1	EACH

MOODY 28 - ENGINEERS KIT LIST

Y.C.A

KIT No:

F2 F03

ISSUED BY

DATE ISSUED

CREW S. LEE

YARD No:

F20

MADE UP BY

PART No.	DESCRIPTION OF PART	ACTUAL QTY. ISSUED	STD. QTY. TO ISSUE	UN HEAS
D.306639	BATTERY TERMINAL SHLL. POS.	2	+	Ec
D.306640	BATTERY TERMINAL SHLL. NEG.	2	+	Ec
D.307130	CABLE 37/036 LIGHT BATTERY CABLE		12	Mr
D 308935	CHART LIGHT 18" FLEXI		1	Ec
D.308910	LAMP 8WAY TRANSTRIP 12V.		1	Ec
D.308662	LAMP BI-COLOUR	NOT REQD	1	Ec
D.308843	LAMP STERN. SHALL. BLACK	NOT REQD	1	Ec
D.308605	8WAY SWITCH PANEL		1	Ec
D.306732	BULB 2132 12v 12w		3	Ec
D.306700	BULB 265		8	Ec
D.308955	SWITCH BATTERY - HELLA	NOT REQD	1	Ec
D.308819	LAMP 12V VETUS 4"		4	Ec
D.308827	LAMP 12V TULP		3	Ec
D205445	RAZOR UNIT		1	Ec
D308961	BATT SWITCH		1	Ec
D.511280	REMOTE GREASER		1	Ec
D.510417	PROP 15" x 11" LH M27		1	Ec
D.616225	BALL VALVE 3/4"		1	Ec
D.615870	SKIN FITTING BRASS 3/4"		1	Ec
D.510165	SHAFT TUBE c/w GLAND 1" x 16"		1	Ec
D510203	'P' BRACKET 1" M27		1	Ec
D.309100	PLUG & SOCKET. 3 P.W. WATERPROOF		1	Ec

MOODY 28 - ENGINEERS KIT LIST

KIT NO:

F2 FO 3

ISSUED BY

DATE ISSUED

CREW

YARD NO:

MADE UP BY

PART NO.	DESCRIPTION OF PART	ACTUAL QTY. ISSUED	STD. QTY. TO ISSUE	UN MEAS
D.309090	PLUG & SOCKET. 2 PIN. WATERPROOF		1	Ec
D.204600	GLAND DECK CP MFI1	2	X	Ec
D.615855	STRAINER 3/4"		1	Ec
D.614779	PIPE ADAPTOR 3/4" to 1/2" BRASS		1	Ec
D.513501	SOLVO CONTROL MECH. SIDE		1	Ec
D.513530	SOLVO SINGLE CONTROL SAILBOAT		1	Ec
D.510939	FUEL FILTER CAV 101	NOT REQD	1	Ec
D.510936	FUEL FILTER CAV NUTS & OLIVES	NOT REQD	1	SE
	CAV FILTER 296		1	DA
D.616110	TUBE 5/16" COPPER		11	Mrs
D.204101	COMPASS PORTHOLE		1	Ec
D.306430	ANODE. M. DUFF		1	Ec
	BISSEL PIN 5/16" x 2 1/4" (F.100005)		1	Ec
D.510611	SHAFT 1" x 50 1/2"		1	Ec
D.510923	EXHAUST HOSE 1 3/4"		19'	For

Moody 28 - ENGINEERS KIT LIST

KIT No:

F2 F03

ISSUED BY _____

DATE ISSUED _____

YARD No:

CREW _____

MADE UP BY _____

[illegible]

MARINE PROJECTS (PLYMOUTH) LTD.

DATE
OF
LAST
CHANGE

2/1/81

KIT LIST

KIT No. F2FO4

MOODY 28 DISPATCH KIT

SHOP No. BOAT No.

PART NUMBER.	DESCRIPTION OF PART.	ACTUAL QTY ISSUED	STD QTY TO ISSUE	UNIT OF MEASURE
1250365	MAST SET c/w RIGGING M28		1	EACH
1250198	SAIL MAIN M28		1	EACH
1250209	SAIL MAIN COVER M28	N/R	1	EACH
1250269	SAIL WORKING JIB M28		1	EACH
1203511	ANCHOR PLOUGH 25 LBS		1	EACH
1203930	CHAIN $\frac{5}{16}$ " NON-CALIBRATED		28	METRE
1205430	SHACKLES $\frac{3}{8}$ " GALV BOW		1	EACH
1205395	SHACKLE SNAP 2" X $\frac{3}{8}$ " CARBINE		1	EACH
1204491	FENDER 18 x 5 $\frac{1}{2}$		2	EACH
1204400	12/13 x 7 Dry Powder 12R		2	
	TO BE ADDED TO KIT ISSUE:			
1205967	KEEL M28 FIN (OR)	7	1	EACH
1205970	KEEL M28 BILGE	N/R	2	EACH
1204150	CURTAIN HOOKS		100	
	MONTAGUE SMITH KIT 2ND ISSUE		1	
	BILGE PUMP HANDLE SMALL		1	
	TOOL KIT AND MANUAL VOLVO		1	
	SAIL SHEETS		1	
	1st CURTAIN		1	SET
	TOILET SEAT			
1252001	WARPS 15m x 12mm		2	SET

Amended to include Fin Keel

④

TLX REF3587 85-08-27 12:35

45352 MARPRO G

Briterol T Briterol T Briterol T Briterol T Briterol T Briterol T Briterol T Briterol T Briterol T

Material. 8,700
 Labor 400h. @ 8 3,200

Sub. 11,900 12,000
~~2 1/2% (2,000)~~ + 1/3 4,000
15,900. 15,000

20% Over.

~~12,000~~
 11,900
 400.
 + 50h Lab 12,300.
 + 25% 3,075.
 15,375.

18+1 15,500. x 1.27
 19% 3,575 19,220
 20% 19,075 19,200
 19,500.

W. G. LUCAS & SON LTD.

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Reg. in England Reg. No. 1102361

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PORTSMOUTH PO1 2JF
HANTS. ENGLAND
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Telex 86482 KNBRWN

OUR REF.

YOUR REF.

File - 1728
copy to David Burnham

Moody 28

July 1985

<u>Sail</u>	<u>Area</u>	<u>R.R.P</u>	<u>Moody's</u>	<u>Marine Projects</u>
MAINSAIL, incl 3 reefs	155	£317	£238	£195.50
No 1 GENOA	295	£289	£217	
FURLING GENOA	255	£272	£204	
JIB	184	£242	£181	£142.50
STORM JIB	63	£114	£ 87	
RADIAL HEAD SPINNAKER	700	£368	£276	
WINDSAIL CHUTE	500	£281	£211	
MAINSAIL COVER		£ 47.50	£ 38	£ 36.50
SQUEEZER		£ 80	£ 68	

Plus VAT



From:

D.S.K.

To:

MIKE VINEY / MIKE LUCAS
ERIC REYNOLDS

Memo.

MOODY 28

I HAVE TO FINALLY COST THIS BOAT BY THE MIDDLE OF NEXT WEEK. AS YOU KNOW IT IS OUR FINAL ATTEMPT TO ACHIEVE SUCCESS (BOTH FINANCIAL & SALES!) IN THE PART OF THE MARKET. THE FOLLOWING TIMES ARE THOSE IN WHICH WE HAVE TO BUILD THE BOAT TO MARKET IT CORRECTLY - THEY ASSUME SIMILAR SPECIFICATION (HARDWARE) TO M31 AND THAT WE ARE TALKING OF THE AVERAGE BOAT - AFTER BUILDING THE FIRST 5-8 CRAFT.

Signed.....Date.....

Answer

FUNCTION

DIRECT MAN HOURS ONLY.

MOULDING & ASSEMBLY (i.e. TOTAL LENGTH)	115 115
BOAT CREW FIT OUT.	115 115
ENGINEER	16 16
PAINTING (i.e. A/FORMING)	16 15
METAL & WINDOWS.	27 27
KIT PARTS (TOTAL IN DEPARTMENT)	88 88
UPHOLSTERY	26 26
	400 400

N.B. ① THE ABOVE INCLUDES ALL PRODUCTION HOURS i.e. BULKHEAD, SMALL MOULDINGS etc ARE ALL INCLUDED.

② VARIATIONS ON ABOVE TIMES SHOULD BE FROM NO MORE THAN 5% GREATER AT WORST AND A BEST POSSIBILITY OF 10% LESS. SHOULD BE ACHIEVABLE.

Signed.....Date.....

Please write your reply on the pink copy and return; it will automatically carbon on the green sheet which is for your retention.

Moody 27 ^{27/8/85.}

GRP 1850

Timber 1325

Upholstery 475

Hardware 3242 F/kel

6892

Moody 31

2050

1429

530

4387

8396

ENGINE

GRP, timber & upholstery - revised as at 1/7/85

Hardware - per update at 1/4/85.

7,500

1,200

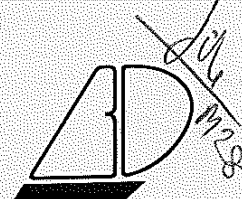
8,700

16,200.

9000

55%

Bill Dixon



ANGUS S. PRIMROSE LTD
Yacht Designers, Naval Architects & Consultants
Mercury Yacht Harbour
Hamble, Hampshire SO3 5HR
Tel: Southampton (0703) 452539
Telex: 477210 PARMAT G

15th February 1985

D. S. King, Esq.,
Marine Projects (Plymouth) Ltd.,
Newport Street,
PLYMOUTH,
Devon.

Dear David,

Further to your telephone call regarding the coachroof styling of the new Moody 28. I have done a few sketches for you showing different ideas for coachroofs that have been in my mind, together with some of the current boats we are in competition with.

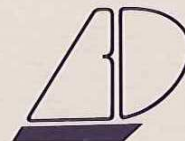
The question of the style of the actual coachroof is always a tricky one. It is possible to be different but one has got to remember that whatever you do it has got to match the interior of the boat. When we are looking at quite high volume production it is sensible to stick to a fairly middle of the road approach to solutions as more extreme examples do not tend to sell in such large numbers.

I think when you see the First 29 brochure you will notice the simplicity of the deck shape and tooling, also the real style you see is incorporated in the window line as with a single colour deck and coachroof outlines tend to be lost and this is the concept I am following on the Moody 28. I think it can be very deceiving looking at the profile in a traditional manner.

From the beginning of the talks on this project we have both been talking about a more sporty approach. I think you will see this approach most obvious in the shape of the hull related to what we do now, because for sure doing away with the tumblehome gets away from our characteristic shape and in the drawings you will see the shape from astern with the bathing ladder incorporated, and I think you will admit it will certainly look different. To me to make the boats sportier looking we must reduce the bulky effect, this I think can be achieved by reducing the apparent freeboard compared to coachroof height, giving the yacht a slimmer appearance. Of course it is important to bear in mind the fact that we are selling this boat into a range which has an identity of it's own and one which has been successful.

cont.../2

Bill Dixon



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2/...

I think the 28 will be the next step up the road in terms of styling from the current range, but not so far away that at the end of the day one cannot see it is a Moody.

I hope all my ramblings and sketches make a bit of sense and show you some of my thinking behind the project. Please get in touch if you have any more ideas because, as I have said for a long time, I think it is very important to give the designs as much time on the drawing board as possible to develop ideas fully, and I hope in the future we can extend this time by planning ahead even more.

I look forward to hearing from you.

Best wishes.

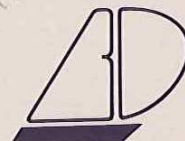
Yours sincerely,

Bill.

P.S. It is always more difficult to design a small boat because of the restrictions involved and I must admit I look forward to getting my teeth into re-styling some of the larger models.

Bill Dixon

M28



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Mercury Yacht Harbour
Hamble, Hampshire SO3 5HR
Tel: Southampton (0703) 452539
Telex: 477210 PARMAT G

6th November 1984

D. S. King, Esq.,
Marine Projects (Plymouth) Ltd.,
Newport Street,
PLYMOUTH,
Devon.

Dear David,

Please find enclosed the latest set of drawings of the proposed Moody 286.

I have, as requested, redone the drawings on a larger scale so that one can see what is inside and have put together some preliminary ideas with regard to construction and costs.

I received the computer printouts from you on the amount of kit parts that go into each boat. This was very useful and revealing, as the Moody 27 has more kit parts than the Moody 31.

I will briefly go through the accommodation from bow to stern:-

Forecabin

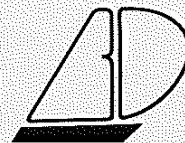
This incorporates some new ideas. The concept is to have two berths, one very long and the other slightly shorter, with a fill-in which fills in the whole of the forecabin area, to give a very large double bunk. The only stowage is the starboard side wardrobe over the saloon berth trotter box. Stowage outboard would be confined to a very simple shelf.

H216 H7.

Saloon

The saloon is made up of; to starboard, a berth running into a trotter box, and to port, a full length berth. Outboard are shelves and behind the hinge-up back rest, cave lockers.

cont.../2



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2/...

To starboard, aft, is the galley unit, this is split up into two single units, one the sink/ice box and the other the oven. It could be worth considering moulding the work top/sink/ice box all in one, with a large insulated lid over the ice box.

To port is the chart table, again a simple box unit, attaching to ship side and only a very small bulkhead at the forward end.

Shown are a couple of alternative ideas for angled bulkheads in the galley and chart table area which could open up the saloon.

Aft Cabin

We will have to simplify the construction of this cabin. Compared to the 31, you will see there are no hull lockers, fill-in in the berth and I think we could do a very neat G.R.P. engine box.

In the lower drawing I have sketched a seat, this could be a good place to put the batteries.

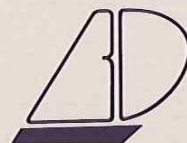
Toilet

This is basically as we do now but with a couple of options shown.

I think we have to have a good sailing performance with this yacht, obviously this means a larger rig than the current 27, which is a little slow under sail. To keep the rig increases to a minimum the weight of the yacht must come down compared to the 27.

cont.../3

Bill Dixon



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Telex: 477210 PARMAT G

3/...

Finally I have drawn a small bathing platform moulded into the stern.

I am sure this boat would be a surefire winner, but we must aim to keep this yacht far enough apart from the Moody 31 so as they do not harm each other.

Moving onto the Moody 37. As you know I went to Lloyd's to run through the construction on the computer, I split the bill 50/50 between you and Moody's. Chatting to John he is of the opinion that this helps the production price of the yacht and therefore you should pay the total cost. Perhaps when you are next talking to John you could sort this out.

Finally the old question of royalties arise again. Now that you have taken over the payment of royalties on some boats from Moody's the situation on exact percentages is a bit vague. What I would like to do is put some proposals to you so that on future boats we all know the rates.

From my point of view I would like to see royalties for the future set at 0.75% on all new boats. I do feel this is a very fair figure (especially when most designers charge a minimum of 1-1½%) and I do feel that it reflects the increased design workload in these new designs as opposed to the designs in the past. Unfortunately it is becoming so very important these days to put in more design development hours, to ensure the product is well and truly worked out before tooling and plugging starts. I think you will agree that this has already shown results in our new boats.

I look forward to hearing your comments and to discussing the 286 further.

Best wishes.

Yours sincerely,

BILL DIXON.

File only 1728

DEPARTMENTAL PRODUCTIVE LABOUR RATES

4	5	4	4	5	
WEEKS	WEEKS	WEEKS	WEEKS	WEEKS	WEEKS
ENDED	ENDED	ENDED	ENDED	ENDED	ENDED
25-8	29-9	27-10	23-11	28-12	

FITTING OUT.

Valley Road	5-42	7-79	6-07	6-59	6-53
Newport Street					
P30 Shop		5-39	5-70	5-77	5-68
P38 Shop		6-57*	5-68	6-50	6-60
P45 Shop		7-86	5-91	5-97	6-33
	① 8-37	① 8-37			
	6-23	10-20	8-10	7-29	8-39

MOULDING SHOPS.

BIT PARTS.

Valley Road	4-78	4-45	4-45		
	4-73	4-45	4-45	4-60	4-55
Newport Street	3-92	3-92	3-75		
	4-16	4-16	4-16	3-86	3-94

METAL SHOP

LOUVERING SHOP

COMPANY

	5-12				
	6-98	4-60	4-81	5-16	4-78
	5-62				
	6-18	5-02	5-38	6-15	5-99
	5-95				
	6-04	7-13	5-15	5-90	6-14

* will be split on next months report.

Aug month-end WIP valuation taken on 31-8-89. Should have been taken on 24-8-89.

£

M34 UPH LABOUR COST 310

M31 UPH " " 270

MEMORANDUM

To: Lee Mill, Valley Road, Tina, Tim, Simon,
Anita, John Page, George Simpson

From: David King

Subject: Production Schedules 24/2/87

Date: 24th February 1987

Please note there are the following major changes on these schedules:

1. Moody 28

We are going to stop production of the Moody 28 and the last boat that will be built will be F2092, although there is the possibility that we may start building the boats again in November. This is by no means certain so we must aim to use up all materials that are specifically for the Moody 28 on the existing run of boats. When F2092 has been moulded the moulds can be put outside but should be suitably protected.

2. Moody 31

One of the crews building M28 will cease at around about the end of March and will commence building M31 at that stage. You will therefore see that M31 dates have been brought forward and also additional M31 have been inserted in the schedules. The additional output will be approximately 1.8 boats.

3. Moody 376

The second M28 crew will cease building around about the middle of May and will commence building M376. Again you will see M376 delivery dates have come forward, also some extra M376 will be inserted in the schedules. From the end of May, the extra production rate of M376 will be approximately 1.3 boats per month.

File Interoffice

MEMORANDUM

To: Mike Lucas

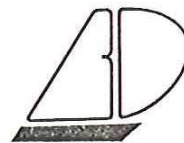
From: David King

Subject: MOODY 28

Date: 18th March 1986

We have a note from A H Moody that the deck plug for the bow navigation light is situated in such a position that it can be damaged from mooring lines running from fairlead to cleat. Could you please ensure that the plug is sited so that this is not possible.

Yua
.....
pp D S King



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Telex: 477210 PARMAT G

ATTN

MIKE LUCAS

MOODY 28

14/11/86

Suggested amendments:-

1. Reduce mast support size.
2. Foreberth 'V' piece fill-in unstable.
3. Increase depth of saloon seath back open shelf and put partitions in.
4. Consider offsetting table slightly to starboard.
5. Re-arrange under sink stowage as per modified drawing.
6. Move sink outboard and aft.
7. Book stowage in chart table should have fiddle at base.
8. Move toilet forward $\frac{3}{4}$ " on plinth.
9. Take out reinforcement in aft end of coachroof, in heads, to allow G.R.P. headlining to move aft $\frac{1}{2}$ ".
10. Consider couple of hooks in oilskin locker.
11. New smaller Lewmar port could be used in aft cabin in lieu of present one.
12. Move regulator in gas locker up as far as possible (check 2 Camping Gaz bottles fit).
13. Carpet in aft cabin slipping on moulding - fit poppers.
14. Gas bottle locker drained not sealed.
15. Reposition cockpit drain.
16. Water tank vent in sink.
17. Backstay on centreline.

MEMORANDUM

To: E REYNOLDS. CC M VINEY, M LUCAS

From: DAVID KING

Subject: MOODY 28 - EARLS COURT

Date: 3 JANUARY 1986

I noticed on the Moody 28 sail locker lid hatch that the hinges had not been recessed into the hatch lid. This means that the hatch stands very proud. There should be ~~rebates~~ ^{rebates} (aluminium blocks according to Fairweather) in the hatch mould to prevent this happening.

I also noticed that the top of the hinges were standing about a quarter of an inch above the top of the coaming - which means you rip your oilskins - so, obviously, the hinges must be mounted so that the tops are flush.

Generally, please watch all hatches from Fairweather (P55, P36R etc, etc) because they assume we will always put in aluminium blocks in the moulds to rebate hinges rather than them making the cut-out in the ~~block~~ ^{block}. This is for release angle reasons - which I do not pretend to understand!



MEMORANDUM

To: D S King

From: M J Lucas

Subject: Moody Deck Gear Changes

Date: 29 November 1985

1. Moody 28 (effective E 3003 and onwards)

Stoppers have been changed from Spinlock to Easylock 1, genoa track has been changed from 1½" to 1", genoa cars are now Gibb rather than Lewmar 1006.

SAVING PER BOAT = £8

2. Moody 31 (effective Nov 85)

Genoa track has been reduced from 1½" to 1", using Gibb genoa cars rather than Lewmar 1006.

SAVING PER BOAT = £7

3. Moody 34

Sliding genoa arrangement with loose block now changed to Lewmar 1006. Main sheet traveller track being changed back from small to medium. This associated with change from small 6 wheel traveller to medium 4 wheel traveller (as Moody 37). Change currently being implemented and will affect first YCA boat at Earls Court - G1125.

ADDITIONAL TOTAL COST PER BOAT = £12



M J Lucas

Copy to M Viney
P Moore
Buying Office

MEMORANDUM

To: J G Moody
J Wishart
J Rubython
S Limb

c.c. J S Page
T Smith

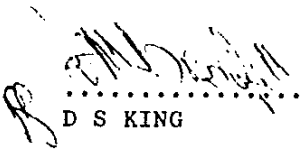
From: D S King

Subject: MOODY 28

Date: 3rd October 1985

I regret I have made an error on the yard numbering of the Moody 28's on the schedules sent out to you. Instead of beginning with "E3" they should begin with "F2" i.e. a boat on a schedule that appears as, say, E3100 should be changed to F2100. Rather than sending out amended schedules, could I please ask you to change your schedules.

Many thanks.


.....
D S KING

MEMORANDUM

To: Peter Moore.

From: Mike Lucas

Subject: MOODY VINYL STRIPES
and NEW COLOURS.

Date: 5.9.85

All Moody boats to be changed over, as soon as possible, to new colours (as Southampton)

M.28 & M.31 - Vinyl stripe for windows, hull lines and water lines.

M.34, M.37 & M.419 - Vinyl window stripe, but paint hull lines and water lines to new colours (Vinyl Moody name will become available in due course)

NOTE: Arrange for vinyl kits from T. Curtayne
Arrange supply of new colour paint.

Copy to: D.S.K. ✓
M. Viney
D. Crocker
Buying Office

MEMORANDUM

To:

ERIC

VIA FAX

From:

DSA

Subject:

Date:

31/8

SKN

① M28 SUPER STRUCTURE - LOOKS TOO BLUE IN SHOP - DO NOT LAY UP ANOTHER WITHOUT FIRST CHECKING WITH ME.

IN MEANTIME CAN I HAVE A PANEL INCLUDING ② THAT BLUE

③ THAT BLUE 50% WHITE 50%

④ THAT BLUE 30% WHITE 70%

② P415 SMALL Mouldings - PROBLEM RE: DELIVERY DATE FOR SHOW BOAT. WILL PHONE FIRST THING MONDAY WITH DETAILS (I THINK FRANK KNOWS OF THE PROBLEMS)

Ramp

MEMORANDUM

To: P Moore
T Horan

c.c. M Viney
M Lucas

From: D S King

Subject: MOODY 31 & MOODY 28 TRANSM INSERTS Date: 15th August 1985

Now that the Moody 31 and Moody 28 have transom inserts, a single stainless steel rung is to be fitted half way up the vertical part of the transom, irrespective of whether or not a swimming ladder is ordered as an option.

The object of the rung is to act as a step/hand hold when using the transom platform. It will obviously need to be positioned so that if a ladder is fitted retrospectively there will be no need to reposition the rung.

Ideally it should fit immediately above (and as close as possible to) the centre rung of the ladder when in the raised position. By doing this a peice of line attached to the centre rung of the ladder will be able to pass through the transom hand hold and act as a raising line for the ladder - and it can then be secured by tying it around a pushpit foot.



D S KING

MEMORANDUM

(FAXED)

To: Mike Viney

c.c. D G Burnham

From: D S King

Subject: SOUTHAMPTON BOAT SHOW

Date: 17th July 1985

I have agreed to carry out the following modifications on the Southampton Show boats and thereafter subject to:-

- (a) there being enough time to carry them out and
- (b) there is no question of scrapping or modifying units already made (ie M34 galleys).

Moody 419 and Moody 37

- 1. Graphicraft window stripe.
 - 2. New Moody name style let into present hull stripe.
- Plus other modifications on Moody 37 as already discussed.

Moody 34:

- 1. Second sink in galley with chopping board on one sink.
- 2. Top entry grp stowage box with flush top outboard of sinks (NB: insulation not required).
- 3. Cork formica to galley top.
- 4. If possible, make entry into aft cabin seem larger by reducing archway effect at top of door and possibly lowering sill at bottom of door.
- 5. Stainless steel handrails on aft cabin per M37.
- 6. Window stripe and name as described above on M37 and M419.
- 7. Rev counter standard supply - but does not need to be on Southampton show boat - probably around October/November when first batch of engines delivered at new prices.

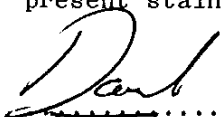
Moody 31:

- 1. Chart table change round.
- 2. Transom insert.
- 3. New graphics from Graphicraft on windows, hull stripes and waterline plus new name.
- 4. Develop folding ladder option for transom insert (possibly fit to show boat)

NB: Moody 28 - same exterior graphics as Moody 31.

Consideration on all sailing boats:

Would a teak cooker crash bar look better/be simpler/be cheaper than the present stainless steel one?


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D S KING

MODEL OF BOAT MOODY 28 MK II

BOAT NO

DATE

CREW

SIGNED

UNITS OF ISSUE	DESCRIPTION	ISSUED
1	M28 PULPIT	
1	M28 PUSH PIT	
1	M28 STEMHEAD ROLLER	
Set of 5	M28 CHAINPLATES TO L.M. CHAIN PLATE COVERS AND BACKSTAY	
2	M28 COCKPIT GRABHANDLES As M419 toilet ? <i>infant length</i>	(14")
1	M28 MASTPOST	
4	M28 HANGING BARS As M31 length (?) 24" (?) 28 3/4 x 1 1/2	
1Set	PLASTIMO COOKER GIMBALS As M31 - Plastimo type	
1Set	GIMBALSTOPS As M31	
1	M28 MIXER BOX	
1	M28 BATTERY STRAP As M31	
1	M28 TRANSOM TRIM No4	
1	M28 SPRAYHOOP (Optional)	
1	M28 BOARDING LADDER (Optional)	
2	M28 BOARDING LADDER GRABHANDLES As M 419	

MODEL OF BOAT MOODY 28 CONT:

BOAT NO

DATE

CREW

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[illegible]

MODEL OF BOAT . . . MOODY 346

BOAT NO

DATE

CREW

SIGNED

.

UNITS OF ISSUE	DESCRIPTION	ISSUED
1	M346 PULPIT	
1	M346 PUSH PIT	
1	M346 EMERGENCY TILLER ARM	
1	M346 WASHBOARD RETAINERS	
1	M346 EXHAUST MIXER BOX Issued with ENGINEERS Kit	
1	M346 STEMHEAD ROLLER As M31	
1	M346 PLASTIMO COOLER GIMBALS SINGLE SLOTTED (2 off) As M419	
1	M346 CHAIN PLATE SET	
2	M346 BATTERY STRAPS Issued with engineers Kit	
1	M346 TRANSOM BEADING No1	
1	M346 SPRAYHOOD HOOPS & FEET (OPTIONAL)	
1	M346 MAST POST	
2	M346 CALORIFIER STRAPS Issued with Engineers Kit	
1 set	M346 GIMBAL STOPS (2off) As M31	
1 set	M346 HATCH PLATES (4 off) As M31 (If additional Hatch Required increase by 2)	

MODEL OF BOAT

BOAT NO

DATE

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UNITS OF ISSUE	DESCRIPTION	ISSUED
1	M346 BOARDING LADDER (OPTIONAL)	
1	M346 BOARDING LADDER GRAB HANDLE As M31	
1	M346 TABLE BRACKET	
1	M346 OVERHANG LOCKER GRAB HANDLES	
4	M346 BUNK BAR (31" x 1/2" O.D.)	
1	M346 WINDEX BRACKET As S33	
1	M346 SHOWER DRAIN As M419	
1	M346 COOLER BAR	
1	M346 COOKER BAR As old S33	
3	M346 HANGING BARS 1 x 40" x 3/4" 2 x 24" x 3/4"	
1 Pair	M346 AFT CABIN GRAB HANDLES	
1 Pair	M346 MAIN HATCH CURVED GRAB HANDLES	
1	M346 WINCH BACKPLATE (OPTIONAL)	

MODEL OF BOAT MOODY 28 MK III .

BOAT NO

DATE

CREW

SIGNED

.

UNITS OF ISSUE	DESCRIPTION	ISSUED
1	M28 PULPIT	
1	M28 PUSH PIT	
1	M28 STEMHEAD ROLLER	
Set of 5	M28 CHAINPLATES TO L.M. CHAIN PLATE COVERS AND BACKSTAY	
2	M28 COCKPIT GRABHANDLES As M419 toilet 14"	
1	M28 MASTPOST	
4	M28 HANGING BARS As M31 28 3/4" x 1/2" BUNK BARS	
1Set	PLASTIMO COOKER GIMBALS As M31 - Plastimo type	
1Set	GIMBALSTOPS As M31	
1	M28 MIXER BOX	
1	M28 BATTERY STRAP As M31	
1	M28 TRANSOM TRIM No4	
1	M28 SPRAYHOOP (Optional)	
1	M28 BOARDING LADDER (Optional)	
2	M28 BOARDING LADDER GRABHANDLES As M 419	

MODEL OF BOAT MOODY 28 CONT:.....

BOAT NO

DATE

CREW

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MOODY MAKE IT BIG WITH THE NEW 28

Launching any new boat in a range should satisfy a clear market demand. If the interest shown in the Moody 28 since her first showing at Southampton and latterly at London, is taken as a yardstick then the demand for such a boat must have been underestimated by both Moody and the Scottish sales agents Kip. Boat sales staff at Kip have now got a full month of test sails booked, and have orders based only on the results ready to be signed.

Yachting Life's test team were the first to take a 28 afloat in Scotland, and the message to those waiting to hear the results must be — sign there. Moody have surpassed themselves with the total package, and she sails beautifully.

The Moody 28 is one of the best looking Moody's yet. Much sleeker hull lines and a large but shapely coachroof give a much more performance orientated appearance. The transom adds to her big boat look, indeed most people would be hard pushed to guess her length accurately.

A completely new design from concept to reality, it's once more from the drawing board of Bill Dixon. Such is his satisfaction with the reality that the designer himself will be taking delivery of a 28, shortly.

In comparison with other Moody designs it carries slightly more sail area for the displacement, and has a displacement ratio of 38.1 compared with, for example, the 31 which is 42, so it should be a fairly slippery performer.

On the water there was no disappointment. Conditions must have been ordered by the Kip staff, a steady 3 from the North East and good light made for ideal conditions for what was something of a shakedown cruise. That said she performed admirably all round, any minor problems had instant solutions.

Sail power throughout the day was a No. 1 lightweight genoa and main and even through the pulls she behaved impeccably.

POSITIVE RESPONSE

The 28 gave a good account of herself upwind, with a little early tuning she was well balanced and tracked very well. In the gusts she proved exceptional, stiffening without going right on to her ear and maintaining good steerage. On the helm she was

responsive without being flighty, generally very positive.

Efficiency close-winded she pointed high and kept good speed even when pinched. For a boat of only 27½ feet with a waterline of 23.34 ft, we were most impressed.

Off the wind she was fast, comfortable and handled with extreme ease. Essentially a cruising boat she would be easily handled by a husband and wife team, and is as good a boat as any for a young family. David Cooke anticipates selling 90% of their 28's with roller headsails and for this type of boat they are ideal.

The deck layout is very good, easily worked and safe. For the first time Moody have led the control lines all, though reefing and the outhaul are still on the boom at the front end. A rod kicker is an option and the lifting on the mast comes as standard, for general ease of handling it's also an option worth investing in.

The sidedecks are wide enough for safety and a full length hand rail along the coachroof gives an excellent hand and foot hold. The coach roof itself gives a good working platform.

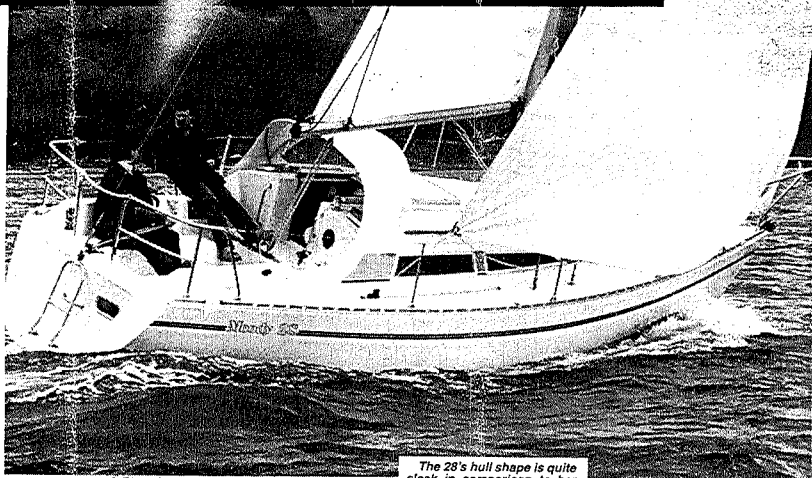
The cockpit is surprisingly big and safe with full length seats on both sides. The sidedecks are also quite comfortable with good forward visibility and a reasonable lip to the cockpit seat giving a foothold.

SPACEY

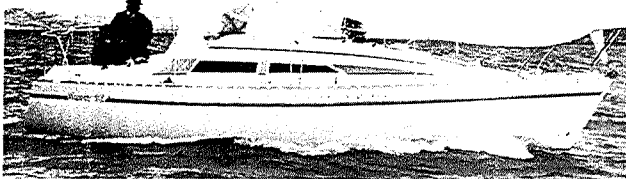
Down below decks the Moody shows her true pedigree with a fantastic amount of space; the aft cabin is quite remarkable with a good double berth in under the cockpit sole. An opening port in the transom gives good natural light and ventilation.

The aft cabin also has a hanging locker and plenty of other storage space. There is also good access to the rear of the engine.

The galley is to starboard and is as comprehensive as any with a Plasmaco cooker with oven and grill, fully gimballed. There are plenty of



The 28's hull shape is quite sleek in comparison to her bigger sisters.



drawer and storage space in the forward facing pedestal which also houses the stainless sink. There is also perspex fronted storage cupboards against the hull side.

The navigation area is immediately opposite on the port side. The table is of good size with good deep storage underneath. A twin book and storage rack is at the navigator's left elbow, while there is also ample space for mounting instruments both at the side and on the facing mini bulkhead.

The main saloon is superbly appointed with comfortable roll back seating in a U shape. The upholstery in the Kip demonstrator was in a dark blue velvet which

contrasted with the teak workmanship again giving a big boat feel. The roll-back seating allows access to the lockers without the need to remove the entire seat back. The amount of storage space in this area of the boat is most impressive.

There is a double/twin conversion in the forepeak which is of good size. The access to the forepeak was felt to be rather constricting, through quite a narrow bulkhead door. With the interior lines running forward to meet at this point, with a bigger opening perhaps it would lend a more spacious appearance forward.

As a consequence, though, the larger single door opening into the cockpit could prove a hindrance on some occasions. As it stands, trying to move sails into the forepeak through the saloon could prove a tight squeeze, though David Cooke rightly points out that most would be on roller headsails anyway.

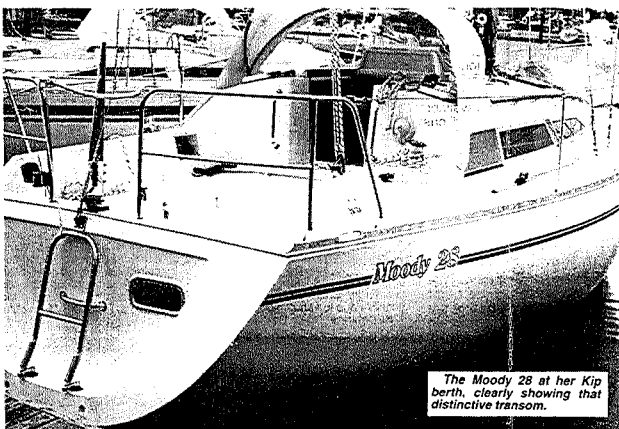
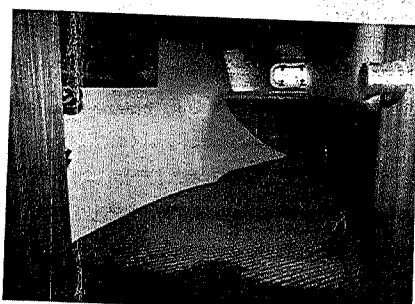
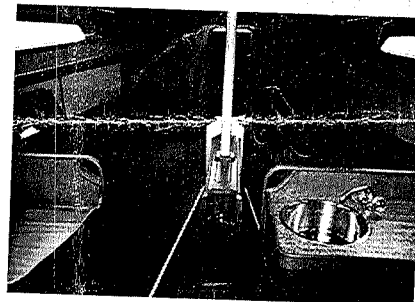
The heads is to port and aft of the navigator's station. Clean, white and spacious it's a pleasant enough unit with ample room for manoeuvring. A shower unit is also a worthwhile option.

All in all, it's exemplary below decks, totally in keeping with the Moody idiom, quite robust but very user-friendly. The general standard of workmanship is appreciably higher than the norm, with fine use of polished woods. There is an abundance of natural light — with hatches above the galley and the nav. station.

The engine is a Volvo 2002 which gives a comfortable cruising speed of around 6 knots. Under power it's a reasonably quiet boat. Manoeuvring her around the marina was simplicity, though it's probably worth bearing in mind the windage on the comparatively large transom.

Though the smallest boat in the Moody range, the 28 is a perfect

example of just what can be achieved. The sailing performance is good and with an all up price of just £24,000 she represents good value backed by the knowledge that Moody's are one of the best investments on the water.



The Moody 28 at her Kip berth, clearly showing that distinctive transom.

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Yachting Life.

Vol 09 No 10

INCORPORATING 'SCOTTISH BOARDSAILOR'

May 1986

25p

**TWO 'GIVE AWAY'
STORIES THIS MONTH...**

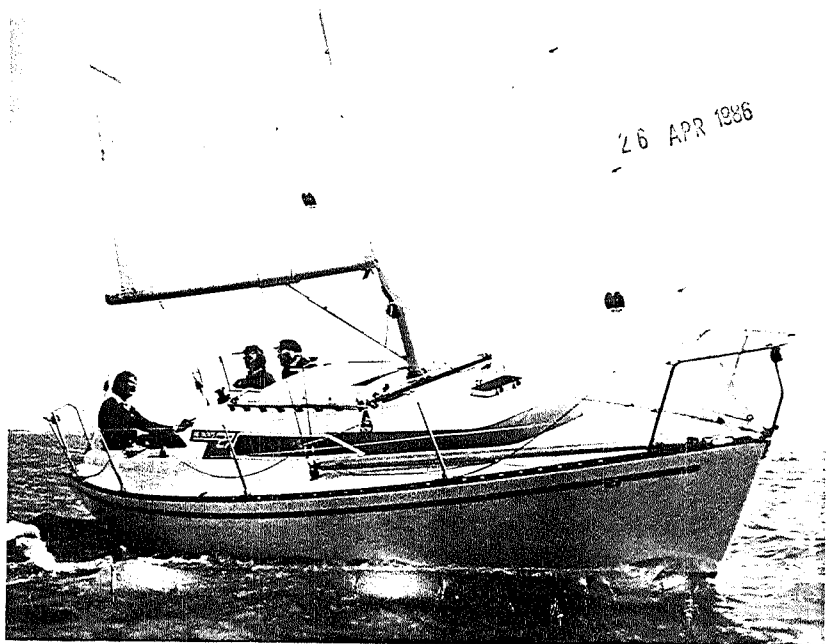
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ACE**

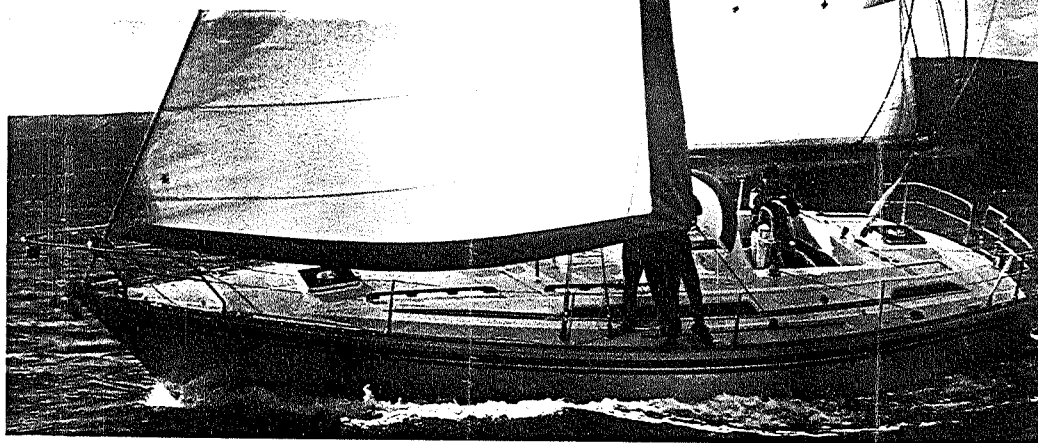


May is a big month for Kip Marina. Over the three days 9-11th, the Clyde yacht haven will be mounting its annual 'Open Weekend', involving the local marine trade. Yachts on display will come from Kip's main agencies two of which are featured here in colour: Top, the Scottish built M.G. C27 and below, representing the popular Moody range, an example of the '37' photographed by H. Gilmour. Also in this issue, a Yachting Life test sail on the Moody 28.

**SCOTTISH
SERIES
LATEST**

**CRAOBH
BUILDING
FOR BIGGER
FUTURE**

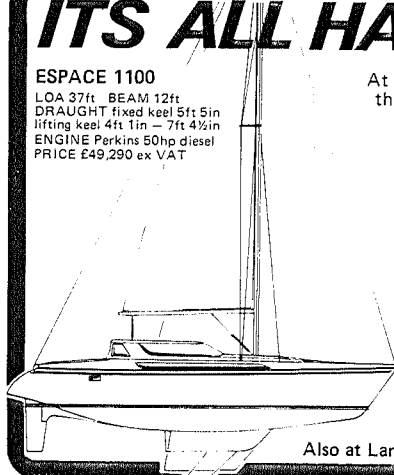
**SILVERS SERIES
STARTS
THIS MONTH**



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ESPACE 1100

LOA 37ft BEAM 12ft
DRAUGHT fixed keel 5ft 5in
lifting keel 4ft 1in - 7ft 4½in
ENGINE Perkins 50hp diesel
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At Largs Haven we also have a big range of craft on display and can arrange demonstrations at any mutually convenient time.

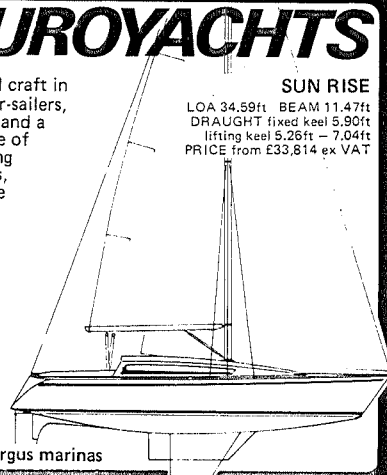
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DRAUGHT fixed keel 5.90ft
lifting keel 5.26ft - 7.04ft
PRICE from £33,814 ex VAT



MODEL OF BOAT Moody 28

BOAT NO.....

DATE.....

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UNITS OF ISSUE	D E S C R I P T I O N	ISSUED
1	M.28 PUSHPIIT	
1	M.28 PULPIT	
1	M.28 STEMHEAD ROLLER	
Set of 5	M.28 CHAINPLATES TO L.M. CHAINPLATE COVERS AND BACKSTAY	
2	M.28 COCKPIT GRABHANDLES AS M.419 14"	
1	M.28 MASTPOST	
4	M.28 HANGING BARS AS M.31 BUNK BARS 283/4"x1/2"	
1 set	PLASTIMO COOKER GIMBALS AS M.31-Platimo type	
1 set	GIMBAL STOPS AS M.31	
1	M.28 MIXER BOX	
1	M.28 BATTERY STRAP AS M.31	
1	M.28 TRANSOM TRIM NO.4	
1	M.28 SPRAYHOOP (OPTIONAL)	
1	M.28 BOARDING LADDER (OPTIONAL)	
2	M.28 LADDER GRABHANDLES AS M.419	
11	M.28 HATCH BACKING PLATES	
1 set	M.28 WATER TANK STRAPS (2 of)	
1	M.28 OVERHANGING LOCKER BAR ASM.34	

MODEL OF BOAT MOODY 31

BOAT NO.....

DATE.....

CREW.....

SIGNED.....

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UNITS OF ISSUE	D E S C R I P T I O N	ISSUED
1	M.31 PULPIT	
1	M.31 PUSH PIT	
1 set	M.31 CHAINPLATE SET	
1 set	M.31 HATCH RETAINERS AND GRABHANDLES	
1	M.31 STEMHEAD ROLLER	
1	M.31 MIXER BOX issued with Engineers Kit	
2	M.31 BATTERY STRAPS issued with Engineers Kit	
1 set	M.31 TRANSOM BEADING NO.1	
1 set of 2	M.31 PLASTIMO COOKER COOKER GIMBAL STOPS	
1 set of 2	M.31 GIMBALS SINGLE SLOTTED	
1	M.31 COOKER BAR	
1	M.31 COOKER FIDDLE CLAMP	
1	M.31 MAST POST	
1	M.31 OVER HANG LOCKER BAR AS M.34	
1 set	M.31 SPRAYHOOPS AND FEET (OPTIONAL)	
1	M.31 BOARDING LADDER (OPTIONAL)	
1	M.31 BOARDING LADDER GRAB HANDLE	
8	M.31 BUNK BARS 283/4" x 1/2"	
2	M.31 HATCH BACK PLATES (4 if optional match req)	
1	M.31 24" HANGING BAR	
2	M.31 MAIN CABIN HATCH BACKING PLATES(OPTIONAL)	
1	M.31 WASHBOARD RETAINERS AS S.33	
2	M.31 HATCH BACK PLATES (OPTIONAL)	
1	M.31 FUEL TANK	
1	M.31 HOLDING TANK (OPTIONAL)	

MODEL OF BOAT..... MOODY 346.....

BOAT NO.....

DATE.....

CREW.....

SIGNED.....

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UNITS OF ISSUE	D E S C R I P T I O N	ISSUED
1	M.346 PULPIT	
1	M.346 PUSH PIT	
1	M.346 EMERGENCY TILLER ARM	
1	M.346 WASHBOARD RETAINERS	
1	M.346 EXHAUST MIXER BOX issued with Engineer Kit	
1	M.346 STEMHEAD ROLLER AS M.31	
1	M.346 PLASTIMO COOKER GIMBALS SINGLE SLOTTED (2) As M.419	
1	M.346 CHAIN PLATE SET	
2	M.346 BATTERY STRAPS issued with Engineer Kit	
1	M.346 TRANSOM BEADING NO.1	
1	M.346 SPRAYHOOD HOOPS AND FEET (OPTIONAL)	
1	M.346 MAST POST	
2	M.346 CALORIFIER STRAPS issued with Engineer Kit	
1 set	M.346 GIMBAL STOPS (2) AS M.31	
1 set	M.346 HATCH PLATES (4) AS M.31 (if additional hatch required increase by 2)	
1	M.346 BOARDING LADDER (OPTIONAL)	
1	M.346 BOARDING LADDER GRAB HANDLE AS M.31	
1	M.346 TABLE BRACKET	
1	M.346 OVERHANG LOCKER GRAB HANDLE	
4	M.346 BUNK BAR (31" x ½" O.D.)	
1	M.346 WINDEX BRACKET AS S.33	
1	M.346 SHOWER DRAIN AS M.419	
1	M.346 COOKER BAR	
1	M.346 COOKER BAR as old S.33	
3	M.346 HANGING BARS 1x40"x3/4" 2x24"x3/4"	

MODEL OF BOAT...MOODY 346.....

BOAT NO.....

DATE.....

CREW.....

SIGNED.....

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UNITS OF ISSUE	D E S C R I P T I O N	ISSUED
1 Pair	M.346 AFT CABIN GRAB HANDLES	
1 Pair	M.346 MAIN HATCH CURVED BRAB HANDLES	
1	M.346 WINCH BACKPLATE (OPTIONAL)	

MODEL OF BOAT MOODY 37

BOAT NO.....

DATE.....

CREW.....

SIGNED.....

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UNITS OF ISSUE	D E S C R I P T I O N	ISSUED
1	M.37 PULPIT	
1	M.37 PUSH PIT	
1 set	M.37 CHAINPLATES	
1	M.37 STEMHEAD ROLLER	
1 pair	M.37 MAST GRAB BARS AS M.422	
1 pair	M.37 CURVED DECK HATCH GRAB HANDLES	
1 pair	M.37 STRAIGHT DECK HATCH GRAB HANDLES	
1 pair	M.37 WASHBOARD RETAINERS	
1	M.37 LOCKER LADDER As M.422	
1	M.37 S/S MASTPOST	
1 pair	M.37 GIMBAL STOPS AS M.422	
1 pair	M.37 GIMBALS AS M.419	
2	M.37 CALORIFIER STRAPS AS M.346 issued with Engineers Kit	
1	M.37 SPRAYHOOP	
1	M.37 SPRAYHOOP WINDSCREEN MODEL (OPTIONAL)	
1	M.37 BOARDING LADDER (OPTIONAL)	
1	M.37 BOARDING LADDER GRAB HANDLE AS S.33	
2	M.37 BATTERY STRAPS Issued with Engineer Kit	
1	M.37 TRANSOM TRIM NO.1	
1 set	M.37 MAIN HATCH RETAINERS	
1	M.37 TABLE BRACKET	
1 set of 4	M.37 WATER TANK STRAPS	
1	M.37 COOKER BAR AS M.34	
1	M.37 EMERGENCY TILLER ARM	
1	M.37 WINCH BACKPLATE	
1 set	M.37 BUNK BARS $\frac{1}{2}$ " x 32" O.D.	

MODEL OF BOAT.....

BOAT NO.....

DATE.....

CREW.....

SIGNED.....

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UNITS OF ISSUE	D E S C R I P T I O N	ISSUED
8	M.37 HATCH PLATES AS M.31	
1	M.37 MIXER BOX Issued with Engineer Kit	
1	M.37 ANCHOR CHAFE PLATE	
3	M.37 HANGING BARS AS M.31	

MODEL OF BOAT.....MOODY 422.....

BOAT NO.....

DATE.....

CREW.....

SIGNED.....

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UNITS OF ISSUE	D E S C R I P T I O N	ISSUED
1	M.422 PULPIT	
1	M.422 PUSH PIT	
1	M.422 STEMHEAD ROLLER	
1	M.422 ANCHOR CHAFE PLATE	
1 set	M.422 CHAIN PLATES	
1	M.422 TRANSON TRIM NO.1	
1 set	M.422 MAST GRAB BARS	
1	M.422 WINCH BACK PLATE	
1	M.422 TRANSON LADDER (OPTIONAL)	
1 pair	M.422 TRANSON LADDER GRAB HANDLE	
1 pair	M.422 COOKER GIMBALS	
1 pair	M.422 COOKER GIMBAL STOPS	
1	M.422 HATCH BACK PLATES	
1	M.422 S/S MAST POST	
2	M.422 AFT TOILET GRAB HANDLE	
1	M.422 MIXER BOX	
1	M.422 BATTERY STRAP	
1	M.422 COOKER BAR	
1 pair	M.422 COCKPIT GRABHANDLES	
1	M.422 MASTPOST TABLE CLAMP	
2	M.422 3/4" x 24" S/S BAR	
1	M.422 OH LOCKER BAR AS M.34	
6	M.422 BUNK BARS <i>28 3/4"</i>	
2	M.422 HATCH BACKING PLATES (OPTIONAL)	
1	M.422 TOILET GRABHANDLE 12" (OPTIONAL)	
2	M.422 BUNK BOLTS	

MODEL OF BOAT SIGMA 33

BOAT NO.....

DATE.....

CREW.....

SIGNED.....

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UNITS OF ISSUE	D E S C R I P T I O N	ISSUED
1	S.33 PULPIT	
1	S.33 PUSH PIT	
4	S.33 GRAB HANDLE 10 $\frac{1}{4}$ "	
1	S.33 WASHBOARD RETAINER (AS M.31)	
1	S.33 STEMHEAD ROLLER	
1	S.33 FORESTAY FITTING	
1	S.33 CHAINPLATE SET	
1	S.33 TRANSOM BEADING NO.3	
1	S.33 FUEL TANK STRAP	
2	S.33 WINDOW GRAB HANDLE 6 $\frac{1}{2}$ "	
1	S.33 COOKER BAR	
1	S.33 GIMBAL STOPS (AS M.31)	
1	S.33 PLATIMO BUDGET COOKER Gimbals single slotted as M.31	
2	S.33 BATTERY STRAPS AS M.31 Issued with Engineers Kit	
1	S.33 EXHAUST MIXER BOX Issued with Engineers Kit	
1 set of 4	S.33 HATCH PLATES	
1 set	S.33 HOOPS	
1	S.33 WINDEX BRACKET AS M.34	
4	S.33 WATER TANK STRAPS AS S.362	
1	S.33 RUDDER STOP BACKPLATE	
2	S.33 24" HANGING BARS	
1	S.33 MAST POST GRAB HANDLE 8 $\frac{1}{2}$ x2 $\frac{1}{4}$ Disc As M.27 - 41	
1	S.33 2" ALLOY ELBOW (FOR WATER TANK)	

MODEL OF BOAT...SIGMA 362.....

BOAT NO.....

DATE.....

CREW.....

SIGNED.....

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UNITS OF ISSUE	D E S C R I P T I O N	ISSUED
1	S.362 PULPIT	
1	S.362 PUSH PIT	
1	S.362 FORESTAY FITTING AND TACK BOLT AND 1 STEMHEAD ROLLER	
1	S.362 CHAINPLATE SET	
2	S.362 BATTERY STRAPS issued with Engineer Kit	
1	S.362 TRANSOM BEADING NO.2	
1	S.362 COOKER BAR	
2	S.362 GIMBALS SINGLE SLOTTED	
1	S.362 SAIL LOCKER STEP AS S.33 10 $\frac{1}{4}$ " - 2 $\frac{1}{2}$ " Disc	
1 pair	S.362 DECK HATCH GRAB HANDLES	
1	S.362 MAST POST	
4	S.362 WATER TANK STRAPS	
1	S.362 MIXER BOX	
5	S.362 HATCH BACKING PLATES	
3	S.362 HANGING BARS 1x40" 2x24"	
4	S.362 BUNK BARS $\frac{1}{2}$ "x19" O.D.	
2	S.362 CALORIFIER STRAPS	
2	S.362 GIMBAL STOPS	
4	S.362 TABLE WING NUTS	
1	S.362 FUEL TANK	
1	S.362 HOLDING TANK (OPTIONAL)	
1	S.362 WINDOW SET	

MODEL OF BOAT.....P.286

BOAT NO.....

DATE.....

CREW.....

SIGNED.....

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UNIT OF ISSUE	D E S C R I P T I O N	ISSUED
1	P.286 STEMHEAD ROLLER	
1	P.286 COCKPIT GRABHANDLE	
1	P.286 ENSIGN STAFF WITH SOCKET	
1 pair	P.286 STERN RAIL	
1 pair	P.286 COACHROOF GRAB HANDLE	
1 set	P.286 RADAR MAST BACKPLATE	
1	P.286 HOOP	
1	P.286 MAST LIGHT BRACKET	
1 set	P.286 SIDE VENT BRACKETS	
1 set	P.286 SEAT SUPPORTS WITH TUBES	
1 set	P.286 HATCH LOCK BRACKETS	
2 sets	P.286 GAS STRUT BRACKETS	
1	P.286 ALUM ANGLE 1½" x 1" x 48"	
1	P.286 "D" HANDLE As M.41 8½" - 2½" Disc	
1	P.286 3/4" x 24" HANGING RAIL	
1	P.286 SUN AWNING RAIL	
1	P.286 BIMINI HOOP	

MODEL OF BOAT.....P.33

BOAT NO.....

DATE.....

CREW.....

SIGNED.....

.....

UNITS OF ISSUE	D E S C R I P T I O N	ISSUED
1	P.33 STD STEMHEAD ROLLER	
1	P.33 DROP STEMHEAD ROLLER (OPTIONAL)	
6	P.33 SIDE STANCHIONS	
2	P.33 END STANCHIONS	
2	P.33 COACHROOF GRABRAILS	
2	P.33 LONG CANOPY GRABRAILS	
2	P.33 VENT STRIPS	
2	P.33 COCKPIT GRABHANDLE	
1 set	P.33 STERN RAILS	
1 set	P.33 HELMSMANS SEAT STRIPS	
1	P.33 GAS BOX DRAIN	
1 set	P.33 WINDOW J STRIP	
3	P.33 FRIDGE RETAINER 25" - 3/4"	
2 sets	P.33 GAS STRUT BRACKETS	
1	P.33 FWD F/B RAIL	
1 set	P.33 F/B SCREEN FIXING BRACKETS	
1	P.33 MAST LIGHT BRACKET	
	P.33 FENDER BASKETS (OPTIONAL)	
4	P.33 F/B SEAT BRACKETS	
1 set	P.33 F/B RAIL WRAP AROUND	
4	P.33 FUEL TANK STRAPS	
1 set	P.33 LUFTGROOVE RAIL	
3	P.33 S/S TUBE 3/4" x 13½"	
1	P.33 RUDDER TIE BAR (INBOARD)	
1	P.33 RUDDER TIE BAR (OUTBOARD)	
2	P.33 RUDDER STOPS	

MODEL OF BOAT.....

BOAT NO.....

DATE.....

CREW.....

SIGNED.....

.....

UNITS OF ISSUE	D E S C R I P T I O N	ISSUED
1	P.33 SLUGS AND STUDS 10mm x 8"	
1 set	P.33 3½" 90° EXHAUST ELBOW	
1	P.33 3½" 60° EXHAUST ELBOW	

MOODY 28 PRELIMINARY SPECIFICATION

The Moody 28 is the latest in a completely new line of yachts *up Moody*
by Bill Dixon of Angus & Moore Ltd *designed*
to emerge from the A. H. Moody & Son Limited, Marine Projects and
from Bill Dixon's design *Heft*
Bill Dixon stable with a pedigree which immediately establishes her at
the forefront of modern, fast cruising yachts.

The Moody 28 has been designed along the enormously successful concepts of her sisters in the Moody range, but she also incorporates new features to meet the exacting demands of the 1980s such as the clever bathing/boarding platform built into the transom.

Her accommodation has been divided up into three totally separable cabins: in the forepeak are 2 berths in a 'V' formation which can be converted into a double, underneath the berths is ample stowage space with PVC bags provided to ensure dryness.

The saloon has two settee berths forward leaving the aft section of the saloon free for the working area of the yacht. The galley which is to starboard, is fitted with a 2 burner cooker with oven and grill, an ice box, a single SS sink with hand pumped fresh water and ample stowage for crockery, cutlery and food.

Opposite the galley to port is the navigation area with separate chart table and seat with plenty of room for instruments, books and other equipment.

Aft of the navigation area is the WC compartment fitted with sea toilet toilet and hand basin with hand pumped fresh water. There is also a wet locker fitted in this compartment.

Aft of the galley on the starboard side is a separate, double
quarter berth cabin with hanging locker and dressing table.

plenty of storage space.

Equipment

? Where?

Spars and Rigging: Spars in silver anodised aluminium, mast incorporates winches and cleats for main and foresail halliards and reefing winch, internal halliards, aerofoil spreaders, integral spinnaker track, deck floodlight and steaming light, boom complete with slab reefing hooks, integral stoppers, internal reefing lines and clew outhaul. Standard rigging in stainless steel wire with stainless steel rigging screws, terylene halliards, kicking strap, burgee halliard and topping lift.

Deck equipment: Aluminium alloy toerails incorporating alloy lifeling stanchions, stainless steel pulpit and pushpit and integral fairleads. Stemhead fitting with chain roller. Chainpipe. Mooring cleats for'd and aft (4). Deck fuel and water fillers. Teak handrails to coachroof. Double stainless steel wire lifelines. Mainsheet track and slider. Genoa sheet tracks, sliders and turning blocks. Two Lewmar two-speed genoa winches and cleats. Ventilite vents to forecabin, toilet and main saloon. For'd hatch. Main hatch and garage. Teak washboards.

Sails: Mainsail and Working jib supplied as standard, complete with bags, tacks and hanks.

Cockpit: Large self draining cockpit, tiller steering, oil locker, self venting gas locker with space for 2 bottles, bilge pump.

Hull and superstructure: Hull finished in white high gloss self coloured gelcoat, waterline and flash painted, hull antifouled. Superstructure in white with moulded integral non-slip surface.

is there a hull plate?

Engine/Electrical: mounted and acoustically silenced, two bladed propellor. Alternator charges heavy duty battery via main switch. Common earthing system to sacrificial anode. 12v lighting in for'd cabin, toilet and main saloon. Full set navigation lights, compass light, deck light, steaming light.

Further standard equipment: Bilge pump (through cockpit mounted), porthole compass, dry powder fire extinguisher. Anchor complete with chain. Two winch handles.

!* A suitably sized diesel from a recognised manufacturer, flexibly

moody 27
15x11x2
15x10x3

XM
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STANDARD ITEMS ON MOODY AND SIGMA

ITEMS:	MOODY 28	MOODY 31	MOODY 34	MOODY 37
<u>FENDERS</u> <u>SIZE AND NUMBER</u>	2 18x5½ D204491 XM Yachting	2 18x5½ D204491 XM Yachting	3 18x5½ D204491 XM Yachting	3 22x7 D204480 XM Yachting
<u>ANCHOR WEIGHT</u> <u>AND TYPE</u>	25lb Plough D203511	25lb Plough D203511	35lb Plough D203520	35lb Plough D203520
<u>ANCHOR WINCH</u> <u>AND TYPE</u>	NONE	NONE	NONE	Lofrans Royal
<u>ANCHOR WARP WITH</u> <u>STD WINCH</u>	15FTM (28m) 5/16 Non Cal Chain D203930	15FTM (28m) of 5/16 Non Cali Chain D203930	15FTM (28m) of 5/16 Cali Chain D203930	15FTM (28m) of 5/16 Cali Chain D203930
<u>CALOR GAS BOTTLES</u> <u>(1 PER BOAT)</u> <u>EXPORT:</u>			1 10lb D203711	1 10lb D203711
<u>FRIDGE TYPE:</u>	NONE	NONE	NONE	160 Litre Danfos H205196
<u>MOORING WARP:</u>	2 XM Yachting 15mx12mm) D252001	2 15mx12mm	2 15mx12mm	3 XM Yachting 15mx16mm D252010
<u>COOKERS:</u>	Atlantic Budget D203753	Atlantic Budget D203753	Atlantic Budget D203753	Atlantic de Luxe H203757
<u>PROPELLOR SIZES:</u>	15x11x2 blade LH D520427	16x14x2 blade LH D510435 Tein	15x12½x2 blade RH D510418 Tein	T90 engine 16x11 D510429 T108 engine 17x11 D510464
<u>ANTI FOULING:</u>		...COPOLYMER NAVY BLUE		
<u>ECHO SOUNDER:</u>	Navico ES 120 D310100	Navico ES 120 D310100	Navico ES120 D310100	Navico ES120 D310100
<u>SUNLOG:</u>	NONE	NONE	12v x 12k Sunlog H512910	12v x 12k Sunlog H512910
<u>STERN LIGHTS:</u>	AQ 25 D3088143	AQ 25 D308843	AQ 25 D308843	AQ 40 D308773
<u>STD WINCHES:</u>	2 24C Lewmar	2 30C	2 40C	2 43C

Vauo 2003 TURBO 18x14 2 BLADE.

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from
* Sept '87

SAIL BOAT CLEATS

	M28	M31	M346	M376	M422	S33	S362	S38	Part No	Price
10" x 4 Hole Cleat	2	2	4	6	6	2	4		D204080	£6.56
8" x 4 Hole Cleat	2	2	-	-	-	2	-		D204060	£5.25
8" x 2 Hole Cleat	-	-	-	2	2	-	-		D204055	£5.25
7" x 2 Hole Cleat	2	2	2	-	-	-	-		D204020	£4.48
6½" Plastic Jam	-	-	-	-	-	6	-		D204085	£1.05
6½" Alloy Jam	-	-	-	-	-	-	2		D204086	£5.19

SAILBOAT CLEATS

M28	M31	M346	M376	M422	S33	S362	S38
	10	x	4	Hole Cleats	D204080		
8" x 4 Hole D204060			10" x 4 Hole Cleats D204080		8" x 4	10" x 4	
					D204060	D204080	
-	-	-	10" x 4 Hole Cleats D204080		-	-	-
-	-	-	7" x 2 Hole Cleats D204020		-	-	-
7" x 2 Hole Cleats D204020			8" x 2 Hole D204055		6 of 6½ Plastic	2 of 6½ B1 Alloy	
					D2040786	Plastimo	

FWD MOORING

CLEATS

AFT MOORING

CLEATS

SPRING MOORING

CLEATS

MAINSHEET

CLEATS

GENOA SHEET

CLEATS

SAILBOAT CLEATS

FWD MOORING CLEATS	M28	M31	M346	M376	M422	S33	S362	S38
		10	x	4	Hole Cleats	D204080		
AFT MOORING CLEATS	8" x 4 Hole D204060			10" x 4 Hole Cleats D204080		8" x 4	10" x 4	D204080
SPRING MOORING CLEATS	-	-	-	10" x 4 Hole Cleats D204080		-	-	-
MAINSHEET CLEATS	-	-	-	7" x 2 Hole Cleats D204020		-	-	-
GENOA SHEET CLEATS	7" x 2 Hole Cleats D204020			8" x 2 Hole D204055		6 of 6 1/2 Plastic	2 of 6 1/2 B1 Alloy	D2040786 Plastimo

STANDARD ITEMS ON MOODY AND SIGMA				
ITEMS:	MOODY 28	MOODY 31	MOODY 34	MOODY 37
<u>FENDERS</u>	2	2	3	3
<u>SIZE AND NUMBER</u>	18x5½ D204491 XM Yachting	18x5½ D204491 XM Yachting	18x5½ D204491 XM Yachting	22x7 D204480 XM Yachting
<u>ANCHOR WEIGHT AND TYPE</u>	25lb Plough D203511	25lb Plough D203511	35lb Plough D203520	35lb Plough D203520
<u>ANCHOR WINCH AND TYPE</u>	NONE	NONE	NONE	Lofrans Royal
<u>ANCHOR WARP WITH STD WINCH</u>	15FTM (28m) 5/16 Non Cali Chain D203930	15FTM (28m) of 5/16 Non Cali Chain D203930	15FTM (28m) of 5/16 Cali Chain D203930	15FTM (28m) of 5/16 Cali Chain D203930
<u>CALOR GAS BOTTLES (1 PER BOAT) EXPORT:</u>			1 10lb D203711	1 10lb D203711
<u>FRIDGE TYPE:</u>	NONE	NONE	NONE	160 Litre Danfos H205196
<u>MOORING WARP:</u>	2 XM Yachting 15mx12mm D252001	2 15mx12mm	2 15mx12mm	3 XM Yachting 15mx16mm D252010
<u>COOKERS:</u>	Atlantic Budget D203753	Atlantic Budget D203753	Atlantic Budget D203753	Atlantic de Luxe H203757
<u>PROPELLOR SIZES:</u>	15x11x2 blade LH D520427	16x14x2 blade LH D510435 Tein	15x12½x2 blade RH D510418 Tein	T90 engine 16x11 D510429 T108 engine 17x11 D510464
<u>ANTI FOULING:</u>	-	C.D. POLYMER NAVY BLUE		
<u>ECHO SOUNDER:</u>	Navico ES 120 D310100	Navico ES 120 D310100	Navico ES120 D310100	Navico ES120 D310100
<u>SUNLOG:</u>	NONE	NONE	12v x 12k Sunlog H512910 Nav 1	12v x 12k Sunlog H512910 Nav 1 336
<u>STERN LIGHTS:</u>	AQ 25 D3088143	AQ 25 D308843	AQ 25 D308843	AQ 40 D308773
<u>STD WINCHES:</u>	2 24C Lewmar	2 30C	2 40C	2 43C

VAVO 2003 TURBO 18x14 2 BLADE.

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10m.
* Sept 87

WASHBOARD LOCKS + KEYS

	Description	Marine Projects Reference	Regent Lock Reference
Moody 28	Straight 3/4" Barrel	D410415	P25L
Moody 31	Straight 1 1/4" Barrel	D410415	P25 1/4"
Moody 346	Cranked 3/4" Barrel	D410415	P25L
Moody 376	Straight 3/4" Barrel	D410415	P25L
Moody 422	Cranked 3/4" Barrel	D401415	P25L
Sigma 33	Cranked 3/4" Barrel	D410415	P25L
Sigma 362	Cranked 3/4" Barrel	D410415	P25L
Sigma 38			

ALL SPARE KEYS : D410417